LOS VALLES PROJECT

Draft Environmental Impact Report

Volume II – Section 5.10 through 10.0

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

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March 2016

5.10 LAND USE AND PLANNING

INTRODUCTION

This section of the Draft EIR evaluates the potential impacts of the Project with regard to land use, including to the Project's consistency with applicable land use plans and regulations.

5.10.1 ENVIRONMENTAL SETTING

Existing Conditions

Project Site

The 430.4-acre Project Site is located in unincorporated Los Angeles County, on the northwesterly portion of the Santa Clarita Valley at 28801 Hasley Canyon Road Castaic, California 91384. The Project Site is generally located west of the Golden State (I-5) Freeway, north of Hasley Canyon Road and east of the intersection of Hasley Canyon Road with Del Valle Road. See **Figure 3.0-1, Regional Location Map,** in **Section 3.0, Environmental Setting**, of this Draft EIR for the Project location.

The Project Site is predominantly vacant, graded land with some installed underground and above ground infrastructure. Elevations range from approximately 1,200 feet at the lowest point near the main entrance off Hasley Canyon Road, to approximately 1,600 feet at the northerly water tank location

The Project Site was in use as a golf course from 1963 until the early 1980s. During the 1970s and 1980s the Project Site was in use for oil drilling. The Project Site has been extensively graded as a result of these 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 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.

The CUP authorizes development in compliance with hillside management and density-controlled development criteria and permits the golf course, its appurtenant facilities, and on-site alcohol sales. These approvals remain in effect.

The prior owner of the Project Site commenced substantial and significant landform grading (in excess of 12 million combined cubic yards of cut and fill) and infrastructure installation, including installation of electrical, storm drains, sewers, graded roadways, golf course fairways, home pads, a 750,000-gallon water tank and water well.

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.

As a result of the extensive on-site grading activity authorized by the Prior Entitlements, areas of the easterly ridgeline that had been designated by the County as significant primary and secondary were almost entirely removed. While a small portion of the 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. The portion of the easterly secondary ridgeline that remains is visible from Hasley Canyon Road and is shown in **Figure 3.0-5, Overview of the Project Site**. The westerly ridgeline, under the grading permit granted under Prior Entitlements, was subject to 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. (The location of the previous mining operations is shown in **Figure 3.0-4, Areas of Previous Disturbance on the Project Site)**. However, the westerly ridgeline remains substantially intact and is visible from the Project Site and areas to the west. 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.

The Project Site remains in this substantially graded and otherwise undeveloped state as can be seen in **Figures 3.0-2, Project Boundary and Environmental Setting**, and **3.0-4, Areas of Previous Disturbance on the Project Site**.

Surrounding Uses

Surrounding land uses are depicted in **Figure 3.0-2, Project Boundary and Environmental Setting.** The Project Site is situated within a suburban area of the Santa Clarita Valley and is surrounded by development on three sides. As shown in **Figure 3.0-2**, a large residential neighborhood known locally as Hillcrest Park is located north of the Project Site on either side of Hillcrest Parkway. Two schools, Castaic Middle School and Castaic Elementary School are also immediately north of the Project Site.

Low-density 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 of the Project Site. Further to the west, along Hasley Canyon Road, there is a mix of vacant, privately owned land and oil wells.

Directly east of the Project Site and west of the I-5 freeway, planned residential communities have been constructed at densities slightly greater than those proposed for the Project.[1] To the east, along Hasley Canyon Road (which is an east-west Limited Secondary Highway and provides the primary access from the Project Site to I-5) are commercial retail malls including community serving businesses and financial institutions, restaurants, a daycare center and a charter school, Santa Clarita Valley International School.

A water well and a related structure constructed by the Applicant and dedicated to the Los Angeles County Waterworks District No. 36 (LACWWD 36) is located immediately adjacent to the Project Site on the south. In addition, several active oil wells and derricks are located on an adjacent parcel not owned or operated by the Applicant, south of the Project Site. The Valencia Commerce Center, a large commercial and industrial development containing numerous one- and two- story commercial buildings used primarily for light manufacturing and light industrial purposes is also located to the south.

As previously discussed, the Project Site is not visible from the surrounding residential uses as a result of the existing topography. The elevation of the residential community east of the Project Site is lower (compared to the elevation of the Project Site), preventing views of the Project Site, while the western ridgeline prevents views of the Project Site from the residential community to the west. Further, views of the Project Site are not visible from the Castaic Middle and Elementary Schools or the adjacent single-family residences due to existing hillsides.

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1 The area to the north is zoned R-1-5,000 (Single Family Residential-5,000 square foot (sf) Minimum Lot Area), parcels to the east are zoned RPD-6,000-3U (Residential Planned Development 6,000 sf Minimum Lot Area, Three Dwelling Units per Acre), parcels to the southeast are zoned M-1.5-DP (Restricted Heavy Manufacturing) and parcels to the southwest and west are zoned A-2-2 (Heavy Agriculture, One Acre Minimum Lot Area).

Regulatory Framework

Regional

The Project Site is located within the six-County jurisdiction of the Southern California Association of Governments (SCAG), which, in addition to Los Angeles County, also includes Ventura, Orange, San Bernardino, Riverside, and Imperial Counties. SCAG has divided its jurisdiction into 13 subregions to facilitate regional planning efforts. The Project Site is within the City of Los Angeles Subregion.

While SCAG does not have regulatory authority and therefore cannot implement land uses decisions, SCAG guides land use planning for the Southern California region through intergovernmental coordination and consensus building. To obtain transportation funds and to comply with SCAG policy, local jurisdictions must ensure that proposed projects are consistent with the regional policies located within the *SCAG 2008 Regional Comprehensive Plan*, the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy*, and the *2004 Compass Blueprint Growth Vision Report*. SCAG reviews proposed development and infrastructure projects for local jurisdictions to analyze their impacts on regional planning programs.

Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide (RCP)

SCAG prepared and issued the RCP in response to SCAG's Regional Council directive in the 2002 Strategic Plan to define solutions to inter-related housing, traffic, water, air quality, and other regional challenges.[2] The most recent RCP serves as a policy framework for implementation of short-term strategies and long-term initiatives to improve regional mobility and sustainability, while also directly addressing the interrelationships between natural resource sustainability, economic prosperity, and quality of life.[3] The RCP incorporates the principles and goals of the *2004 Compass Blueprint Growth Vision Report*. The RCP includes nine chapter areas: Land Use and Housing; Open Space and Habitat; Water; Energy; Air Quality; Solid Waste; Transportation; Security and Emergency Preparedness; and Economy. Each chapter is organized into three sections: goals, outcomes, and action plans. Each action plan contains "Constrained Policies," which provide a series of recommended near-term policies that developer and key stakeholders should consider for implementation. Accepted RCP policies related to land use are

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2 Southern California Association of Governments Final 2008 Regional Comprehensive Plan, website: http://scag.ca.gov/rcp/index.htm, June 20, 2013.

3 Final 2008 RCP, Op cit.

contained in the Land Use and Housing Chapter. Land Use policies in the RCP encourage the integration of land use and transportation planning.

Many of the policies related to land use and housing provide guidance to SCAG in implementing the Compass Blueprint program and, therefore, are not directly applicable to the Project alone. However, those policies from the 2008 RCP that are applicable are listed and further analyzed below.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

Federal guidelines require that all new regionally significant transportation projects be included in a *Regional Transportation Plan* (RTP) before they can receive federal or state funds or approvals. Metro submits the program of Los Angeles County projects for inclusion in the *Regional Transportation Improvement Program* (RTIP). The RTP must be updated and federally approved every three years. Federal approval requires a positive demonstration that the RTP projects would not generate travel emissions that exceed those assumed in the applicable *Air Quality Management Plan*; this requirement is known as "transportation conformity."

In order to address these requirements and the requirements of SB 375 (Steinberg 2008), which requires SCAG to adopt sustainable communities strategy in the regional transportation plan and to coordinate certain transportation and land use planning and programming activities, SCAG adopted the *2012–2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future* (RTP/SCS) on April 4, 2012. The RTP/SCS is a long-range plan that is intended to improve overall mobility, reduce greenhouse gases, and enhance the quality of life for the region's residents. For the first time, SCAG has integrated land use, housing and environmental strategies with transportation planning to help meet emissions reduction targets set by the California Air Resources Board (CARB) as required by SB 375. The RTP/SCS provides an alternative to "business as usual" development. It encourages community revitalization and neighborhoods that are bike and pedestrian friendly, with convenient access to transit. Approved by State and federal agencies in June 2012, the RTP/SCS includes approximately $180 billion in projected funding for transportation projects for Los Angeles County.

The RTP/SCS contains a plan to provide adequate highway, transit, rail, aviation, and goods movement infrastructure to meet the region's needs through 2035. The RTP/SCS is linked to Los Angeles County transportation plans and models in the form of shared growth and travel projections. As such, the 2012-2035 RTP/SCS is guided by and incorporates all projects from Metro's own Long-Range Transportation

Plan. A total of 1,614 Los Angeles County-specific projects are contained in the 2012-2035 RTP/SCS.[4] On June 6, 2013, the Transportation Committee of SCAG approved Amendment #1 to the RTP/SCS and Amendment #13-04 to the *2013 Federal Transportation Improvement Program* (FTIP) after a 30-day public review and comment period. The Draft Amendments were developed as a response to changes to projects in the 2012-2035 RTP/SCS and 2013 FTIP.[5] The RTP/SCS includes goals and policies largely applicable to local and regional transportation and mobility projects, and, in some cases, land use projects. Goals and policies relevant to the Project are provided in **Table 5.10-4, Project Consistency with SCAG Regional Transportation Plan/Sustainable Communities Strategy Visioning Principles,** (later in this section) along with a consistency analysis.

Local

County General Plan

State planning law mandates that every city and county prepare a General Plan. A General Plan is a comprehensive policy document outlining the future development in a city or county. The County of Los Angeles General Plan serves as the overall policy document for the unincorporated portions of the County, including the Project Site. The land use designations are very broad in nature, as are the types of uses permitted within each designation. The Land Use Element has the broadest scope of all the General Plan Elements. The Land Use Element establishes the pattern of land use and sets standards and guidelines to regulate development.

Analysis of the Project's consistency with the General Plan policies is provided in **Table 5.10-1**, included at the end of this Section.

Community and area plans are subsets of the General Plan that provide a greater level of detail than the General Plan with respect to land use and circulation planning. In addition, community and area plans provide policy-level discussions of other issues relating to the specific needs and characteristics of an area, such as open space preservation, trail planning, hillside development, and historic preservation. The Santa Clarita Valley Area Plan, discussed below, is the area plan that provides detailed policy statements, land uses, and development standards for the Santa Clarita Valley including unincorporated areas such as the Project Site.

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4 Benefits of the 2012–2035 RTP/SCS for City of Los Angeles Subregion factsheet. Website: http://scag.ca.gov/publications/pdf/benefitsFS/LosAngelesCityLA.pdf, accessed July 24, 2013.

5 Amendment 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy. Website: http://rtpscs.scag.ca.gov/Pages/Amendment-1.aspx, accessed July 24, 2013.

Santa Clarita Valley Area Plan

The Santa Clarita Valley Area Plan was first adopted by the Los Angeles County Board of Supervisors on February 16, 1984, and subsequently updated on December 6, 1990. An update to the Santa Clarita Valley Area Plan (SCVAP 2012) was adopted by the Board of Supervisors on November 27, 2012.

The SCVAP 2012 is a component of the Los Angeles County General Plan and is intended to provide focused goals, policies, and maps to guide development within the unincorporated portions of the Santa Clarita Valley. In conjunction with the other chapters and elements of the Los Angeles County General Plan, the SCVAP 2012 is a coordinated statement of the County's public policy that provides the Regional Planning Commission and Board of Supervisors with a framework for making critical public decisions relating to the unincorporated portions of Santa Clarita Valley and guides them in efforts to improve the quality of life in those areas.

The Land Use Element of the SCVAP 2012 is the County's long-term blueprint for development of property to meet the Santa Clarita Valley's future need for new housing, retail, office, industrial, parks, open space, and other uses. The Land Use Element contains a Land Use Map and goals, policies, and programs designed to address the development issues facing the community through a variety of land use planning strategies, along with the type, intensity, quality, and location of future uses within the planning area. Specifically, the Land Use Element of the SCVAP 2012 identifies the following purposes:

- *The Land Use Element informs the public of the County's land use goals, objectives, and policies for long-term development, and outlines programs designed to implement the stated goals.*
- *The Land Use Element serves as a guide for the day-to-day operation decisions of staff and decision makers with respect to development matters. It sets forth policies on which to base recommendations and decisions regarding land use issues, and provides a basis for informing citizens and developers about the County's policies on growth and development.*
- *The Land Use Element establishes the land use classifications for property within the planning area and sets for standards of density and intensity for each classification, as well as projections of future population growth and its spatial distribution.*
- *The element addresses issues identified in other Area Plan elements that affect land use and development patterns, including circulation systems, infrastructure availability, housing needs, economic development goals, resource conservation, open space preservation, and public safety.*

The Project Site is located within the SCVAP 2012 area and therefore the SCVAP 2012 is the primary planning document for the Project Site.

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.

County of Los Angeles Zoning Ordinance

A zoning code implements a jurisdiction's general plan and provides precise development guidelines such as permitted and conditionally permitted land uses, minimum lot sizes, building heights, maximum square footage, etc. A zoning ordinance is required by law to be generally consistent with the General Plan.

The County of Los Angeles Planning and Zoning Code governs the unincorporated portions of Los Angeles County and serves as the primary implementation tool for the County's General Plan Land Use Element, the SCVAP 2012 and the goals, objectives, and policies contained therein. The County Zoning Map is consistent with the General Plan's Land Use Map, and the land use designations contained in the Land Use Element and the areas designated for each category correspond to one or more zoning districts.

The Project Site is zoned A-2-2 (Heavy Agriculture, 2-acre Minimum Lot Area), an agricultural zone permitting development of single-family residences in conformance with development standards established under the County's Single-Family Residence (R-1) zone. Permitted Uses within an R-1 zone include single family residences on minimum 5,000 square foot lots. Maximum permitted heights are 35 feet above grade. Additional requirements include a minimum of two covered parking spaces per single family residence (LACC 22.52.1180.1). Standard yard requirements are as follows:

<u>Front Yard</u>: 20 feet (LACC 22.20.105)

<u>Rear Yard</u>: 15 feet or 20 percent of average depth of shallow lot, but not less than 10 feet (LACC 22.20.120 and 22.48.110)

<u>Side Yards</u>: Interior Lot: 5 feet or 10 percent of average width of narrow lot, but not less than 3 feet (LACC 22.20.120 and 22.48.100)

<u>Corner Lot</u>: 5 feet except on reversed corner lot, which is 10 feet (LACC 22.20.120)

Yard criteria may be modified as part of a density controlled development permit.

It is also important to note that the A-2-2 zoning does not control the density on the Project Site; density is controlled by the SCVAP 2012 which allows for development of single-family homes at a maximum density of two dwelling units per net acre.

Castaic Area Community Standard District

A Community Standard District establishes requirements related to a specific portion of the County. The Castaic Area Community Standard District (Castaic Area CSD), codified at LACC 22.44.137, defines the Castaic area of influence within Los Angeles County and describes the development standards that manage the growth of the Castaic community. The Castaic Area CSD was approved by the Los Angeles County Board of Supervisors in December of 2004 and is part of the County Planning and Zoning Code applicable to the Project. The purpose of the Castaic Area CSD is to ensure new development will be compatible with the Castaic area's existing character. The Castaic Area CSD provides guidelines for developers, County officials, and citizens by establishing Castaic's official boundary in relation to its surrounding communities, identifying and requiring certain design requirements, including preservation of significant ridgelines and trail development, and minimum lot sizes for new development. The Project Site is located within the boundaries of the Castaic Area CSD, although not located within any of the specifically identified Castaic Area CSD subareas.

Los Angeles County Healthy Design Ordinance (Title 21, Title 22) and Healthy Design Guidelines

The Healthy Design Ordinance (HDO), which became effective on March 7, 2013, was adopted by the County in an effort to improve public health through changes in the built environment and "to establish certain uses, permit requirements, and development standards that encourage a healthy lifestyle in the County by promoting walking, bicycling, and other exercise, and by creating better access to healthy foods." The HDO makes changes to existing zoning and subdivision regulations to provide infrastructure such as, pedestrian thruways at cul-de-sac dead-ends to connect schools, trails, recreation centers and other neighborhood destinations, wider sidewalks and requires landscaping to promote increased levels of physical activity. The HDO also seeks to improve access to healthy foods by allowing community gardens as legally permitted uses in residential zones. In addition, the Department of Regional Planning has adopted Healthy Design Guidelines in order to effectively promote physical activity. These Guidelines promote development of "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."

Los Angeles County Rural Outdoor Lighting District

The Rural Outdoor Lighting District, LACC 22.44.500, 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 enabling ordinance includes "*Guidelines for Good Outdoor Lighting Practices.*"[6] Refer to **Section 5.1, Aesthetics**, for a discussion regarding the Project's compliance with these standards.

Hillside Management Area Ordinance

A variety of hillside requirements apply throughout the County. Under the Hillside Management Area Ordinance, LACC 22.56.215, a conditional use permit is required when the property within an urban hillside management area is proposed to be developed.[7] As the Project carries an "urban" H2-Residential 2 land use designation under SCVAP 2012 and contains slopes of greater than 25 percent, the Project Site is considered an urban hillside management area. The purposes of this ordinance relevant to this analysis are the maintenance and enhancement of the natural topography, resources, and amenities of hillsides in the unincorporated County, while allowing for controlled development that protects the safety of residents.

The County has also developed advisory Hillside Design Guidelines to assist developers in preparing plans for hillside areas with natural slopes of 25 percent or greater. These guidelines apply to residential, commercial, and industrial projects within designated hillside management areas. The goal of the guidelines is to promote quality design and development that is compatible with existing natural surroundings. The Hillside Design Guidelines address such development elements as project design, grading, circulation, site design, fire protection, landscaping, and plant palettes. General guidelines that are applicable to the Project include the following:

- Minimize grading and removal of native vegetation.
- Preserve distinctive natural features and existing topographical forms.
- Preserve prominent skyline ridge silhouettes; locate roads and structures below skyline ridges.

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6 Los Angeles County Planning Department, Rural Outdoor Lighting District Ordinance, http://planning.lacounty.gov/view/rural_outdoor_lighting_district_ordinance, accessed April 4, 2014.

7 "'Urban hillside management area' means those areas having a natural slope of 25 percent or more included within the urban classification of the general development policy map of the General Plan." LACC 22.08.080.

- Design circulation routes that incorporate existing contours; undulating road patterns, cul-de-sacs, split roadways and varying grades.
- Incorporate hiking, bicycle, walking and equestrian trails where appropriate; integrate trails and open space with existing networks.
- Vary lot sizes, setbacks and building orientation and elevations to ensure views and avoid monotony.
- Preserve steep hillsides by clustering buildings and using other innovative site design approaches.
- Use flag lot design where essential to reduce grading.
- Preserve significant trees and habitats, natural watercourses, wildlife corridors and distinctive natural features.
- Consider the project's appearance from higher, lower, or adjacent roads or development.
- Place water tanks and other unsightly forms below ridgelines and in a bermed and naturally landscaped area.

Numerous additional guidelines specific to grading, circulation, fire protection, and landscaping are also provided within the Hillside Design Guidelines.

5.10.2 ENVIRONMENTAL IMPACTS

Methodology

The analysis of potential land use impacts considers consistency of the Project with adopted plans, policies, and ordinances that regulate land use on the Project Site, including the compatibility of proposed uses with surrounding land uses. The determination of consistency with applicable land use policies and ordinances is based upon a review of the previously identified planning documents that regulate land use or guide land use decisions pertaining to the Project Site. CEQA Guidelines Section 15125(d) requires an EIR to discuss inconsistencies with applicable plans and evaluate whether a project is inconsistent with such plans. Projects are considered consistent with General Plan provisions and general SCAG policies if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals.

The intent of the compatibility analysis is to determine whether the Project would be compatible with existing surrounding development in terms of land use, size, intensity, density, scale, and other physical and operational factors. The analysis is intended to determine whether existing neighborhoods, communities, or land uses would be disrupted, divided, or isolated by the Project and to consider the duration of any disruptions. The analysis addresses general land use relationships and urban form, based on a comparison of land use relationships in the area surrounding the Project Site under conditions

existing at the time the Notice of Preparation (NOP) was published to those that would occur with Project implementation.

As discussed in **Section 4.0, Project Description**, the Project assumes construction of the planned channel improvements prior to the completion of grading for the Project. If the planned channel improvements are not completed, two Retention Basins would be constructed as an interim condition. 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 land use impacts, there would be no material difference in impacts between with or without the interim controls. Therefore, full buildout of the Project is analyzed in this section.

Project Design Elements/Project Design Features

Project Design Elements

A complete description of the Project and associated development characteristics is provided in **Section 4.0, Project Description**. As discussed therein, the Project would develop the Project Site with 497 single-family homes and various community amenities. The Project would be designed to provide a transition between the suburban subdivisions to the east and north and the open space and rural residential uses to the west. To accomplish this, the plan for the Project emphasizes open space and connections to natural areas. A significant portion of the proposed undisturbed open space areas are adjacent to the existing undeveloped areas to the north, east, and west.

Upon buildout, the Project Site would be sloped downward from north to south and upward from east to west. Project Site elevations would range from 1,400 feet at its lowest point near the main Project entrance to 1,700 feet. Upon completion, lots in the southwestern portion of the Project Site would be at elevations of approximately 1,240 feet, lots in the central western portion of the Project Site would be at an elevation of approximately 1,320 feet, and lots at the northern western portion of the Project Site would be at an elevation of approximately 1,460 feet. Residential lots proposed in the northeastern portion would be at an elevation of approximately 1,200 feet. Due to the grading which took place under the Prior Entitlements, limited changes in the existing elevation would occur on the eastern portion of the Project Site. As noted above, the Project Site is within an urban hillside management area.

New residential uses on the Project Site would be set back from Hasley Canyon Road (the primary access to the Project Site), with a series of landscaped areas, including a vineyard and citrus grove/orchard (and, in the Interim Condition, with landscaping and Retention Basins) located immediately north of the main entrance to the Project. Residences would be on lots that range from 8,300 square feet to 16,700 square feet.

The Project would provide a both developed (i.e., parks/recreation areas) and natural open space throughout the Project Site. A combination of hillside slopes and transitional slopes would be provided throughout. Plantings would generally be drought tolerant. The Project includes the removal of one oak tree. As such, the Project would require an oak tree permit. In addition, a 7.45 acre neighborhood park and approximately 189.29 acres of privately owned open space area, including approximately 123.25 acres of natural open space, approximately 59.6 acres of slopes, and a 6.44 acre mitigation area would be provided on the Project Site. A recreation area comprised of 28.28 acres, including a 4.5 acre vineyard and 3.9 acre orchard would also be included on the Project Site. Thus, as shown in **Table 4.0-1, Project Development Summary**, the Project's recreation and open space would include; a public park (7.45 acres), a recreation area (28.28 acres), and natural open space (189.29 acres), for a total of 225.02 acres.

Additional Project components include approximately 3,000 linear feet of multi-use trail which is proposed to be developed and dedicated to the County of Los Angeles Department of Parks and Recreation. The 16-foot-wide trail will run parallel with Hasley Canyon Road on the southwestern portion of the Project Site and will be available for public hiking, mountain biking, and equestrian use.

Since the Development Area is located in a County-designated Very High Fire Hazard Severity Zone, a fuel modification plan would be developed as part of the Project to minimize the risks of wildfires. The preliminary fuel modification plan would establish buffer zones and would dictate the types of vegetation permitted within the zones (See **Figure 4.0-7, Preliminary Fuel Modification Plan**). Additional requirements pertaining to the removal of brush and dead plant materials, removal of non-native plant species, and periodic maintenance of the buffer zones would be included within the fuel modification plan. The fuel modification plan would be submitted to the Los Angeles County Fire Department Forestry Division for approval prior to the issuance of Project grading permits.

Off-Site Improvements

To connect to existing water piping, the Project will also include installation of (1) approximately 20 feet of underground pipe in Sedona Way, approximately 50 feet west of the Old Road, to connect to existing underground piping, and (2) approximately 25 feet of above ground pipe, a water flow meter, and an electrical panel inside an existing fenced Castaic Lake Water Agency (CLWA) facility located behind the sidewalk on the south side of Sedona Way, approximately 70 feet west of the Old Road. In addition, the following improvements would occur immediately contiguous to the Project Site within the existing right-of-way on Hasley Canyon Road:

- Construction of a left turn pocket on Hasley Canyon Road at the project frontage and restriping as required the Department of Public Works;

- Additional grading within the right-of-way on Hasley Canyon Road (at the project entrance) and on Hayward Drive (at its current terminus) to construct sewer connections.

- Natural gas connections at one of three points. Ultimately, the gas provider will decide which connection point will be used. These three potential connection points include: an existing 4-inch gas service line 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. Regardless of which natural gas line is selected for use by the gas company, all three of these connections would occur at the Project frontage on Hasley Canyon Road.

Figure 4.0-9, Project Off-Site Improvements, shows the location of the proposed offsite improvements. No other offsite improvements are anticipated to be necessary to construct the Project.

Project Design 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 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).

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.[8]

Hillside Management. Contour grading, curvilinear street design, terraced drains, terraced slopes and related project design features have been incorporated as project best management practices.[9]

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 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.

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8 Trails, Castaic Area Community Standards District (CSD).

9 Hillsides, Castaic Area Community Standards District (CSD).

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.

Link to Transit. A bus stop is located 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, 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 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.[10]

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.

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10 LA County General Plan Policy LU 10.3.

Clubhouse Building Energy Efficiency. The clubhouse will be designed and constructed to meet zero net electric[11] 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[12]) 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.

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11 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.

12 Zero Net Energy – Time Dependent Valuation.

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.[13]

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.

A full menu of both required compliance measures and sustainable features of the Project is provided in **Section 5.5, Energy.**

Requested Discretionary Approvals

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 open space lots, six recreation lots, one public park lot, one water tank lot, 11 storm maintenance/debris basin lots, and three "fee access" lots (pedestrian access lots) to be maintained by the HOA[14]for a total of 538 lots.

2. Conditional Use Permits (CUP) to authorize (1) density-controlled development to allow the proposed layout of the residential uses;[15] (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;[16] (3) development in accordance with the County's urban hillside management criteria;[17] and (4) on-site grading in excess of 100,000 cubic yards of

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13 LA County General Plan Policy C/NR 9.2.

14 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.

15 LACC 22.24.150 & 22.56.205

16 LACC 22.44.137.D.6.d.i(B)

17 LACC 22.56.215

combined cut/fill.[18] 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.[19]

3. Oak Tree Permit to authorize the removal of one protected (non-heritage) oak tree on the property.

4. Variance to authorize the development of the portions of the easterly ridgeline identified on County maps as "significant ridgeline," but which has been removed (as to primary ridgeline areas) and removed and/or degraded (as to secondary ridgeline areas) by prior grading activity.

5. De-annexation from the Valencia Water Company boundaries

6. Annexation into LACWWD 36 to include extension of the Sphere of Influence of LACWWD 36, for portions of the Project Site currently outside of the LACWWD 36 boundaries and subsequent annexation of these areas into LACWWD 36. Upon approval from Los Angeles County Local Agency Formation Commission (LAFCO) the Project will be served by LACWWD 36 for potable and landscaping water needs.

Significance Thresholds

The potential for the Project to result in impacts associated with land use is based on the CEQA significance thresholds specified by the Los Angeles County Department of Regional Planning. These significance thresholds are based in part on Appendix G of the *State CEQA Guidelines* and are as follows:

Threshold 5.10 -1 **Would the project physically divide an established community?**

Threshold 5.10-2 **Would the project be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood ?**

Threshold 5.10-3 **Would the project be inconsistent with the County zoning ordinance as applicable to the subject property?**

Threshold 5.10-4 **Would the project conflict with Hillside Management criteria, Significant Ecological Area conformance criteria, or other applicable land use criteria?**

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 SCVAP 2012 designation for the Project Site is H2-Residential 2, an urban designation, which allows, with a density-controlled

18 LACC 22.56.210

19 LACC 22.24.150

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 new connections to existing roadways and trails. Therefore, no further analysis of **Threshold 5.10-1** is necessary.

Impact Analysis

Threshold 5.10 2 **Would the project be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and County community/neighborhood plans?**

The following analysis addresses the Project's consistency with applicable County land use plans, including the County General Plan and the SCVAP 2012 and with the County Planning and Zoning Code, including the Castaic Area CSD. The Project's consistency with relevant policies of SCAG's RTP/SCS and RCP is also discussed below.

Los Angeles County General Plan

Table 5.10-1, **Project Consistency with Los Angeles County General Plan,** lists the adopted General Plan goals, objectives, and policies and, where applicable, provides an analysis of the Project's consistency with these goals and policies. As shown in **Table 5.10-1** (included at the end of this section), the Project would be consistent with the goals and policies of the adopted General Plan.

Santa Clarity Valley Area Plan 2012

Goals and policies of the SCVAP 2012 that are applicable to the Project and an analysis of the Project's consistency with these goals and policies are provided in **Table 5.10-2, Project Consistency with the 2012 Santa Clarita Valley Area Plan**, included at the end of this section**.** As shown in **Table 5.10-2**, the Project would be consistent with the goals, objectives, and policies of the SCVAP 2012.

As shown in **Tables 5.10-1** and **5.10-2**, the Project would not be inconsistent with the applicable County plans and thus impacts would be less than significant.

Threshold 5.10-3 **Would the project be inconsistent with the County zoning ordinance as applicable to the subject property?**

The Project Site would be 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 (225.02 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 Area 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.

Analysis of the Project and the County of Los Angeles Zoning Ordinance are discussed below. The analysis of criteria relevant to the hillside management CUP and grading CUP are described under the Hillside Management Area Ordinance below. The analysis of consistency with the ridgeline requirements and the CUP and Variance requested by the Applicant is described under the Castaic Area CSD below.

County of Los Angeles Zoning Ordinance

With the issuance of the requested Entitlements, the Project would be consistent with the County Zoning Code and in compliance with subdivision requirements. As discussed above, the Project Site is Zoned A-2-2 (Heavy Agriculture, 2-acre Minimum Lot Area), and agricultural zone permitting development of single-family residences in conformance with development standards established under the County's Single-Family residence (R-1) zone, such as the minimum lot size. The requested conditional use permit will allow for density controlled development on the Project Site and a reduction in the 2-acre minimum lot sizes. While development of the Project Site will require various regulatory approvals, including conditional use permits, and a variance and will also require an oak tree removal permit, no variance will be required related to setbacks.

Hillside Management Area Ordinance (LA County Code, Title 22, § 22.56.215)

The Project Site is depicted in the Hillside Management land use category of the SCVAP 2012 and has an urban land use designation. As such, the Project is subject to the County's hillside management criteria for urban hillside management areas.

A project is inconsistent with the Hillside Management Area Ordinance if it would adversely affect the safety of current or future community residents or would create significant threats to life and/or property due to the presence of geologic, seismic, slope instability, fire, flood, mudflow, or erosion hazard.

As further described in **Section 5.6, Geology and Soils,** all proposed development will be constructed on building pads created with the compacted cut and fill. The Geotechnical Report (**Appendix 5.6-9**) completed for the Project confirmed that the Project can be feasibly constructed without creating unacceptable geologic hazards, seismic hazards, and/or slope instability. No known active or potentially active faults exist within, or on the Project Site. As such, there would be no potential for surface fault rupture of an active or potentially active fault.

Groundshaking accompanying earthquakes on nearby faults is anticipated to be felt within the Project Site, as is the case for most of Southern California. However, the structures would be required to be designed, engineered, and constructed to meet all applicable local and state seismic safety requirements, including those of the Uniform Building Code. Refer to **Section 5.6, Geology and Soils**, for further information and analysis.

As discussed in **Section 5.12-4, Fire Service**, the Project would be adequately served by fire protection services for fire and emergency needs. Further discussion of fire hazards is included in **Section 5.8, Hazards and Hazardous Materials**. As such, fire safety would not be adversely affected.

As further described in **Section 5.9.1, Hydrology** and **Section 5.9.2, Water Quality**, the Project's drainage plan includes the construction of debris basins, catch basins, storm drains, other drainage facilities (such as adequately sized culvert crossings), Best Management Practices (BMPs) and erosion control will improve the quality of water entering downstream areas. These drainage improvements will also reduce the potential for on and off-site flooding, mudflows and soil erosion. The Project landscaping will include native vegetation that will also reduce the potential for on and off-site erosion, mudflows, and flooding through its direct influence on soil water retention, surface soil stability, and erosion control.

Consistency with Castaic Area Community Standard District (Castaic Area CSD)

General Standards

The Castaic Area CSD is established to protect the rural character, unique appearance, and natural resources of the Castaic Area communities. The CSD also ensures that new development will be compatible with the Castaic area's existing neighborhoods and with the goals of the SCVAP 2012. The 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.

Ridgelines

The Project proposes grading on both the easterly and westerly ridgelines.

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. As part of the grading for that project, 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. (See **Section 3.0, Environmental Setting**).

In 2004, the Castaic Area CSD was adopted. That CSD 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 as shown on **Figure 3.0-5, Overview of the Project Site**. 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 (absent the northernmost extent of

the easterly primary ridgeline), even though the County's "Significant Ridgeline Map" still technically shows this ridgeline as occurring on the Project Site.

The Applicant is seeking a variance to address the current state of grading on the areas of the easterly ridgeline mapped as significant primary and secondary ridgelines and to authorize additional grading within these boundaries including removal of the two remaining noncontiguous portions of the easterly ridgeline located on the Project Site. Retention of the easterly ridgeline as originally mapped is not feasible because, as previously discussed; most of the primary ridgeline and the majority of the secondary ridgeline have already been removed from within the Project Site grading limits. The Project Site cannot be reverted to its condition prior to 2004. As shown in **Figure 3.0-5, Overview of the Project Site,** the Project Site's topography does not, as a result of county-authorized grading, match the County's Significant Ridgeline Map, constituting special circumstances and exceptional characteristics which make the Project Site different from other properties upon which Significant Ridgelines are mapped, and for which a variance is warranted. Due to the extensive amount of grading conducted on the Project Site, the conditions required to obtain a ridgeline exemption (see discussion below regarding the westerly ridgeline) can no longer be achieved.

The proposed grading of the easterly ridgeline associated with the Project is substantially consistent with the grading plans approved in connection with the Prior Entitlements. With approval of the variance, the Project will be graded in accordance with the grading proposed on Revised Tract Map 52584(. Under this proposal, the Project will not 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 previous graded. The easterly secondary ridgelines have also been fully removed or substantially degraded in several places, resulting in only two short, disconnected portions of these slopes remaining on the Project Site.

The residential development proposed, including 189.29 acres of open space, (of which approximately 123.25 acres that would remain largely native in character) and substantial preservation of the westerly ridgeline, necessitates the completion of grading in the mapped easterly ridgeline where that grading has commenced and the grading of the two disconnected ungraded portions of the easterly secondary ridgeline. The mass grading which the County permitted on the easterly ridgeline under the Prior Entitlements, which effectively resulted in the physical elimination of this ridgeline from the Project Site and the fact that the County mapped the easterly ridgeline on its Significant Ridgeline Map after it had approved the Prior Entitlements, 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 the Applicant's requested variance.

Westerly Ridgeline

The Applicant is 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.

LACC 22.44.137.D.6.d restricts development on mapped significant ridgelines unless an exemption is granted and provides the standards for an exemption. To obtain an exemption, the Applicant must demonstrate that the proposed use:

Is compatible with adjacent uses, the character of the neighboring community and the goals and policies of the general plan;

Will leave the crest of the significant ridgeline in its natural state;

Is designed to minimize the amount of grading necessary and will use landscaping to minimize the visual impact of the project;

Will not be materially detrimental to the visual character of the neighborhood or the Castaic communities;

Will not impede the normal and orderly development of surrounding properties and will not promote encroachments on significant ridgelines; and

Will not degrade the visual integrity of the significant ridgeline, as verified through submission of a precise illustration and depiction.

As further described below, these findings can be made with respect to the westerly ridgeline, and therefore issuance of a conditional use permit would be consistent with the Castaic Area CSD.

Is compatible with adjacent uses, the character of the neighboring community and the goals and policies of the general plan

The Project consists of a combination of single-family homes and open space/recreation uses. As described previously, the Project Site is surrounded by similar single-family development to the north and east. The Project, including its open space, is designed as a transition between the suburban, single-family homes to the east and north, the commercial and industrial uses of the commerce center to its south and the more rural, non-urban land use designations to the west. The Project will provide open space and trail access as well as emergency Fire Department and Sheriff's Department egress and ingress. In addition, the extension of Barcelona Road will provide access from neighboring uses to the 7.45-acre neighborhood park on the Project Site as well as providing access to the 4.5 miles of pedestrian trails on the Project Site by residents of neighboring communities, including to the natural open space west of the westerly ridgeline, allowing the community walkability and linkages encouraged by SCVAP 2012 and the Healthy Design Guidelines (LACC Section 21.16.015). Therefore, the Project would be compatible with adjacent uses, consistent with the character of the neighboring community and the goals and policies of the general plan.

Will leave the crest of the significant ridgeline in its natural state

The Project Site was previously entitled for a combination of single-family homes and a golf course. As part of development of that project clearing and grubbing, the crest of the westerly ridgeline has already been substantially disturbed, including by grading of a construction road along its crest and over the crest in at least two places, and mining operations of natural sand deposits took place on the westerly ridgeline. As a result the crest is no longer in a "natural state." Project grading on the westerly ridgeline will remove the fill and loose material remaining from the previous sand mining operation. 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. Lastly, approximately 100 linear feet of the secondary portion of the westerly ridgeline will be removed to accommodate the extension of Barcelona Road. However, as discussed above, the Project proposes to restore and maintain the crest of the ridgeline in substantially intact condition. In addition, the Barcelona Road extension has been relocated from its currently approved location along the crest in both the primary and secondary areas of significance and is instead sited along the secondary ridgeline area, crossing over a previously disturbed area of the crest within the secondary ridgeline area, rather than sited directly on the crest of the significant ridgeline.

Is designed to minimize the amount of grading necessary and will use landscaping to minimize the visual impact of the project

The Project will utilize the existing graded areas for development to the extent feasible, thereby minimizing the amount of additional grading necessary. The Project includes a substantial amount of landscaping and natural areas to minimize visual impacts. The Project would represent a visual improvement from the existing partially graded and vacant site. Once complete, the Project Site would be maintained by one or more homeowners associations that would ensure the site remains visually appealing.

Will not be materially detrimental to the visual character of the neighborhood or the Castaic communities

As discussed in the above criteria, the Project would improve the Project Site with well-designed single-family homes and natural open space and recreational areas. These improvements would be consistent with similar single-family developments in the surrounding area and within the Castaic community. Further, with the exception of views from the current terminus of Barcelona Road and Hayward Drive, the Project Site is not visible from surrounding residential communities. For further discussion and analysis regarding visual character, refer to **Section 5.1, Aesthetics**.

Will not impede the normal and orderly development of surrounding properties and will not promote encroachments on significant ridgelines

The Project will contain an extension of Barcelona Road from its current terminus at the northern boundary of the Project Site, linking the existing development to open space and trails on the Project Site and to Hasley Canyon Road and connecting the Project with this existing community. The extension of this road is consistent with the normal and orderly development of the area and will not impede access or development. With the exception of the road and related infrastructure, the westerly ridgeline and the surrounding areas to the west and north are maintained as open space and therefore will not promote further encroachment.

Will not degrade the visual integrity of the significant ridgeline, as verified through submission of a precise illustration and depiction

As shown in the Project illustrations provided in **Section 4.0, Project Description,** and further demonstrated in **Section 5.1, Aesthetics**, the Project will be designed with natural areas, parks, trails, and similar features. As shown in **Figure 5.1-9, Existing and Proposed Views – Viewpoint 1**, implementation of the Project would change views of the westerly ridgeline from the current terminus of Barcelona Road.

The ridgeline would change from a natural undisturbed state to containing a road and similar infrastructure. However, this change would not substantially degrade the visual integrity of the significant ridgeline as the roadway will be sited along secondary ridgeline areas, crossing over, rather than sited directly on, the crest of the significant ridgeline, which will remain substantially intact. In addition, the roadway and trail crossings are minor compared to the length and size of the westerly ridgeline. See **Section 5.1, Aesthetics,** for further discussion of the potential for degradation of the scenic resources including the significant ridgeline.

Based on the foregoing consistency analysis, the Project would be consistent with the requirements of Section 22.44.137.D.6.d.ii(A-F) of the Castaic Area CSD and the Los Angeles County Zoning Code with respect to ridgeline grading.

Additional Castaic Area CSD policies applicable to the Project are provided in **Table 5.10-3, Project Consistency with Castaic Area Communitywide Development Standards**, included at the end of this section. As demonstrated in **Table 5.10-3** the Project would be consistent with the Castaic Area CSD's Community-wide Development Standards.

SCAG Policies

The analysis in **Table 5.10-4**, **Project Consistency with SCAG Regional Transportation Plan/Sustainable Communities Strategy Visioning Principles**, and **Table 5.10-5, Project Consistency with SCAG Regional Comprehensive Plan Goals** (included at the end of this section) assesses the consistency of the Project with SCAG's 2012 RTP/SCS and 2008 RCP goals, policies, and principles. As shown in **Table 5.10-4** and **Table 5.10-5**, the Project would be consistent with SCAG's policies, goals, and objectives.

In addition to the RTP/SCS, SCAG's RCP includes voluntary local government best practices related to land use. The analysis in **Table 5.10-5** assesses the consistency of the Project with those SCAG's 2008 RCP voluntary local government best practices applicable to the Project. As shown in **Table 5.10-5**, the Project would be consistent with these suggested practices.

As analyzed above, with approval of the requested conditional use permits and oak tree permit, the Project would be consistent with the current General Plan, including the SCVAP 2012, the County Planning and Zoning Code, including the Castaic Area CSD and the Hillside Management Area Ordinance and would utilize conditional use permits and oak tree permits permitted by those plans and ordinances. The Project would also be consistent with SCAG policies as outlined above. In light of the current condition of the easterly ridgeline (i.e., substantially graded and removed, with only limited, non-contiguous portions of the secondary ridgeline remaining within the proposed grading limits of the Project), compliance with the Castaic Area 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 Project would therefore have a less than significant impact with respect to these County plans and ordinances and SCAG policies.

Threshold 5.10-4 Would project conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria or other applicable land use criteria?

Hillside Management Area Ordinance

As previously discussed, the Project is subject to County regulations applicable to urban hillside management areas, including the Hillside Management Area Ordinance. As the Project carries an "urban" H2-Residential 2 land use designation under SCVAP 2012, the Project is subject to the County's hillside management criteria for urban hillside management areas. As such, a CUP will be required for the Project to ensure grading and development in accordance with the County's urban hillside management criteria.

Development within a hillside management area would be considered inconsistent with the Hillside Management Area Ordinance if it would adversely affect the safety of current or future community residents or would create threats to life and/or property due to the presence of geologic, seismic, slope instability, fire, flood, mudflow or erosion hazard.

As previously discussed, the Project would not adversely affect the safety of current or future community residents and it would not create significant threats to life and/or property due to the presence of geologic, seismic, slope instability, fire, flood, mud flow, or erosion hazards. In addition, the Project will be required to obtain a conditional use permit as required by the Hillside Management Area Ordinance. With implementation of the applicable regulatory requirements, the Project will be consistent with the County's hillside development requirements.

Significant Ecological Area

The SEA Program is a component of the Los Angeles County General Plan Conservation/Open Space Element. SEAs are ecologically important land and water systems that support valuable habitat for plants

and animals. The Project Site and surrounding area are not located in a SEA or a proposed SEA, therefore the SEA program is not applicable to the Project.[20]

Oak Tree Ordinance

Local plans, policies, and ordinances germane to the Project also include the Los Angeles County Oak Tree Ordinance. 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 Project application. No other impacts are anticipated to occur to the remaining protected oak trees as they occur beyond the grading and fuel modification limits. In combination with the required conditions of the oak tree permit, **Mitigation Measures MM 5.3-6** through **MM 5.3-8** would further protect oak trees. Therefore, conflicts with the Oak Tree Ordinance will not result from the implementation of the Project. Refer to **Section 5.3, Biological Resources**, for further information and analysis related to oak tree impacts.

Healthy Design Ordinance

The Project will comply with the requirements included in the HDO and will utilize applicable County voluntary guidelines when feasible. This includes a pedestrian trail system, street lighting,[21] and multiple access points to encourage walking. The Project also would allow for pedestrian access between proposed cul-de-sacs via pedestrian walkways in addition to access to pedestrian trails and nearby streets. This design promotes walking on the Project Site

As described above, the Project will not conflict with applicable land use criteria described in **Threshold 5.10-4** and the Project would have a less than significant impact with respect to applicable land use criteria.

5.10.3 CUMULATIVE IMPACTS

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

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20 Los Angeles County Department of Regional Planning, SEA Program, http://planning.lacounty.gov/assets/upl/project/gp_2035_FIG_6-2_significant_ecological_areas.pdf, 2013.

21 Refer to **Section 5.1, Aesthetics** for further information and analysis.

environmental review by the appropriate jurisdiction. Further, a review of the Related Projects described in **Section 3.0, Environmental Setting,** indicates that 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.

5.10.4 MITIGATION MEASURES

Impacts would be less than significant, no mitigation measures are required.

5.10.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to land use and planning would be less than significant.

Table 5.10-1
Project Consistency with Adopted Los Angeles County General Plan

Goal/Objective/Policy		Analysis of Project Consistency
Conservation and Open Space Element		
P-2:	Support the conservation of energy and encourage the development and utilization of new energy sources including geothermal, thermal waste, solar, wind, and ocean-related sources.	Consistent: The Project includes the construction of housing and recreation facilities in accordance with Title 24 and the energy efficiency measures in the County's Green Building Ordinance. The Project is anticipated to provide solar panels and electrical vehicle charging as an option on homes and will not prohibit the installation of such items. The County's streamlined process to approve and permit noncommercial renewable energy sources would be available to homeowners who choose these options.
P-3	Promote the use of solar energy to the maximum extent possible.	Consistent: The Project is anticipated to provide solar panels and electrical vehicle charging as an option on homes and will not prohibit the installation of such items. The County's streamlined process to approve and permit noncommercial renewable energy sources would be available to homeowners who choose these options.
P-4	Protect groundwater recharge and watershed areas, conserve storm and reclaimed water, and promote water conservation programs.	Consistent: The Project would maintain approximately 225.02 acres of the Project Site as open space and recreational areas. These areas would help reduce stormwater runoff volumes and would increase groundwater infiltration. The Project will incorporate sustainable development principles, including drought-tolerant landscaping and the use of water efficiency measures where applicable. Refer to **Section 4.0, Project Description,** of this EIR.
P-13	Encourage open-space easements and dedications as a means of meeting scenic, recreational and conservation needs.	Consistent: Approximately 52 percent of the Project Site would be comprised of open space and recreational use areas. The Project includes the dedication of a multi-use (hiking, non-motorized biking, and equestrian) trail easement to the County and provides trail construction for the purposes of implementing the adopted, proposed Hasley Canyon Trail alignment. As previously described, the Project provides a 7.45-acre public park and approximately 4.5 miles of pedestrian trails throughout the Project Site which would be open to the public. In addition, the Project includes six secondary park and recreation areas, and 189.29 acres of open space, for a total of approximately 225.02 acres of preserved areas and recreational open space.
P-16	Protect the visual quality of scenic areas including ridgelines and scenic views from public roads, trails, and key vantage points.	Consistent: The majority of the westerly mapped significant ridgeline and Hasley Canyon Creek, in the southwesterly portion of the Project Site would be maintained in a natural state.
P-17	Protect cultural heritage resources, including historical, archaeological, paleontological, and geological sites, and significant architectural structures.	Consistent: **Section 5.4, Cultural Resources**, of this EIR concludes that, with mitigation, the Project would not result in any significant cultural resource impacts.
P-21	Restrict urban development in areas subject to seismic and geologic hazards.	Consistent: Compliance with County building codes and the implementation of Mitigation Measures included in **Section 5.6, Geology and Soils,** reduce potential geological and geotechnical impacts, including seismic shaking, to less than significant.

Goal/Objective/Policy		Analysis of Project Consistency
P-22	Restrict urban development in flood prone areas, and thus avoid major new flood control works. Maintain natural watershed processes by regulation development in tributary watersheds. Minimize increased runoff, erosion, and siltation of streambeds that would limit the use of streams and waterbodies for recreation and other beneficial water related uses.	Consistent: All site development would meet County of Los Angeles and FEMA requirements. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR. Information regarding grading and erosion control measures incorporated into the Project can be found in **Section 5.6, Geology and Soils,** of this EIR. Consistent with this policy as Hasley Creek is a tributary (via its confluence with Castaic Creek) to the Santa Clara River, the Project would maintain the corridor as Open Space.
P-24	Manage development in hillside areas to protect their natural and scenic character and to reduce risks from fire, flood, mudslides, erosion and landslides.	Consistent: The Project is consistent with the guidelines suggested by the Castaic Area CSD. The Project Site was previously entitled for the development of single-family homes, a golf course, and ancillary uses. The previous owner/applicant extensively graded the easterly ridgeline on the Project Site, with the result that the primary portions of the easterly ridgeline have been almost entirely removed. In addition, the westerly ridgeline was also partially graded. The County has mapped portions of these two ridgelines on the Project Site as significant primary and secondary ridgelines; however, they are currently in a disturbed state. The Project would plan development in the previously disturbed areas as feasible and would include the preservation of approximately 225.02 acres of recreation and open space. Much of the westerly ridgeline would also be maintained in its current state and will be preserved as open space and avoided except for the construction of trails, landscape areas and the extension of Barcelona Road to provide access to these areas. All residential lots meet the minimum lot size requirement of 7,000 square feet set forth in the Castaic Area CSD.
P-25	Discourage isolated development in wildland fire hazard areas and develop stricter brush clearance ordinances to protect existing structures.	Consistent: The Project Site is not in an isolated area and is surrounded by development on three sides. The Project will include a landscape and irrigation plan and have three access points which could be used for emergency access, including Barcelona Road/La Vistas Drive, Hayward Drive, and Los Valles Drive. Development of the Project will be in accordance with zoning requirements and County Fire Department standards, including the provision of required set-backs, and fuel modification zones.
P-27:	Provide low intensity outdoor recreation in areas of scenic and ecological value compatible with protection of these natural resources.	Consistent: As discussed in **Section 5.3, Biological Resources**, the Project Site is not in an area of ecological value. However, Hasley Canyon Creek and an ephemeral tributary of the creek on the Project Site will be maintained in its natural state along with the westerly ridgeline and will provide hiking and other low intensity recreation uses. Further, the recreational uses on the site would generally be low intensity (with the exception of the community center) and would provide opportunities for active and passive recreation such as hiking. While the privately maintained lots could include amenities such as tot lots, they would be located in the developed portions of the site near residences. Additional scenic amenities are described in Section 4.1 Aesthetics and include the vineyard and citrus grove.
P-34	Encourage the maintenance of landscaped areas and pollution tolerant plants in urban areas. Integrate landscaping and open space into housing, commercial, and industrial developments especially in urban revitalization areas. Use drought resistant vegetation.	Consistent: The Project will include a landscape and irrigation plan and approximately 225.02 acres of open space and recreation. The Project will revegetate graded hillside areas with native drought tolerant landscaping (including the replanting of native oak trees to replace those removed from the Project Site previously and under the Project).

Goal/Objective/Policy		Analysis of Project Consistency
Land Use Element		
P-7	Assure that new development is compatible with the natural and manmade environment by implementing appropriate locational controls and high quality design standards.	Consistent: The Project is consistent with the existing surrounding development. The westerly ridgeline, Hasely Canyon Creek, and areas within the Project Site to the west of that ridgeline will be preserved as open space and modifications will be avoided except for stabilization and restoration of an area previously used for sand mining, the construction of trails, landscape areas and the extension of Barcelona Road to provide public access to these areas. Hasley Creek and adjoining areas will also be preserved as open space and avoided, with the exception of mitigation in the area as described in **Section 5.3, Biological Resources,** of this EIR.
P-8	Protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation such as excessive noise, noxious fumes, glare, shadowing, and traffic.	Consistent: Operation of the Project would not result in excessive noise, noxious fumes, glare, and/or shadowing. Mitigation measures included in **Section 5.14, Transportation/Traffic,** would reduce traffic impacts to less than significant. The Project would be consistent with adjacent uses and existing planned residential communities.
P-13	Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards, and in area where essential services and facilities do not exist and are not planned.	Consistent. 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 225.02 acres of the Project Site as open space or recreational areas 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.
P-24	Promote compatible land use arrangements that reduce reliance on the private automobile in order to minimize related social, economic, and environmental costs.	Consistent: The Project provides a highly livable, outdoor, pedestrian-friendly environment that encourages alternative means of transportation to the automobile by incorporating enhanced pedestrian, bicycle and equestrian access via trails and streets in a manner consistent with the County's Healthy Design Guidelines. In addition, residents of the Project will have access to Santa Clarita Transit buses and to Santa Clarita region Metrolink stations, which provide regional transportation access. Refer to **Sections 4.0, Project Description,** and **5.14, Transportation and Traffic,** of this EIR.
Housing Element		
P-3.2	Incorporate advances in energy and cost-saving technologies into housing design, construction, operation, and maintenance.	Consistent: The Project includes the construction of housing and recreation facilities in accordance with Title 24 and the energy efficiency measures in the County's Green Building Ordinance. The Project is anticipated to provide solar panels and electrical vehicle charging as an option on homes and will not prohibit the installation of such items. The County's streamlined process to approve and permit noncommercial renewable energy sources would be available to homeowners who choose these options.
P-5.2	Maintain adequate neighborhood infrastructure, community facilities, and services as a means of sustaining the overall livability of neighborhoods.	Consistent: The Project would result in the expansion of utility and roadway infrastructure and provide a public park, community center, and approximately 225.02 acres of open space and recreation areas.

Goal/Objective/Policy	Analysis of Project Consistency
Transportation Element	
P-3 Plan and develop bicycle routes and pedestrian walkways	Consistent: The Project emphasizes pedestrian linkages and walkable streets. The Project will include the HDO mandated reduced pavement widths, shorter block lengths, the provision of on-street parking, bike routes and pedestrian connectivity between the residential uses and community amenities, along with landscaped parkways, with canopy street trees and a network of parks. Refer to **Section 4.0, Project Description,** of this EIR.
Water and Waste Management Element	
P-8 Promote solid waste technology, including source reduction, to reduce dependence on sanitary landfills	Consistent: The construction and operation of the Project would comply with the County's Source Reduction and Recycling Element.
P-13 Program water and sewer service extensions to be consistent with General Plan policies to mitigate situations that pose immediate healthy and safety hazards.	Consistent: Water and sewer service extensions would be comply with all County building codes and would not result in any health and safety hazards.
P-20 Design flood control facilities to minimize alteration of natural stream channels	Consistent: The Hasley Canyon Creek, a, in the southwesterly portion of the Project Site would be maintained in a natural state.
P-23 Facilitate the recycle of wastes such as metal, glass, paper, and textiles	Consistent: The Project would recycle 50 percent of its construction waste. Refer to **Section 5.15.2, Solid Waste,** of this EIR. In addition, the Project would provide information and recycling receptacles consistent with County requirements and provide receptacles for recyclable products conveniently throughout the Project Site.
P-25 Encourage development and application of water conservation, including recovery and reuse of storm and wastewater.	Consistent: The Project will incorporate sustainable development principles, including drought-tolerant landscaping and the use of water efficiency measures where applicable, including smart irrigation systems and recycled water which would be utilized for all irrigated areas. Refer to **Section 4.0, Project Description,** of this EIR.
Economic Development Element	
None of the policies included in the Economic Development Element are relevant to the Project	
Safety Element	
P-12 Promote the use of floodplain management measures in high-risk inundation areas, and require expansion of existing and proposed new developments to be flood-proofed and secured to minimize future flood losses.	Consistent: The portions of the Project Site proposed to be developed are outside of the 100-year flood zone. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR.
P-20 Review proposed development projects involving the use or storage of hazardous materials, and disapprove proposals which cannot properly mitigate unacceptable threats to public health and safety to the satisfaction of responsible agencies.	Consistent: During construction and operation of the Project all hazardous materials would be stored and used in accordance with federal, state, and local regulations.
P-21 Promote the safe transportation of hazardous materials	Consistent: During construction of the Project all hazardous waste will be transported and disposed of in accordance with federal, state, and local regulations.
Noise Element	
None of the policies included in the Noise Element are relevant to the Project	
Scenic Highway Element	
None of the policies included in the Scenic Highway Element are relevant to the Project	

Source: Los Angeles County General Plan

Table 5.10-2
Project Consistency with the 2012 Santa Clarita Valley Area Plan

Land Use Element

Goals / Policies	Analysis of Project Consistency
Urban Form	
Goal LU 1: Interconnected Valley of Villages providing diverse lifestyles, surrounded by a greenbelt of natural open space.	Consistent: The Project would be consistent with the implementation of this Goal as it provides homes in a village like setting with a combination of homes, open space, and other amenities in the eastern Santa Clarita Valley.
Policy LU 1.1.1: Where appropriate, protect mountains and foothills surrounding the Valley floor from urban development by designating these areas as Open Space or Non-Urban uses on the Land Use Map.	Consistent: The Project would not be located in an area designated as open space or non- urban uses on the Land Use Map.
Policy LU 1.1.2: On the Land Use Map, concentrate urban development within flatter portions of the Santa Clarita Valley floor in areas with limited environmental constraints and served with infrastructure.	Consistent: The Project Site is designated for urban development under the 2012 Santa Clarita Valley Area Plan (SCVAP 2012). Prior entitlements associated with the Project Site allowed for significant landform alteration (in excess of 12 million cubic yards) and infrastructure installation for homes and a golf course, resulting in a generally flat site. Remedial grading and custom grading may also be required depending upon future site-specific soils and geological investigations. Geotechnical conditions requiring remediation may include settlement and seismic conditions. Please refer to **Section 5.6**, **Geology and Soils**, of this EIR for a detailed discussion of potential grading impacts and related mitigation. The western ridgeline would be substantially preserved.
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.	Consistent: The Project would be a continuation of existing adjacent residential developments to the north and east of the Project Site. To remain consistent with the visual character of the surrounding area, the Project incorporates land uses that would be consistent in size, architectural quality, density, and topographic orientation when compared to the existing surrounding residential uses.

Land Use Element

Goals / Policies	Analysis of Project Consistency
Policy LU 1.1.4: Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyons, rivers and drainage courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.	Consistent: The ridgelines at the northerly boundary of the Project Site and the westerly ridgeline and areas within the Project Site to the west of that ridgeline will be preserved as open space and modifications will be avoided except for stabilization and restoration of an area previously used for sand mining, the construction of trails, landscape areas and the extension of Barcelona Road to provide public access to these areas. Hasley Creek and adjoining areas will also be preserved as open space and avoided, with the exception of mitigation in the area as described in **Section 5.3, Biological Resources,** of this EIR. Although most of the remaining portions of the easterly significant ridgeline are proposed to be removed, the easterly ridgeline has been substantially removed under Prior Entitlements at the Project Site and therefore its removal will not substantially affect the natural setting. Refer to discussion regarding the request for an a variance from the CSD to address the current state of grading on the areas of the easterly ridgeline mapped as significant primary and secondary ridgelines and to authorize additional grading within these boundaries and removal of certain physically remaining secondary portions of the easterly ridgeline located on the Project Site in **Section 5.10, Land Use**. Refer also to **Section 5.1, Aesthetics,** of this EIR for further discussion of visual resources.
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.	Consistent: The Project Site, which is adjacent to existing residential areas, is currently designated for residential uses. Further, the majority of the Project Site has been previously graded for the construction of single-family homes and a golf course. The Project would maximize use of the existing graded portions of the Project Site as well as existing infrastructure.
Policy LU 1.1.6: Preserve the rural lifestyle in canyons and low-density, outlying areas of the Santa Clarita Valley, through designating these areas as Non-Urban on the Land Use Map, where appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Moreover, the Project Site is in an area designated as H2 – Residential which is not a non-urban designation.
Policy LU-1.1.7: Preserve and protect important agricultural resources, including farmland and grazing land, through designating these areas as Open Space or Rural Land on the Land Use Map where appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Further, the Project Site does not contain important agricultural resources.
Policy LU-1.2.1: In Newhall, provide opportunities for new business and housing by implementing the Downtown Newhall Specific Plan, provide incentives to promote infill development and re-use of underutilized sites, and continue to plan for the future development of North Newhall.	Not Applicable: The Project Site is not located in Newhall.
Policy LU-1.2.2: In Valencia, promote business development job creation, and expansion of regional commercial, civic, cultural, and entertainment uses, to create a vibrant Town Center serving as a community focal point for the entire Santa Clarita Valley.	Not Applicable: The Project Site is not located in Valencia.
Policy LU-1.2.3: In Saugus, promote revitalization of older commercial areas; relieve traffic congestion; look for opportunities to minimize cut-through traffic; and enhance streetscapes with landscaping, lighting, benches, and other fixtures.	Not Applicable: The Project Site is not located in Saugus.

Land Use Element

Goals / Policies	Analysis of Project Consistency
Policy LU-1.2.4: In Canyon Country, promote revitalization along Sierra Highway from Soledad Canyon Road to Vasquez Canyon Road by encouraging retail and service uses, and enhance on and off ramps along the Antelope Valley Freeway with landscape amenities and appropriate uses.	Not Applicable: The Project Site is not located in Canyon County.
Policy LU-1.2.5: In Sand Canyon, ensure compatibility of development with existing rural, equestrian lots, and the adjacent National Forest land; provide additional recreational trail links; minimize impacts to the Santa Clara River from incompatible development; and maintain community character in accordance with the City's Sand Canyon Special Standards District.	Not Applicable: The Project Site is not located in Sand Canyon.
Policy LU-1.2.6: In Placerita Canyon, ensure compatibility of development with existing rural, equestrian lots, and the adjacent National Forest land; maintain community character in accordance with the City's Placerita Canyon Special Standards District (PCSSD); provide an orderly transition between existing rural and low-density residential uses and proposed new development; and require the provision of needed infrastructure. Support efforts by the City and the Placerita Canyon Property Owners Association to work together to amend the PCSSD to provide additional certainty and expectations for the developed areas within the PCSSD and to create flexibility and continuity, subject to the provisions outlined above, for undeveloped properties within the PCSSD. These changes will include transitional density provisions and rules and regulations that will clearly outline development codes within Placerita Canyon.	Not Applicable: The Project Site is not located in Placerita Canyon.
Policy LU 1.2.7: On the Whittaker-Bermite site, continue to work with the property owner to facilitate master planning, remediation, and the economic re-use of the property to include roadway infrastructure and transit-oriented development around the Metrolink station.	Not Applicable: The Project Site is not located on the Whittaker-Bermite site.
Policy LU-1.2.8: In Castaic, promote expansion of neighborhood commercial uses to serve local residents; address traffic congestion; ensure compatibility between highway oriented commercial uses and nearby residential uses; and maintain community character in accordance with the County's Castaic Area Community Standards District.	Consistent: The Project is consistent with the guidelines suggested by the Castaic Area CSD (refer to analysis above and **Table 5.10-3**). The Project will be consistent with surrounding residential uses and improve traffic congestion by extending and connecting Barcelona Road and Hayward Drive through the Project Site to Hasley Canyon Road.
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.	Not Applicable: The Project Site is not located in Val Verde.
Policy LU-1.2.10: In Agua Dulce, recognize the scenic and environmental qualities of Vasquez Rocks in future planning; protect the existing rural lifestyle while providing opportunities to enhance the village center; provide additional services to residents; and maintain community character in accordance with the County's Agua Dulce Community Standards District.	Not Applicable: The Project Site is not located in Agua Dulce.
Policy LU-1.2.11: In Pico Canyon, recognize the historic significance of Mentryville in future planning; preserve the existing rural development pattern; and ensure compatibility of new development with the adjacent Significant Ecological Area and habitat	Not Applicable: The Project Site is not located in Pico Canyon.
Policy LU-1.2.12: In the Fair Oaks community, facilitate location of commercial and community services in proximity to residences to serve local needs.	Not Applicable: The Project Site is not located in the Fair Oaks community.

Land Use Element

Goals / Policies	Analysis of Project Consistency
Policy LU-1.2.13: Encourage use of the Specific Plan process to plan for cohesive, vibrant, pedestrian-oriented communities with mixed uses, access to public transit, and opportunities for living and working within the same community.	Consistent: While the Applicant is not proposing a Specific Plan, the Applicant is applying for a revised Vesting Tentative Tract Map (VTTM) that identifies the arrangement of land uses, lots, grading limits, and supporting infrastructure/improvements on the tract map site. The Project also includes construction and use of community amenities for residents and the public including 7.45 acre neighborhood park, six secondary park and recreation areas, which provide neighborhood park amenities, approximately 4.5 miles of pedestrian trails and accompanying infrastructure and public and private roadways, with approximately 225.02 acres utilized for recreational and open space purposes.
Policy LU-1.2.14: Evaluate development fee schedules on an ongoing basis to determine fee incentives to attract development.	Not Applicable: This policy is the responsibility of and directed to the County of Los Angeles. The Applicant will pay all required development fees.
Policy LU-1.3.1: Encourage subdivision design techniques that reflect underlying physical topography or other unique physical features of the natural terrain.	Consistent: The Project would utilize the existing infrastructure and grading work to the maximum extent feasible, will be served by existing, improved perimeter roads, extending and connecting Barcelona Road and Hayward Drive through the Project Site to Hasley Canyon Road. The westerly ridgeline and areas within the Project Site to the west of that ridgeline will be preserved as open space and modifications will be avoided except for stabilization and restoration of an area previously used for sand mining, the construction of trails, landscape areas and the extension of Barcelona Road to provide public access to these areas. Hasley Creek and adjoining areas will also be preserved as open space and avoided, with the exception of mitigation in the area as described in **Section 5.3, Biological Resources,** of this EIR.
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.	Consistent: The Project Site was previously entitled for the development of single-family homes, a golf course, and ancillary uses. The previous owner/applicant extensively graded the easterly ridgeline on the Project Site, with the result that the primary portions of the easterly ridgeline have been almost entirely removed. In addition, the westerly ridgeline was also partially graded. The County has mapped portions of these two ridgelines on the Project Site as significant primary and secondary ridgelines; however, they are currently in a disturbed state. The Project would plan development in the previously disturbed areas as feasible and would include the preservation of approximately 225.02 acres of recreation and open space. The westerly ridgeline would be substantially retained and preserved as open space and avoided except for the construction of trails, landscape areas and the extension of Barcelona Road to provide access to these areas. Although most of the remaining portions of the easterly significant ridgeline are proposed to be removed, the easterly ridgeline has been substantially removed by prior grading at the Project Site and therefore its removal will not substantially affect the natural setting. Refer to **Section 5.1, Aesthetics,** of this EIR.

Land Use Element

Goals / Policies	Analysis of Project Consistency
Policy LU-1.3.3: Discourage development on ridgelines and lands containing 50% slopes so that these areas are maintained as natural open space.	Consistent: The Project Site is in a heavily graded condition. Past approved entitlements allowed for grading associated with single-family homes, a golf course, and ancillary uses. As a result, the Project Site is graded and highly disturbed in areas previously planned for development and therefore only includes limited natural areas. The Project would focus development in previously disturbed/graded areas as feasible and would include the preservation of approximately 225.02 acres of open space including much of the westerly ridgeline. Although much of the remaining portions of the easterly significant ridgeline are proposed to be removed, the easterly ridgeline has been substantially removed by prior grading at the Project Site and therefore its removal will not substantially affect the natural setting. Refer to **Section 5.1, Aesthetics,** of this EIR.
Policy LU-1.3.4: Encourage density transfers where appropriate to facilitate development in more suitable locations while retaining significant natural slopes and areas of environmental sensitivity, provided that urban densities (exceeding one dwelling unit per acre) are not permitted in rural areas.	Consistent: This policy is the responsibility of and directed to the County of Los Angeles. However, the Project would assist in the implementation of this policy by allowing provision of approximately 225.02 acres of recreation and open space within walking distance of the dwelling units. Further, the ridgelines to the north, the westerly ridgeline and areas within the Project Site to the west of that ridgeline, will be preserved as open space and modifications will be avoided except for stabilization and restoration of an area previously used for sand mining, the construction of trails, landscape areas and the extension of Barcelona Road to provide public access to these areas.
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, where applicable.	Consistent: The Project is consistent with the guidelines suggested by the Castaic Area CSD (refer to analysis above and **Table 5.10-3**). The Project Site was previously entitled for the development of single-family homes, a golf course, and ancillary uses. The previous owner/applicant extensively graded the easterly ridgeline on the Project Site, with the result that the primary portions of the easterly ridgeline have been almost entirely removed. In addition, the westerly ridgeline was also partially graded. The County has mapped portions of these two ridgelines on the Project Site as significant primary and secondary ridgelines; however, they are currently in a disturbed state. The Project would plan development in the previously disturbed areas as feasible and would include the preservation of approximately 225.02 acres of recreation and open space. Much of the westerly ridgeline would also be maintained in its current state and will be preserved as open space and avoided except for the construction of trails, landscape areas and the extension of Barcelona Road to provide access to these areas. All residential lots meet the minimum lot size requirement of 7,000 square feet set forth in the Castaic Area CSD.

Land Use Element

Goals / Policies	Analysis of Project Consistency
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.	Consistent: The westerly ridgeline and areas within the Project Site to the west of that ridgeline, will be preserved as open space and modifications will be avoided except for stabilization and restoration of an area previously used for sand mining, the construction of trails, landscape areas and the extension of Barcelona Road to provide public access to these areas. Hasley Creek and adjoining areas will also be preserved as open space and avoided, with the exception of mitigation in the area as described in **Section 5.3, Biological Resources,** of this EIR. Additionally, per **Mitigation Measure MM 5.3-5** the western drainage (Tributary 1) will be restored to a condition that would reduce the degree of erosion that occurs now. This would include terracing and re-contouring the near vertical banks and restoring vegetation including mainland holly-leaf cherry and California live oaks. The restoration plan would include engineered hydrological design to reduce erosion from offside drainage from the north. It would also include a planting plan/palette for the terraced/re-contoured banks. The plan would also include a five-year monitoring plan including monitoring methods, success criteria, and contingency actions should any of the success criteria not be met.
Mixed Land Uses	
Goal LU 2: A mix of land uses to accommodate growth, supported by adequate resources and maintaining community assets.	Consistent: The Project is conceived as a transitional development and, as such, is designed at a density of approximately 1.2 dwelling units per gross acre with lot sizes slightly larger than the single-family communities to the east and north, while mostly preserving a ridgeline (to the west) and providing open space buffers against the more rural, non-urban land use designations located to the west and the Commerce Center located to its south. Project amenities will include a community recreation center, 7.45 acre neighborhood park, six secondary park and recreation areas, and 4.5 miles of pedestrian trails. The Project utilizes the existing infrastructure and grading work of the prior approved project to the maximum extent feasible.
Policy LU-2.1.1: On the Land Use Map, designate a balance of land uses in appropriate amounts to meet future community needs while ensuring that no use designation is over-represented in a manner that is not economically viable.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project is consistent with the land uses included in SCVAP 2012 which implements this policy by setting forth the intended land use designations for the Santa Clarita Valley and including a range of housing types and other land uses to meet future community needs.
Policy LU-2.1.2: On the Land Use Map, integrate land use designations in a manner that promotes healthy, walkable communities, by providing an appropriate mix of residential and service uses in proximity to one another.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project assists with the implementation of this policy through its multiple points of pedestrian access. Further, the Project is consistent with the Los Angeles County Healthy Design Guidelines (Los Angeles Civil Code [LACC] Section 21.16.015 et seq.) in promoting a healthy lifestyle (through walking, bicycling, and other exercise). The Project includes 4.5 4.5 miles of trails that could be used for walking and potentially equestrian uses. Numerous retail stores providing goods and services are located within two miles of the Project Site and along the I-5 corridor, which is immediately to the east of the Project Site.

Land Use Element

Goals / Policies	Analysis of Project Consistency
Policy LU-2.1.3: Provide a range of land use types and densities to reflect the special characteristics, lifestyles, and opportunities that differentiate various communities and villages in the Santa Clarita Valley, including urban, suburban, and rural living environments.	Consistent: The Project assists with the implementation of this policy as the proposed density and type of development is consistent with the land uses included in SCVAP 2012 which implements this policy by setting forth the intended land use designations for the Santa Clarita Valley and considers and provides a variety of housing options within the Project Site.
Policy LU-2.1.4: Adopt a compatible set of land use designations between the County and City of Santa Clarita for land in the Santa Clarita Valley, to be implemented through standards and zones applied by each agency to ensure compatibility with the character of each area and with the goals of the County's Area Plan and the City's General Plan.	Not Applicable: This policy is a responsibility of and directed to the City of Santa Clarita and County of Los Angeles. The Project would assist in the implementation of this policy through its development of land uses in a manner that is compatible with the character of surrounding areas and consistent with the land use designations for the Project Site in SCVAP 2012.
Policy LU-2.1.5: Identify areas with hazardous conditions and ensure that uses in or adjacent to these areas pose minimal risk to public health or safety.	Consistent: A portion of the western property is located adjacent to active oil drilling not part of the Project Site. **Section 5.8, Hazards and Hazardous Materials,** of this EIR concludes that, with mitigation, the Project would not result in significant impacts with regards to fire, other hazards, hazardous materials, or hazardous conditions. In addition, **Section 5.6, Geology and Soils,** of this EIR provides mitigation for any potentially hazardous geologic condition at the Project Site.
Policy LU-2.2.1: Identify areas of scenic or aesthetic value to the community, and minimize the designation of uses in these areas that would diminish their aesthetic quality.	Consistent: **Section 5.1, Aesthetics**, of this Draft EIR concludes that, with mitigation, the Project would not result in significant visual impacts.
Policy LU-2.2.2: Identify sites and areas with historical or cultural value to the community, and ensure that uses in or adjacent to these areas will not impact their historical integrity.	Consistent: **Section 5.4, Cultural Resources**, of this EIR concludes that, with mitigation, the Project would not result in any significant cultural resource impacts.
Policy LU-2.2.3: Consistent with adopted plans, ensure that adequate open space is set aside and protected from development throughout the planning area in order to provide the benefits of watershed management, habitat preservation and connectivity, and recreational opportunities.	Consistent: The reach of Hasley Creek corridor located within the Project boundary would be preserved as open space in perpetuity. In total, approximately 225.02 acres of recreational and open space would be provided as part of the Project. As discussed in **Section 5.13, Recreation,** of this EIR, the Project would meet the requirements of the Los Angeles County Parks' Department. Additionally, per **Mitigation Measure MM 5.3-5**, the western drainage (Tributary 1) will be restored to a condition that would reduce the degree of erosion that occurs now. This would include terracing and re-contouring the near vertical banks and restoring vegetation including mainland holly-leaf cherry and California live oaks. The restoration plan would include engineered hydrological design to reduce erosion from off-site drainage from the north. It would also include a planting plan/palette for the terraced/re-contoured banks. The plan would also include a five-year monitoring plan including monitoring methods, success criteria, and contingency actions should any of the success criteria not be met. Further, the Project will provide for habitat restoration for the western spadefoot toad, a California Department of Fish and Wildlife Species of Special Concern and replace any oak tree that dies or is removed as a result of Project implementation by a tree of the same species at a ratio determined by the County of Los Angeles, but a minimum ratio of 2:1. Refer to **Section 5.3, Biological Resources,** of this EIR.

Land Use Element	
Goals / Policies	**Analysis of Project Consistency**
Policy LU-2.3.1: In a mixed use development, residential densities at the higher end of the allowed range should be allowed only if the development incorporates a robust mix of non-residential uses.	Not Applicable: Although not a mixed-use development, the Project is consistent with the density range provided by SCVAP 2012 and existing zoning. The Project does not provide for high-density uses or mixed use development of the Project Site.
Policy LU-2.3.2: Either vertical or horizontal integration of uses shall be allowed in a mixed use development, with an emphasis on tying together the uses with appropriate pedestrian linkages.	Not Applicable: The Project implements this policy through its level of density and multiple points of pedestrian access. Further, the Project is consistent with the HDO, the Los Angeles County Healthy Design Guidelines (LACC Section 21.16.015 et seq.) in promoting a healthy lifestyle (through walking, bicycling, and other exercise). The Project includes 4.5 miles of trails that could be used for walking and potentially equestrian uses.
Policy LU-2.3.3: Manufacturing, processing of goods and materials, and warehousing shall not be allowable uses in a mixed use development, although some light manufacturing and warehousing may be appropriate in second story units.	Not Applicable: The Project does not include any manufacturing or warehousing uses.
Policy LU-2.3.4: Adequate public spaces and amenities shall be provided in a mixed-use development to support both commercial and residential uses, including but not limited to plazas, landscaped walkways, village greens, and greenbelts.	Not Applicable: The Project includes amenities for residents and the public including a community recreation center, an approximately 7.45-acre neighborhood park, six secondary park and recreation areas which provide park amenities, approximately 4.5 miles of pedestrian trails and accompanying infrastructure and approximately 225.02 acres utilized for recreational and open space purposes.
Policy LU-2.3.5: Mixed-use developments shall be designed to create a pedestrian-scale environment through appropriate street and sidewalk widths, block lengths, relationship of buildings to streets, and use of public spaces.	Not Applicable: The Project is not a mixed-use development. However, the Project emphasizes pedestrian linkages and walkable streets. The Project will include the HDO mandated reduced pavement widths, shorter block lengths, the provision of on-street parking, bike routes and pedestrian connectivity between the residential uses and community amenities, along with landscaped parkways, with canopy street trees and a network of parks. Refer to **Section 4.0, Project Description,** of this EIR.
Policy LU-2.3.6: Provide parking alternatives in mixed use developments, including subterranean parking and structured parking, to limit the amount of surface area devoted to vehicle storage.	Not Applicable: The Project is not a mixed-use development.
Healthy Neighborhoods	
Goal LU-3: Healthy Neighborhoods: Healthy and safe neighborhoods for all residents.	Consistent: The Project design would provide for a healthy and safe neighborhood for future residents by providing recreational and open space uses as well as security features such as security lighting. Further, the Project is consistent with the HDO, the Los Angeles County Healthy Design Guidelines (LACC Section 21.16.015 et seq.) in promoting a healthy lifestyle (through walking, bicycling, and other exercise).

Land Use Element

Goals / Policies	Analysis of Project Consistency
Policy LU-3.1.1: On the Land Use Map, designate adequate land for residential use at various densities to provide a mix of housing opportunities for all segments of the population, including attached, detached, senior, and mixed use housing types, which are consistent with community character and meet the region's housing goals.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project is consistent with the density range provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not provide for higher density uses at the Project Site. However, the Project assists with the implementation of this policy as the proposed density and type of development is consistent with the land use designation established by the County in SCVAP 2012 which sets forth the County's intended land use designations for the Santa Clarita Valley and the Project Site. SCVAP 2012 considers and provides a variety of housing options within the region.
Policy LU-3.1.2: Provide a mix of housing types within neighborhoods that accommodates households with varied income levels.	Consistent: The Project includes single-family detached dwelling units which will range in size, number of rooms, and lot size, with a minimum lot size of 7,000 square feet, and an average lot size of 12,000 square feet. Consistent with the density range provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not provide for higher density uses at the Project Site. However, the Project assists with the implementation of this policy as the proposed density and type of development is consistent with SCVAP 2012 which sets forth the County's intended land use designations for the Santa Clarita Valley and the Project Site. SCVAP 2012 considers and provides a variety of housing options within the region.
Policy LU-3.1.3: Promote opportunities for live-work units to accommodate residents with home-based businesses.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. Live-Work units would not be consistent with the land use and planning regulations of SCVAP 2012 and existing zoning for the Project Site. However, the zoning would allow home-based businesses with adherence to standards and regulations.
Policy LU-3.1.4: Promote development of workforce housing to meet the needs of those employed in the Santa Clarita Valley.	Consistent: This policy is the responsibility of the County of Los Angeles. Housing provided on the Project Site is in close proximity to employment centers.
Policy LU-3.1.5: Promote development of housing that is affordable to residents, including households with incomes in the very low, low, and moderate income classifications, through provision of adequate sites on the Land Use Map, allowance for density bonuses, and other development incentives.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Consistent with the density range provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not provide for higher density uses at the Project Site. However, the Project assists with the implementation of this policy as the proposed density and type of development is consistent with SCVAP 2012 which sets forth the County's intended land use designations for the Santa Clarita Valley and the Project Site. SCVAP 2012 considers and provides a variety of housing options within the region.

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Goals / Policies	Analysis of Project Consistency
Policy LU-3.1.6: Promote development of housing suitable to residents with special needs, including but not limited to senior citizens and persons with disabilities.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. The Project promotes this policy as nothing in the Project Site design would preclude senior citizens or individuals with special needs from residing at the Project. The Project will comply with applicable regulations related to American with Disabilities Act accommodations. The Project will comply with fair housing laws. The homes are proposed to be built consistent the building code, IBC. Federal law allows Reasonable Accommodation where special needs are not met.
Policy LU-3.1.7: Promote development of housing for students attending local colleges, in consideration of access to campuses to the extent practicable.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
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.	Consistent: The Project's 4.5 miles of pedestrian trails provides for a comprehensive pedestrian circulation system throughout the Project Site's amenities (including a community center, six secondary park and recreation areas, and an 7.45-acre neighborhood park), linking these areas to each other and the existing trails.
Policy LU-3.2.2: In planning residential neighborhoods, include pedestrian linkages, landscaped parkways with sidewalks, and separated trails for pedestrians and bicycles.	Consistent: The Project's 4.5 miles of pedestrian trails provides for a comprehensive pedestrian circulation system throughout the Project Site's amenities (including a community center, six secondary park and recreation areas, and an 7.45-acre neighborhood park), linking these areas to each other and the existing trails. Further, the Project is consistent with the Los Angeles County Healthy Design Guidelines (LACC Section 21.16.015 et seq.) in promoting a healthy lifestyle (through walking, bicycling, and other exercise).
Policy LU-3.3.1: Identify areas subject to hazards from seismic activity, unstable soils, excessive noise, unhealthful air quality, or flooding, and avoid designating residential uses in these areas unless adequately mitigated.	Consistent: The Project's potential impacts are identified and mitigated as appropriate in **Section 5.2, Air Quality; Section 5.6, Geology and Soils, Section 5.9, Hydrology and Water Quality**; and **Section 5.11, Noise,** in this EIR.
Policy LU-3.3.2: In areas subject to wildland fire danger, ensure that land uses have adequate setbacks, fuel modification areas, and emergency access routes.	Consistent: The Project will include a landscape and irrigation plan and have three access points which could be used for emergency access, including Barcelona Road/La Vistas Drive, Hayward Drive, and Los Valles Drive. Development of the Project will be in accordance with zoning requirements and County Fire Department standards, including the provision of required set-backs, and fuel modification zones.
Policy LU-3.3.3: Identify neighborhoods in which uses that pose a potential hazard to human health and safety may be over-concentrated, and address public safety through use of buffer areas, policies on siting decisions for such uses, changing land use designations, or other means as deemed appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Further, the land uses contemplated by the Project (e.g., residential and recreation) would not constitute a hazard to human health and there is no overconcentration of uses in the vicinity of the Project Site.
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.	Consistent: Projected law enforcement and fire protection service levels are evaluated and mitigated, as appropriate; refer to **Section 5.12, Public Services,** of this EIR.

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Goals / Policies	Analysis of Project Consistency
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.	Consistent: The Project will be reviewed by the appropriate County departments to ensure that, as designed, the Project would comply with emergency access requirements. The Project provides three access points which could be used for emergency access, including Barcelona Road/La Vistas Drive, Hayward Drive, and Los Valles Drive.
Policy LU-3.3.6: Ensure adequate street-lighting in all urban residential neighborhoods, as appropriate for each community.	Consistent: The Project would include appropriate street lighting per the County of Los Angeles requirements. However, to ensure that potential impacts are minimized, the Project would be consistent with the County of Los Angeles Rural Outdoor Lighting District Ordinance (also known as the 'Dark Skies' Ordinance. Refer to **Section 5.1, Aesthetics,** of this EIR.
Policy LU-3.3.7: Ensure adequate addressing in all residential neighborhoods for emergency response personnel.	Consistent: The Project would include adequate addressing in its residential neighborhoods per County of Los Angeles requirements.
Policy LU-3.3.8: Within multiple family residential projects comprised of multiple buildings, ensure that project designs include crime prevention measures such as delineating public and private open space, designs for defensible space, easy surveillance by residents of all outdoor and indoor common areas, lack of dead end aisles or paths, and similar measures.	Not Applicable: Consistent with the density range provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not provide for higher density uses or multi-family housing at the Project Site,
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.	Consistent: The Project includes a community recreation center, an approximately 7.45-acre neighborhood park, six secondary parks and recreation areas which provide neighborhood park amenities, approximately 4.5 miles of pedestrian trails and accompanying infrastructure and public and private roadways, with approximately 225.02 acres utilized for recreational and open space purposes. These amenities would provide adequate opportunities for gathering of residents.
Policy LU-3.4.2: Ensure provision of street trees in urban residential areas where appropriate, to provide shade, comfort, and aesthetic enhancement.	Consistent: The Project includes many landscaped areas open areas and includes the provision of street and shade trees, and proposes a vineyard and a citrus grove on the Project Site to provide shade, comfort, and aesthetic enhancement throughout the Project Site and to reduce the heat island effect. Further, approximately 225.02 acres of the Project Site will be maintained as recreational and open space. Further, the Project will replace any oak tree that dies or is removed as a result of Project implementation by a tree of the same species at a ratio determined by the County of Los Angeles, but a minimum ratio of 2:1. Refer to **Section 4.0, Project Description,** and **Section 5.3, Biological Resources,** of this EIR.
Policy LU-3.4.3: Provide appropriate levels of code enforcement to ensure maintenance of neighborhoods in a clean, healthy, and safe condition.	Consistent: The Project includes establishment of a Homeowner's Association (HOA) to maintain a clean, healthy, and safe neighborhood.

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Goals / Policies	Analysis of Project Consistency
Policy LU-3.4.4: Within higher density housing developments, ensure provision of adequate recreational and open space amenities to ensure a high quality living environment.	Consistent: The Project includes construction and use of community amenities for residents and the public including a community recreation center controlled by a HOA, an approximately 7.45-acre neighborhood park, six secondary park and recreation areas which provide park amenities, approximately 4.5 miles of pedestrian trails and accompanying infrastructure, extension of a County multi-use trail and public and private roadways, with approximately 225.02 acres utilized for recreational and open space purposes.
Policy LU-3.4.5: Ensure compatibility between single family and multiple family residential developments through consideration of building height and massing, architectural treatment, connectivity, privacy, and other design considerations.	Not Applicable: The Project includes single-family dwelling units only.
Policy LU-3.4.6: Promote mixed-density residential neighborhoods that are consistent with community character, and avoid over-development of high density multiple family units in any particular location.	Not Applicable: Consistent with the density range provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not provide for higher density uses or multi-family housing at the Project Site.
Policy LU-3.4.7: Minimize the prominence of areas devoted to automobile parking and access in the design of residential neighborhoods.	Consistent: The Project includes detached single-family homes. Parking would be provided in both garage spaces and driveways in accordance with Los Angeles County Municipal Code. The Project's design of residential neighborhoods and recreational and open space creates a walkable community, limiting the need for driving to and from the recreational spaces. Limited parking will be provided at the community recreation center and the neighborhood park consistent with County requirements.
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).	Consistent: The Project will include enhanced architectural features as typically required by the planning department. The all sides of the homes of the Project will be architecturally enhanced to the degree feasible. The sides of the homes will not be flat and will have window trim and other architectural features.
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.	Consistent: Roadways within the Project, such as Barcelona Road and Los Valles Drive would provide a landscaped parkway between the curb and sidewalk as feasible. Final design of the roadways will be in accordance with plans approved by the Los Angeles County Department of Public Works.
Economic Vitality	
Goal LU 4: A Diverse and Healthy Economy	Consistent: This goal is a responsibility of and directed to the County of Los Angeles. It is anticipated that more housing would positively impacts local economies.
Policy LU-4.1.1: Promote expansion and enhancement of the Valencia Town Center to provide a focal point for cultural, civic, educational, and shopping activities serving the entire Santa Clarita Valley.	Not Applicable: The Project Site is not located in Valencia.
Policy LU-4.1.2: Promote creation of village commercial centers throughout the Santa Clarita Valley to meet the local and convenience needs of residents.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include commercial development.
Policy LU-4.1.3: Direct business creation and expansion for larger companies within and adjacent to existing and planned business centers and major transportation corridors.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not provide for commercial uses at the Project Site,

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Goals / Policies	Analysis of Project Consistency
Policy LU-4.1.4: Promote economic opportunity for all segments of the community, including small businesses and new businesses.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not provide for commercial uses at the Project Site.
Policy LU-4.1.5: Provide a clear and consistent planning and permitting process to encourage new development that conforms to the Area Plan.	Not Applicable: With adoption of the requested entitlements, the uses proposed are consistent SCVAP 2012, the Castaic Area CSD and existing zoning.
Policy LU-4.1.6: Encourage the development of a range of child care services and facilities to serve the needs of working families, including public and private child care centers, infant care, and after-school care, through supportive zoning regulations and permitting procedures.	Consistent: This policy is the responsibility of and directed to the County of Los Angeles. Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not provide for childcare uses at the Project Site. However, the zoning allows permitted uses and uses subject to Director's Review that allow child care services and facilities to serve the needs of working families.
Policy LU-4.2.1: Pursue business attraction and expansion programs for clean industries that provide job opportunities for local residents, particularly in the areas of film/entertainment, biotechnology, aerospace, and technology.	Consistent: This policy is the responsibility of and directed to the County of Los Angeles. Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not provide for commercial uses at the Project Site. However, the Project Site will serve as increase in housing stock for the existing industries in the area.
Policy LU-4.2.2: Achieve a balanced ratio of jobs to housing through business expansion and economic development programs, with a goal of at least 1.5 jobs per household.	Not Applicable: This policy is the responsibility of and directed to the County of Los Angeles. Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not provide for commercial uses at the Project Site.
Policy LU-4.2.3: Encourage businesses to locate in all appropriate areas of the community to encourage job creation in closer proximity to workforce housing.	Not Applicable: This policy is the responsibility of and directed to the County of Los Angeles. Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not provide for commercial uses at the Project Site.
Policy LU-4.2.4: Coordinate with local colleges to promote job training programs for Santa Clarita Valley residents.	Not Applicable: This policy is a responsibility of and directed to the County and the state, which maintains and operates community colleges. Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project is not a college use and does not provide for job training at the Project Site.
Policy LU-4.2.5: Promote development of uses that create job opportunities for residents through the Santa Clarita Enterprise Zone and other business assistance programs, as appropriate.	Not Applicable: This policy is a responsibility of and directed to the City of Santa Clarita and the County of Los Angeles. Further, the Project Site is not within the Santa Clarita Enterprise Zone.[22]
Policy LU-4.3.1: Promote redevelopment in Old Town Newhall through construction of public improvements pursuant to the Downtown Newhall Specific Plan and future area planning efforts.	Not Applicable: The Project Site is not located in Old Town Newhall.

22 Los Angeles County Enterprise Zones, Santa Clarita Enterprise Zone Map, website: www.lacountyez.org/docs/SCV%20EZ%20Street%20Map.pdf, accessed June 9, 2014.

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Goals / Policies	Analysis of Project Consistency
Policy LU-4.3.2: Promote business development in Castaic and Val Verde to provide a greater range of goods and services to area residents.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Consistent with the land use and zoning regulations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not provide for commercial uses at the Project Site. Numerous retail stores providing goods and services are located within two miles of the Project Site and along the I-5 corridor, which is immediately to the east of the Project Site. Many of these retail areas remain underutilized with empty stores.
Policy LU-4.3.3: Promote revitalization of commercial uses along Sierra Highway between Soledad Canyon Road and Vasquez Canyon Road, to encourage businesses serving the Canyon Country neighborhoods and support services for the College of the Canyons east campus.	Not Applicable: The Project Site is not located along Sierra Highway.
Policy LU-4.3.4: Promote business development that upgrades and revitalizes older commercial corridors, including Lyons Avenue, Railroad Avenue, Newhall Avenue, Main Street, and Soledad Canyon Road, in a manner that reflects each area's character, architecture, and history.	Not Applicable: The Project Site is not located in the immediate vicinity of these commercial corridors.
Policy LU-4.3.5: Support efforts by the City of Santa Clarita to coordinate with property owners and environmental agencies, and provide assistance as appropriate, to promote clean-up and redevelopment of the Whittaker Bermite property as a business and employment center.	Not Applicable: The Project Site is a not a part of the Whittaker Bermite property.
Policy LU-4.3.6: Support efforts by the City of Santa Clarita to coordinate with property owners and environmental agencies, and provide assistance as appropriate, to promote clean-up and remediation of oil fields west of State Route 14.	Not Applicable: The Project Site is not located in the oil fields west of SR-14.
Policy LU-4.3.7: Promote revitalization and reuse of the older industrial areas east of the railroad, adjacent to the intersection of Springbrook and Drayton Avenues and in the Honby area adjacent to the Santa Clara River.	Not Applicable: The Project Site is not located in the Springbrook or Honby areas.
Policy LU-4.4.1: Promote extension of state of the art communication facilities to serve commercial and industrial areas, including fiber optic cable, telecommunication facilities, and other technology as deemed appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project Site is not zoned for commercial or industrial uses.
Policy LU-4.4.2: Improve flood control facilities along Sierra Highway north of Soledad Canyon Road to allow increased use of this corridor for business and employment uses.	Not Applicable: The Project Site is not located in the Sierra Highway corridor north of Soledad Canyon Road.
Policy LU-4.4.3: Evaluate the feasibility of connecting business activity centers throughout the Santa Clarita Valley with light rail, to provide increased mobility and access for customers and employees between the Valencia Town Center, Whittaker Bermite property, Newhall, Valencia Industrial Center, Magic Mountain and Entrada, Newhall Ranch, and other areas as deemed appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and the City of Santa Clarita. The Project Site is not zoned for commercial or industrial uses.
Policy LU 4.4.4: Protect and enhance public utility facilities as necessary to maintain the safety, reliability, integrity, and security of essential public service systems for all Valley residents.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project is not a public utility facility. Utility construction required for the Project will be carried out in accordance with all governmental requirements.

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Goals / Policies	Analysis of Project Consistency
Policy LU-4.5.1: Promote inclusion of employee amenities in the workplace, including but not limited to outdoor seating and break areas, child care services, wellness facilities, and facilities for bicycle commuters, including bike lockers and showers, where appropriate.	Not Applicable: The Project does not include commercial, industrial, or manufacturing uses and therefore does not require employee amenities.
Policy LU-4.5.2: Encourage the provision of usable open space that is accessible to employees and visitors, and discourage the provision of large areas of water-consuming landscaping that are not usable or accessible.	Not Applicable: The Project does not include commercial, industrial, or manufacturing uses and therefore does not require usable open space for employees.
Policy LU-4.5.3: Promote the inclusion of state-of-the-art technology within business complexes for telecommunications, heating and cooling, water and energy conservation, and other similar design features	Not Applicable: The Project does not include commercial, industrial, or manufacturing uses.
Policy LU 4.5.4: Encourage the provision of support services for employees within business park areas, such as dining and personal services where appropriate, to reduce vehicle trips and promote pedestrian-friendly work environments.	Not Applicable: The Project does not include commercial, industrial, or manufacturing uses.
Mobility:	
Goal LU-5: Enhanced mobility through alternative transportation choices and land use patterns.	Consistent: The Project has been designed to provide a variety of mobility options. The Project would develop 4.5 miles of pedestrian trails, an extension of the regional multi-use trail and landscaped sidewalks to encourage walking, bicycling, and equestrian uses and extend Barcelona Road to connect with Hasley Canyon Road to create better vehicle circulation. The Metrolink Green Line has three stops in the Santa Clarita area. The nearest station to the Project Site is located at 22122 Soledad Canyon Road, approximately 6.7 miles east of the Project Site. Public bus transit service in the vicinity of the Project Site is provided by City of Santa Clarita Transit, Routes 1 and 2. Routes 1 and 2 generally provide six buses per hour (three eastbound and three westbound) during both the AM and PM peak hours. The closest stops to the Project Site are near the intersections of Del Valle Road/Hasley Canyon Road and Commerce Center Drive/Industry Drive, within 0.25 mile and 1 mile of the Project entry, respectively. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy LU-5.1.1: Require safe, secure, clearly-delineated, adequately-illuminated walkways and bicycle facilities in all commercial and business centers.	Not Applicable: The Project does not include commercial and business centers The Project includes 4.5 miles of pedestrian trails that would be properly illuminated for safety purposes.
Policy LU-5.1.2: Require connectivity between walkways and bikeways serving neighborhoods and nearby commercial areas, schools, parks, and other supporting services and facilities.	Consistent: The Project provides connections to nearby supporting services through the extension of Barcelona Road and Hasley Canyon Road. The Project is within 0.5 to 2 miles, (i.e., walking and bicycling distance) of local stores and restaurants and includes internal trails to promote walking. The Project also includes extension of the existing multi-use trail, which provides regional connectivity for biking, walking, and equestrian use. The Project also provides 4.5 miles of pedestrian trails internally to promote active lifestyles and connectivity throughout the Project Site.

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Goals / Policies	Analysis of Project Consistency
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 within residential, shopping, and business developments.	Not Applicable: The Project will not include bus turnouts. The closest stops to the Project Site are near the intersections of Del Valle Road/Hasley Canyon Road and Commerce Center Drive/Industry Drive, within 0.25 mile and one mile of the Project entry, respectively. Refer to **Sections 5.10, Land Use,** and **5.14, Transportation and Traffic** of this EIR.
Policy LU-5.2.1: Designate higher-density residential uses in areas served by public transit and a full range of support services.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project is designated as H2 (Residential 2) within the SCVAP 2012. This designation allows for densities of two dwelling units per acre. The Project is consistent with this designation with a proposed density of 1.2 dwelling units per acre. Density controlled development is encouraged within H2 zones to encourage open space preservation for protection of natural resources, and as a buffer to surrounding residential communities. In terms of nearby transit, the Metrolink Green Line has three stops in the Santa Clarita area. The nearest station to the Project Site is located at 22122 Soledad Canyon Road, approximately 6.7 miles east of the Project Site. Public bus transit service in the vicinity of the Project Site is provided by City of Santa Clarita Transit, Routes 1 and 2. Routes 1 and 2 generally provide six buses per hour (three eastbound and three westbound) during both the AM and PM peak hours. The closest stops to the Project Site are near the intersections of Del Valle Road/Hasley Canyon Road and Commerce Center Drive/Industry Drive, within 0.25 mile and 1 mile of the Project entry, respectively. Refer to **Sections 5.10, Land Use and 5.14, Transportation and Traffic,** of this EIR.
Policy LU-5.2.2: Provide for location of neighborhood commercial uses in proximity to the neighborhoods they serve, to encourage cycling and walking to local stores.	Consistent: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include neighborhood retail. The Project is within 0.5 to 2 miles (i.e., walking and bicycling distance) of local stores and restaurants and includes internal trails to promote walking.
Policy LU-5.2.3: Promote location of non-polluting businesses providing employment opportunities in proximity to neighborhoods, to encourage walking to work.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include commercial, industrial, or manufacturing uses.

Land Use Element

Goals / Policies	Analysis of Project Consistency
Policy LU-5.2.4: Encourage transit-oriented development (TOD) through designation of land uses that allow compact, mixed-use development in proximity to rail stations and multi-modal transit facilities, in conformance with applicable policies.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project is designated as H2 (Residential 2) within the SCVAP 2012. This designation allows for densities of two dwelling units per acre. The Project is consistent with this designation with a proposed density of 1.2 dwelling units per acre. Density controlled development is encouraged within H2 zones to encourage open space preservation for protection of natural resources, and as a buffer to surrounding residential communities. In terms of nearby transit, the Metrolink Green Line has three stops in the Santa Clarita area. The nearest station to the Project Site is located at 22122 Soledad Canyon Road, approximately 6.7 miles east of the Project Site. Public bus transit service in the vicinity of the Project Site is provided by City of Santa Clarita Transit, Routes 1 and 2. Routes 1 and 2 generally provide six buses per hour (three eastbound and three westbound) during both the AM and PM peak hours. The closest stops to the Project Site are near the intersections of Del Valle Road/Hasley Canyon Road and Commerce Center Drive/Industry Drive, within 0.25 mile and 1 mile of the Project entry, respectively. Refer to **Sections 5.10, Land Use,** and **5.14, Transportation and Traffic,** of this EIR.
Policy LU-5.2.5: Encourage the mix of compatible uses in areas where, though not served by rail or transit, mixed uses will achieve more walkable neighborhoods and trip reduction, in conformance with applicable policies.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project is served by transit and is not a mixed use development However, the Project is within 0.5 to 2 miles (i.e., walking and bicycling distance) of local stores and restaurants and includes 4.5 miles of internal pedestrian trails, providing a comprehensive pedestrian circulation system throughout the Project Site's amenities (including a community center, six secondary park and recreation areas, and an 7.45 acre public park), linking these areas to each other and an existing County multi-use trail. Further, the Project is consistent with the Los Angeles County Healthy Design Guidelines (LACC Section 21.16.015 et seq.) in promoting a healthy lifestyle (through walking, bicycling, and other exercise).
Community Appearance	
Goal LU-6: A scenic and beautiful urban environment that builds on the community's history and natural setting.	Consistent: The Project would be a well-designed development and would incorporate similar design elements of the surrounding communities to ensure compatibility. In addition, through provision of approximately 225.02 acres of open space and recreation areas, including a proposed citrus grove and vineyard at the entry to the Project, mitigation and improvement of certain tributaries on the Project Site and preservation of the ridgelines at the north and western boundaries of the Project Site, the Project will build upon the community's history and natural setting.

Land Use Element

Goals / Policies	Analysis of Project Consistency
Policy LU-6.1.1: Designate ridgelines throughout the planning area, and preserve these ridgelines from development by encouraging a minimum distance for grading and development from these ridgelines of 50 feet, or more if determined preferable by the reviewing authority based on site conditions.	Partially Consistent: Prior Entitlements associated with the Project Site allowed for significant landform alteration (in excess of 12 million cubic yards of combined cut and fill) and infrastructure installation for homes and a golf course, resulting in a generally flat site. The Project will utilize the existing infrastructure and grading work already completed pursuant to the prior approved project to the maximum extent feasible, while mostly preserving a ridgeline on the western edge of the Project Site. Remedial grading and custom grading may also be required depending upon future site-specific soils and geological investigations. Geotechnical conditions requiring remediation may include settlement and seismic conditions. Please refer to **Section 5.6**, **Geology and Soils**, of this EIR for a detailed discussion of potential grading impacts and related mitigation. Although most of the remaining portions of the easterly significant ridgeline are proposed to be removed, the easterly ridgeline has been substantially removed by prior grading at the Project Site and therefore its removal will not substantially affect the natural setting. Refer to **Section 5.1, Aesthetics,** of this EIR. The Applicant is requesting a variance to permit completion of grading of the easterly ridgeline, which is a mapped significant ridgeline pursuant to the Castaic Area CSD located on the Project Site but that has been substantially graded pursuant to the Prior Entitlements. LACC 22.44.137.D.6.d restricts development on mapped significant ridgelines unless an exemption is granted and provides the standards for an exemption. An exception is also being requested for the westerly ridgeline, which will be largely preserved as open space, in order to allow construction of Barcelona Road and to provide access to open space. Refer to **Section 4.0, Project Description,** of this EIR. In all other respects, the Project establishes a minimum distance for grading and development of the significant westerly ridgeline and is consistent with this policy.
Policy LU-6.1.2: On the Land Use Map, designate publicly owned portions of the Santa Clara River corridor and its major tributaries as Open Space.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Hasley Canyon Creek is a tributary (via its confluence with Castaic Creek) to the Santa Clara River; the Project would maintain the corridor as Open Space and further, would include a trail easement to provide access to Hasley Canyon Trail along the southwestern portion of the Project Site. This multi-use trail easement will be dedicated to the County of Los Angeles Parks and Recreation Department and will further extend the existing Hasley Canyon Trail towards the west, north of the Val Verde community. Refer to **Sections 4.0, Project Description,** and **5.10, Land Use,** in this EIR.

Land Use Element

Goals / Policies	Analysis of Project Consistency
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.	Consistent: The Project is requesting Conditional Use Permits (CUP) to authorize density-controlled development (density of 1.2 du per acre) on-site and to allow the set-aside of approximately 225.02 acres of land for open space and recreational uses. The Project implements other techniques, including the continuation of landform grading, a technique intended to reduce the need for retaining walls, commenced under the previously approved project to complete the grading needed to implement the Project. The Project will revegetate graded hillside areas with native drought tolerant landscaping (including the replanting of native oak trees to replace those removed from the Project Site previously and under the Project) and provide a fuel modification buffer zone pursuant to County grading, erosion control and fire safety requirements. Refer to **Sections 4.0, Project Description, 5.6, Geology and Soils,** and **5.12.4, Fire Services** of this EIR.
Policy LU-6.2.1: Promote the inclusion of plazas, courtyards, seating areas, public art, and similar features within commercial centers, business parks, and civic facilities visited by the general public.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include business parks, civic facilities, or commercial centers.
Policy LU-6.2.2: Provide and enhance trail heads where appropriate with landscaping, seating, trash receptacles, and information kiosks.	Consistent. The Project's 4.5 miles of pedestrian trails provides for a comprehensive pedestrian circulation system throughout the Project Site's amenities (including a community center, six secondary park and recreation areas, and the 7.45 acre public park), linking these areas to each other and the existing trails. In addition, the Project includes a multi-use trail linkage to the existing portion of the Hasley Canyon Trail along the southwesterly portion of the Project Site, which currently terminates south of the Project Site. Further, the Project is consistent with the Los Angeles County Healthy Design Guidelines (LACC Section 21.16.015 et seq.) in promoting a healthy lifestyle (through walking, bicycling, and other exercise).
Policy LU-6.3.1: Promote planting of street trees throughout urban areas in the Santa Clarita Valley.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. The Project would plant street trees throughout the Project Site consistent with County requirements including replanting trees previously relocated from areas of the Project Site during grading and boxed on-site, and oak trees to mitigate prior and proposed oak tree removal.
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.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. The Project's major arterials — Hasley Canyon Road (from Del Valle Road to Gibraltar Lane) and Barcelona Road — would be landscaped in accordance with County requirements. The Project includes an attractively designed entryway, many landscaped open areas, and provides numerous street and shade trees. The Project plans a vineyard and a citrus grove on the southern portion of Project Site, visible from Hasley Canyon Road, to provide aesthetic enhancement.
Policy LU-6.3.3: Enhance major entrance points to the community, including on and off ramps from Interstate 5 and State Route 14; entrances along State Route 126; and at the northern and southern entrance points on Sierra Highway, where feasible and appropriate.	Not Applicable: The Project Site is not adjacent to or located along any of the referenced roadways.

Land Use Element

Goals / Policies	Analysis of Project Consistency
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.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. However, all transmission lines within the Project would be placed underground.
Policy LU-6.3.5: Restrict the establishment of billboards within the planning area.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. However, the Project would not include any billboards. Further, the zoning for the Project Site would not permit billboards on the site.
Policy LU-6.4.1: Maintain the historic buildings in Newhall, including the William Hart Regional Park buildings, the Tom Mix cottages at Heritage Junction, the American Theater, the Melody Ranch, and various other commercial and residential structures designated as local historic resources, through implementation of preservation measures in the Downtown Newhall Specific Plan.	Not Applicable: The Project Site is not located in Newhall.
Policy LU-6.4.2: Enhance the area around historic Lang Station by requiring a Specific Plan for redevelopment of this area.	Not Applicable: The Project Site is not located in the Lang Station area.
Policy LU-6.4.3: Maintain cultural resources from pre-historical Native American habitation and historical settlement in the areas around Vasquez Rocks, Elsmere Canyon, and along the Santa Clara River, through designation of these areas as Open Space on the Land Use Map.	Not Applicable: The Project Site is not located in the Vasquez Rocks, Elsmere Canyon, or along the Santa Clara River.
Policy LU-6.4.4: Maintain the historic site of Mentryville by designating the site as Open Space on the Land Use Map.	Not Applicable: The Project Site is not located in the Mentryville area.
Policy LU-6.4.5: Maintain the historic area of the Rancho San Francisco Estancia through implementation of preservation measures in the Newhall Ranch Specific Plan.	Not Applicable: The Project Site is not located in the historic area of the Rancho San Francisco Estancia.
Policy LU-6.4.6: Through the environmental review and development review processes, evaluate impacts on historic and cultural sites from proposed development and require appropriate mitigation.	Consistent: **Section 5.4, Cultural Resources**, of this EIR concludes that, with mitigation, the Project would not result in any significant cultural resource impacts.
Policy LU-6.5.1: Require use of high quality, durable, and natural-appearing building materials, pursuant to the ordinances developed through the County's Green Building Program.	Consistent: Although the Project is still in the preliminary design stage, and colors, materials, and architectural details have not yet been selected, the Applicant has indicated that every possible effort would be made to select colors, materials, and architectural details that would be consistent with this policy. The Project will comply with the County's Healthy Design Ordinance.
Policy LU-6.5.2: Encourage the use of designs and architectural styles that incorporate classic and timeless architectural features.	Consistent: Although the Project is still in the preliminary design stage, and colors, materials, and architectural details have not yet been selected, the Applicant has indicated that every possible effort would be made to select colors, materials, and architectural details that would be consistent with this policy.
Policy LU-6.5.3: Require architectural enhancement and articulation on all sides of buildings (360 degree architecture), with special consideration at building entrances and corners, and along facades adjacent to major arterial streets.	Consistent: The Project will include enhanced architectural features as typically required by the planning department. The all sides of the homes of the Project will be architecturally enhanced to the degree feasible. The sides of the homes will not be flat and will have window trim and other architectural features.

Land Use Element

Goals / Policies	Analysis of Project Consistency
Policy LU-6.5.4: Evaluate new development in consideration of its context, to ensure that buildings create a coherent living environment, a cohesive urban fabric, and contribute to a sense of place consistent with the surrounding neighborhoods.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. The Project would comply with all applicable zoning and building codes. The Project is designed to 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 to the west of the Project Site. The Project provides substantial common amenities and recreational opportunities for the community, including a clubhouse, pool(s) and related recreational opportunities available to residents, along with publicly accessible parks and pedestrian and bike trails.
Environmentally Responsible Development	
Goal LU-7: Environmentally responsible development through site planning, building design, waste reduction, and responsible stewardship of resources.	Consistent: The Project includes the construction of housing in accordance with the latest energy efficiency measures including the County's Green Building Ordinance. The Project design encourages walkability through the co-location of recreation and residential uses. The Project would also incorporate waste reduction measures into the Project design; refer to **Section 5.15.2, Solid Waste,** of this EIR.
Policy LU-7.1.1: Require shade trees within parking lots and adjacent to buildings to reduce the heat island effect, in consideration of Fire Department fuel modification restrictions.	Consistent: The Project has limited parking areas; however, landscaped areas, including street and shade trees, will be provided at the Project Site and a vineyard and a citrus grove are proposed to provide shade, comfort, and aesthetic enhancement throughout the Project Site and to reduce the heat island effect. Further, approximately 225.02 acres of the Project Site will be maintained as recreational and open space. The Project will revegetate graded hillside areas with native drought tolerant landscaping (including the replanting of native oak trees to replace those removed from the Project Site previously and under the Project) and provide a fuel modification buffer zone pursuant to County grading, erosion control and fire safety requirements. Refer to **Sections 4.0 Project Description; 5.6, Geology and Soils;** and **5.12.4, Fire Services,** of this EIR.
Policy LU-7.1.2: Promote the use of solar panels and renewable energy sources in all projects.	Consistent: The Project is anticipated to provide solar panels and electrical vehicle charging as an option on homes and will not prohibit the installation of such items. The County's streamlined process to approve and permit noncommercial renewable energy sources would be available to homeowners who choose these options.
Policy LU-7.1.3: Encourage development of energy-efficient buildings, and discourage construction of new buildings for which energy efficiency cannot be demonstrated.	Consistent: The Project's residential buildings would exceed Title 24 standards (refer to **Section 5.7, Greenhouse Gas Emissions,** of this EIR). Additionally, the Applicant would require that all major appliances in the residential and community center buildings be "Energy Star" rated, where available.
Policy LU-7.1.4: Support the establishment of energy-efficient industries in the Santa Clarita Valley.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.

Land Use Element

Goals / Policies	Analysis of Project Consistency
Policy LU-7.2.1: Monitor growth, and coordinate with water districts as needed to ensure that long-range needs for potable and reclaimed water will be met.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project's use of water is analyzed in a Water Supply Assessment (WSA) approved by Los Angeles County Waterworks District No. 36 that relies upon the 2010 Urban Water Management (UWMP) prepared by Castaic Lake Water Authority with the input of the District. The WSA indicates that there will be sufficient water available to supply the water needs of the Project over a 20-year period. Refer to **Section 5.15.1, Water Supply,** of this EIR.
Policy LU-7.2.2: If water supplies are reduced from projected levels due to drought, emergency, or other unanticipated events, take appropriate steps to limit, reduce, or otherwise modify growth permitted by the Area Plan in consultation with water districts to ensure adequate long-term supply for existing businesses and residents.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and Los Angeles Waterworks District No. 36. The Project's use of water is analyzed in a Water Supply Assessment (WSA) approved by Los Angeles County Waterworks District No. 36 that relies upon the UWMP prepared by Castaic Lake Water Authority with the input of the District. The UWMP and the WSA take into account natural or unanticipated disruptions to water supply and propose strategies to address these contingencies. The WSA confirms the availability of water to supply the Project and other anticipated growth within the District in normal, dry year and multiple dry year scenarios through 2040. Refer to **Section 5.15.1, Water Supply,** of this EIR.
Policy LU-7.2.3: Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and Los Angeles Waterworks District No. 36. As demonstrated in the WSA, there will be sufficient water available to supply the water needs of the Project over a 20-year period. Refer to **Section 5.15.1, Water Supply,** of this EIR.
Policy LU-7.3.1: Promote the use of permeable paving materials to allow infiltration of surface water into the water table.	Consistent: The Project would be designed to include water quality Best Management Practices (BMPs), such as bioretention areas, planter boxes, vegetated swales, and permeable pavement to promote infiltration and mitigate any potential water quality impacts. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR.
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.	Consistent: The Project would be designed to include water quality BMPs, such as bioretention areas, planter boxes, vegetated swales, and permeable pavement to promote infiltration and mitigate any potential water quality impacts. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR.
Policy LU-7.3.3: Seek methods to decrease impermeable site area where reasonable and feasible, in order to reduce stormwater runoff and increase groundwater infiltration, including use of shared parking and other means as appropriate.	Consistent: The Project would maintain approximately 225.02 acres of the Project Site as open space and recreational areas. These areas would help reduce stormwater runoff volumes and would increase groundwater infiltration.
Policy LU-7.3.4: Implement best management practices for erosion control throughout the construction and development process.	Consistent: BMPs would be implemented consistent with County requirements and this policy. Refer to **Sections 5.6, Geology and Soils,** and **5.9, Hydrology and Water Quality,** of this EIR.
Policy LU-7.3.5: Limit development within flood-prone areas to minimize down-stream impacts.	Consistent: All site development would meet County of Los Angeles and FEMA requirements. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR.

Land Use Element

Goals / Policies	Analysis of Project Consistency
Policy LU-7.3.6: Support emerging methods and technologies for the on-site capture, treatment, and infiltration of stormwater and greywater, and amend the County Code to allow these methods and technologies when they are proven to be safe and feasible.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. However, the Project will promote the use of emerging methods and technologies as feasible, which will be addressed in the Water Quality Plan. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR.
Policy LU-7.4.1: Require the use of drought tolerant landscaping, native California plant materials, and evapotranspiration (smart) irrigation systems.	Consistent: The Project's landscape plan would minimize high water areas and emphasize the use of native and drought tolerant plant species. Smart irrigation systems and recycled water would be utilized for all irrigated areas.
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.	Consistent: The Project would comply with County requirements per this policy including exceeding Title 24, Part 11 Cal Green requirements.
Policy LU-7.5.1: Ensure that all new development provides adequate space for recycling receptacles and bins on site.	Consistent: The Project would provide recycling receptacles consistent with County requirements. Refer to **Section 5.15.2, Solid Waste,** of this EIR.
Policy LU-7.5.2: Promote the use of recycled building materials.	Consistent: The Project includes as a Project Objective the incorporation of sustainable development principles, including the use of recycled materials.
Policy LU-7.6.1: Limit outdoor lighting levels to the minimum needed for safety and security, and encourage lower lighting levels when businesses are closed.	Consistent: The Project would include appropriate street lighting per the County of Los Angeles requirements. However, to ensure that potential impacts are minimized, the Project would be consistent with the County of Los Angeles Rural Outdoor Lighting District Ordinance (also known as the 'Dark Skies' Ordinance)
Policy LU-7.6.2: Preserve habitat connectivity in site planning where feasible, and discourage the creation of open space islands surrounded by paving.	Consistent: The Project would preserve the Hasley Creek corridor as open space and avoid any modification to the portion of Hasley Canyon on the Project Site. The Project Site does not include wildlife corridors. See **Section 5.3, Biological Resources,** of this EIR.
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.	Consistent: The Project Site does not include any recognized wildlife corridors. The Project would preserve the Hasley Creek corridor as open space and avoid any modification to the portion of Hasley Canyon on the Project Site. The Project Site does not include wildlife corridors. See **Section 5.3, Biological Resources,** of this EIR.

Land Use Element

Goals / Policies	Analysis of Project Consistency
Policy LU 7.6.4: Encourage site designs that protect oak trees, hillsides, and biological resources through creative solutions.	Consistent: The westerly ridgeline and areas within the Project Site to the west of that ridgeline, will be preserved as open space and modifications will be avoided except for stabilization and restoration of an area previously used for sand mining, the construction of trails, landscape areas and the extension of Barcelona Road to provide public access to these areas. Hasley Canyon Creek and adjoining areas will also be preserved as open space and avoided, with the exception of mitigation in the area as described in **Section 5.3, Biological Resources,** of this EIR. Construction of the Project would result in the loss of one County-protected oak. This tree is identified as Oak Tree #18 in the tree survey (**Appendix 5.3-4** of this EIR). An oak tree permit for impacts to the single California live oak resulting from implementation of the Project is part of the Project application. No other impacts are anticipated to occur to the remaining protected oak trees as they occur beyond the grading and fuel modification limits. Although most of the remaining portions of the easterly significant ridgeline are proposed to be removed, the easterly ridgeline has been substantially removed by prior grading at the Project Site and therefore its removal will not substantially affect the natural setting. Refer to **Section 5.1, Aesthetics,** of this EIR.
Policy LU-7.7.1: Maintain a suitable distance and/or provide buffering to separate aggregate mining and processing activities from nearby residential uses and other uses with sensitive receptors to noise and airborne emissions.	Not Applicable: The Project Site would not be located in proximity to aggregate mining and processing activities. Previous sand mining activities on the Project Site have been identified. Sand mining was for on-site use in construction of utility bedding only. The location of the previous sand mine on Project Site would be stabilized prior to occupancy of the residents to ensure to no potential danger to residents.
Policy LU-7.7.2: Avoid designating land uses in areas with significant mineral resources or utility facilities that would preclude the future extraction and use of those resources and facilities.	Not Applicable: There are no significant mineral resources or utility facilities located on the Project Site.
Policy LU-7.7.3: Encourage the operators of existing surface mines to consider an end use site restoration plan that will result in land use conversions to aide in implementing the jobs-housing balance policies, economic vitality goals and policies, and which will reinforce the image of the Santa Clarita Valley as an eco-conscious community.	Consistent: This policy is a responsibility and directed at the County of Los Angeles. Under the prior entitlements mining operations of natural sand deposits for use as utility beddings elsewhere on the Project Site took place. However, under the Project the former sand mine site will be remediated and shaped so as to direct runoff toward a debris basin in the event any exposed materials are loosened by heavy rains after grading. It should be noted that this site was never used for commercial/off-site purposes.
Policy LU-7.8.1: Adopt and implement policies for protection of oak woodlands and oak trees throughout the planning area that are compatible with City of Santa Clarita policies.	Consistent: This policy is a responsibility and directed at the County of Los Angeles. Construction of the Project would result in the loss of one County-protected oak. This tree is identified as Oak Tree #18 in the tree survey (**Appendix 5.3-4** of this EIR). An oak tree permit for impacts to the single California live oak resulting from implementation of the Project is part of the Project application. No other impacts are anticipated to occur to the remaining protected oak trees as they occur beyond the grading and fuel modification limits.
Policy LU-7.8.2: Protect all designated Significant Ecological Areas (SEAs) from incompatible development.	Not Applicable: The Project Site does not include any SEA areas.

Land Use Element

Goals / Policies	Analysis of Project Consistency
Environmental Justice	
Goal LU-8: Work with service providers to plan for adequate community facilities and services to meet the needs of present and future residents.	Not Applicable: This goal is a responsibility of and directed to the County of Los Angeles. Service providers include utilities such as water, sewer, and power. Local service providers would provide utility service in compliance with all local, state, and federal regulations.
Policy LU-8.1.1: Coordinate plans for new residential development with affected school districts to ensure adequate mitigation of impacts on school facilities; provision of facilities and programs to promote academic excellence for Santa Clarita Valley students; coordination on joint use of facilities and transportation; and long-range planning.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Potential project impacts to school facilities and applicable mitigation measures are presented in **Section 5.12.2, Education,** of this EIR. The Project would mitigate all education related impacts to a less-than significant level.
Policy LU-8.1.2: Implement a master plan for trails throughout the Santa Clarita Valley to serve all residents.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. However, the Project would provide over 4.5 miles of trails open to the public and will extend the existing multi-use Hasley Canyon Trail to provide regional connectivity for walking, bicycling, and equestrian use. Refer to **Section 5.13, Recreation,** of this EIR.
Policy LU-8.1.3: Implement a master plan for parks, with special focus on provision of additional playfields for youth sports in locations accessible to underserved neighborhoods.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Project amenities will include a community recreation center, an approximately 7.45-acre neighborhood park containing amenities consistent with County Park and Recreation Department requirements, six secondary park and recreation areas , and 4.5 miles of pedestrian trails. Refer to **Section 5.13, Recreation,** of this EIR.
Policy LU-8.1.4: Ensure that an adequate and diverse supply of child care facilities and services is available to parents who live and/or work in the Santa Clarita Valley, by promoting child care facilities in commercial and residential areas, subject to the provisions of the County Zoning Ordinance.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. The Project does not provide for childcare uses at the Project Site. However, the zoning allows permitted uses and uses subject to Director's Review that allow child care services and facilities to serve the needs of working families.
Policy LU-8.1.5: Coordinate with the Los Angeles County Library System to assist in expanding library services as needed to meet the needs of the community.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. The Project would mitigate impacts to library services to a less than significant level through the payment of a library impact fee. Refer to **Section 5.12.1, Library Services,** of this EIR.
Policy LU-8.1.6: Coordinate with the Arts Alliance and other similar entities to promote access to cultural events and facilities for all residents.	Consistent: HOA could promote local cultural activities and events though the use on on-site amities, such as the proposed community center. In addition, the Project Site is proximate to many local arts, entertainment, and cultural facilities.
Policy LU-8.1.7: Work with medical service providers to facilitate preservation and enhancement of health services, including the Santa Clarita Valley's trauma center, provided applications are in conformance with applicable Area Plan policies and environmental requirements.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy LU-8.1.8: Work with social service agencies providing assistance to homeless persons to develop and maintain a suitable shelter in the Santa Clarita Valley.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.

Land Use Element

Goals / Policies	Analysis of Project Consistency
Policy LU-8.1.9: Assist persons and households with temporary housing needs by promoting transitional housing facilities for victims of domestic violence in multiple-family residential land use designations, subject to the provisions of the County Zoning Ordinance.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy LU 8.1.10: Coordinate with agencies that provide services to seniors and the elderly to expand senior facilities, which may include a new senior center.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy LU-8.1.11: Work with existing utilities, agencies, and renewable energy companies to remove barriers to renewable energy production.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project is anticipated to provide solar panels and electrical vehicle charging as an option on homes and will not prohibit the installation of such items.
Policy LU-8.1.12: The City, County and the school districts shall cooperate to identify appropriate land to construct new school facilities throughout the planning area. Annual information and update meetings between the planning agencies and the districts are encouraged.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project would mitigate impacts to local schools through compliance with existing School Facilities Funding Agreements. Refer to **Section 5.12.2, Education,** of this EIR.
Policy LU-8.1.13: In meeting state law for mitigation, there may be times when additional resources are required in order for the district to fully provide necessary services. Accordingly, developers are encouraged to reach full mitigation agreements with the appropriate school districts impacted by their proposed project. Mitigation may include, but might not be limited to, modifications to existing school sites.	Consistent: The Project would mitigate impacts to local schools through compliance with existing School Facilities Funding Agreements consistent with County requirements and this policy. Refer to **Section 5.12.2, Education,** of this EIR.
Policy LU-8.1.14: Developers of infill projects shall be aware of the potential cumulative effect that these smaller projects have on schools. Pre and post construction, infill projects shall be monitored to evaluate student generation rates.	Consistent: The Project would mitigate impacts to local schools through compliance with existing School Facilities Funding Agreements consistent with County requirements and this policy. Cumulative student generation cannot be accommodated by existing facilities that serve the valley; therefore, the impacts of cumulative development on the school districts would be potentially significant if no additional facilities were constructed. However, compliance, as appropriate, with existing School Facilities Funding Agreements which require that future development pay its fair-share towards the construction of new school facilities to accommodate the increased population, would reduce potential cumulative development impacts on the school districts to below a level of significance. Moreover, because the direct impacts of the Project would be fully mitigated, the Project's contribution to any cumulative impacts would not be cumulatively considerable. Refer to **Section 5.12.2, Education,** of this EIR.
Policy LU-8.1.15: Proposed school sites shall be sufficiently sized, pre-identified, and on California Department of Education and Department of Toxic Substances Control approvable land. Further site design considerations shall include appropriate pedestrian and bicycle access.	Not Applicable: This policy is a responsibility and directed at the County of Los Angeles.
Policy LU-8.2.1: In making locational decisions for siting new community facilities, consider ease of access for all users (vehicular, pedestrian, and transit).	Not Applicable: This policy is a responsibility and directed at the County of Los Angeles.
Policy LU-8.2.2: Identify neighborhoods that are underserved by public facilities and community services, and plan for equitable distribution of these facilities.	Not Applicable: This policy is a responsibility and directed at the County of Los Angeles.

Land Use Element

Goals / Policies	Analysis of Project Consistency
Policy LU-8.3.1: Require fair and equitable treatment in considering, adopting, implementing, and enforcing development regulations and policies, including but not limited to providing equal opportunity for public input and considering impacts from development approvals on all segments of the population.	Consistent: This policy is a responsibility and directed at the County of Los Angeles. The adoption of HOA documents (CC&Rs) would be regulated by the County of Los Angeles, Department of Regional Planning Zoning Enforcement and the Department of Public Works, Building and Safety Division Code Enforcement sections.
Public Facilities	
Goal LU-9: Adequate public facilities and services, provided in a timely manner and in appropriate locations to serve existing and future residents and businesses.	Not Applicable: This policy is a responsibility and directed at the County of Los Angeles. However, the Project's phasing plan is consistent with this policy as it would bring adequate public open space and other on-site facilities on-line concurrently with residential uses. In addition, the Applicant will be required to pay impact fees assessed by the County and other governmental entities in connection with its development of the Project to provide funding of its fair share of infrastructure needs.
Policy LU-9.1.1: Ensure construction of adequate infrastructure to meet the needs of new development prior to occupancy.	Not Applicable: This policy is a responsibility and directed at the County of Los Angeles. However, the County will require and the Project's phasing plan would assure adequate infrastructure is constructed to meet the needs of each phase of development prior to occupancy.
Policy LU-9.1.2: Coordinate review of development projects with other agencies and special districts providing utilities and other services.	Consistent: The County's development review process conducted for the Project includes consultation with affected agencies and utilities.
Policy LU-9.1.3: Protect major utility transmission corridors pumping stations, reservoirs, booster stations, and other similar facilities from encroachment by incompatible uses, while allowing non-intrusive uses such as plant nurseries, greenbelts, and recreational trails.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Further, the Project site is not located on or adjacent to any major utility transmission corridors, pumping stations, reservoirs, booster stations, or other similar facilities. An operating water well is located on the Project Site which was dedicated to the County's water district by the previous applicant.
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.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. The Project's utility infrastructure design would consider the character of the community to the extent required by County building codes and regulations. The Project will underground utilities and will comply with County zoning, District No. 36 and other utility provider requirements related to infrastructure development.
Policy LU-9.1.5: Work with the Los Angeles County Sheriff's Department to expand law enforcement facilities to meet the needs of the Santa Clarita Valley's growing population.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. The Project would mitigate impacts to sheriff's services to a less than significant level through the payment of a required sheriff facilities fee and implementation of recommended safety and security measures in design of the Project. Refer to **Section 5.12.3, Sheriff Services,** of this EIR.
Policy LU-9.1.6: Coordinate with appropriate agencies and organizations to ensure that landfill expansion needs are met while minimizing adverse impacts to Valley residents.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. As discussed in **Section 5.15.2, Solid Waste,** of this EIR, due to the inability to predict the County's plans for landfill expansion, the EIR concludes that the Project would have significant and unavoidable impacts with regard to solid waste at both project and cumulative levels.

Land Use Element

Goals / Policies	Analysis of Project Consistency
Policy LU-9.1.7: Provide for location of additional waste transfer stations and other facilities to promote recycling and reuse of materials within Industrial designations on the Land Use Map, subject to the provisions of the County Zoning Ordinance.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project will comply with County regulations related to recycling for construction and operation. Refer to **Section 5.15.2, Solid Waste,** of this EIR.
Policy LU-9.2.1: Ensure that the cost of extending new sewer infrastructure is fully borne by the development that is served, and is not passed on to the existing community.	Consistent: Consistent with County requirements and this policy, the Applicant would incur the cost of extending new sewer infrastructure and would not pass any fees on to the existing community.
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.	Consistent: Consistent with County requirements and this policy, the Applicant would upgrade facilities when warranted or pay a fee to allow construction of new facilities when needed and no significant impacts to wastewater facilities are anticipated. Refer to **Section 5.15.4, Wastewater,** of this EIR.
Policy LU-9.2.3: Develop a common County/City of Santa Clarita capacity-based threshold to determine when new development will be required to construct upsized downstream sewer facilities.	Consistent: Consistent with County requirements and this policy, the Applicant would upgrade facilities when warranted or pay a fee to allow construction of new facilities when needed. Refer to **Section 5.15.4, Wastewater,** of this EIR.
Policy LU-9.2.4: Facilitate the efficient construction of sewer infrastructure by sizing facilities to accommodate anticipated future sewer flows within the sewershed.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. No significant impacts to wastewater facilities are anticipated. Refer to **Section 5.15.4, Wastewater,** of this EIR.
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.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Construction of additional wastewater facilities is not required in connection with the Project. The Applicant would pay a fee to allow construction of new facilities when needed. Refer to **Section 5.15.4, Wastewater,** of this EIR.
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.	Consistent: Consistent with County requirements and this policy, the Applicant would upgrade facilities when warranted or pay a fee to allow construction of new facilities when needed. Refer to **Section 5.15.4, Wastewater,** of this EIR.

Circulation Element

Goals / Policies	Analysis of Project Consistency
Multi-Modal Circulation Network	
Goal C-1: Multi-Modal Circulation Network An inter-connected network of circulation facilities that integrates all travel modes, provides viable alternatives to automobile use, and conforms to regional plans.	Not Applicable: This goal is a responsibility of and directed to the County of Los Angeles. The Project provides a highly livable, outdoor, pedestrian-friendly environment that encourages alternative means of transportation to the automobile by incorporating enhanced pedestrian, bicycle and equestrian access via trails and streets in a manner consistent with the County's Healthy Design Guidelines. In addition, residents of the Project will have access to Santa Clarita Transit buses and to Santa Clarita region Metrolink stations, which provide regional transportation access. Refer to **Sections 4.0, Project Description,** and **5.14, Transportation and Traffic,** of this EIR.

Circulation Element

Goals / Policies	Analysis of Project Consistency
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.	Consistent: The Project provides a highly livable, outdoor, pedestrian-friendly environment that encourages alternative means of transportation to the automobile by incorporating enhanced pedestrian, bicycle and equestrian access via trails and streets in a manner consistent with the County's Healthy Design Guidelines. In addition, residents of the Project will have access to Santa Clarita Transit buses and to Santa Clarita region Metrolink stations, which provide regional transportation access. Refer to **Sections 4.0, Project Description,** and **5.14, Transportation and Traffic,** of this EIR.
Policy C-1.1.2: Promote expansion of alternative transportation options to increase accessibility to all demographic and economic groups throughout the community, including mobility-impaired persons, senior citizens, low-income persons, and youth.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-1.1.3: Work with local and regional agencies and employers to promote an integrated, seamless transportation system that meets access needs, including local and regional bus service, dial-a-ride, taxis, rail, van pools, car pools, bus pools, bicycling, walking, and automobiles.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project is residential and with the exception of the homeowner's association maintenance and staffing of clubhouse and landscaping facilities, will not employ large numbers of workers at the Project Site.
Policy C-1.1.4: Promote public health through provision of safe, pleasant, and accessible walkways, bikeways, and multi-purpose trail systems for residents.	Consistent: The Project provides a highly livable, outdoor, pedestrian-friendly environment that encourages alternative means of transportation to the automobile by incorporating enhanced pedestrian, bicycle and equestrian access via trails and streets in a manner consistent with the County's Healthy Design Guidelines. Refer to **Section 4.0, Project Description,** of this EIR.
Policy C-1.1.5: Plan for efficient links between circulation systems at appropriate locations, including but not limited to bus-rail connections and pedestrian-bus connections.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-1.1.6: Provide adequate facilities for multi-modal travel, including but not limited to bicycle parking and storage, expanded park-and-ride lots, and adequate station and transfer facilities in appropriate locations.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-1.1.7: Consider the safety and convenience of the traveling public, including pedestrians and cyclists, in design and development of all transportation systems.	Consistent: The Project provides a highly livable, outdoor, pedestrian-friendly environment that encourages alternative means of transportation to the automobile by incorporating enhanced pedestrian, bicycle and equestrian access via trails and streets in a manner consistent with the County's Healthy Design Guidelines. Refer to **Section 4.0, Project Description,** of this EIR.
Policy C-1.1.8: Acquire and/or reserve adequate right-of-way in transportation corridors to accommodate multiple travel modes, including bus turnouts, bus rapid transit (BRT), bikeways, walkways, and linkages to trail systems.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-1.1.9: Incorporate funding for all modes of transportation in the capital improvement program, and seek funding from all available sources for multi-modal system development.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-1.1.10: Provide for flexibility in the transportation system to accommodate new technology as it becomes available, in order to reduce trips by vehicles using fossil fuels where feasible and appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.

Circulation Element

Goals / Policies	Analysis of Project Consistency
Policy C-1.1.11: Promote use of multi-modal facilities by providing adequate and attractive way-finding programs directing users to transit stations, park-and-ride lots, bicycle storage, and other facilities.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-1.1.12: Encourage the City of Santa Clarita to implement recommendations of its Non-Motorized Transportation Plan to expand opportunities for alternative travel modes.	Not Applicable: The Project Site is not within the City of Santa Clarita.
Policy C-1.1.13: Design new activity centers and improve existing activity centers to prioritize walking, bicycling and circulator transit for internal circulation of person-travel.	Consistent: The Project provides a highly livable, outdoor, pedestrian-friendly environment that encourages alternative means of transportation to the automobile by incorporating enhanced pedestrian, bicycle and equestrian access via trails and streets in a manner consistent with the County's Healthy Design Guidelines. Refer to **Section 4.0, Project Description,** of this EIR. Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include commercial development.
Policy C-1.2.1: Develop coordinated plans for land use, circulation, and transit to promote transit-oriented development that concentrates higher density housing, employment, and commercial areas in proximity to transit corridors.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project is designated as H2 (Residential 2) within the SCVAP 2012. This designation allows for densities of two dwelling units per acre. The Project is consistent with this designation with a proposed density of 1.2 dwelling units per acre. Density controlled development is encouraged within H2 zones to encourage open space preservation for protection of natural resources, and as a buffer to surrounding residential communities. In terms of nearby transit, the Metrolink Green Line has three stops in the Santa Clarita area. The nearest station to the Project Site is located at 22122 Soledad Canyon Road, approximately 6.7 miles east of the Project Site. Public bus transit service in the vicinity of the Project Site is provided by City of Santa Clarita Transit, Routes 1 and 2. Routes 1 and 2 generally provide six buses per hour (three eastbound and three westbound) during both the AM and PM peak hours. The closest stops to the Project Site are near the intersections of Del Valle Road/Hasley Canyon Road and Commerce Center Drive/Industry Drive, within 0.25 mile and 1 mile of the Project entry, respectively. Refer to **Section 5.10, Land Use,** in this EIR.
Policy C-1.2.2: Create walkable communities, with paseos and walkways connecting residential neighborhoods to multi-modal transportation services such as bus stops and rail stations.	Partially Consistent: The Project provides a highly livable, outdoor, pedestrian-friendly environment that encourages alternative means of transportation to the automobile by incorporating enhanced pedestrian, bicycle and equestrian access via trails and streets in a manner consistent with the County's Healthy Design Guidelines. Refer to **Section 4.0, Project Description,** of this EIR. Residents of the Project will have access to Santa Clarita Transit buses and to Santa Clarita region Metrolink stations, which provide regional transportation access. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-1.2.3: Require that new commercial and industrial development provide walkway connections to public sidewalks and transit stops.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include any commercial or industrial development.

Circulation Element

Goals / Policies	Analysis of Project Consistency
Policy C-1.2.4: Consider location, availability, and accessibility of transit in evaluating new development plans.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. The Project is consistent with SCVAP 2012 which is the broad expression by the County of its desired land use designations in the Santa Clarita Valley. Residents of the Project will have access to Santa Clarita Transit buses and to Santa Clarita region Metrolink stations, which provide regional transportation access. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-1.2.5: In mixed use projects, require compact development and a mix of land uses to locate housing, workplaces, and services within walking or bicycling distance of each other.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include any mixed use commercial or industrial development.
Policy C-1.2.6: Provide flexible standards for parking and roadway design in transit-oriented development areas to promote transit use.	Not Applicable: The Project is not a transit-oriented development. However, residents of the Project will have access to Santa Clarita Transit buses and to Santa Clarita region Metrolink stations, which provide regional transportation access. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-1.2.7: In pedestrian-oriented areas, provide a highly connected circulation grid with relatively small blocks to encourage walking.	Consistent: The Project provides that each residential neighborhood is linked to one or more pedestrian, bicycle, or equestrian trails in a manner consistent with the County's Healthy Design Guidelines. Refer to **Section 4.0, Project Description,** of this EIR.
Policy C-1.2.8: Provide safe pedestrian connections across barriers, which may include but are not limited to major traffic corridors, drainage and flood control facilities, utility easements, grade separations, and walls.	Consistent: The Project provides that each residential neighborhood is linked to one or more pedestrian, bicycle, or equestrian trails in a manner consistent with the County's Healthy Design Guidelines. Refer to **Section 4.0, Project Description,** of this EIR.
Policy C-1.2.9: Emphasize providing right-of-way for non-vehicular transportation modes so that walking and bicycling are the easiest, most convenient modes of transportation available for short trips.	Consistent: The Project provides that each residential neighborhood is linked to one or more pedestrian, bicycle, or equestrian trails in a manner consistent with the County's Healthy Design Guidelines. Refer to **Section 4.0, Project Description,** of this EIR.
Policy C-1.2.10: Protect communities by discouraging the construction of facilities that sever residential neighborhoods.	Consistent: The Project Site is currently in a partially graded but undeveloped condition. It is located between two existing residential communities, one to the north and the other to the east. Once built out, the Project will connect the two disparate communities with public roadways (via Barcelona Road and Hayward Drive). Thus, the Project will not physically divide an established community (or communities) but actually help to connect them. Refer to **Section 5.10, Land Use,** of this EIR.
Policy C-1.2.11: Reduce vehicle miles traveled (VMT) through the use of smart growth concepts.	Not Applicable. This policy is a responsibility of and directed to the County of Los Angeles. The Project is consistent with SCVAP 2012 which is the broad expression by the County of its desired land use designations in the Santa Clarita Valley and has been determined to be consistent with Southern California Association of Governments (SCAG) growth forecasts and SCAG's Sustainable Community Strategy demonstrates a reduction in VMT at the regional level.
Policy C-1.2.12: Balance the anticipated volume of people and goods movement with the need to maintain a walkable and bicycle friendly environment.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.

Circulation Element

Goals / Policies	Analysis of Project Consistency
Policy C-1.3.1: Continue coordinating with the Metropolitan Transportation Authority (MTA or Metro) to implement the County's Congestion Management Program (CMP) for designated CMP roadways.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-1.3.2: Through trip reduction strategies and emphasis on multi-modal transportation options, contribute to achieving the air quality goals of the South Coast Air Quality Management District Air Quality Management Plan.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project is consistent with SCVAP 2012 which is the broad expression by the County of its desired land use designations in the Santa Clarita Valley and has been determined by the County to be consistent with South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), and should not jeopardize attainment of state and federal ambient air quality standards. Further, residents of the Project will have access to Santa Clarita Transit buses and to Santa Clarita region Metrolink stations, which provide regional transportation access. Refer to **Section 5.2, Air Quality,** and **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-1.3.4: Coordinate circulation planning with the Regional Transportation Plan prepared by the Southern California Association of Governments (SCAG), to ensure consistency of planned improvements with regional needs.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project is consistent with SCVAP 2012 which is the broad expression by the County of its desired land use designations in the Santa Clarita Valley and has been determined to be consistent with SCAG growth forecasts
Policy C-1.3.5: Continue coordinating with Caltrans on circulation and land use decisions that may affect Interstate 5, State Route 14, and State Route 126, and support programs to increase capacity and improve operations on these highways.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. However, the Project is consistent with SCVAP 2012 which is the broad expression by the County of its desired land use designations in the Santa Clarita Valley. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-1.3.6: Collaborate with Caltrans and Metro to implement the recommendations of the North County Combined Highways Corridor Study and support efforts by Metro to update this Study after SCAG adopts a Sustainable Communities Strategy.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-1.3.7: Support the Golden State Gateway Coalition in its advocacy efforts to improve the Interstate 5 corridor, recognizing that the corridor facilitates regional and international travel that impacts the Santa Clarita Valley.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-1.3.8: Ensure consistency with the County's adopted Airport Land Use Plan as it pertains to the Agua Dulce Airport, in order to mitigate aviation-related hazards and protect airport operations from encroachment by incompatible uses.	Not Applicable: The Project Site is not in Agua Dulce.
Policy C-1.3.9: Support the expansion of Palmdale Regional Airport and the extension of multi-modal travel choices between the airport and the Santa Clarita Valley, in conformance with regional planning efforts.	Not Applicable: The Project Site is not proximate to the Palmdale Regional Airport.
Policy C-1.3.10: Apply for regional, State, and Federal grants for bicycle and pedestrian infrastructure projects	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Street and Highway System	
Goal C-2: Street and Highway System A unified and well-maintained network of streets and highways which provides safe and efficient movement of people and goods between neighborhoods, districts, and regional centers, while maintaining community character.	Consistent: The Project would provide a safe, efficient, and aesthetically attractive street system with convenient connections to regional transit and transportation routes. Refer to **Section 4.0, Project Description,** of this EIR.

Circulation Element

Goals / Policies	Analysis of Project Consistency
Policy C-2.1.1: Protect mobility on arterial highways by limiting excessive cross traffic, access points, and turning movements; traffic signals on arterial highways should be spaced at least ½-mile apart, and the minimum allowable separation should be at least ¼-mile.	Consistent: The Project would comply with all County requirements regarding street design and access. The Project would include one major entryway to the Project Site from Hasley Canyon Road and two secondary entryways, one from Barcelona Road and one from Hayward Drive. Refer to **Section 5.14, Transportation and Traffic**, of this EIR.
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.	Consistent: The Project would comply with all County requirements regarding street design and access. The Project would include one major entryway to the Project Site from Hasley Canyon Road and two secondary entryways, one from Barcelona Road and one from Hayward Drive. While the Project proposes the installation of five access-controlled gates within the Project Site that will serve approximately 378 homes, access to Hasley Canyon Road from Barcelona Road and Hayward Drive will be open to the public and unimpeded. Further, the Project includes the extension of Barcelona Road to increase connectivity between the Project Site and nearby residential and services uses. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-2.1.3: Protect and enhance the capacity of the roadway system by upgrading intersections to meet level of service standards, widening and/or restriping for additional lanes, synchronizing traffic signals, and other means.	Consistent. As 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. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-2.1.4: Ensure that future dedication and acquisition of right-of-way is based on the adopted Circulation Plan, proposed land uses, and projected demand.	Consistent. The TIS prepared for the Project determined cumulative traffic impacts would be less than significant. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-2.1.5: At the time of project review, monitor levels of service, traffic accident patterns, and physical conditions of the existing street system, and upgrade roadways as needed through the Capital Improvement Program.	Consistent. The TIS prepared for the Project determined roadway conditions at the Project Site would be safe for motorists. Necessary upgrades are described above.
Policy C-2.2.1: Designate roadways within the planning area based on their functional classification as shown on Exhibit C-2.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-2.2.2: Adopt consistent standard street cross sections for City and County roadways in the planning area, generally as shown on Exhibit C-3, or as otherwise approved by the County's Department of Public Works. Cross sections shall comply with State and Federal regulations and design guidelines.	Consistent: The Project will meet all County Department of Public Works and, as applicable, state and federal regulations and design guidelines regarding standard street cross sections.
Policy C-2.2.3: Coordinate circulation plans of new development projects with each other and the surrounding street network, within both City and County areas.	Consistent. This action is completed via the environmental review process and the imposition of mitigation requirements. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-2.2.4: Strive to maintain a Level of Service (LOS) D or better on most roadway segments and intersections to the extent practical; in some locations, a LOS E may be acceptable, or a LOS F may be necessary, for limited durations during peak traffic periods.	Consistent: Increases in traffic associated with the Project will not exceed LOS C at any of the eight study intersections. Refer to **Section 5.14, Transportation and Traffic**, of this EIR.

Circulation Element

Goals / Policies	Analysis of Project Consistency
Policy C-2.2.5: Adopt common standards for pavement width in consideration of capacity needs to serve projected travel demand, provided that a reduction in pavement width may be allowed in order to reduce traffic speeds, protect resources, enhance pedestrian mobility, or as otherwise deemed appropriate by the reviewing authority.	Consistent. The design of the Project includes the HDO mandated reduced pavement widths, shorter block lengths, the provision of on-street parking, bike routes and pedestrian connectivity, along with landscaped parkways.
Policy C-2.2.6: Within residential neighborhoods, promote the design of "healthy streets" which may include reduced pavement width, shorter block length, provision of on-street parking, traffic-calming devices, bike routes and pedestrian connectivity, landscaped parkways, and canopy street trees.	Consistent: The Project provides that each residential neighborhood is linked to one or more pedestrian, bicycle, or equestrian trails in a manner consistent with the County's Healthy Design Ordinance (HDO) Guidelines. Further, the design of the Project includes the HDO mandated reduced pavement widths, shorter block lengths, the provision of on-street parking, bike routes and pedestrian connectivity, along with landscaped parkways, and a network of parks and landscaped areas which include numerous canopy street and shade trees. Refer to **Section 4.0, Project Description,** of this EIR.
Policy 2.2.7: Where practical, encourage the use of grid or modified grid street systems to increase connectivity and walkability; where cul-de-sacs are provided, promote the use of walkways connecting cul-de-sac bulbs to adjacent streets and/or facilities to facilitate pedestrian access; where street connectivity is limited and pedestrian routes are spaced over 500 feet apart, promote the use of intermediate pedestrian connections through or between blocks.	Consistent: The Project provides that each residential neighborhood is linked to one or more pedestrian, bicycle, or equestrian trails in a manner consistent with the County's Healthy Design Guidelines. Further, the Project will provide a network of parks and landscaped areas including street and shade trees, and a vineyard and a citrus grove are also proposed, for shade, comfort, and aesthetic enhancement throughout the Project Site and to reduce the heat island effect. Refer to **Section 4.0, Project Description,** of this EIR.
Policy C-2.2.8: Local street patterns should be designed to create logical and understandable travel paths for users and to provide access between neighborhoods for local residents while discouraging cut-through traffic; cul-de-sac length should not exceed 600 feet, and "dog-leg" cul-de-sacs with one or more turns between the bulb and the outlet should be avoided where possible.	Consistent: The Project would comply with all County requirements regarding street design and access. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-2.2.9: Medians constructed in arterial streets should be provided with paved crossover points for emergency vehicles, where deemed necessary by the Fire Department.	Not Applicable: No arterial roadways are planned for within the Project Site.
Policy C-2.2.10: The street system design, including block length, width, horizontal and vertical alignments, curves, and other design characteristics, should function safely and effectively without the subsequent need for excessive traffic control devices to slow or deflect traffic.	Consistent: The Project would comply with all County requirements regarding street design and access. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-2.2.11: For intersections of collector or larger streets, four-way intersections are preferred over off set intersections.	Consistent: The Project would comply with all County requirements regarding street design and access. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-2.2.12: Private streets, other than driveways and alleyways typically associated with multi-family development, should be constructed to standards for public rights-of-way, except as otherwise approved by the reviewing agency.	Consistent. Private streets within the development will be constructed to County standards. The Project would comply with all County requirements regarding street design and access. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.

Circulation Element

Goals / Policies	Analysis of Project Consistency
Policy C-2.2.13: Protect the community character of rural areas by requiring use of rural street standards, which may include reduced pavement width, reduced street lighting to protect night skies, rolled curbs or no curbs, and no sidewalks.	Not Applicable: The Project Site is designated as H2 (Residential 2) within the SCVAP 2012, and thus is not in an area deemed 'rural' by the County. Refer to **Section 5.10, Land Use,** in this EIR. The Project would include appropriate street lighting per the County of Los Angeles requirements. However, to ensure that potential impacts are minimized, the Project would be consistent with the County of Los Angeles Rural Outdoor Lighting District Ordinance (also known as the 'Dark Skies' Ordinance). Refer to **Section 5.1, Aesthetics,** of this EIR
Policy C-2.2.14: Streets should be designed in context with the terrain and the natural and built features of the area, but excessively circuitous streets should be avoided to minimize unnecessary vehicle, bicycle, and pedestrian mileage.	Consistent: The Project would comply with all County requirements regarding street design and access. The Project provides that each residential neighborhood is linked to one or more pedestrian, bicycle, or equestrian trails in a manner consistent with the County's Healthy Design Guidelines. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-2.2.15: Adopt consistent standards for implementation of Americans with Disabilities Act requirements such as curb ramp design and accessible pedestrian signals.	Consistent: The Project would comply with all County requirements regarding street design and access. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
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.	Consistent: The Project provides that each residential neighborhood is linked to one or more pedestrian, bicycle, or equestrian trails in a manner consistent with the County's Healthy Design Guidelines. Further, the Project will provide a network of parks and landscaped areas including street and shade trees, a vineyard and a citrus grove, for shade, comfort, and aesthetic enhancement throughout the Project Site and to reduce the heat island effect. Refer to **Section 4.0, Project Description,** of this EIR.
Policy C-2.3.2: Encourage unified treatment of arterial streets within both City and County areas, while permitting flexibility of streetscape design between neighborhoods and districts to preserve village character.	Consistent. Hasley Canyon Road is an east-west Limited Secondary Highway west of Del Valle Road and a Secondary Highway east of Del Valle Road. Hasley Canyon Road borders the Project Site to the south and terminates to the east at the 1-5 Freeway NB Ramps. As currently designed, the Project's main access point will be from Hasley Canyon Road, as such, the Project will improve Hasley Canyon Road along the frontage of the Project Site as needed to provide a separate left-turn pocket on Hasley Canyon Road for eastbound traffic; these improvements will be made in compliance with all County requirements regarding street design and access. Hasley Canyon Road is forecast to operate within acceptable parameters for motorists to and from the Project Site and is not expected to adversely impact through traffic on Hasley Canyon Road. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-2.3.3: When evaluating road widening projects, consider the impacts of additional traffic, noise, and fumes on adjacent land uses and use context-sensitive design techniques where appropriate.	Not Applicable: The Project does not require road widening.

Circulation Element

Goals / Policies	Analysis of Project Consistency
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.	Consistent: The Project would comply with all County requirements regarding street design and access. The Project would extend Barcelona Road and Hayward Drive. It is anticipated that some Project-related trips may utilize the Project's Barcelona Road access, for example, when traveling to and from the Castaic Elementary and Middle School, however, no adverse effects are expected. Hayward Drive would provide local access to the existing residential communities generally east of the Project Site. Only a minimal number of Project-related trips are anticipated to use the Hayward Drive access (e.g., residents of the Project visiting friends in the existing residential community to the east), and thus, would not adversely affect current operating conditions on Hayward Drive. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-2.4.1: Require design of pavement sections on major and secondary highways to account for truck traffic, to prevent excessive pavement deterioration from truck use.	Not Applicable: There are no major or secondary highways planned for within the Project Site.
Policy C-2.4.2: Establish adequate setbacks from major and secondary highways for sensitive receptors and sensitive uses, so as to minimize impacts on these individuals and uses from noise and air pollution caused by truck traffic.	Not Applicable: There are no major or secondary highways planned for within the Project Site.
Policy C-2.4.3: Prohibit through truck traffic on designated scenic routes.	Not Applicable: There are no adopted scenic highways in the vicinity of the Project Site. Refer to **Section 5.1, Aesthetics,** of this EIR.
Policy C-2.4.4: Adopt regulations for truck parking on public streets, to avoid impacts to residential neighborhoods.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-2.5.1: Maintain a current evacuation plan as part of emergency response planning.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project would comply with all County requirements regarding street design and access, and would not result in significant impacts related to hazards, emergency access, or parking. Refer to **Sections 5.12.4, Fire Services; 5.14, Transportation and Traffic;** and **5.8, Hazards and Hazardous Materials,** of this EIR.
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.	Consistent: The Project would comply with all County requirements regarding street design and access. The Project would include one major entryway to the Project Site from Hasley Canyon Road and two secondary entryways, one from Barcelona Road and one from Hayward Drive. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-2.5.3: Require provision of visible street name signs and addresses on all development to aid in emergency response.	Consistent: The Project would comply with all County requirements regarding street design and access. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-2.5.4: Provide directional signage to Interstate 5 and State Route 14 at key intersections in the Valley, to assist emergency evacuation operations.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-2.6.1: Require that new development construct or provide its fair share of the cost of transportation improvements, and that required improvements or in-lieu contributions are in place to support the development prior to occupancy.	Consistent: Cumulative impacts from the Project and Related Projects were determined to be less than significant. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.

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Goals / Policies	Analysis of Project Consistency
Policy C-2.6.2: Evaluate the feasibility of establishing a joint City/County Intelligent Transportation Management System (ITMS) impact fee for new development that is unable to otherwise mitigate its impacts to the roadway system through implementation of the adopted Highway Plan.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-2.6.3: Coordinate with Caltrans and other local, regional, state, and federal agencies in identifying and implementing funding alternatives for the Valley's transportation systems.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-2.6.4: Coordinate road construction with improvements to other utility systems in the right-of-way.	Consistent: The Applicant will coordinate its roadway construction and off-site utility construction with the County and other utility providers. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-2.7.1: To the extent feasible, plan residential subdivisions with sufficient arterial and non-loaded collector streets so that projected traffic volumes on local residential streets with unrestricted driveway access remains below 2000 ADT.	Consistent: The Project would comply with all County requirements regarding street design and access. The Project is not expected to create any significant traffic impacts to local streets. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-2.7.2: Discourage direct driveway access onto collector streets within single-family residential subdivisions. Limit driveway access from multi-family residential and commercial development onto collector streets to the extent possible.	Consistent: The Project would comply with all County requirements regarding street design and access. There are no collector streets planned for within the Project Site and no multi-family residential or commercial development is proposed. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
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.	Consistent: The Project would comply with all County requirements regarding street design and access. The Project would include one major entryway to the Project Site from Hasley Canyon Road (an east-west Limited Secondary Highway west of Del Valle Road and a Secondary Highway east of Del Valle Road) and two secondary entryways, one from Barcelona Road and one from Hayward Drive. As the Project's main access point will be from Hasley Canyon Road, the Project will improve Hasley Canyon Road along the frontage of the Project Site as needed to provide a separate left-turn pocket on Hasley Canyon Road for eastbound traffic; these improvements will be made in compliance with all County requirements regarding street design and access. It is anticipated that some Project-related trips may utilize the Project's Barcelona Road access, for example, when traveling to and from the Castaic Elementary and Middle School, however, no adverse effects are expected. Hayward Drive would provide local access to the existing residential communities generally east of the Project Site. Only a minimal number of Project-related trips are anticipated to use the Hayward Drive access (e.g., residents of the Project visiting friends in the existing residential community to the east), and thus, would not adversely affect current operating conditions on Hayward Drive. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Vehicle Trip Reduction	
Goal C-3: Vehicle Trip Reduction Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.	Consistent. Residents of the Project will have access to Santa Clarita Transit buses and to Santa Clarita region Metrolink stations, which provide regional transportation access. Refer to **Section 5.14, Transportation and Traffic**, of this EIR.

Circulation Element

Goals / Policies	Analysis of Project Consistency
Policy C-3.1.1: In evaluating new development projects, require trip reduction measures as feasible to relieve congestion and reduce air pollution from vehicle emissions.	Consistent. The Project is consistent with SCVAP 2012 which is the broad expression by the County of its desired land use designations in the Santa Clarita Valley and has been determined by the County to be consistent with SCAQMD AQMP, and should not jeopardize attainment of state and federal ambient air quality standards. The Project is not expected to create any significant traffic impacts to local streets. Further, residents of the Project will have access to Santa Clarita Transit buses and to Santa Clarita region Metrolink stations, which provide regional transportation access. Refer to **Sections 5.2, Air Quality,** and **5.14, Transportation and Traffic,** of this EIR
Policy C-3.1.2: Promote home-based businesses and live-work units as a means of reducing home-to-work trips.	Not Applicable: Live-Work units would not be consistent with the land use and planning regulations of SCVAP 2012 and existing zoning for the Project Site.
Policy C-3.1.3: Promote the use of flexible work schedules and telecommuting to reduce home to work trips.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include any commercial or industrial development.
Policy C-3.1.4: Promote the use of employee incentives to encourage alternative travel modes to work.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include any commercial or industrial development.
Policy C-3.1.5: Promote the use of van pools, car pools, and shuttles to encourage trip reduction.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include any commercial or industrial development.
Policy C-3.1.6: Promote the provision of showers and lockers within businesses and employment centers, in order to encourage opportunities for employees to bicycle to work.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include any commercial or industrial development.
Policy C-3.1.7: Encourage special event center operators to advertise and offer discounted transit passes with event tickets.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include any ticketed event venues.
Policy C-3.1.8: Encourage special event center operators to advertise and offer discount on-site parking incentives to carpooling patrons with four or persons per vehicle.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include any ticketed event venues.
Policy C-3.2.1: Adopt clean vehicle purchase policies for City and County fleets.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-3.2.2: Continue to enhance signal timing and synchronization to allow for free traffic flow, minimizing idling and vehicle emissions.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-3.2.3: When available and feasible, provide opportunities and infrastructure to support use of alternative fuel vehicles and travel devices.	Consistent: The Project is anticipated to provide electrical vehicle charging as an option on homes and will not prohibit the installation of such items.
Policy C-3.2.4: The City and County will encourage new commercial and retail developments to provide prioritized parking for electric vehicles and vehicles using alternative fuels	Not Applicable: Consistent with the density range provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not provide for commercial or retail development at the Project Site,
Policy C-3.3.1: Evaluate parking standards and reduce requirements where appropriate, based on data showing that requirements are in excess of demand.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.

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Goals / Policies	Analysis of Project Consistency
Policy C-3.3.2: In pedestrian-oriented, high density mixed use districts, provide for common parking facilities to serve the district, where appropriate.	Not Applicable: Consistent with the density range provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not provide for higher density uses or mixed uses at the Project Site The Project Site is not in a pedestrian-oriented, high density mixed use district.
Policy C-3.3.3: Promote shared use of parking facilities between businesses with complementary uses and hours, where feasible.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include any commercial or retail uses.
Policy C-3.3.4: Within transit-oriented development projects, provide incentives such as higher floor area ratio and/or lower parking requirements for commercial development that provides transit and ride-share programs.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include any commercial development.
Policy C-3.3.5: Encourage convenient short-term parking in high-activity areas, and all day parking at the periphery of the development areas.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project is not considered a high-activity area.
Policy C-3.3.6: In the development review process, prioritize direct pedestrian access between building entrances, sidewalks, and transit stops, by placing parking behind buildings where possible, to the sides of buildings when necessary, and always away from street intersections.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and is applicable to commercial and office developments. Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include any commercial or retail development.
Policy C-3.3.7: Create parking benefit districts which invest meter revenues in pedestrian infrastructure and other public amenities wherever feasible.	Not Applicable: Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include any commercial or retail development.
Policy C-3.3.8: Establish performance pricing of street parking so that the costs are enough to promote frequent turnover, with a goal to keep 15 percent of spaces empty at all times, wherever feasible.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Consistent with the land use and zoning designations provided by SCVAP 2012, the Castaic Area CSD and existing zoning, the Project does not include any commercial or retail development.
Rail Service	
Goal C-4: Rail Service Rail service to meet regional and inter-regional needs for convenient, cost-effective travel alternatives, which are fully integrated into the Valley's circulation systems and land use patterns.	Not Applicable: This goal is a responsibility of and directed to the County of Los Angeles. The Metrolink Green Line has three stops in the Santa Clarita area. The nearest station to the Project Site is located at 22122 Soledad Canyon Road, approximately 6.7 miles east of the Project Site.
Policy C-4.1.1: Develop permanent Metrolink facilities with an expanded bus transfer station and additional park-and ride spaces at the Via Princessa station, or other alternative location as deemed appropriate to meet the travel needs of residents on the Valley's east side.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project Site is on the west side of the Valley.
Policy C-4.1.2: Coordinate with other agencies to facilitate extension of a passenger rail line from the Santa Clarita Station to Ventura County, which may be used for Metrolink service.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-4.1.3: Continue to expand and improve commuter services, including park-and-ride lots, bicycle parking and storage, and waiting facilities, at all Metrolink stations.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-4.1.4: Encourage the preservation of abandoned railroad right-of-way for future transportation facilities, where appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.

Circulation Element

Goals / Policies	Analysis of Project Consistency
Policy C-4.1.5: Work with other agencies to increase rail efficiency and public safety through street and track improvements and grade separations, where needs are identified.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-4.1.6: Provide incentives to promote transit-oriented development near rail stations.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-4.1.7: Facilitate coordination of planning for any future high speed regional rail systems in the Valley with Metrolink services.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-4.1.8: Minimize impacts to passenger rail service and the community from any proposed increase to freight rail service through the Valley.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-4.2.1: Continue to work with the Orange Line Development Authority (OLDA) to plan for development of an environmentally sensitive high speed transportation system with a route through the Santa Clarita Valley, including a regional transit hub with associated infrastructure that would provide connections to the Los Angeles Basin, Palmdale Regional Airport, and other destinations.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-4.2.2: Coordinate with other agencies as needed to facilitate planning for other high-speed rail alternatives in the Santa Clarita Valley.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-4.2.3: Promote and encourage the expansion of Amtrak Rail Service to the Santa Clarita Valley.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Bus Transit	
Goal C-5: Bus Transit Bus transit service as a viable choice for all residents, easily accessible and serving destinations throughout the Valley.	Not Applicable: This goal is a responsibility of and directed to the County of Los Angeles.
Policy C-5.1.1: Require that new subdivisions provide for two means of access into and out of the development, in order to provide for transit access, where feasible.	Consistent: The Project would comply with all County requirements regarding street design and access. The Project would include one major entryway to the Project Site from Hasley Canyon Road and two secondary entryways, one from Barcelona Road and one from Hayward Drive. However, due to the location of the Project Site, access by transit vehicles is not anticipated. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-5.1.2: For private gated communities, require the developer to accommodate bus access through the entry gate, or provide bus waiting facilities at the project entry with pedestrian connections to residential streets, where appropriate.	Consistent: While the Project proposes the installation of five access-controlled gates within the Project Site, access to Hasley Canyon Road from Barcelona Road and Hayward Drive will be unimpeded. The Project provides that each residential neighborhood is linked to one or more pedestrian, bicycle, or equestrian trails in a manner consistent with the County's Healthy Design Guidelines Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-5.1.3: Consider the operational characteristics of buses when determining acceptable street designs, including grades and turning radii.	Not Applicable: This goal is a responsibility of and directed to the County of Los Angeles. As a single-family residential project with no commercial component, is it not anticipated that there will be significant bus traffic within the development.

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Goals / Policies	Analysis of Project Consistency
Policy C-5.1.4: Provide for location of bus stops within ¼-mile of residential neighborhoods, and include paved bus waiting areas in street improvement plans wherever appropriate and feasible.	Consistent: The Project would comply with all County requirements regarding street design and access. Public bus transit service in the vicinity of the Project Site is provided by City of Santa Clarita Transit, Routes 1 and 2. Routes 1 and 2 generally provide six buses per hour (three eastbound and three westbound) during both the AM and PM peak hours. The closest stops to the Project Site are near the intersections of Del Valle Road/Hasley Canyon Road and Commerce Center Drive/Industry Drive, within 0.25 mile and 1 mile of the Project entry, respectively. Refer to **Sections 4.0, Project Description,** and **5.14, Transportation and Traffic,** of this EIR
Policy C-5.1.5: Locate and design bus turnouts to limit traffic obstruction and to provide sufficient merging length for the bus to re-enter the traffic flow.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The closest Santa Clarita Transit stops to the Project Site are near the intersections of Del Valle Road/Hasley Canyon Road and Commerce Center Drive/Industry Drive, within 0.25 mile and 1 mile of the Project entry, The Project includes no changes to these stops.
Policy C-5.1.6: Evaluate the feasibility of giving buses priority at signalized intersections to maintain transit service level standards, where appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-5.2.1: Require paved waiting areas, accessible by paved walkways and reasonably direct pedestrian routes, for bus stops in new development; and provide for retrofitting of existing bus stops, where feasible and practicable.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project does not include any new bus stops or shelters, but would comply with all County requirements regarding the provision of street and pedestrian trail way finding signage to transit stops.
Policy C-5.2.2: Adopt and implement consistent design standards for use in both City and County areas for bus shelters, bus benches, trash receptacles, lighting, and other improvements for transit stops that are aesthetically pleasing and consistent with community character.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-5.2.3: Adopt and implement common design standards for bus turnouts and merging lanes along arterial streets, in convenient, accessible locations.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project would comply with all County requirements regarding street design and access.
Policy C-5.2.4: Enhance way-finding signage along walkways and paseos to direct pedestrians to transit stops.	Not Applicable: The closest Santa Clarita Transit stops to the Project Site are near the intersections of Del Valle Road/Hasley Canyon Road and Commerce Center Drive/Industry Drive, within 0.25 mile and 1 mile of the Project entry, The Project includes no changes to these stops. However, the Project would comply with all County requirements regarding way-finding signage along the proposed multi-use and internal pedestrian trail system.
Policy C-5.2.5: Complementary transportation modes should be interconnected at intermodal transit centers, including provisions for bicycles on buses, bicycle parking at transit centers, and park-and-ride at transit stops.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-5.3.1: Continue to provide fixed route service to significant activity areas and neighborhoods with moderate to high density, and serve low-density and rural areas with dial-a-ride, flexible fixed routes, or other transit services as deemed appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.

Circulation Element

Goals / Policies	Analysis of Project Consistency
Policy C-5.3.2: Promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-5.3.3: Evaluate the feasibility of providing "fly-away" bus transit service to airports located at Burbank, Palmdale, and Los Angeles, and implement this program when warranted by demand.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-5.3.4: Evaluate the feasibility of providing bus rapid transit (BRT) for key transit corridors when light-rail is not feasible or cost effective.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C 5.4.1: Establish transit impact fee rates that are based on the actual impacts of new development on the transit system, and regularly monitor and adjust these fees as needed to ensure adequate mitigation.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-5.4.2: Evaluate the feasibility of establishing a joint City/County transit impact fee to equitably distribute the capital costs of transit system expansion to meet the needs of new development in both County and City areas of the Valley.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-5.4.3: Seek funding for transit system expansion and improvement from all available sources, including local, state, and federal programs and grants.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Bikeways	
Goal C-6: Bikeways A unified and well-maintained bikeway system with safe and convenient routes for commuting, recreational use, and utilitarian travel, connecting communities and the region.	Consistent. Implementation of the Project would not impair or conflict with the Metro Bicycle Transportation Strategic Plan's "bike-transit" hubs within the Santa Clarita Valley. The Project also includes a dedication to the County for an extension of a multi-purpose trail. Refer to **Section 5.14, Transportation and Traffic,** of this EIR.
Policy C-6.1.1: For recreational riders, continue to develop Class 1 bike paths, separated from the right-of-way, linking neighborhoods to open space and activity areas.	Consistent. The Project provides that each residential neighborhood is linked to one or more pedestrian, bicycle, or equestrian trails in a manner consistent with the County's Healthy Design Guidelines. The Project also includes a dedication to the County for an extension of a multi-purpose trail to encourage linkages to activity areas.
Policy C-6.1.2: For long-distance riders and those who bicycle to work or services, provide striped Class 2 bike lanes within the right-of-way, with adequate delineation and signage, where feasible and appropriate.	Consistent. The Project provides that each residential neighborhood is linked to one or more pedestrian, bicycle, or equestrian trails in a manner consistent with the County's Healthy Design Guidelines.
Policy C-6.1.3: Continue to acquire or reserve right-of-way and/or easements needed to complete the bicycle circulation system as development occurs.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. The Project includes a multi-use trail linkage to the existing portion of the Hasley Canyon Trail along the southwesterly portion of the Project Site, which currently terminates south of the Project Site.
Policy C-6.1.4: Where inadequate right-of-way exists for Class I or II bikeways, provide signage for Class III bike routes or designate alternative routes as appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-6.1.5: Plan for continuous bikeways to serve major destinations, including but not limited to regional shopping areas, college campuses, public buildings, parks, and employment centers.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project would develop an extension of the existing Hasley Canyon multi-use trail to encourage walking, bicycling and equestrian uses.

Circulation Element

Goals / Policies	Analysis of Project Consistency
Policy C-6.2.1: Require bicycle parking, which can include bicycle lockers and sheltered areas, at commercial sites and multi-family housing complexes for use by employees and residents, as well as customers and visitors.	Not Applicable: The Project does not include any commercial or multi-family development.
Policy C-6.2.2: Provide bicycle racks on transit vehicles to give bike-and-ride commuters the ability to transport their bicycles.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-6.2.3: Promote the inclusion of services for bicycle commuters, such as showers and changing rooms, as part of the review process for new development or substantial alterations of existing commercial or industrial uses, where appropriate.	Not Applicable: The Project does not include any commercial or industrial development.
Pedestrian Circulation	
Goal C-7: Pedestrian Circulation Walkable communities, in which interconnected walkways provide a safe, comfortable, and viable alternative to driving for local destinations.	Consistent: The Project provides a highly livable, outdoor, pedestrian-friendly environment that encourages alternative means of transportation to the automobile by incorporating enhanced pedestrian, bicycle and equestrian access via trails and streets in a manner consistent with the County's Healthy Design Guidelines. Refer to **Section 4.0, Project Description,** of this EIR.
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.	Consistent: The Project provides a highly livable, outdoor, pedestrian-friendly environment that encourages alternative means of transportation to the automobile by incorporating enhanced pedestrian, bicycle and equestrian access via trails and streets in a manner consistent with the HDO and the County's Healthy Design Guidelines. Refer to **Section 4.0, Project Description,** of this EIR. The Project would include appropriate street lighting per the County of Los Angeles requirements. However, to ensure that potential impacts are minimized, the Project would be consistent with the County of Los Angeles Rural Outdoor Lighting District Ordinance (also known as the 'Dark Skies' Ordinance).
Policy C-7.1.2: For existing walled subdivisions, extend pedestrian access to connect these neighborhoods to transit and services through public education and by facilitating retrofitted improvements where feasible.	Not Applicable: The Project is not an existing walled subdivision.
Policy C-7.1.3: Where feasible and practical, consider grade separated facilities to provide pedestrian connections across arterial streets, flood control channels, utility easements, and other barriers.	Not Applicable: The Project does not include any arterial streets, flood control channels, utility easements, or other barriers.
Policy C-7.1.4: Identify and develop an improvement program to connect existing walkways and paseos to transit and services, where needed and appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy C-7.1.5: In new commercial development, provide for direct, clearly delineated, and preferably landscaped pedestrian walkways from transit stops and parking areas to building entries, and avoid placement of uses (such as drive-through facilities) in locations that would obstruct pedestrian pathways.	Not Applicable: The Project does not include any commercial development.
Policy C-7.1.6: Encourage placement of building entries in locations accessible to public sidewalks and transit.	Consistent: The Project will include pedestrian connectivity between the residential uses and community amenities. Refer to **Section 4.0, Project Description,** of this EIR.

Circulation Element

Goals / Policies	Analysis of Project Consistency
Policy C-7.1.7: Utilize pedestrian-oriented scale and design features in areas intended for pedestrian use.	Consistent: The Project provides a highly livable, outdoor, pedestrian-friendly environment that encourages alternative means of transportation to the automobile by incorporating enhanced pedestrian, bicycle and equestrian access via trails and streets in a manner consistent with the County's Healthy Design Guidelines. Refer to **Section 4.0, Project Description,** of this EIR.
Policy C-7.1.8: Upgrade streets that are not pedestrian friendly due to lack of sidewalk connections, safe street crossing points, vehicle sight distance, or other design deficiencies.	Consistent: Although the Project does not include any existing streets, the Project would comply with all County requirements regarding street design and access.
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.	Consistent: The Project emphasizes pedestrian linkages and walkable streets. The Project will include the HDO mandated reduced pavement widths, shorter block lengths, the provision of on-street parking, bike routes and pedestrian connectivity between the residential uses and community amenities, along with landscaped parkways, and canopy street trees, Refer to **Section 4.0, Project Description,** of this EIR.
Policy C-7.1.10: Continue to expand and improve the Valley's multi-use trail system to provide additional routes for pedestrian travel.	Consistent: The Project includes a multi-use trail linkage to the existing portion of the Hasley Canyon Trail along the southwesterly portion of the Project Site, which currently terminates west of the Project Site.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Environmental Systems	
Goal CO-1: Responsible Management of Environmental Systems A balance between the social and economic needs of Santa Clarita Valley residents and protection of the natural environment, so that these needs can be met in the present and in the future.	Consistent: The Project maintains Hasley Creek on the Project Site providing protection of the natural environment.
Policy CO-1.1.1: In making land use decisions, consider the complex, dynamic, and interrelated ways that natural and human systems interact, such as the interactions between energy demand, water demand, air and water quality, and waste management.	Consistent: The County of Los Angeles Department of Regional Planning, Land Divisions Section is providing an Environmental Impact Report for the Project to the decision makers. Potential impacts to these resources are analyzed in **Sections 5.2, Air Quality; 5.7, Greenhouse Gas Emissions; 5.15.1 Water Supply**; and **5.15.2, Solid Waste,** of this EIR.
Policy CO-1.1.2: In making land use decisions, consider the impacts of human activity within watersheds and ecosystems, to maintain the functional viability of these systems.	Consistent: The County of Los Angeles Department of Regional Planning, Land Divisions Section is providing an Environmental Impact Report for the Project to the decision makers. Potential impacts to the watershed and biological resources are analyzed in **Sections 5.3, Biological Resources,** and **5.9, Hydrology and Water Quality,** of this EIR.
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.	Consistent: The Project would assist in the implementation of this policy through the provision of approximately 225.02 acres of recreation and open space within walking distance of the dwelling units.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-1.2.1: Improve the community's understanding of renewable resource systems that occur naturally in the Santa Clarita Valley, including systems related to hydrology, energy, ecosystems, and habitats, and the interrelationships between these systems, through the following measures: a. Through the environmental and development review processes, consider development proposals within the context of renewable resource systems and evaluate potential impacts on a system-wide basis (rather than a project-specific basis), to the extent feasible; b. In planning for new regional infrastructure projects, consider impacts on renewable resources within the context of interrelationships between these systems; and **c.** Provide information to decision-makers about the interrelationship between traffic and air quality, ecosystems and water quality, land use patterns and public health, and other similar interrelationships between renewable resource systems in order to ensure that decisions are based on an understanding of these concepts.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The County of Los Angeles Department of Regional Planning, Land Divisions Section is providing an Environmental Impact Report for the Project to the decision makers.
Policy CO-1.2.2: Working with other agencies as appropriate, develop and apply models and other tools for decision-making to support the sustainability of renewable systems.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-1.3.1: Explore, evaluate, and implement methods to shift from using non-renewable resources to use of renewable resources in all aspects of land use planning and development.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-1.3.2: Promote reducing, reusing, and recycling in all Land Use designations and cycles of development.	Consistent: The Project will seek to reduce waste and promote recycling and achieve a goal of 75 percent diversion. Information regarding the waste stream and recycling can be found in **Section 5.15.2, Solid Waste,** of this EIR.
Policy CO-1.3.3: Provide informational material to the public about programs to conserve non-renewable resources and recover materials from the waste stream.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-1.3.4: Promote and encourage cogeneration projects for commercial and industrial facilities, provided they meet all applicable environmental quality standards, including those related to air and noise, and provide a net reduction in greenhouse gas (GHG) emissions associated with energy production	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project is not a cogeneration project.
Policy CO-1.4.1: In cooperation with other appropriate agencies, identify pollution sources and adopt strategies to reduce emissions into air and water bodies.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-1.4.2: In cooperation with other appropriate agencies, abate or remediate known areas of contamination and limit the effects of any such areas on public health.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Information regarding the handling and disposing of hazardous materials and waste can be found in **Section 5.8, Hazards and Hazardous Materials,** of this EIR.
Policy CO-1.4.3: Encourage use of non-hazardous building materials, and non-polluting materials and industrial processes, to the extent feasible.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-1.4.4: In cooperation with other appropriate agencies, continue to develop and implement effective methods of handling and disposing of hazardous materials and waste.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Information regarding the handling and disposing of hazardous materials and waste can be found in **Section 5.8, Hazards and Hazardous Materials,** of this EIR.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-1.5.1: Promote the use of environmentally-responsible building design and efficiency standards in new development, and provide examples of these standards in public facilities, pursuant to the County's Green Building Program.	Consistent: The Project includes the construction of housing and recreation facilities in accordance with Title 24 and the energy efficiency measures in the County's Green Building Ordinance.
Policy CO-1.5.2: Design and manage public urban infrastructure systems to reduce impacts to natural systems.	Consistent: The Project will be designed to minimize potential impacts to Hasley Creek and the existing westerly ridgeline.
Policy CO-1.5.3: Consider life-cycles for buildings, development patterns, and uses, and their long-term effects on natural systems, through the following measures: a. Through the environmental review and development review processes, consider the impacts of new development on renewable systems through various phases including construction, use and operation, potential reuse, cessation of use, demolition, and reuse or restoration of the development site; and b. Ensure that mitigation measures and conditions of approval intended to protect natural systems are adequately funded and monitored for the required timeframe.	Consistent: The County of Los Angeles Department of Regional Planning, Land Divisions Section is providing an Environmental Impact Report for the Project to the decision makers and the County will assure that all mitigation measures are performed in accordance with the Mitigation Monitoring and Reporting Plan it will adopt if it certifies this EIR.
Policy CO-1.5.4: Seek ways to discourage human behavior that may be detrimental to natural systems and to encourage environmental responsibility, through education, incentives, removing barriers, enforcement, and other means as practicable and feasible.	Consistent: The Project encourages connections with natural areas by providing pedestrian trails and walkways that provide connections to open space on the Project Site.
Policy CO-1.5.5: Promote concentration of urban uses within the center of the Santa Clarita Valley through incentives for infill development and rebuilding, in order to limit impacts to open space, habitats, watersheds, hillsides, and other components of the Valley's natural ecosystems.	Consistent: The Project assists with the implementation of this policy as the proposed density and type of development is consistent with SCVAP 2012 which sets forth the County's intended land use designations for the Santa Clarita Valley and the Project Site and provides an urban land use designation for the Project Site.
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.	Consistent: Potential impacts to the watershed are analyzed in **Section 5.9, Hydrology and Water Quality,** of this EIR
Policy CO-1.5.7: Consider the principles of environmental sustainability, trip reduction, walkability, stormwater management, and energy conservation at the site, neighborhood, district, city, and regional level, in land use decisions.	Consistent: The Project is consistent with the Los Angeles County Healthy Design Guidelines (LACC Section 21.16.015 et seq.) in promoting a healthy lifestyle (through walking, bicycling, and other exercise). The Project includes the construction of housing and recreation facilities in accordance with Title 24 and the energy efficiency measures in the County's Green Building Ordinance. The Project will promote the use of emerging stormwater management methods and technologies as feasible, which will be addressed in the Water Quality Plan. Refer to **Sections 4.0, Project Description; 5.7, Greenhouse Gas Emissions;** and **5.9, Hydrology and Water Quality,** of this EIR.
Policy CO-1.5.8: Consider environmental responsibility in all procurement decisions, including purchasing policies and capital projects.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-1.6.1: Identify environmental conditions that represent a healthy, sustainable community.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-1.6.2: Use Geographic Information Systems, modeling, and other tools to indicate the locations of natural systems such as groundwater recharge areas, floodplain and floodway areas, oak tree woodlands, Significant Ecological Areas, and plant and animal species habitat.	Consistent. The County of Los Angeles Department of Regional Planning, Land Divisions Section is providing an Environmental Impact Report for the Project that uses mapping and other tools to identify the locations of natural systems on the Project Site and in the surrounding area.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-1.6.3: Provide information on the condition of natural systems to decision makers as part of the decision-making process regarding land use and development.	Consistent: The County of Los Angeles Department of Regional Planning, Land Divisions Section is providing an Environmental Impact Report for the Project to the decision makers.
Geological Resources	
Goal CO-2: Geological Resources Conserve the Santa Clarita Valley's hillsides, canyons, ridgelines, soils, and minerals, which provide the physical setting for the natural and built environments.	Consistent: The ridgelines at the northerly boundary of the Project Site and the westerly ridgeline and areas within the Project Site to the west of that ridgeline will be preserved as open space and modifications will be avoided except for stabilization and restoration of an area previously used for sand mining, the construction of trails, landscape areas and the extension of Barcelona Road to provide public access to these areas. Hasley Creek and adjoining areas will also be preserved as open space and avoided, with the exception of mitigation in the area as described in **Section 5.3, Biological Resources,** of this EIR. Although most of the remaining portions of the easterly significant ridgeline are proposed to be removed, the easterly ridgeline has been substantially removed by prior grading at the Project Site and therefore its removal will not substantially affect the natural setting. Refer to **Section 5.1, Aesthetics,** of this EIR.
Policy CO-2.1.1: Review soil erosion and sedimentation control plans for grading activities related to development, where appropriate to ensure mitigation of potential erosion by water and air.	Consistent: Information regarding grading and erosion control measures incorporated into the Project can be found in **Section 5.6, Geology and Soils,** of this EIR.
Policy CO-2.1.2: Promote conservation of topsoil on development sites by stockpiling for later reuse, where feasible.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-2.1.3: Promote soil enhancement and waste reduction through composting, where appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
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.	Consistent: The Project will utilize the existing infrastructure and grading work already completed pursuant to the prior approved project to the maximum extent feasible, while mostly preserving a ridgeline on the western edge of the Project Site. Refer to **Section 4.0, Project Description,** of this EIR. Although most of the remaining portions of the easterly significant ridgeline are proposed to be removed, the easterly ridgeline has been substantially removed by prior grading at the Project Site and therefore its removal will not substantially affect the natural setting. Refer to **Section 5.1, Aesthetics,** of this EIR
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.	Consistent: The Project will revegetate graded hillside areas with native drought tolerant landscaping and provide a fuel modification buffer zone pursuant to County grading, erosion control and fire safety requirements. Refer to **Sections 4.0, Project Description; 5.6, Geology and Soils;** and **5.12.4, Fire Services,** of this EIR.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-2.2.3: Preserve designated natural ridgelines from development by ensuring a minimum distance for grading and development from these ridgelines of 50 feet, or more if determined appropriate by the reviewing authority based on site conditions, to maintain the Santa Clarita Valley's distinctive community character and preserve the scenic setting.	Partially Consistent: Prior entitlements associated with the Project Site allowed for significant landform alteration (in excess of 12 million cubic yards of combined cut and fill) and infrastructure installation for homes and a golf course, resulting in a generally flat site. The Project will utilize the existing infrastructure and grading work already completed pursuant to the prior approved project to the maximum extent feasible, while mostly preserving a ridgeline on the western edge of the Project Site. Remedial grading and custom grading may also be required depending upon future site-specific soils and geological investigations. Geotechnical conditions requiring remediation may include settlement and seismic conditions. Please refer to **Section 5.6**, **Geology and Soils**, of this EIR for a detailed discussion of potential grading impacts and related mitigation. Although most of the remaining portions of the easterly significant ridgeline are proposed to be removed, the easterly ridgeline has been substantially removed by prior grading at the Project Site and therefore its removal will not substantially affect the natural setting. Refer to **Section 5.1, Aesthetics,** of this EIR. The Applicant is requesting a variance to permit completion of grading of the easterly ridgeline, which is a mapped significant ridgeline pursuant to the Castaic Area CSD located on the Project Site but that has been substantially graded pursuant to the Prior Entitlements. An exception is also being requested for the westerly ridgeline, which will be largely preserved as open space, in order to allow construction of Barcelona Road and to provide access to open space. Refer to **Section 4.0, Project Description,** of this EIR. In all other respects, the Project establishes a minimum distance for grading and development of the significant westerly ridgeline and is consistent with this policy.
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.	Consistent: See response to **Policy CO-2.2.3**, above.
Policy CO-2.2.5: Promote the use of adequate erosion control measures for all development in hillside areas, including single family homes and infrastructure improvements, both during and after construction.	Consistent: The Project will comply with all federal, state, and local laws regarding erosion control during construction and operation of the Project. Information regarding grading and erosion control measures incorporated into the Project can be found in **Section 5.6, Geology and Soils,** of this EIR.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-2.2.6: Encourage building and grading designs that conform to the natural grade, avoiding the use of large retaining walls and build-up walls that are visible from off site, to the extent feasible and practicable.	Consistent: Prior entitlements associated with the Project Site allowed for significant landform alteration (in excess of 12 million cubic yards of combined cut and fill) and infrastructure installation for homes and a golf course, resulting in a generally flat site. The Project will utilize the existing infrastructure and grading work already completed pursuant to the prior approved project to the maximum extent feasible, while mostly preserving a ridgeline on the western edge of the Project Site. Remedial grading and custom grading may also be required depending upon future site-specific soils and geological investigations. Geotechnical conditions requiring remediation may include settlement and seismic conditions. Please refer to **Section 5.6**, **Geology and Soils**, of this EIR for a detailed discussion of potential grading impacts and related mitigation. Although most of the remaining portions of the easterly significant ridgeline are proposed to be removed, the easterly ridgeline has been substantially removed by prior grading at the Project Site and therefore its removal will not substantially affect the natural setting. Refer to **Section 5.1, Aesthetics,** of this EIR. The Applicant is requesting a variance to permit completion of grading of the easterly ridgeline, which is a mapped significant ridgeline pursuant to the Castaic Area CSD located on the Project Site but that has been substantially graded pursuant to the Prior Entitlements. An exception is also being requested for the westerly ridgeline, which will be largely preserved as open space, in order to allow construction of Barcelona Road and to provide access to open space. In all other respects, the Project establishes a minimum distance for grading and development of the significant westerly ridgeline and is consistent with this policy. Refer to **Section 4.0, Project Description,** of this EIR
Policy CO-2.3.1: Identify areas with significant mineral resources that are available for extraction pursuant to Zoning Ordinance requirements.	Not Applicable: The Project Site does not contain locally important mineral resources delineated on a general plan, specific plan, or other land use plan.
Policy CO-2.3.2: Consider appropriate buffers near mineral resource areas that are planned for extraction, to provide for land use compatibility and prevent the encroachment of incompatible land uses.	Consistent: While there are active oil wells immediately adjacent to the southwest of Project Site, they will be visually buffered from the Project Site using landscaped berms.
Policy CO-2.3.3: Through the review process for any mining or mineral extraction proposal, ensure mitigation of impacts from mining and processing of materials on adjacent uses or on the community, including but not limited to air and water pollution, traffic and circulation, noise, and land use incompatibility.	Not Applicable: No mining or mineral extraction is proposed on the Project Site.
Policy CO-2.3.4: Ensure that mineral extraction sites are maintained in a safe and secure manner after cessation of extraction activities, which may include the regulated decommissioning of wells, clean-up of any contaminated soils or materials, closing of mine openings, or other measures as deemed appropriate by the agencies having jurisdiction.	Not Applicable: No mining or mineral extraction is proposed on the Project Site.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-2.3.5: Promote remediation and restoration of mined land to a condition that supports beneficial uses, which may include but are not limited to recreational open space, habitat enhancement, groundwater recharge, or urban development.	Consistent: Ten oil wells are present within the Project Site; all of these wells were abandoned in accordance with state law requirements in 2003. Under the prior entitlements mining operations of natural sand deposits for use as utility beddings elsewhere on the Project Site took place. Under the Project the former sand mine site will be remediated and revegetated with native drought tolerant landscaping. In addition, any oil wells remaining uncapped will be capped in accordance with state law prior to development of the Project Site.
Biological Resources	
Goal CO-3: Biological Resources Conservation of biological resources and ecosystems, including sensitive habitats and species.	Not Applicable: This goal is a responsibility of and directed to the County of Los Angeles.
Policy CO-3.1.1: On the Land Use Map and through the development review process, concentrate development into previously developed or urban areas to promote infill development and prevent sprawl and habitat loss, to the extent feasible.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project is designated as H2 (Residential 2) within the SCVAP 2012. This designation allows for densities of two dwelling units per acre. The Project is consistent with this designation with a proposed density of 1.2 dwelling units per acre. Density controlled development is encouraged within H2 zones to encourage open space preservation for protection of natural resources, and as a buffer to surrounding residential communities. It is located between two existing residential communities, one to the north and the other to the east. Once built out, the Project will connect the two disparate communities with public roadways (via Barcelona Road and Hayward Drive). Thus, the Project will not physically divide an established community (or communities) but actually help to connect them. Refer to **Section 5.10, Land Use,** of this EIR.
Policy CO-3.1.2: Avoid designating or approving new development that will adversely impact wetlands, floodplains, threatened or endangered species and habitat, and water bodies supporting fish or recreational uses, and establish an adequate buffer area as deemed appropriate through site specific review.	Consistent: The Project Site is not within an SEA, and has no wetlands or areas with Threatened or Endangered flora. The Project will provide for habitat restoration for the western spadefoot toad, a California Department of Fish and Wildlife Species of Special Concern. Refer to **Section 5.3, Biological Resources,** of this EIR.
Policy CO-3.1.3: On previously undeveloped sites ("greenfields"), identify biological resources and incorporate habitat preservation measures into the site plan, where appropriate. (This policy will generally not apply to urban infill sites, except as otherwise determined by the reviewing agency).	Consistent: Prior entitlements associated with the Project Site allowed for significant landform alteration (in excess of 12 million cubic yards) and infrastructure installation for homes and a golf course. However, the Project is consistent with this policy and will provide for habitat restoration for the western spadefoot toad, a California Department of Fish and Wildlife Species of Special Concern. Refer to **Section 5.3, Biological Resources,** of this EIR.
Policy CO-3.1.4: For new development on sites with degraded habitat, include habitat restoration measures as part of the project development plan, where appropriate.	Consistent: The Project will provide for habitat restoration for the western spadefoot toad, a California Department of Fish and Wildlife Species of Special Concern and replace any oak tree that dies or is removed as a result of Project implementation by a tree of the same species at a ratio determined by the County of Los Angeles, but a minimum ratio of 2:1. Refer to **Section 5.3, Biological Resources,** of this EIR.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
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.	Consistent: The Project will revegetate graded hillside areas with native drought tolerant landscaping and provide a fuel modification buffer zone pursuant to County grading, erosion control and fire safety requirements. Refer to **Sections 4.0, Project Description; 5.6, Geology and Soils;** and **5.12.4, Fire Services,** of this EIR.
Policy CO-3.1.6: On development sites, preserve and enhance natural site elements including existing water bodies, soil conditions, ecosystems, trees, vegetation, and habitat, to the extent feasible.	Consistent: The westerly ridgeline and areas within the Project Site to the west of that ridgeline, will be preserved as open space and modifications will be avoided except for stabilization and restoration of an area previously used for sand mining, the construction of trails, landscape areas and the extension of Barcelona Road to provide public access to these areas. Hasley Creek and adjoining areas will also be preserved as open space and avoided, with the exception of mitigation in the area as described in **Section 5.3, Biological Resources,** of this EIR. Construction of the Project would result in the loss of one County-protected oak. This tree is identified as Oak Tree #18 in the tree survey (**Appendix 5.3-4** of this EIR). An oak tree permit for impacts to the single California live oak resulting from implementation of the Project is part of the Project application. No other impacts are anticipated to occur to the remaining protected oak trees as they occur beyond the grading and fuel modification limits. The ridgelines at the northerly boundary of the Project Site and the westerly ridgeline and areas within the Project Site to the west of that ridgeline will be preserved as open space and modifications will be avoided except for stabilization and restoration of an area previously used for sand mining, the construction of trails, landscape areas and the extension of Barcelona Road to provide public access to these areas. Hasley Creek and adjoining areas will also be preserved as open space and avoided, with the exception of mitigation in the area as described in **Section 5.3, Biological Resources,** of this EIR. Although most of the remaining portions of the easterly significant ridgeline are proposed to be removed, the easterly ridgeline has been substantially removed by prior grading at the Project Site and therefore its removal will not substantially affect the natural setting. Refer to **Section 5.1, Aesthetics,** of this EIR.
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.	Consistent: The Project will revegetate graded hillside areas with native drought tolerant landscaping and provide a fuel modification buffer zone pursuant to County grading, erosion control and fire safety requirements. Refer to **Sections 4.0 Project Description; 5.6, Geology and Soils;** and **5.12.4, Fire Services,** of this EIR.
Policy CO-3.1.8: On development sites, require tree planting to provide habitat and shade to reduce the heat island effect caused by pavement and buildings.	Consistent: The Project will replace any oak tree that dies or is removed as a result of Project implementation by a tree of the same species at a ratio determined by the County of Los Angeles, but a minimum ratio of 2:1. Additionally, the Project will provide parks and landscaped areas including street and shade trees, a vineyard and a citrus grove, for shade, comfort, and aesthetic enhancement throughout the Project Site and to reduce the heat island effect.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-3.1.9: During construction, ensure preservation of habitat and trees designated to be protected through use of fencing and other means as appropriate, so as to prevent damage by grading, soil compaction, pollution, erosion, or other adverse construction impacts.	Consistent: The Project will implement mitigation measures intended to protect and preserve nesting birds, the western spadefoot toad, special status reptiles, the San Diego desert woodrat, the San Diego black-tailed jackrabbit, Hasley Creek and native oak trees. Construction of the Project would result in the loss of one County-protected oak. This tree is identified as Oak Tree #18 in the tree survey (**Appendix 5.3-4** of this EIR). An oak tree permit for impacts to the single California live oak resulting from implementation of the Project is part of the Project application. No other impacts are anticipated to occur to the remaining protected oak trees as they occur beyond the grading and fuel modification limits. In addition, **Mitigation Measure MM 5.3-7** requires the replacement of any oak tree that dies or is removed as a result of Project implementation by a tree of the same species at a ratio determined by the County of Los Angeles, but a minimum ratio of 2:1. Refer to **Section 5.3, Biological Resources,** in this EIR.
Policy CO-3.1.10: To the extent feasible, encourage the use of open space to promote biodiversity	Consistent: The Project will preserve approximately 225.02 acres of the 430.4 acre Project Site as recreational and open space.
Policy CO-3.1.11: Promote use of pervious materials or porous concrete on sidewalks to allow for planted area infiltration, allow oxygen to reach tree roots (preventing sidewalk lift-up from roots seeking oxygen), and mitigate tree sidewalk conflicts, in order to maintain a healthy mature urban forest.	Consistent: The Project would be designed to include water quality BMPs, such as bioretention areas, vegetated swales, and permeable pavement to promote infiltration, mitigate any potential water quality impacts, and help maintain a healthy urban forest. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR.
Policy CO-3.2.1: Protect wetlands from development impacts, with the goal of achieving no net loss (or functional reduction) of jurisdictional wetlands within the planning area.	Not Applicable: There are no wetlands on the Project Site.
Policy CO-3.2.2: Ensure that development is located and designed to protect oak and other significant indigenous woodlands.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. Construction of the Project would result in the loss of one County-protected oak. This tree is identified as Oak Tree #18 in the tree survey (**Appendix 5.3-4** of this EIR). An oak tree permit for impacts to the single California live oak resulting from implementation of the Project is part of the Project application. No other impacts are anticipated to occur to the remaining protected oak trees as they occur beyond the grading and fuel modification limits. In addition, mitigation for the loss of this oak and other oak trees will be planted throughout the Project Site as part of the Project's landscaping development. Refer to **Section 5.3, Biological Resources,** of this EIR.
Policy CO-3.2.3: Ensure protection of any endangered or threatened species or habitat, in conformance with State and federal laws.	Consistent: The Project will implement mitigation measures intended to protect and preserve nesting birds, the western spadefoot toad, special status reptiles, the San Diego desert woodrat, the San Diego black-tailed jackrabbit, Hasley Creek, and native oak trees. Refer to **Section 5.3, Biological Resources,** in this EIR.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-3.2.4: Protect biological resources in the designated Significant Ecological Areas (SEAs) through the siting and design of development which is highly compatible with the SEA resources. Specific development standards shall be identified to control the types of land use, density, building location and size, roadways and other infrastructure, landscape, drainage, and other elements to assure the protection of the critical and important plant and animal habitats of each SEA. In general, the principle shall be to minimize the intrusion and impacts of development in these areas with sufficient controls to adequately protect the resources.	Not Applicable: The Project is not sited within an SEA.
Policy CO-3.3.1: Protect the banks and adjacent riparian habitat along the Santa Clara River and its tributaries, to provide wildlife corridors.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. Consistent with this policy as Hasley Creek is a tributary (via its confluence with Castaic Creek) to the Santa Clara River; the Project would maintain the corridor as Open Space. Additionally, per **Mitigation Measure MM 5.3-6**, the western drainage (Tributary 1) will be restored to a condition that would reduce the degree of erosion that occurs now. This would include terracing and re-contouring the near vertical banks and restoring vegetation including mainland holly-leaf cherry and California live oaks. The restoration plan would include engineered hydrological design to reduce erosion from offside drainage from the north. It would also include a planting plan/palette for the terraced/re-contoured banks. The plan would also include a five-year monitoring plan including monitoring methods, success criteria, and contingency actions should any of the success criteria not be met. Refer to **Sections 4.0, Project Description; 5.3, Biological Resources;** and **5.10, Land Use,** in this EIR.
Policy CO-3.3.2: Cooperate with other responsible agencies to protect, enhance, and extend the Rim of the Valley trail system through Elsmere and Whitney Canyons, and other areas as appropriate, to provide both recreational trails and wildlife corridors linking the Santa Susana and San Gabriel Mountains.	Not Applicable: The Project Site is not within any wildlife corridors.
Policy CO-3.3.3: Identify and protect one or more designated wildlife corridors linking the Los Padres and Angeles National Forests through the Santa Clarita Valley (the San Gabriel-Castaic connection).	Not Applicable: The Project Site is not within any wildlife corridors.
Policy CO-3.3.4: Support the maintenance of Santa Clarita Woodlands Park, a critical component of a cross-mountain range wildlife habitat corridor linking the Santa Monica Mountains to the Angeles and Los Padres National Forests.	Not Applicable: The Project Site is not within the Santa Clarita Woodlands Park.
Policy CO-3.3.5: Encourage connection of natural open space areas in site design, to allow for wildlife movement.	Consistent: The Project will preserve approximately 225.02 acres of the 430.4-acre Project Site as recreational and open space. However, the Project Site is found not to be located within a good corridor for wildlife movement.
Policy CO-3.4.1: Coordinate with the United States Forest Service on discretionary development projects that may have impacts on the National Forest.	Not Applicable: The Project is not in or adjacent to the National Forest system.
Policy CO-3.4.2: Consider principles of forest management in land use decisions for projects adjacent to the National Forest, including limiting the use of invasive species, discouraging off -road vehicle use, maintaining fuel modification zones and fi re access roads, and other measures as appropriate, in accordance with the goals set forth in the Angeles National Forest Land Management Plan.	Not Applicable: The Project is not in or adjacent to the National Forest system.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-3.4.3: On the Land Use Map, maintain low density rural residential and open space uses adjacent to forest land, and protect the urban-forest interface area from overdevelopment.	Not Applicable: The Project is not in or adjacent to any forest land.
Policy CO-3.4.4: Participate as a stakeholder in planning efforts by the United States Forest Service for land uses within the National Forest, providing input as appropriate.	Not Applicable: The Project is not in or adjacent to the National Forest system.
Policy CO-3.5.1: Continue to plant and maintain trees on public lands and within the public right-of-way to provide shade and walkable streets, incorporating measures to ensure that roots have access to oxygen at tree maturity, such as use of porous concrete.	Consistent: The Project will provide parks and landscaped areas including street and shade trees, a vineyard and a citrus grove, for shade, comfort, and aesthetic enhancement throughout the Project Site and to reduce the heat island effect. The Project would be designed to include water quality BMPs, such as bioretention areas, vegetated swales, and permeable pavement to promote infiltration, mitigate any potential water quality impacts, and help maintain a healthy urban forest.
Policy CO-3.5.2: Where appropriate, promote planting of trees that are native or climactically appropriate to the surrounding environment, emphasizing oaks, sycamores, maple, walnut, and other native species in order to enhance habitat, and discouraging the use of introduced species such as eucalyptus, pepper trees, and palms except as ornamental landscape features.	Consistent: The Project will provide parks and landscaped areas planted with street and shade trees, including oaks, California sycamores, Catalina ironwoods, and other drought tolerant species.
Policy CO-3.5.3: Pursuant to the requirements of the Zoning Ordinance, protect heritage oak trees that, due to their size and condition, are deemed to have exceptional value to the community	Consistent: Construction of the Project would result in the loss of one County-protected oak that is not a heritage oak. This tree is identified as Oak Tree #18 in the tree survey (**Appendix 5.3-4** of this EIR). An oak tree permit for impacts to the single California live oak resulting from implementation of the Project is part of the Project application. No other impacts are anticipated to occur to the remaining protected oak trees as they occur beyond the grading and fuel modification limits
Policy CO-3.6.1: Minimize light trespass, sky-glow, glare, and other adverse impacts on the nocturnal ecosystem by limiting exterior lighting to the level needed for safety and comfort; reduce unnecessary lighting for landscaping and architectural purposes, and encourage reduction of lighting levels during non-business nighttime hours.	Consistent: The Project will require 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)and "Guidelines for Good Outdoor Lighting Practices." Refer to **Section 5.1, Aesthetics,** of this EIR.
Policy CO-3.6.2: Reduce impervious surfaces and provide more natural vegetation to enhance microclimates and provide habitat. In implementing this policy, consider the following design concepts: • Consideration of reduced parking requirements, where supported by a parking study and/or through shared use of parking areas; • Increased use of vegetated areas around parking lot perimeters; such areas should be designed as bioswales or as otherwise determined appropriate to allow surface water infiltration; • Use of connected open space areas as drainage infiltration areas in lieu of curbed landscape islands, minimizing the separation of natural and landscaped areas into isolated "islands"; and • Breaking up large expanses of paving with natural landscaped areas planted with shade trees to reduce the heat island effect, along with shrubs and groundcover to provide diverse vegetation for habitat.	Consistent: The Project would be designed to include water quality BMPs, such as bioretention areas, planter boxes, vegetated swales, and permeable pavement to promote infiltration and mitigate any potential water quality impacts. In addition, in the event that planned channel improvements downstream of the Project Site are not constructed prior to completion of grading, to avoid downstream hydromodification impacts the Los Angeles County Department of Public Works (LACDPW) would require, as an interim condition, that hydromodification controls be constructed on the Project Site. The Project will preserve approximately 225.02 acres of the 430.4-acre Project Site as recreational and open space. The Project will provide parks and landscaped areas including street and shade trees, a vineyard and a citrus grove, for shade, comfort, and aesthetic enhancement throughout the Project Site and to reduce the heat island effect. Refer to **Sections 4.0, Project Description,** and **5.9, Hydrology and Water Quality** of this EIR.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-3.6.3: Restrict use of unauthorized off-road vehicles within sensitive habitat areas through signage, fencing, or other means as appropriate.	Consistent: During construction, the Applicant and its contractors will be responsible for securing the Project Site with fencing. Following operation, the open space on the Project Site will be maintained by the Homeowners' Association, which will be responsible for private security throughout the Project Site.
Policy CO-3.6.4: Provide public information and support with demonstration sites at County facilities on gardening and landscaping techniques to reduce spread of invasive species and pollution from pesticides and fertilizers that threaten natural ecosystems.	Not Applicable: The Project is not a County facility.
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).	Consistent: The Project will revegetate graded hillside areas with native drought tolerant landscaping and provide a fuel modification buffer zone pursuant to County grading, erosion control and fire safety requirements. Refer to **Sections 4.0, Project Description; 5.6, Geology and Soils;** and **5.12.4, Fire Services,** of this EIR.
Policy CO-3.7.1: Support the public education programs offered at the Placerita Canyon Nature Center and Ed Davis Park (Sonia Thompson Nature Center).	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-3.7.2: Seek opportunities for partnerships with schools, non-profit organizations, and volunteers, to increase public access to and information about natural areas.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Water Resources	
Goal CO-4: Water Resources An adequate supply of clean water to meet the needs of present and future residents and businesses, balanced with the needs of natural ecosystems.	Consistent: The Project has demonstrated sufficient water supply. See **Section 5.15.1, Water Supply,** of this EIR.
Policy CO-4.1.1: In coordination with applicable water suppliers, adopt and implement a water conservation strategy for public and private development.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. However, the Project's use of water is analyzed in a Water Supply Assessment (WSA) approved by Los Angeles County Waterworks District No. 36 that relies upon the 2010 Urban Water Management (UWMP) prepared by Castaic Lake Water Authority with the input of the District. The UWMP addresses short and long-term water conservation strategies for the region.
Policy CO-4.1.2: Provide examples of water conservation in landscaping through use of low water use landscaping in public spaces such as parks, landscaped medians and parkways, plazas, and around public buildings.	Consistent: The Project will incorporate sustainable development principles, including drought-tolerant landscaping and the use of water efficiency measures where applicable. Refer to **Section 4.0, Project Description,** of this EIR.
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 turf grass.	Consistent: The Project will incorporate sustainable development principles, including drought-tolerant landscaping and the use of water efficiency measures where applicable. Refer to **Section 4.0, Project Description,** of this EIR.
Policy CO-4.1.4: Provide informational materials to applicants and contractors on the Castaic Lake Water Agency's Landscape Education Program, and/or other information on xeriscape, native California plants, and water-conserving irrigation techniques as materials become available.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
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.	Consistent: The Project will incorporate sustainable development principles, including the use of water efficiency measures, including low-flow and/or waterless plumbing fixtures and appliances where applicable. Refer to **Section 4.0, Project Description,** of this EIR.
Policy CO-4.1.6: Support amendments to the County Building Code that would promote upgrades to water and energy efficiency when issuing permits for renovations or additions to existing buildings.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-4.1.7: Apply water conservation policies to all pending development projects, including approved tentative subdivision maps to the extent permitted by law. Where precluded from adding requirements by vested entitlements, encourage water conservation in construction and landscape design.	Consistent: The Project will incorporate sustainable development principles, including drought-tolerant landscaping and the use of water efficiency measures where applicable. Refer to **Section 4.0, Project Description**, of this EIR.
Policy CO-4.1.8: Upon the availability of non-potable water services, discourage and consider restrictions on the use of potable water for washing outdoor surfaces.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-4.1.9: Support the development of additional facilities to store or bank stormwater, particularly on lands located outside the groundwater recharge areas that are depicted on Figure CO-10.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-4.1.10: Support emerging methods and technologies for the on-site capture, treatment, and infiltration of stormwater and greywater, and amend the County Code to allow these methods and technologies when they are proven to be safe and feasible.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-4.2.1: In cooperation with the Sanitation District and other affected agencies, expand opportunities for use of recycled water for the purposes of landscape maintenance, construction, water recharge, and other uses as appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-4.2.2: Require new development to provide the infrastructure needed for delivery of recycled water to the property for use in irrigation, even if the recycled water main delivery lines have not yet reached the site, where deemed appropriate by the reviewing authority.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Based on discussion with CLWA it appears the updated Recycled Water Master Plan may not include plans to provide recycled water in the vicinity of the Property due to changes in anticipated demand for recycled water in the area. See **Section 5.15.1, Water Supply.**
Policy CO-4.2.3: Promote the installation of rainwater capture and gray water systems in new development for irrigation, where feasible and practicable.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-4.2.4: Protect areas with substantial potential for groundwater recharge as depicted on Figure CO-10, and promote recharge of groundwater basins throughout the watershed (excluding the river bed) to assure water quality and quantity. The greatest consideration should be given to the Alluvial Aquifer and Saugus Aquifer groundwater recharge areas, followed by groundwater recharge areas for other groundwater basins that are designated by the State of California.	Not Applicable: The Project is not within an area with substantial potential for groundwater recharge.
Policy CO-4.2.5: Participate and cooperate with other agencies to complete, adopt, and implement an Integrated Regional Water Management Plan to build a diversified portfolio of water supply, water quality, and resource stewardship priorities for the Santa Clarita Valley.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-4.2.6: Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval.	Consistent: As demonstrated in the Water Supply Assessment, as discussed in **Section 5.15.1, Water Supply,** of this EIR, the Project would be served by adequate water supplies.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-4.2.7: Develop and use groundwater sources to their safe yield limits, but not to the extent that degradation of the groundwater basins occurs	Consistent: As demonstrated in the Water Supply Assessment, as discussed in **Section 5.15.1, Water Supply,** of this EIR, the Project would be served by adequate water supplies and would not cause degradation of the groundwater basins, which are monitored and maintained by regional water suppliers.
Policy CO-4.3.1: On undeveloped sites proposed for development, promote onsite stormwater infiltration through design techniques such as pervious paving, draining runoff into bioswales or properly designed landscaped areas, preservation of natural soils and vegetation, and limiting impervious surfaces.	Consistent: The Project would be designed to include water quality BMPs, such as bioretention areas, rain gardens, planter boxes, vegetated swales, and permeable pavement to promote infiltration and mitigate any potential water quality impacts. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR.
Policy CO-4.3.2: On previously developed sites proposed for major alteration, provide stormwater management improvements to restore natural infiltration, as required by the reviewing authority.	Consistent: The Project would be designed to include water quality BMPs, such as bioretention areas, rain gardens, planter boxes, vegetated swales, and permeable pavement to promote infiltration and mitigate any potential water quality impacts. Refer to **Sections 4.0, Project Description,** and **5.9, Hydrology and Water Quality,** of this EIR.
Policy CO-4.3.3: Provide flexibility for design standards for street width, sidewalk width, parking, and other impervious surfaces when it can be shown that such reductions will not have negative impacts and will provide the benefits of stormwater retention, groundwater infiltration, reduction of heat islands, enhancement of habitat and biodiversity, saving of significant trees or planting of new trees, or other environmental benefit.	Consistent: The Project will provide parks and landscaped areas including street and shade trees, a vineyard and a citrus grove, for shade, comfort, and aesthetic enhancement throughout the Project Site and to reduce the heat island effect. The Project would be designed to include water quality BMPs, such as bioretention areas, rain gardens, planter boxes, vegetated swales, and permeable pavement to promote infiltration and mitigate any potential water quality impacts. Refer to **Sections 4.0, Project Description,** and **5.9, Hydrology and Water Quality,** of this EIR.
Policy CO-4.3.4: Encourage and promote the use of new materials and technology for improved stormwater management, such as pervious paving, green roofs, rain gardens, and vegetated swales.	Consistent: The Project would be designed to include water quality BMPs, such as bioretention areas, planter boxes, vegetated swales, and permeable pavement to promote infiltration and mitigate any potential water quality impacts. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR.
Policy CO-4.3.5: Where detention and retention basins or ponds are required, seek methods to integrate these areas into the landscaping design of the site as amenity areas, such as a network of small ephemeral swales treated with attractive planting.	Consistent: The Project would be designed to include water quality BMPs, such as bioretention areas, rain gardens, planter boxes, vegetated swales, and permeable pavement to promote infiltration and mitigate any potential water quality impacts. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR.
Policy CO-4.3.6: Discourage the use of mounded turf and lawn areas which drain onto adjacent sidewalks and parking lots, replacing these areas with landscape designs that retain runoff and allow infiltration.	Consistent: The Project would be designed to include water quality BMPs, such as bioretention areas, planter boxes, vegetated swales, and permeable pavement to promote infiltration and mitigate any potential water quality impacts. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR.
Policy CO-4.3.7: Reduce the amount of pollutants entering the Santa Clara River and its tributaries by capturing and treating stormwater runoff at the source, to the extent possible.	Consistent: The Project would be designed to include water quality BMPs, such as bioretention areas, rain gardens, planter boxes, vegetated swales, and permeable pavement to promote infiltration and mitigate any potential water quality impacts. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-4.3.8: Protect the viability of surface water, since it provides a habitat for fish and other water-related organisms, as well as being an important environmental component for land based plants and animals.	Consistent: The Project would be designed to include water quality BMPs, such as bioretention areas, planter boxes, vegetated swales, and permeable pavement to promote infiltration and mitigate any potential water quality impacts to downstream surface waters. Refer **to Section 5.9, Hydrology and Water Quality,** of this EIR.
Policy CO-4.4.1: Cooperate with the Los Angeles County Sanitation District and Regional Water Quality Control Board as appropriate to achieve Total Maximum Daily Load (TMDL) standards for chlorides in the Santa Clara River.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-4.4.2: Support the cooperative efforts of property owners and appropriate agencies to eliminate perchlorate contamination on the Whittaker-Bermite property, and eliminate the use of any industrial chemicals or wastes in a manner that threatens groundwater quality.	Not Applicable: The Project will not contribute to perchlorate contamination and is not in the vicinity of the Whittaker-Bermite property.
Policy CO-4.4.3: Discourage the use of chemical fertilizers, herbicides, and pesticides in landscaping to reduce water pollution by substances hazardous to human health and natural ecosystems.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-4.4.4: Promote the extension of sanitary sewers for all urban uses and densities, to protect groundwater quality, where feasible.	Consistent: The Project would link to the Santa Clarita Valley Joint Sewerage System. Refer to **Section 5.15.4, Wastewater,** of this EIR.
Cultural and Historical Resources	
Goal CO-5: Cultural and Historical Resources Protection of historical and culturally significant resources that contribute to community identity and a sense of history.	Consistent: **Section 5.4, Cultural Resources**, of this EIR concludes that, with mitigation, the Project would not result in any significant cultural resource impacts.
Scenic Resources	
Goal CO-6: Scenic Resources Preservation of scenic features that keep the Santa Clarita Valley beautiful and enhance quality of life, community identity, and property values.	Consistent: The Project Site is currently in a highly disturbed/graded condition. The Project will result in a finished site with landscaping and amenities and provide connections to adjacent neighborhoods to increase community identity.
Policy CO-6.1.1: Protect scenic canyons, as described in Part I of the Conservation and Open Space element, from overdevelopment and environmental degradation.	Not Applicable: The Project Site is not one of the 11 scenic canyons listed in Part I of the Conservation and Open Space element of the SCVAP 2012.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-6.1.2: Preserve significant ridgelines, as shown on Figure CO-7, as a scenic backdrop throughout the community by maintaining natural grades and vegetation.	Partially Consistent: Prior entitlements associated with the Project Site allowed for significant landform alteration (in excess of 12 million cubic yards of combined cut and fill) and infrastructure installation in connection with the prior owner's planned development of single-family homes, a golf course, and ancillary uses. The previous owner/applicant extensively graded the easterly ridgeline on the Project Site, with the result that the primary portions of the easterly ridgeline have been almost entirely removed. In addition, the westerly ridgeline was also partially graded. The County has mapped portions of these two ridgelines on the Project Site as significant primary and secondary ridgelines; however, they are currently in a disturbed state. The Project would plan development in the previously disturbed areas as feasible and would include the preservation of approximately 225.02 acres of recreation and open space. Much of the westerly ridgeline would also be maintained in its current state and will be preserved as open space and avoided except for the construction of trails, landscape areas and the extension of Barcelona Road to provide access to these areas. The Applicant is applying for a variance to permit completion of grading of the easterly ridgeline, as well as an exemption for the westerly ridgeline for open space and the extension of Barcelona Road. However, the easterly ridgeline (which has been almost entirely removed) will be subjected to further grading.
Policy CO-6.1.3: Protect the scenic quality of unique geologic features throughout the planning area, such as Vasquez Rocks, by including these features within park and open space land where possible.	Not Applicable: The Project Site does not contain any unique geologic features.
Policy CO-6.2.1: Where feasible, encourage development proposals to have varied building heights to maintain view corridor sight lines.	Consistent: The Project maintains view corridors on the Project Site. None of the homes on the site would be more than two stories in height and, as a result, would not obstruct views or corridor sight lines. See **Section 5.1, Aesthetics**, for additional discussion of view corridors.
Policy CO-6.3.1: Protect the shores of Castaic Lake to preserve its scenic quality from development.	Not Applicable: The Project Site is not adjacent to Castaic Lake.
Policy CO-6.3.2: Protect the banks of the Santa Clara River and its major tributaries through open space designations and property acquisitions, where feasible, to protect and enhance the scenic character of the river valley.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Consistent with this policy as Hasley Creek is a tributary (via its confluence with Castaic Creek) to the Santa Clara River; the Project would maintain the corridor as Open Space. Refer to **Sections 4.0, Project Description; 5.3, Biological Resources;** and **5.10, Land Use,** in this EIR.
Policy CO-6.4.1: Preserve scenic habitat areas within designated open space or parkland, wherever possible.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-6.4.2: Through the development review process, ensure that new development preserves scenic habitat areas to the extent feasible.	Not Applicable: There are no scenic habitat areas on the Project Site.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-6.5.1: In approving new development projects, consider scenic views at major entry points to the Santa Clarita Valley, including gateways located at the Newhall Pass and along Lake Hughes Road, Route 126, Bouquet Canyon Road, Sierra Highway, State Route 14, and other locations as deemed appropriate by the reviewing authority.	Not Applicable: The Project Site is not located at a major entry point into the Santa Clarita Valley. Impacts of the Project associated with scenic resources (i.e., ridgelines) from a variety of public viewpoints would be less than significant. Further, none of the new development would break the dominant profile of views toward the Angeles National Forest and the existing skyline. Therefore, no scenic vista or scenic resource would be substantially adversely affected. Refer to **Section 5.1, Aesthetics,** of this EIR.
Policy CO-6.5.2: Establish scenic routes in appropriate locations as determined by the reviewing agency, and adopt guidelines for these routes to maintain their scenic character.	Not Applicable: The Project Site is not within any scenic routes established by the County.
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.	Consistent: The Project will require 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), "Guidelines for Good Outdoor Lighting Practices." Refer to **Section 5.1, Aesthetics,** of this EIR.
Policy CO-6.6.2: Improve views of the Santa Clarita Valley through various policies to minimize air pollution and smog, as contained throughout the Area Plan.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-6.6.3: Restrict establishment of billboards throughout the planning area, and continue abatement efforts to remove existing billboards that impact scenic views.	Not Applicable: The Project would not include any billboards.
Policy CO-6.6.4: Where appropriate, require new development to be sensitive to scenic viewpoints or viewsheds through building design, site layout, and building heights.	Consistent: **Section 5.1, Aesthetics**, of this Draft EIR concludes that, with mitigation, the Project would not result in significant visual impacts.
Policy CO-6.6.5: Encourage undergrounding of all new utility lines, and promote undergrounding of existing lines where feasible and practicable.	Consistent: All new utility lines on the property will be placed underground to the extent feasible and practicable.
Air Quality	
Goal CO-7: Air Quality Clean air to protect human health and support healthy ecosystems**.**	Not Applicable: This goal is a responsibility of and directed to the County of Los Angeles.
Policy CO-7.1.1: Through the mixed land use patterns and multi-modal circulation policies set forth in the Land Use and Circulation Elements, limit air pollution from transportation sources.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-7.1.2: Support the use of alternative fuel vehicles.	Consistent: The Project is anticipated to provide electrical vehicle charging as an option on homes and will not prohibit the installation of such items.
Policy CO-7.1.3: Support alternative travel modes and new technologies, including infrastructure to support alternative fuel vehicles, as they become commercially available.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-7.2.1: Ensure adequate spacing of sensitive land uses from the following sources of air pollution: high traffic freeways and roads; distribution centers; truck stops; chrome plating facilities; dry cleaners using perchloroethylene; and large gas stations, as recommended by CARB.	Not Applicable: The Project Site is not adjacent to the specified uses.
Policy CO-7.3.1: Coordinate with local, regional, state, and federal agencies to develop and implement regional air quality policies and programs.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Greenhouse Gas Reduction	
Goal CO-8: Greenhouse Gas Reduction Development designed to improve energy efficiency, reduce energy and natural resource consumption, and reduce emissions of greenhouse gases.	Consistent: As required by current regulatory measures, the Project would will meet the 2013 Title 24 part 6 building code (i.e., be 25 percent more energy efficient than the 2008 Title 24 part 6 building code). Refer to **Section 5.7, Greenhouse Gas Emissions,** of this EIR.
Policy CO-8.1.1: Create and adopt a Climate Action Plan (CAP) for all of the County's unincorporated areas within 18 months of the adoption date of the County's General Plan Update, which sets policy for all of the County's unincorporated areas, including those within the Santa Clarita Valley. The CAP shall be prepared and submitted for consideration and adoption by the Board of Supervisors as an amendment to the County's newly adopted General Plan to ensure that it receives public and agency input and environmental review pursuant to the California Environmental Quality Act (CEQA) prior to Board action. The CAP shall include the following components and criteria: a. Plans and programs to reduce GHG emissions to levels that generally are consistent with specific targets for reduction of the County's current and projected 2020 GHG emissions inventory, and which are reasonably attributable to land uses within the County's unincorporated areas (including both existing and future development) and its internal government operations. Targets shall be generally consistent with reduction targets in Assembly Bill (AB) 32 (Health & Safety Code, §38500 et seq.), or other applicable local or regional enactments addressing GHG emissions, including applicable California Air Resources Board regulations adopted pursuant to AB 32. (i) The CAP may establish goals beyond 2020, which are generally consistent with the applicable laws and regulations referenced in this policy and based on current science. (ii) The CAP shall include specific and general tools and strategies to reduce the County's current and projected 2020 GHG inventory and to meet the CAP's target for GHG reductions by 2020. (iii) The CAP shall consider GHG reduction strategies, including but not limited to: (a). Measures to improve energy efficiency in existing and future development; (b). Increased use of renewable energy, including distributed systems for residential, commercial, and industrial buildings, as well as utility-scale renewable energy generation and transmission facilities; (c). Water conservation and efficiency measures for existing and future development, including water recycling; (d). Solid waste measures, including reductions of waste generation, diversion of waste for reuse, recycling, methane capture, and potential waste to energy efforts;	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
(e). Land use and transportation measures, including promotion of transit and transit oriented development, alternatives to vehicle travel including pedestrian and bicycle infrastructure, alternative fuel vehicle infrastructure, and other measures; and (f). Urban forestry or other means of improving carbon sequestration. The CAP will also consider the effect of federal, state, and regional actions to reduce GHG emissions within the County in addition to local actions that the County can take. The CAP shall establish a schedule of implementation actions. (iv). From time to time, but at least every five years, the County shall review the CAP's land use and development reduction strategies for residential, municipal, and commercial buildings, and update the requirements to ensure that they help achieve the GHG reduction targets specified in the CAP (a). Mechanisms to ensure regular review of progress towards the emission reduction targets established by the CAP; (b). Procedures for reporting on the progress of the CAP to officials and the public; (c). Procedures for revising the CAP, as needed, to meet GHG emissions reduction targets, including environmental review of any revisions, pursuant to CEQA, as necessary; and; (d). Allocation of funding and staffing for CAP implementation carbon sequestration. (v) After adoption of the Climate Action Plan for all of the County's unincorporated areas, which will occur within 18 months of the adoption date of the County's General Plan Update, which sets policy for all of the County's unincorporated areas, including those within the Santa Clarita Valley, amend the Santa Clarita Valley Area Plan if necessary to ensure consistency with the adopted Climate Action Plan.	
Policy CO-8.2.1: Ensure that all new County buildings and all major renovations and additions meet adopted green building standards, with a goal of achieving the LEED (Leadership in Energy and Environmental Design) Silver rating or above, or equivalent, where appropriate.	Not Applicable: The Project will not contain public buildings.
Policy CO-8.2.2: Ensure energy efficiency of existing public buildings through energy audits and repairs, and retrofit buildings with energy efficient heating and air conditioning systems and lighting fixtures.	Not Applicable: The Project will not contain public buildings.
Policy CO-8.2.3: Support purchase of renewable energy for public buildings, which may include installing solar photovoltaic systems to generate electricity for County buildings and operations and other methods as deemed appropriate and feasible, in concert with significant energy conservation efforts.	Not Applicable: The Project will not contain public buildings
Policy CO-8.2.4: Establish maximum lighting levels for public facilities, and encourage reduction of lighting levels to the level needed for security purposes after business hours, in addition to use of downward-directed lighting and use of low-reflective paving surfaces.	Not Applicable: The Project will not contain public buildings. Public street and park lighting will be consistent with County requirements.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-8.2.5: Support installation of photovoltaic and other renewable energy equipment on public facilities, in concert with significant energy conservation efforts.	Not Applicable: The Project will not contain public buildings or other public facilities other than outdoor park and trail facilities.
Policy CO-8.2.6: Promote use of solar lighting in parks and along paseos and trails, where practical.	Consistent. The Project will include solar panels as an option on homes and will not restrict the use of solar panels.
Policy CO-8.2.7: Support the use of sustainable alternative fuel vehicles for machinery and fleets, where practical, by evaluating fuel sources, manufacturing processes, maintenance costs, and vehicle lifetime use.	Consistent: The Project will not have machinery or fleets, however, the Project will provide charging facilities for public parking areas in accordance with County Code requirements and will provide an option for homeowner's to include electric car charging facilities in homes.
Policy CO-8.2.8: Promote the purchase of energy-efficient and recycled products, and vendors and contractors who use energy-efficient vehicles and products, consistent with adopted purchasing policies.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-8.2.9: Reduce heat islands through installation of trees to shade parking lots and hardscapes, and use of light-colored reflective paving and roofing surfaces.	Consistent: The Project will provide parks and landscaped areas including street and shade trees, and proposes a vineyard and a citrus grove, for shade, comfort, and aesthetic enhancement throughout the Project Site and to reduce the heat island effect.
Policy CO-8.2.10: Support installation of energy-efficient traffic control devices, street lights, and parking lot lights.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-8.2.11: Implement recycling in all public buildings, parks, and public facilities, including for special events.	Not Applicable: The Project will not contain public buildings.
Policy CO-8.2.12: Provide ongoing training to appropriate County employees on sustainable planning, building, and engineering practices.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-8.2.13: Support trip reduction strategies for employees as described in the Circulation Element.	Not Applicable: The Project does not include any commercial or industrial uses that include employees.
Policy CO-8.2.14: Reduce extensive heat gain from paved surfaces through development standards wherever feasible.	Consistent: The Project includes many landscaped areas open areas and includes the provision of street and shade trees, and proposes a vineyard and a citrus grove on the Project Site to provide shade, comfort, and aesthetic enhancement throughout the Project Site and to reduce the heat island effect.
Policy CO-8.3.1: Evaluate development proposals for consistency with the ordinances developed through the County's Green Building Program.	Consistent: The Project includes the construction of housing and recreation facilities in accordance with the latest energy efficiency measures including the County's Green Building Ordinance.
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.	Consistent: The Project includes the construction of housing and recreation facilities in accordance with the latest energy efficiency measures including the County's Green Building Ordinance.
Policy CO-8.3.3: Promote energy efficiency and water conservation upgrades to existing non-residential buildings at the time of major remodel or additions.	Not Applicable: There are no existing buildings on the Project Site.
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.	Consistent: The Project is anticipated to provide solar panels and electrical vehicle charging as an option on homes and will not prohibit the installation of such items.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-8.3.5: Encourage on-site solar generation of electricity in new retail and office commercial buildings and associated parking lots, carports, and garages, in concert with significant energy conservation efforts.	Not Applicable: The Project will not contain commercial buildings.
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.	Consistent: The Project's residential buildings would exceed Title 24 standards (refer to **Section 5.7, Greenhouse Gas Emissions** of this EIR). Additionally, the Applicant would require that all major appliances in the residential and community center buildings be "Energy Star" rated, where available.
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.	Consistent: The Project will provide parks and landscaped areas including street and shade trees, and proposes a vineyard and a citrus grove, for shade, comfort, and aesthetic enhancement throughout the Project Site and to reduce the heat island effect.
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.	Consistent: The Project's residential buildings would exceed Title 24 standards (refer to **Section 5.7, Greenhouse Gas Emissions** of this EIR). Additionally, the Applicant would require that all major appliances in the residential and community center buildings be "Energy Star" rated, where available.
Policy CO-8.3.9: Limit excessive lighting levels, and encourage a reduction of lighting when businesses are closed to a level required for security.	Not Applicable: The Project will not contain commercial buildings other than the recreational clubhouse. The Project will be constructed in accordance with the County's "dark skies" ordinance.
Policy CO-8.3.10: Provide incentives and technical assistance for installation of energy-efficient improvements in existing and new buildings.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-8.3.11: Consider allowing carbon off -sets for large development projects, if appropriate, which may include funding off -site projects or purchase of credits for other forms of mitigation, provided that any such mitigation shall be measurable and enforceable.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-8.3.12: Reduce extensive heat gain from paved surfaces through development standards wherever feasible.	Consistent: The Project includes many landscaped open space and recreation areas and yards throughout the residential community. These areas will be developed with street and shade trees as well as a proposed vineyard and citrus grove to provide shade, comfort, and aesthetic enhancement throughout the Project Site and to reduce the heat island effect.
Policy CO-8.4.1: Encourage and promote the location of enclosed materials recovery facilities (MRF) within the Santa Clarita Valley.	Not Applicable: The Project does not include materials recovery facilities.
Policy CO-8.4.2: Adopt mandatory residential recycling programs for all residential units, including single-family and multi-family dwellings.	Consistent: The Project would provide information and recycling receptacles consistent with County requirements. Information regarding the waste stream and recycling can be found in **Section 5.15.2, Solid Waste,** of this EIR.
Policy CO-8.4.3: Allow and encourage composting of green waste, where appropriate.	Consistent: The Project would provide information and recycling receptacles consistent with County requirements. Information regarding the waste stream and recycling can be found in **Section 5.15.2, Solid Waste,** of this EIR.
Policy CO-8.4.4: Promote commercial and industrial recycling, including recycling of construction and demolition debris.	Consistent: The Project would recycle 50 percent of its construction waste. Refer to **Section 5.15.2, Solid Waste,** of this EIR.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-8.4.5: Develop and implement standards for refuse and recycling receptacles and enclosures to accommodate recycling in all development.	Consistent: The Project would provide information and recycling receptacles consistent with County requirements. Information regarding the waste stream and recycling can be found in **Section 5.15.2, Solid Waste,** of this EIR.
Policy CO-8.4.6: Introduce and assist with the placement of receptacles for recyclable products in public places, including at special events.	Consistent: The Project would provide receptacles for recyclable products conveniently throughout the Project Site.
Policy CO-8.4.7: Provide information to the public on recycling opportunities and facilities, and support various locations and events to promote public participation in recycling.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-8.4.8: Take an active role in promoting, incubating, and encouraging businesses that would qualify under the Recycling Market Development Zone program or equivalent, including those that manufacture products made from recycled products, salvage, and resource recovery business parks.	Not Applicable: The Project will not contain businesses.
Park, Recreation, and Trail Facilities	
Goal CO-9: Park, Recreation, and Trail Facilities Equitable distribution of park, recreational, and trail facilities to serve all areas and demographic needs of existing and future residents.	Not Applicable: This goal is a responsibility of and directed to the County of Los Angeles.
Policy CO-9.1.1: Common park standards shall be developed and applied throughout the Santa Clarita Valley, consistent with community character objectives, with a goal of five acres of parkland per 1,000 population.	Consistent: Project amenities will include an approximately 7.45-acre neighborhood park and 4.5 miles of pedestrian trails. Refer to **Section 5.13, Recreation,** of this EIR.
Policy CO-9.1.2: A range of parkland types, sizes, and uses shall be provided to accommodate recreational and leisure activities.	Consistent: Project amenities will include a community recreation center, an approximately 7.45-acre neighborhood park, six secondary park and recreation areas, and 4.5 miles of pedestrian trails. Refer to **Section 5.13, Recreation,** of this EIR.
Policy CO-9.1.3: Provide local and community parks within a reasonable distance of residential neighborhoods.	Consistent: Project amenities will include a community recreation center, a 7.45-acre neighborhood park, six secondary park and recreation areas, and 4.5 miles of pedestrian trails. Refer to **Section 5.13, Recreation,** of this EIR.
Policy CO-9.1.4: Explore and implement opportunities to share facilities with school districts, utility easements, flood control facilities, and other land uses, where feasible.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-9.1.5: Promote development of more playfields for youth and adult sports activities, in conjunction with tournament facilities, where needed.	Consistent: The 7.45-acre park at the Project will include amenities required by the County Parks and Recreation Department. In addition, six secondary park and recreation areas will be located throughout the Project Site. Refer to **Section 5.13, Recreation,** of this EIR.
Policy CO-9.1.6: Continue to upgrade and expand existing facilities to enhance service to residents, including extension of hours through lighted facilities, where appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-9.1.7: Establish appropriate segments of the Santa Clara River as a recreational focal point, encouraging a beneficial mix of passive and active recreational uses with natural ecosystems by providing buffers for sensitive habitat.	Not Applicable: The Project Site is not adjacent to the Santa Clarita River.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-9.1.8: Make available easily accessible park and recreation facilities throughout the Santa Clarita Valley.	Consistent: Project amenities will include a community recreation center, a 7.45-acre neighborhood park, six secondary park and recreation areas, and 4.5 miles of pedestrian trails. The Project also includes the dedication of a multi-use trail segment. Refer to **Section 5.13, Recreation,** of this EIR.
Policy CO-9.1.9: Ensure that new development projects provide a fair share towards park and recreational facilities, phased to meet needs of residents as dwelling units become occupied, pursuant to the Quimby Act (California Government Code Section 66477) and local ordinances as applicable.	Consistent: The Project will meet its obligations under the Quimby Act. Project amenities will include a community recreation center, a 7.45-acre neighborhood park, six secondary park and recreation areas, and 4.5 miles of pedestrian trails. Refer to **Section 5.13, Recreation,** of this EIR.
Policy CO-9.1.10: Where appropriate, use flexible planning and zoning tools to obtain adequate park and open space land, including but not limited to specific plans, development agreements, density-controlled development (clustering) in accordance with the provisions of the Zoning Ordinance and subject to the limitations in Policy CO-10.2.5, and transfer of development rights.	Consistent: The Project will meet its obligations under the Quimby Act.
Policy CO-9.1.11: Locate and design parks to address potential adverse impacts on adjacent development from noise, lights, flying balls, traffic, special events, and other operational activities and uses.	Consistent: Decisions regarding the location of the proposed 7.45-acre neighborhood park and all park amenities will be made in consultation with the County of Los Angeles Department of Parks and Recreation and will comply with all County standards and requirements related to parks
Policy CO-9.1.12: Establish minimum design standards for both public and private parks to provide for public safety and welfare through lighting, access, crime prevention through design, equipment, visibility, and other aspects of design.	Consistent: The Project would include appropriate street lighting per the County of Los Angeles requirements. However, to ensure that potential impacts are minimized, the Project would be consistent with the County of Los Angeles Rural Outdoor Lighting District Ordinance (also known as the 'Dark Skies' Ordinance)
Policy CO-9.1.13: Provide passive areas for natural habitat, meditation, bird-watching, and similar activities in parks, where feasible and appropriate, including meditation gardens, wildflower and butterfly gardens, botanic gardens, and similar features.	Consistent: The Project would provide approximately 225.02 acres of open space and recreational areas, with portions made available for active and passive recreational uses. Refer to **Section 4.0, Project Description,** of this EIR.
Policy CO-9.1.14: Ensure adequate park maintenance, and encourage programs for volunteers to assist in maintaining local parks, where feasible and appropriate.	Consistent: The Project would provide a trail easement for a multi-use (hiking, mountain biking and equestrian) trail along the southwestern edge of the Project Site which would provide access between the trails on the Project Site and existing portions of the multi-purpose Hasley Canyon Trail along the southwest of the Project Site to the existing County trail system. Refer to **Section 4.0, Project Description,** of this EIR.
Policy CO-9.1.15: Provide a wide variety of recreational programs geared to all ages and abilities, including passive, active, educational, and cultural programs.	Consistent: This policy is a responsibility of and directed to the County of Los Angeles. Decisions about the location of the proposed 7.45 acre neighborhood park and all park amenities are made by County Rec and Parks and will comply with all County standards and requirements related to parks, including park master plans.
Policy CO-9.2.1: Plan for a continuous and unified multi-use (equestrian, bicycling, and pedestrian/hiking) trail network for a variety of users, to be developed with common standards, in order to unify Santa Clarita Valley communities and connect with City, Regional, State, and Federal trails such as the dual-use (equestrian and hiking) Pacific Crest Trail.	Consistent: The Project would provide a trail easement for a multi-use (hiking, mountain biking and equestrian) trail along the southwestern edge of the Project Site which would provide access between the trails on the Project Site and existing portions of the multi-purpose Hasley Canyon Trail along the southwest of the Project Site to the existing County trail system. Refer to **Section 4.0, Project Description,** of this EIR.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-9.2.2: Provide trail connections between paseos, bike routes, schools, parks, community services, streets, and neighborhoods.	Consistent: The Project would provide 4.5 miles of trails through the Project Site and includes the dedication of a multi-use trail segment. Refer to **Section 4.0, Project Description,** of this EIR.
Policy CO-9.2.3: Use the Santa Clara River as a major recreational focal point for development of an integrated system of bikeways and trails, while protecting sensitive ecological areas.	Not Applicable: The Project Site is not adjacent to the Santa Clarita River.
Policy CO-9.2.4: Ensure that new development projects provide trail connections to local and regional trail systems, where appropriate.	Consistent: The Project would provide a trail easement for a multi-use (hiking, mountain biking and equestrian) trail along the southwestern edge of the Project Site which would provide access between the trails on the Project Site and existing portions of the multi-purpose Hasley Canyon Trail along the southwest of the Project Site to the existing County trail system. Refer to **Section 4.0, Project Description,** of this EIR.
Policy CO-9.2.5: Promote the expansion of multi-use trails within rural areas of the Santa Clarita Valley.	Consistent: The Project would provide a trail easement for a multi-use (hiking, mountain biking and equestrian) trail along the southwestern edge of the Project Site which would provide access between the trails on the Project Site and existing portions of the multi-purpose Hasley Canyon Trail along the southwest of the Project Site to the existing County trail system. Refer to **Section 4.0, Project Description,** of this EIR.
Policy CO-9.2.6: Provide trails to scenic vistas and viewpoints.	Consistent: The Project would provide 4.5 miles of trails through the Project Site and includes the dedication of a multi-use trail segment. Refer to **Section 4.0, Project Description,** of this EIR.
Policy CO-9.2.7: Explore joint use opportunities to combine trail systems with utility easements, flood control facilities, open spaces, or other uses, where feasible.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-9.2.8: Ensure that trails are designed to protect habitat, ecosystems, and water quality.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-9.2.9: Pursue funding for trail maintenance and encourage volunteer participation in trail maintenance programs, where appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Open Space	
Goal CO-10: Open Space Preservation of open space to meet the community's multiple objectives for resource preservation.	Not Applicable: This goal is a responsibility of and directed to the County of Los Angeles.
Policy CO-10.1.1: Provide and protect a natural greenbelt buffer area surrounding the entire Santa Clarita Valley, which includes the Angeles National Forest, Santa Susana, San Gabriel, and Sierra Pelona Mountains, as a regional recreational, ecological, and aesthetic resource.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-10.1.2: The Santa Clara River corridor and its major tributaries shall be preserved as open space to accommodate storm water flows and protect critical plant and animal species, as follows: • Uses and improvements within the corridor shall be limited to those that benefit the community's use of the river in its natural state. • Development on properties adjacent to, but outside of the defined primary river corridor shall be: – Located and designed to protect the river's water quality, plants, and animal habitats by controlling the type and density of uses, drainage runoff (water treatment), and other relevant elements; and – Designed to maximize the full range of river amenities, including views and recreational access, while minimizing adverse impacts to the river.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. Hasley Creek is a tributary (via its confluence with Castaic Creek) to the Santa Clara River; consistent with the Policy, the Project would maintain the corridor as Open Space. Additionally, per **Mitigation Measure MM 5.3-6**, the western drainage (Tributary 1) will be restored to a condition that would reduce the degree of erosion that occurs now. This would include terracing and re-contouring the near vertical banks and restoring vegetation including mainland holly-leaf cherry and California live oaks. The restoration plan would include engineered hydrological design to reduce erosion from offside drainage from the north. It would also include a planting plan/palette for the terraced/re-contoured banks. The plan would also include a five-year monitoring plan including monitoring methods, success criteria, and contingency actions should any of the success criteria not be met. Refer to **Sections 4.0, Project Description; 5.3, Biological Resources;** and **5.10, Land Use,** in this EIR.
Policy CO-10.1.3: Through dedications and acquisitions, obtain open space needed to preserve and protect wildlife corridors and habitat, which may include land within SEA's, wetlands, woodlands, water bodies, and areas with threatened or endangered flora and fauna.	Not Applicable: The Project Site is not within an SEA, and has no wetlands or areas with Threatened or Endangered flora. The westerly ridgeline and areas within the Project Site to the west of that ridgeline, will be preserved as open space and modifications will be avoided except for stabilization and restoration of an area previously used for sand mining, the construction of trails, landscape areas and the extension of Barcelona Road to provide public access to these areas. Hasley Creek, and adjoining areas, including oak woodland, will also be preserved as open space and avoided, with the exception of mitigation in the area for spadefoot toad and to stabilize the watercourses as described in **Section 5.3, Biological Resources,** of this EIR.
Policy CO-10.1.4: Maintain and acquire, where appropriate, open space to preserve cultural and historical resources.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-10.1.5: Maintain open space corridors along canyons and ridgelines as a way of delineating and defining communities and neighborhoods, providing residents with access to natural areas, and preserving scenic beauty.	Consistent: The westerly ridgeline and areas within the Project Site to the west of that ridgeline, will be preserved as open space and modifications will be avoided except for stabilization and restoration of an area previously used for sand mining, the construction of trails, landscape areas and the extension of Barcelona Road to provide public access to these areas. Hasley Creek and adjoining areas will also be preserved as open space and avoided, with the exception of mitigation in the area as described in **Section 5.3, Biological Resources,** of this EIR. Although most of the remaining portions of the easterly significant ridgeline are proposed to be removed, the easterly ridgeline has been substantially removed by prior grading at the Project Site and therefore its removal will not substantially affect the natural setting. Refer to **Section 5.1, Aesthetics,** of this EIR
Policy CO-10.1.6: Delineate open space uses within hazardous areas to protect public health and safety, which may include areas subject to seismic rupture, flooding, wildfires, or unsafe levels of noise or air pollution.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-10.1.7: Acquire adequate open space for recreational uses, coordinating location and type of open space with master plans for trails and parks.	Consistent: Project amenities will include a community recreation center, a 7.45 acre neighborhood park, eight privately maintained recreational lots, and 4.5 miles of pedestrian trails and will dedicate a portion of a multi-use trail segment. Refer to **Section 5.13, Recreation,** of this EIR.
Policy CO-10.1.8: Encourage the use of vacant lots as community gardens, where appropriate.	Not Applicable: The Project is not an infill development. However, the Project includes a proposed vineyard and a citrus grove, for shade, comfort, and aesthetic enhancement throughout the Project Site and to reduce the heat island effect. In addition, lot sizes are greater than 7,000 square feet and average 12,672 square feet, providing opportunities for individuals to garden. Refer to **Section 4.0, Project Description,** of this EIR.
Policy CO-10.1.9: Preserve forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas, and other open space that provides natural carbon sequestration benefits.	Consistent: The Project Site is not within an SEA, and has no wetlands or areas with Threatened or Endangered flora and fauna or wildlife corridors. The Project Site is also not an area of proposed groundwater recharge. The Project would assist in the implementation of this policy through the provision of approximately 225.02 acres of recreation and open space within walking distance of the dwelling units. Further, the ridgelines to the north, the westerly ridgeline and areas within the Project Site to the west of that ridgeline, will be preserved as open space and modifications will be avoided except for stabilization and restoration of an area previously used for sand mining, the construction of trails, landscape areas and the extension of Barcelona Road to provide public access to these areas. Hasley Creek, and adjoining areas, including oak woodland, will also be preserved as open space and avoided, with the exception of mitigation in the area for spadefoot toad and to stabilize the watercourses as described in **Section 5.3, Biological Resources**, of this EIR.
Policy CO-10.1.10: Support efforts by the City of Santa Clarita to ensure that the open space acquisition plan developed pursuant to the 2007 Open Space District formation conforms to the goals and objectives of the City's General Plan.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-10.1.11: Partner with conservation agencies and other entities to acquire and maintain open space, combining funding and other resources for joint-use projects, where appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-10.1.12: Identify, pursue, and ensure adequate funding sources to maintain open space areas.	Consistent: The Homeowners' Association will be responsible for maintaining the eight privately maintained lots and all other open space areas on the Project Site. The County will be responsible for maintenance of the park (if dedicated to the County) and the multi-use trail.
Policy CO-10.1.13: Provide reasonable accommodation to ensure that residents throughout the Santa Clarita Valley have equal access to open space areas, in consideration of the health benefits to residents from access to nature.	Consistent: The Project will provide residents of the Santa Clarita Valley with on-site open space in the form of improved open space, recreation areas, including a proposed park, and natural areas.
Policy CO-10.1.14: Protect open space from human activity that may harm or degrade natural areas, including but not limited to off road motorized vehicles, vandalism, campfires, overuse, pets, noise, excessive lighting, dumping, or other similar activities.	Consistent: During construction, the Applicant and its contractors will be responsible for securing the Project Site. Following operation, the open space on the Project Site will be maintained by the Homeowners' Association, which will be responsible for private security throughout the Project Site.

Open Space and Conservation Element

Goals / Policies	Analysis of Project Consistency
Policy CO-10.1.15: In conformance with State law, ensure that any action by which open space land is acquired or disposed of, restricted, or regulated, be consistent with the open space plan contained in this element.	Consistent: Open space on the Project Site will be privately owned and maintained. The multi-use trail easement is identified on County trail plans and will be acquired by the County through dedication on the tentative tract map in accordance with subdivision requirements. Consistency with the open space plan in demonstrated throughout this policy analysis.
Policy CO-10.1.16: In conformance with State law, ensure that all development is consistent with the open space plan contained in this element.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy CO-10.1.17: Allow alternative energy projects in areas designated for open space, where consistent with other uses and values.	Not Applicable: No alternative energy projects are proposed on the Project Site.
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.	Consistent: The Project will provide parks and landscaped areas including street and shade trees, a vineyard and a citrus grove, for shade, comfort, and aesthetic enhancement throughout the Project Site and to reduce the heat island effect. The Project will use drought tolerant landscaping. Refer to **Section 4.0, Project Description,** of this EIR.
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.	Consistent: The Project will provides approximately 225.02 acres of recreation and open space including parks and landscaped areas. Approximately 4.5 miles of pedestrian trails will traverse the Project Site, providing access to open space and recreation. The open space areas are located around the developed areas and would be connected to one another via a pedestrian network. The Project also includes dedication of the existing multi-use Hasley Canyon trail that provides access to adjoining open space areas. Refer to **Section 4.0, Project Description,** of this EIR.
Policy CO-10.2.3: Where feasible, integrate open space areas with neighboring uses and parcels, to create shared amenities and green spaces.	Consistent: The Project includes amenities for residents and the public including a community recreation center, a 7.45-acre neighborhood park, six secondary park and recreation areas which provide active and passive amenities, and 4.5 miles of pedestrian trails and accompanying infrastructure. The Project also includes dedication of the existing multi-use Hasley Canyon trail that provides access to adjoining open space areas. Refer to **Section 4.0, Project Description,** of this EIR.
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.	Consistent: The Project will provide parks and landscaped areas including street and shade trees, and proposes a vineyard and a citrus grove, for shade, comfort, and aesthetic enhancement throughout the Project Site and to reduce the heat island effect. Refer to **Section 4.0, Project Description,** of this EIR.
Policy CO-10.2.5: Where appropriate, allow density transfers and density-controlled development (clustering) in accordance with the provisions of the Zoning Ordinance to encourage retention of open space, provided that all residential lots meet the minimum lot size requirements of a Community Standards District, where applicable.	Consistent: The Project seeks a CUP to allow density controlled development on the Project Site (for an average density of 1.2 du per acre) in order to allow the retention of approximately 225.02 acres (approximately 52 percent of the Project Site) for open space and recreational uses.

Safety Element

Goals / Policies	Analysis of Project Consistency
Geologic Hazards	
Goal S-1: Geologic Hazards Protection of public safety and property from hazardous geological conditions, including seismic rupture and ground shaking, soil instability, and related hazards.	Consistent: Compliance with County building codes and implementation of the **PDFs** and **Mitigation Measures MM 5.6-1** through **MM 5.6-16** included in **Section 5.6, Geology and Soils,** this EIR would reduce potential geological and geotechnical impacts to less than significant.
Policy S-1.1.1: Maintain maps of potentially active faults and fault zones, based on information available from the Alquist-Priolo Special Studies Zone maps, United States Geological Survey, State Board of Geologists, State Mining and Geology Board, and other appropriate sources.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and other local and state agencies.
Policy S-1.1.2: Maintain maps of areas subject to liquefaction and landslides, based on data provided by the State and other appropriate sources.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and other local and state agencies.
Policy S-1.1.3: In the event of significant incidents of soil subsidence, compile data and prepare maps showing areas with potential for this hazard.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and other local and state agencies.
Policy S-1.1.4: Maintain maps showing potential inundation areas from dam failure.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and other local and state agencies.
Policy S-1.2.1: Implement requirements of the Alquist-Priolo Earthquake Fault Zoning Act.	Not Applicable: The Project Site is located within the Val Verde 7.5-minute quadrangle, for which there are no identified Alquist-Priolo Earthquake Fault Zones. Refer to **Section 5.6, Geology and Soils,** of this EIR.
Policy S-1.2.2: Restrict the land use type and intensity of development in areas subject to fault rupture, landslides, or liquefaction, in order to limit exposure of people to seismic hazards.	Consistent: The Project Site has been the focus of numerous geologic and geotechnical reports. With the implementation of the recommendations found in these reports, impacts related to potential hazards from faulting, landslides, liquefaction, or subsidence would be less than significant. Refer to **Section 5.6, Geology and Soils,** of this EIR.
Policy S-1.2.3: Require soils and geotechnical reports for new construction in areas with potential hazards from faulting, landslides, liquefaction, or subsidence, and incorporate recommendations from these studies into the site design as appropriate.	Consistent: The Project Site has been the focus of numerous geologic and geotechnical reports. With the implementation of the recommendations found in these reports, impacts related to potential hazards from faulting, landslides, liquefaction, or subsidence would be less than significant. Refer to **Section 5.6, Geology and Soils,** of this EIR.
Policy S-1.2.4: Enforce seismic design and building techniques in the County Building Code.	Consistent: The Project would be required to comply with all applicable state and County Building Code relating to seismic design standards. Refer to **Section 5.6, Geology and Soils,** of this EIR.
Policy S-1.2.5: Consider the potential for inundation from failure of the Castaic or Bouquet Canyon Reservoir dams when reviewing development proposals within potential inundation areas.	Not Applicable: The Project Site is not within the Castaic or Bouquet Canyon Reservoir inundation areas, which generally track south along Castaic Creek and its flood plain to its confluence with the Santa Clara River.
Policy S-1.3.1: Identify any remaining unreinforced masonry buildings or other unstable structures, and require remediation or seismic retrofitting as needed to meet seismic safety requirements.	Not Applicable: The Project Site does not contain any unreinforced masonry buildings or other unstable structures
Policy S-1.3.2: Increase earthquake safety in all public facilities through bracing of shelves, cabinets, equipment and other measures as deemed appropriate.	Not Applicable: The Project does not include public facilities.
Policy S-1.3.3: Provide informational materials to the public on how to make their homes and businesses earthquake safe.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.

Safety Element

Goals / Policies	Analysis of Project Consistency
Policy S-1.3.4: Cooperate with other agencies as needed to ensure regular inspections of public infrastructure such as bridges, dams, and other critical facilities, and require repairs to these structures as needed to prevent failure in the event of seismic activity.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and other local and state agencies.
Flood Hazards	
Goal S-2: Flood Hazards Protection of public safety and property from unreasonable risks due to flooding.	Consistent: The portions of the Project Site proposed to be developed are outside of the 100-year flood zone. Refer to **Section 5.9, Hydrology and Water Quality**, of this EIR.
Policy S-2.1.1: On the Land Use Map, designate appropriate areas within the floodplain as open space for multi-use purposes, including flood control, habitat preservation, and recreational open space. Development in the floodplain will require mitigation as deemed necessary by the reviewing authority.	Consistent: The portions of the Project Site proposed to be developed are outside of the 100-year flood zone. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR.
Policy S-2.1.2: Promote Low Impact Development standards on development sites, including but not limited to minimizing impervious surface area and promoting infiltration, in order to reduce the flow and velocity of stormwater runoff throughout the watershed.	Consistent: The Project would be designed to include water quality BMPs, such as bioretention areas, planter boxes, vegetated swales, and permeable pavement to promote infiltration and reduce the flow and velocity of stormwater runoff. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR
Policy S-2.1.3: Promote the use of vegetated drainage courses and soft-bottom channels for flood control facilities to the extent feasible, in order to achieve water quality and habitat objectives in addition to flood control.	Consistent: The Project would be designed to include water quality BMPs, such as bioretention areas, planter boxes, vegetated swales, and permeable pavement to promote infiltration and mitigate impacts to water quality. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR.
Policy S-2.1.4: Cooperate with other agencies, as appropriate, regarding the related issues of flood control, watershed management, water quality, and habitat protection.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy S-2.1.5: Promote the joint use of flood control facilities with other beneficial uses where feasible, such as by incorporating detention basins into parks and extending trails through floodplains.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy S-2.2.1: Prepare and maintain maps of floodways and floodplains based on information from the Federal Emergency Management Agency (FEMA) and other appropriate sources in order to qualify for FEMA's National Flood Insurance Program.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and other local and state agencies.
Policy S-2.2.2: Identify areas subject to localized short-term flooding due to drainage deficiencies.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy S-2.3.1: Implement drainage master plans designed to handle storm flows from the 100-year storm.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy S-2.3.2: Include funding for drainage and flood control improvements in the annual County Budget.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy S-2.4.1: Require that new development comply with FEMA floodplain management requirements.	Consistent: The Project does not include and housing in a floodplain as mapped by FEMA. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR
Policy S-2.4.2: On the Land Use Map, restricts the type and intensity of land use in flood-prone areas, or requires floodproof construction, as deemed appropriate.	Consistent: The portions of the Project Site proposed to be developed are outside of the 100-year flood zone. Refer to **Section 5.9, Hydrology and Water Quality,** of this EIR.
Policy S-2.5.1: Address drainage problems that cause flooding on prominent transportation corridors by working with multi-jurisdictional agencies and stakeholders to construct needed drainage improvements.	Consistent: The Project would be constructed to ensure storm flows would not exceed capacity of existing storm drains resulting in off-site flooding. Refer to **Section 5.9, Hydrology and Water Quality**, of this EIR.

Safety Element

Goals / Policies	Analysis of Project Consistency
Policy S-2.5.2: Provide for the maintenance of drainage structures and flood control facilities to avoid system malfunctions and overflows.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and other local and state agencies.
Fire Hazards	
Goal S-3: Fire Hazards Protection of public safety and property from fires.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and other local and state fire suppression agencies.
Policy S-3.1.1: Coordinate on planning for new fire stations to meet current and projected needs.	Consistent: The Project would pay a Developer Fee that is designed to mitigate the impacts of new projects on fire facilities and equipment demand. Refer to **Section 5.12.4, Fire Services,** of this EIR.
Policy S-3.1.2: Program adequate funding for capital fire protection costs and explore all feasible funding options to meet facility needs.	Consistent: The Applicant shall pay fire facilities fees to the satisfaction of the County of Los Angeles. Refer to **Section 5.12.4, Fire Services,** of this EIR.
Policy S-3.1.3: Require adequate fire flow as a condition of approval for all new development, which may include installation of additional reservoir capacity and/or distribution facilities.	Consistent: Concurrent with the issuance of building permits, the Project shall provide water mains, fire hydrants, and fire flows, as required by the Los Angeles County Fire Department. Refer to **Section 5.12.4, Fire Services,** of this EIR.
Policy S-3.2.1: Identify areas of the Santa Clarita Valley that are prone to wildland fire hazards and address these areas in fire safety plans.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and other local and state fire suppression agencies.
Policy S-3.2.2: Enforce standards for maintaining defensible space around structures through clearing of dry brush and vegetation	Consistent: The Project would be constructed in accordance with County fuel modification standards. Refer to **Section 5.12.4, Fire Services,** of this EIR
Policy S-3.2.3: Establish landscape guidelines for fire-prone areas with recommended plant materials, and provide this information to builders and members of the public.	Consistent: The Project would prepare a Final Fuel Modification Plan, and Landscape and Irrigation Plan, as required for projects located within a Very High Fire Hazard Severity Zone. These two plans shall be submitted to and approved by the Los Angeles County Fire Department prior to building construction. The Final Fuel Modification Plan shall depict a fuel modification zone in conformance with the Fuel Modification Ordinance in effect at the time of subdivision. Refer to **Section 5.12.4, Fire Services,** of this EIR.
Policy S-3.2.4: Require sprinkler systems, fire resistant building materials, and other construction measures deemed necessary to prevent loss of life and property from wildland fires.	Consistent: The Project would be required to comply with all applicable State and County Building Code and Fire Code requirements for items such as types of roofing materials, building construction. Refer to **Section 5.12.4, Fire Services,** of this EIR.
Policy S-3.2.5: Ensure adequate secondary and emergency access for fire apparatus, which includes minimum requirements for road width, surface material, grade, and staging areas.	Consistent: All roadways on-site would be constructed in conformance with the requirements of County standards. Additionally, mitigation is proposed requiring that all access roads be constructed consistent with Fire Department access requirements. Refer to **Section 5.12.4, Fire Services,** of this EIR.
Policy S-3.2.6: For areas adjacent to the National Forest, cooperate with the United States Forest Service regarding land use and development issues.	Not Applicable: The Project is not adjacent to the National Forest.
Policy S-3.2.7: Continue to provide information and training to the public on fire safety in wildland interface areas.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and other local and state fire suppression agencies.

Safety Element

Goals / Policies	Analysis of Project Consistency
Hazardous Materials	
Goal S-4: Hazardous Materials Protection of public safety and property from hazardous materials.	Not Applicable: This goal is a responsibility of and directed to the County of Los Angeles.
Policy S-4.1.1: Continue to support clean-up efforts and re-use plans for the Whittaker-Bermite property in the City of Santa Clarita.	Not Applicable: The Project Site is not in proximity to the Whittaker-Bermite property.
Policy S-4.1.2: Coordinate with other agencies to address contamination of soil and groundwater from hazardous materials on various sites, and require that contamination be cleaned up to the satisfaction of the County and other responsible agencies prior to issuance of any permits for new development.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and other local and state agencies.
Policy S-4.2.1: On the Land Use Map, restrict the areas in which activities that use or generate large amounts of hazardous materials may locate, to minimize impacts to residents and other sensitive receptors in the event of a hazardous materials incident.	Not Applicable: The Project is a residential project that would not generate hazardous materials.
Policy S-4.2.2: Through the development review process, ensure that any new development proposed in the vicinity of a use that stores or generates large amounts of hazardous materials provides adequate design features, setbacks, and buffers to mitigate impacts to sensitive receptors in the event of a hazardous materials incident.	Not Applicable: The Project is a residential development and does not have any commercial components, nor would it store or generate large amounts of hazardous materials.
Policy S-4.2.3: Require businesses to verify procedures for storage, use, and disposal of hazardous materials.	Not Applicable: The Project is a residential development and does not have any commercial components.
Policy S-4.2.4: Cooperate with other agencies to hold regular events to promote safe disposal of small amounts of household hazardous waste, including e-waste, by Santa Clarita Valley residents.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Law Enforcement	
Goal S-5: Law Enforcement Protection of public safety through the provision of law enforcement services and crime prevention strategies.	Consistent: The Project would provide a Neighborhood Watch program and would incorporate "defensible space" into the design of the Project to help reduce the number of calls and need for service on the Project Site. Refer to **Section 5.12.3, Sheriff Services,** of this EIR.
Policy S-5.1.1: Participate in a multi-jurisdictional task force to evaluate alternatives for combining public safety services with administrative services within a centralized government complex serving the entire Santa Clarita Valley.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and other local and state law enforcement agencies.
Policy S-5.1.2: Provide staff assistance to assess future law enforcement needs, and work together with the City of Santa Clarita, the Sheriff's Department, and other partners to develop and implement plans for meeting these needs.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles and other local and state law enforcement agencies.
Policy S-5.1.3: Cooperate on implementation of funding mechanisms for law enforcement services.	Consistent: The Applicant would pay the required sheriff facilities impact fee. Refer to **Section 5.12.3, Sheriff Services,** of this EIR.
Policy S-5.2.1: Promote and participate in the Business Watch program to assist business owners in developing and implementing crime prevention strategies.	Not Applicable: The Project is a residential development and does not have any commercial components.
Policy S-5.2.2: Promote and support Neighborhood Watch programs to assist residents in establishing neighborhood crime prevention techniques.	Consistent: The HOA for the Project could assist in forming a Neighborhood Watch programs to assist residents in establishing neighborhood crime prevention techniques to the extent deemed necessary by residents of the Project. Refer to **Section 5.12.3, Sheriff Services,** of this EIR.
Policy S-5.2.3: Provide code enforcement services to maintain minimum health and safety standards and as a deterrent to crime.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.

Noise Element

Goals / Policies	Analysis of Project Consistency
Noise Environment	
Goal N-1: Noise Environment A healthy and safe noise environment for Santa Clarita Valley residents, employees, and visitors.	Partially Consistent: In order to help reduce Project construction noise impacts, the construction contractor will be required to erect temporary construction noise barriers to reduce the transmission of construction noise to sensitive receptors below the County's 75 dB(A) threshold at nearby receptors and to implement other BMPs to reduce the transmission of construction noise. Refer to **Section 5.11, Noise**, **Mitigation Measure MM 5.11-1.** With implementation of these mitigation measures, it is anticipated that noise impacts will be substantially reduced, although there may be significant unavoidable impacts from noise at certain locations during specific periods of construction. As further discussed in **Section 5.11, Noise,** of this EIR, Project related operational noise increases would be less than significant, amounting to a 3 dB(A) increase along the roadway segments analyzed, which is not perceptible to the human ear. Thus, once constructed, the Project would not generate excessive noise.
Policy N-1.1.1: Use the Noise and Land Use Compatibility Guidelines contained in Figure N-8, which are consistent with State guidelines, as a policy basis for decisions on land use and development proposals related to noise.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The roadway noise contours shown on Figure N-8 most closely track with the major highway network; as it is more than a mile away from the I-5, the Project Site is not within these contours.
Policy N-1.1.2: Continue to implement the adopted Noise Ordinance and other applicable code provisions, consistent with state and federal standards, which establish noise impact thresholds for noise abatement and attenuation, in order to reduce potential health hazards associated with high noise levels.	Partially Consistent:. In order to help reduce Project construction noise impacts, the construction contractor will be required to erect temporary construction noise barriers to reduce the transmission of construction noise to sensitive receptors below the County's 75 dB(A) threshold at all nearby receptors and to implement other BMPs to reduce the transmission of construction noise. Refer to **Section 5.11, Noise**, **Mitigation Measure MM 5.11-1**. With implementation of these mitigation measures, it is anticipated that noise impacts will be substantially reduced, although there may be significant unavoidable impacts from noise at certain locations during specific periods of construction. As further discussed in **Section 5.11, Noise,** of this EIR, Project related operational noise increases would be less than significant, amounting to a 3 dB(A) increase along the roadway segments analyzed, which is not perceptible to the human ear.
Policy N-1.1.3: Include consideration of potential noise impacts in land use planning and development review decisions.	Consistent: The County of Los Angeles Department of Regional Planning, Land Divisions Section is providing an Environmental Impact Report for the Project to the decision makers. Potential impacts to noise are analyzed in **Section 5.11, Noise**.

Noise Element

Goals / Policies	Analysis of Project Consistency
Policy N-1.1.4: Control noise sources adjacent to residential, recreational, and community facilities, and those land uses classified as noise sensitive.	Partially Consistent. In order to help reduce Project construction noise impacts, the construction contractor will be required to erect temporary construction noise barriers to reduce the transmission of construction noise to sensitive receptors below the County's 75 dB(A) threshold at all nearby receptors and to implement other BMPs to reduce the transmission of construction noise. Refer to **Section 5.11, Noise**, **Mitigation Measure MM 5.11-1**. With implementation of these mitigation measures, it is anticipated that noise impacts will be substantially reduced, although there may be significant unavoidable impacts from noise at certain locations during specific periods of construction. As further discussed in **Section 5.11, Noise** of this EIR, Project related operational noise increases would be less than significant, amounting to a 3 dB(A) increase along the roadway segments analyzed, which is not perceptible to the human ear.
Policy N-1.1.5: Monitor and update data and information regarding current and projected noise levels in the planning area.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy N-1.1.6: Provide development review comments on projects proposed by other agencies and special districts that may generate noise impacts affecting land uses within the Santa Clarita Valley, including any freeway and high-speed rail projects.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Reduction of Noise from Traffic	
Goal N-2 : Reduction of Noise from Traffic Protect residents and sensitive receptors from traffic-generated noise.	Consistent A discussed in **Section 5.11, Noise** of this EIR, Project related operational noise increases due to traffic would be less than significant, amounting to a 3 dB(A) increase along the roadway segments analyzed, which is not perceptible to the human ear.
Policy N-2.1.1: Encourage owners of existing noise-sensitive uses, and require owners of proposed noise sensitive land uses, to construct sound barriers to protect users from significant noise levels, where feasible and appropriate.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy N-2.1.2: Encourage the use of noise absorbing barriers, where appropriate.	Consistent: In order to help reduce Project construction noise impacts the construction contractor shall erect temporary construction noise barriers to reduce the transmission of construction noise to sensitive receptors below the County's 75 dB(A) threshold at all nearby receptors, where feasible. Refer to **Section 5.11, Noise**, **Mitigation Measure MM 5.11-1**.
Policy N-2.1.3: Where appropriate, coordinate with the California Department of Transportation (Caltrans) to ensure that sound walls or other noise barriers are constructed along Interstate 5 and State Route 14 in the immediate vicinity of residential and other noise sensitive developments, where setbacks and other sound alleviation devices do not exist.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles. The Project is not in the immediate vicinity of I-5 or State Route 14.
Policy N-2.1.4: Reduce significant noise levels related to through-traffic in residential areas by promoting subdivision circulation designs to contain a hierarchy of streets which efficiently direct traffic to highways.	Consistent: Future traffic on the proposed roadway extensions through the Project Site and on existing local roadways would generate noise but the increase in noise generated by project traffic would not be perceptible to the human ear and would not have a significant impact. Refer to **Section 5.11, Noise,** of this EIR.
Policy N-2.1.5: Encourage employers to develop van pool and other travel demand management programs to reduce vehicle trip-generated noise in the planning area.	Not Applicable: The Project does not include commercial development.

Noise Element

Goals / Policies	Analysis of Project Consistency
Policy N-2.1.6: Work with the City of Santa Clarita Transit to improve and expand current public transit services and routes to reduce vehicle trips and resulting noise levels.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Policy N-2.1.7: Require vehicle owners to properly maintain their equipment to avoid generating excessive noise levels.	Not Applicable: This policy is a responsibility of and directed to the County of Los Angeles.
Residential Neighborhoods	
Goal N-3: Residential Neighborhoods Protect residential neighborhoods from excessive noise.	Partially Consistent. In order to help reduce Project construction noise impacts, the construction contractor shall erect temporary construction noise barriers to reduce the transmission of construction noise to sensitive receptors below the County's 75 dB(A) threshold at all nearby receptors, where feasible. Project related operational noise increases would be less than significant, amounting to a 3 dB(A) increase along the roadway segments analyzed, which is not perceptible to the human ear. Refer to **Section 5.11, Noise**, **Mitigation Measure MM 5.11-1**.
Policy N-3.1.1: Require that developers of new single-family and multi-family residential neighborhoods in areas where the ambient noise levels exceed 60 Community Noise Equivalent Levels (CNEL) provide mitigation measures for the new residences to reduce interior noise levels to 45 CNEL, based on future traffic and railroad noise levels.	Consistent. As discussed in **Section 5.11 Noise** of this EIR, Project related operational noise increases would be less than significant, amounting to a 3 dB(A) increase along the roadway segments analyzed, which is not perceptible to the human ear. New housing constructed under the Project would be required to meet County indoor noise standards, as defined in Chapter 12, Interior Environment, Section 1207 sound Transmission.
Policy N-3.1.2: Require that developers of new single-family and multi-family residential neighborhoods in areas where the projected noise levels exceed 65 CNEL provide mitigation measures (which may include noise barriers, setbacks, and site design) for new residences to reduce outdoor noise levels to 65 CNEL, based on future traffic conditions. This requirement would apply to rear yard areas for single-family developments, and to private open space and common recreational and open space areas for multi-family developments.	Consistent As discussed in **Section 5.11 Noise** of this EIR, 24-hour monitored noise levels in the Project vicinity are less than 65 CNEL.
Policy N-3.1.3: Through enforcement of the applicable Noise Ordinance, protect residential neighborhoods from noise generated by machinery or activities that produce significant discernable noise exceeding recommended levels for residential uses.	Consistent: The Project would implement mitigation measures to reduce construction noise to the extent feasible. Refer to **Section 5.11, Noise,** of this EIR.
Policy N-3.1.4: Require that those responsible for construction activities develop techniques to mitigate or minimize the noise impacts on residences, and adopt standards that regulate noise from construction activities that occur in or near residential neighborhoods.	Consistent: The Project would implement mitigation measures to reduce construction noise to the extent feasible. Refer to **Section 5.11, Noise,** of this EIR.
Policy N-3.1.5: Require that developers of private schools, childcare centers, senior housing, and other noise sensitive uses in areas where the ambient noise level exceeds 65 dBA (day), provide mitigation measures for these uses to reduce interior noise to acceptable levels.	Consistent As discussed in **Section 5.11, Noise,** of this EIR, 24-hour monitored noise levels in the Project vicinity are less than 65 CNEL.
Policy N-3.1.6: Ensure that new residential buildings shall not be located within 150 feet of the centerline for Interstate 5.	Consistent. The Project Site is not within 150 feet of the centerline for Interstate 5.
Policy N-3.1.7: Ensure that design of parks, recreational facilities, and schools minimize noise impacts to residential neighborhoods.	Consistent. The Project includes parks and recreational facilities. In general, these facilities would be located in areas that are accessible to the residential units but where they would not result in excessive noise.

Noise Element

Goals / Policies	Analysis of Project Consistency
Policy N-3.1.8: As a condition of issuing permits for special events, require event promoters to mitigate noise impacts to adjacent sensitive uses through limiting hours of operation and other means as appropriate, which may include notification to affected residents.	Not Applicable: The Project will not include large-scale special events.
Policy N-3.1.9: Implement a buyer and renter notification program for new residential developments where appropriate, to educate and inform potential buyers and renters of the sources of noise in the area and/or new sources of noise that may occur in the future. As determined by the reviewing authority, notification may be appropriate in the following areas: a. Within one mile of Six Flags Magic Mountain theme park, potential buyers and renters should receive notice that noise may occasionally be generated from this facility and that the frequency and loudness of noise events may change over time. b. Within 1,000 feet of the railroad, potential buyers and renters should receive notice that noise may occasionally be generated from this facility and that the frequency and loudness of noise events may change over time. c. Within 200 feet of commercial uses in mixed-use developments, potential buyers and renters should receive notice that the commercial uses within the mixed-use developments may generate noise in excess of levels typically found in residential areas, that the commercial uses may change over time, and the associated noise levels and frequency of noise events may change along with the use. **d.** Within 1,000 feet of the Saugus Speedway, in the event speedway operations are resumed in the future.	Not Applicable: The Project Site is not proximate to any of the listed facilities/uses.
Commercial and Industrial Noise	
Goal N-4: Commercial and Industrial Noise Protection of sensitive uses from commercial and industrial noise generators.	Not Applicable: The Project does not include commercial or industrial uses.
Policy N-4.1.1: Implement and enforce the applicable Noise Ordinance to control noise from commercial and industrial sources that may adversely impact adjacent residential neighborhoods and other sensitive uses.	Not Applicable: The Project does not include commercial or industrial uses.
Policy N-4.1.2: Require appropriate noise buffering between commercial or industrial uses and residential neighborhoods and other sensitive uses.	Consistent. The Project does not include commercial or industrial uses. The nearest home sites for the Project are more than 0.5 mile (as the crow flies) from the nearest light industrial manufacturing site and are therefore not sufficiently close to the Commerce Center to require noise buffering.
Policy N-4.1.3: Adopt and enforce standards for the control of noise from commercial and entertainment establishments when adjacent to residential neighborhoods and other sensitive uses.	Not Applicable: The Project does not include commercial or entertainment uses.

Table 5.10-3
Project Consistency with Castaic Area Communitywide Development Standards*

Principle	Analysis
3. Trails. In general. Except as provided in subsection 3.d below, all new land divisions, including minor land divisions, shall contain trails in accordance with the Master Plan of Trails ("Master Trail Plan") maintained by the county department of parks and recreation ("parks department") and consistent with the Santa Clarita Valley Area Plan. Input by the Santa Clarita Valley Trails Advisory Committee regarding trail development shall be considered by the hearing officer and/or commission in reviewing land divisions. Trail construction shall be completed and approved by the parks department prior to the recordation of the final map for the land division.	Consistent: The 4.5 miles of pedestrian trails included in the Project will be designed to conform to the Master Trail Plan, and appropriately approved by the parks department prior to the recordation of the final map for the land division. Further, a multi-use trail included in the Project would provide access to Hasley Canyon Trail along the southwestern portion of the Project Site. This multi-use trail easement will be dedicated to the County of Los Angeles Parks and Recreation Department and will further extend the existing Hasley Canyon Trail towards the west, north of the Val Verde community. The trail will be open to the public and will be accessible to equestrians, hikers, joggers, and bicyclists.
4. Neighborhood Parks. Subject to Sections 21.24.340, 21.24.350, 21.28.120, 21.28.130, and 21.28.140, the hearing officer and/or commission shall, to the greatest extent possible, require the subdivider of a residential land division to provide sufficient park space such that 90 percent of all residential lots within the land division are within one-half mile of a neighborhood park that has a minimum size of two acres.	Consistent: The Project will include a 7.45 acre neighborhood park, eight privately maintained (i.e., maintained by the HOA) pocket parks and 4.5 miles of pedestrian trails, available for active and passive recreational uses. The distribution of the trails and parks throughout the Project Site would ensure that 90 percent of all residential lots within the land division are within 0.5 mile of a park that has a minimum size of 2 acres. Refer to **Figure 4.0-3, Conceptual Site Plan**.
5. Hillsides. In addition to the applicable requirements of Section 22.56.215, the following standards shall apply to development within a "hillside management area," as defined in Section 22.08.080 1. Contour grading shall be used to present a rounded appearance that blends with the natural terrain; 2. Curvilinear street design and other improvements shall be used to minimize grading alterations and emulate the natural contours of the hillsides; 3. Terraced drains required in cut-and-fill slopes shall be paved with colored concrete to blend with the natural soil or shall be concealed with berms; 4. Terraced slopes resulting from grading shall be landscaped with locally indigenous vegetation, as described in subsection D.8, below; 5. In addition to the requirements of subsection D.6, residential projects located at or near the crest of a ridgeline and on or near a hillside with a down slope greater than 15 percent and facing a public right-of-way, shall provide 15 gallon non-invasive trees within 10 feet of the top of the slope, spaced a maximum of 15 feet apart; and Grading and brushing on slopes with a 50 percent or greater steepness shall be prohibited, except for: i. Clearance brushing for fire safety or for controlling soil erosion or flood hazards; ii. Grading or brushing for vegetation clearance by a public utility from its right-of-way; iii. Grading or brushing to remove invasive or noxious	Consistent: As discussed in greater detail above, the Project will comply with all of the requirements as set forth in the Castaic Area CSD, as well as the requirements of the Hillside Management Area Ordinance (LA County Code, Title 22, § 22.56.215). Refer also to **Section 5.1, Aesthetics,** for a discussion concerning the impacts of the Project on scenic resources.

Principle	Analysis
weeds that pose health and safety hazard to humans or animals; or iv. Grading or brushing approved under a hillside management conditional use permit pursuant to Section 22.56.215	
6. Significant Ridgeline Protection. a. Significant ridgelines categories. For purposes of this CSD, significant ridgelines shall consist of primary and secondary ridgelines. The location of these primary and secondary ridgelines, and the standards for their designation, are shown on the official Significant Ridgeline Map prepared and maintained in the offices of the county department of regional planning and on the map, not drawn to scale, following this Section. b. Development restrictions on significant ridgelines. Except as provided in subsection D.6.c, below, no development, grading, construction, or improvements shall be allowed on: i. A significant ridgeline; ii. Within a 50-foot radius from every point on the crest of a primary ridgeline; or iii. Within a 25-foot radius from every point on the crest of a secondary ridgeline. c. Significant ridgeline exemptions. Provided an approval is obtained pursuant to subsection D.6.d, below, the following structures or uses may be permitted on significant ridgelines, or within the respective 50-foot and 25-foot restricted areas surrounding such significant ridgelines: i. Accessory buildings or structures; ii. Additions and/or modifications to an existing single-family residence; iii. New single-family residences where not more than one such residence is proposed to be built by the same person on contiguous parcels of land; iv. Open spaces, conservation areas, parks, recreation areas, and/or trails; v. Water tanks or transmission facilities; vi. Architecturally superior structures, other than new single-family residences, which maximize the aesthetic appeal of the hillsides and significant ridgelines, and minimize the disturbance of the natural setting; and vii. Roads providing access to any of the structures or uses described in subsections D.6.c.iv, D.6.c.v., or D.6.c.vi. d. Significant ridgeline exemption approval. i. No exemption under subsection D.6.c shall be allowed unless the applicant obtains: (A). A director's review and approval pursuant to subsection G, below, for structures or uses described in subsection D.6.c.i, D.6.c.ii, and D.6.c.iii; or (B). A conditional use permit, as provided in Part 1, Chapter 22.56, for structures or uses described in subsections D.6.c.iv, D.6.c.v, or D.6.c.vi. The application for the conditional use permit must contain the information either required by or described in Sections 22.56.030, 22.56.040 and, where applicable, subsections D and E of Section 22.56.215 ii. In addition to any information required by subsection D.6.d.i, an application for a significant ridgeline	Generally Consistent: As discussed in greater detail above, the easterly significant ridgeline has been substantially graded pursuant to the Prior Entitlements. The requested grading under the Project is substantially consistent with those prior approvals. However, due to subsequent mapping of the ridgeline as significant, the Applicant is seeking a variance to authorize additional grading on the remaining portions of the easterly ridgeline located on the Project Site and a conditional use permit to authorize further grading of the westerly ridgeline.

Principle	Analysis
exemption approval shall also demonstrate that the proposed use: (A). Is compatible with adjacent uses, the character of the neighboring community, and the goals and policies of the general plan; (B). Will leave the crest of the significant ridgeline in its natural state; (C). Is designed to minimize the amount of grading necessary and will use landscaping to minimize the visual impact of the project; (D). Will not be materially detrimental to the visual character of the neighborhood or the Castaic communities; (E). Will not impede the normal and orderly development of surrounding properties and will not promote encroachments on significant ridgelines; and (F). Will not degrade the visual integrity of the significant ridgeline, as verified through submission of a precise illustration and depiction.	
7. Clustering. a. Except in the Hasley Canyon Area and Violin Canyon Area, as described in Sections F.2 and F.3, respectively, clustering may be allowed in this CSD under the conditions described in subsection D.7.b below, provided the applicant obtains a conditional use permit as set forth in Part 1, Chapter 22.56, and in accordance with Section 22.56.205 b. Clustering is allowed within this CSD only if findings are made that clustering can: i. Reduce grading alterations; ii. Preserve native vegetation; iii. Preserve unique land features; iv. reserve open space; v. Enhance recreational areas; and/or vi. Protect view corridors and view sheds.	Consistent: In order to preserve and protect 225.02 acres of recreational and natural open space, as well as the western ridgeline, and blue-line and ephemeral streambeds present on the Project Site, the Project will locate the proposed single-family residences to take advantage of the previously undertaken grading work on the Project Site. Refer to **Figure 4.0-3, Conceptual Site Plan**. Further, the Project is consistent with the more urban designations provided in the SCVAP 2012 which allow for densities of up to 2 du per acre (the Project density is 1.2 du per acre).
8. Locally indigenous vegetation. The removal or destruction of locally indigenous vegetation is prohibited on a parcel of land one acre or greater in size, where the area of removal or destruction is greater than ten percent of the parcel. For purposes of this subsection, locally indigenous vegetation is defined as the vegetation listed on the Castaic Area List of Indigenous Plants, prepared and maintained by regional planning. This subsection shall not apply to the removal or destruction of locally indigenous vegetation: a. That is necessary to comply with county regulations relating to brush clearance for fire safety or is otherwise required by the county fire department; b. On a publicly owned right-of-way; c. By a public utility on its own property or right-of-way or on land providing access to such property or right-of-way; d. For work performed under a permit issued to control erosion or flood hazards; or e. That poses a hazard to persons or property, as determined by the county fire department.	Generally Consistent: With the exception of the removal and replacement of one oak tree(pursuant to all appropriate County permitting), the Project would seek to maintain those portions of the Project Site reserved as natural open space with as much locally indigenous vegetation as possible, subject to County regulations relating to brush clearance for fuel modification and fire safety. It should be noted that focused surveys for rare plants in 1997–1998 and in 2013 determined no special-status plant species (as defined under state and federal guidelines) were present on the Project Site at that time. Refer to **Section 5.3, Biological Resources,** for more information.

Principle	Analysis
9. Fences. Fences along any public or private road shall comply with the applicable provisions of Section 22.48.160 and shall be made of split rail, open wood, rock, block, or iron. Chain link may be substituted for these materials but must be landscaped along the entire length of the fence to a height determined appropriate by the director. Such landscaping shall be maintained in the manner described in subsection G.1.c.iv, below.	Consistent: The Project as designed does not include any fencing along any public roadways.
10. Lighting. Outdoor lighting shall be provided in accordance with the applicable provisions of Part 9 of Chapter 22.44	Consistent: The Project shall comply with all outdoor lighting requirements, including the County of Los Angeles Rural Outdoor Lighting District Ordinance, also known as the 'Dark Sky Ordinance', under this Development Standard. Further discussion regarding the outdoor lighting is provided in **Section 5.1, Aesthetics**.
11. Water tanks. Water tanks shall be screened from public view by fast-growing, drought tolerant native tree species or by an earth berm landscaped with locally indigenous vegetation as described in subsection D.8, above. The selection of appropriate native vegetation and fast growing tree species shall be subject to the director's approval. Water tanks shall also be painted to match, as near as possible, the color of the surrounding landscaping or trees used to screen them.	Consistent: The Project shall comply with all screening requirements related to the proposed water tank under this Development Standard. Further discussion regarding the water tank and its placement and screening is provided in **Section 5.1, Aesthetics**.
15. Oak Tree Protection. Notwithstanding the exemptions from publishing and hearing contained in subsection C of Section 22.56.2130 and Section 22.56.2160, respectively, an oak tree permit for the removal or relocation of one oak tree in conjunction with a single-family residence use, which use is permitted in the applicable zone, shall require publishing and hearing as otherwise required in Part 16 of Chapter 22.56	Consistent: The Project shall seek an oak tree permit for the removal of one oak tree as required under this Development Standard. Further discussion regarding oak tree removal and mitigation are provided in **Section 5.3, Biological Resources**.
16. Town Council Notification. The County Department of Regional Planning shall provide notice by first-class mail twice a month to the secretary of the Castaic Area Town Council identifying all applications filed during the previous 15 day period for projects within the CSD that involve consideration of a: a. Zone change; b. Land division; c. Conditional use permit; d. General plan amendment; e. Variance; or f. A freeway-oriented sign exceeding 25 feet in height.	Consistent: The Project shall comply with all notification and hearing requirements under this Development Standard.
E. Zone-specific Development Standards. 1. Residential and Agricultural Zones. a. Lot Size. Except in the Hasley Canyon Area and Violin Canyon Area, as described, respectively, in subsections F.2 and F.3, below, single-family residential lots created by a new land division shall: i. Contain a minimum area of 7,000 square feet; ii. Have an average lot size of at least 10,000 square feet for the subdivision, except as provided in subsection iv, below. iii. Have no more than 43 percent of the lots with the	Consistent: The Project will include minimum 7,000 square foot lots. The Project does not include any areas that would require buffers per E.1.b.

Principle	Analysis
minimum size of 7,000 square feet. iv. Subsection 2.a.ii, above, shall not apply to new land divisions that are in an urban land use plan classification and adjacent to the I-5 transportation corridor, as shown in the Santa Clarita Valley Area Plan. b. Buffer areas. i. Buffer areas shall exist between: (A) Single-family residential uses and multi-family residential uses; (B) Single-family residential uses and condominium uses; and (C) Single-family residential uses where the lot size is less than 10,000 square feet, and single-family residential uses where the lot size is greater than or equal to 15,000 square feet. ii. For purposes of this subsection, buffer areas can consist of natural features, such as hills, creeks, or rivers, or they can consist of berms, parks, green belts, or trees.	

** only those Development Standards relevant to the Project have been included.*
Source: Castaic Area Community Standards District, Community-wide Development Standards and Impact Sciences, February 2014

Table 5.10-4
Project Consistency with SCAG Regional Transportation Plan/ Sustainable Communities Strategy Visioning Principles

Goals/Principle	Analysis of Project Consistency
RTP Regional Goals:[1]	
Align the plan investments and policies with improving regional economic development and competitiveness	Not applicable. The alignment of plan investments with policies is the responsibility of SCAG.
Maximize mobility and accessibility for all people and goods in the region	Consistent. The Project would maximize mobility and accessibility for residents by placing housing in proximity to transit including bus and Metrolink.
Ensure travel safety and reliability for all people and goods in the region	Not applicable. The safety of the transportation system is the responsibility of the County and other regional and state entities.
Preserve and ensure a sustainable regional transportation system	Not applicable. The preservation of the transportation system is the responsibility of the County and other regional and state entities.
Maximize the productivity of our transportation system	Consistent. The Project would provide housing proximate to an existing Metrolink station. The Project is in an area that is served by existing transit including the City of Santa Clarita Transit bus system which offers two stops less than a mile from the Project Site and the County's Metrolink which operates the Santa Clarita Station 8.7 miles from the Project Site.

Goals/Principle		Analysis of Project Consistency
Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)		Consistent. The Project includes open space and connections, on-site pedestrian sidewalks and trails and provides a connection to Hasley Canyon Trail and Castaic Creek regional trail to promote active recreation and encourage non-motorized transportation such as bicycling and walking.
Actively encourage and create incentives for energy efficiency, where possible		Consistent. The Project includes the construction of housing in accordance with the latest energy efficiency measures including the Los Angeles County Green Building Standards.
Encourage land use and growth patterns that facilitate transit and non-motorized transportation		Partially Consistent. The Project is in an area that is served by existing transit including the City of Santa Clarita Transit bus system which offers two stops less than a mile from the Project Site and the County's Metrolink which operates the Santa Clarita Station 8.7 miles from the Project Site. The Project also includes 4.5 miles of trails to facilitate non-motorized transportation on site, as well as the dedication and improvement of a multi-use trail along the southern border of the Project Site.
Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies		Not applicable. The security of the transportation system is the responsibility of the City, County and other regional and state entities.
RTP/SCS Policies:[2]		
RTP/SCS P2	Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region	Not applicable. Maintenance, safety, and operations of existing transportation systems are the responsibility of the County and other regional and state entities.
RTP/SCS P3	RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives	Consistent. The Project is consistent with the local land use plans and policies for the project area. The Project Site is zoned for single-family use. Further, the SCVAP 2012 designates the Project Site as H2-Residential which is considered a more urban land use designation and allows density of up to 2 du per acre. The Project is consistent with surrounding land uses in terms of scale and density. The SCVAP 2012 designations were developed using SCAG's growth visioning principles of mobility, livability, prosperity, and sustainability and advance the RTP/SCS policies. As such, the Project is consistent with local growth strategies.
RTP/SCS P4	Transportation demand management (TDM) and non-motorized transportation will be focus areas, subject to Policy 1	Not applicable. TDM strategies are the responsibility of the County, and other regional and state entities.
RTP/SCS P5	HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1	Not applicable. The Project is a residential project and does not have a relationship to HOV gap closures.
SCS Goals[3]		
SCS G1	Better Place making: Creating better places to live and work	Consistent. The Project is a community that promotes active lifestyles through the inclusion of open space and trails. In addition, the Project's design will be similar to surrounding communities and include attractive street frontage, landscaped areas, and street lighting.
SCS G2	Lower costs to taxpayers and families: including options that create more compact neighborhoods and placing everyday destinations closer to homes and closer to one another.	Consistent. The Project is located within a mile of two public bus stops. The Project also includes the extension of Barcelona Road to provide increased access to local schools. Services such as restaurant and commercial uses are also provided in close proximity to the Project Site.

Goals/Principle		Analysis of Project Consistency
SCS G3	Benefits to Public Health and the Environment	Consistent. The Project is consistent with the Los Angeles County Healthy Design Guidelines (LACC 21.16.015 et seq.). The Project includes active recreational opportunities to promote better public health including a 7.45 acre neighborhood park, six secondary park and recreation areas maintained by the HOA and 4.5 miles of pedestrian trails, available for active and passive recreational uses. The distribution of the trails and parks throughout the Project Site would ensure that 90 percent of all residential lots within the land division are within one-half mile of a park. Refer to **Figure 4.0-3, Conceptual Site Plan**. The Project will also include trail and road extensions which will connect to local schools and the adjacent residential developments through the Project Site, providing pedestrian and vehicular access to open space and recreation areas.
SCS G4	Greater Responsiveness to Demographics and the Changing Housing Market	Consistent. The Project promotes a pedestrian friendly community with trails, nearby recreation facilities, and transit options (i.e., bus and Metrolink service) in accordance with market trends and demographics. The Project is consistent with the SCVAP 2012 which was developed in response to demographic and market trends.
SCS G5	Improved Access and Mobility	Consistent. The Project would increase housing options within the Santa Clarita Valley and would locate housing proximate to transit options (i.e., bus and Metrolink).

Source: 2012-2035 SCAG RTP/SCS

[1] *2012-2035 SCAG RTP/SCS Table 1.1 RTP/SCS Goals*

[2] *2012-2035 SCAG RTP/SCS Table 1.2 RTP/SCS Goals*

[3] *2012-2035 SCAG RTP/SCS pgs. 112 and 113*

Table 5.10-5
Project Consistency with SCAG Regional Comprehensive Plan and Guide Voluntary Local Government Best Practices

Voluntary Best Practices	Analysis of Project Consistency
Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.	Consistent. The Project would increase housing options within the Santa Clarita Valley, consistent with the State Housing Element law and the SCVAP 2012 to better accommodate their share of forecast of regional growth
Local governments should take a comprehensive approach to updating their General Plans, keeping General Plans up-to-date and providing progress reports on updates and implementation, as required by law.	Consistent. The Project includes the construction of housing in accordance with the SCVAP 2012, which includes the Planning Area's most recent land use designations.
Developers and local governments should integrate green building measures into project design and zoning such as those identified in the US Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.	Consistent. The Project satisfies the requirements of the Los Angeles County Green Building Standards and will install energy star appliances and incorporate other sustainable development principles as described in **Section 5.7, Greenhouse Gas Emissions**.

INTRODUCTION

This section of the Draft EIR describes the existing noise environment in the Project area and evaluates the potential noise and vibration impacts associated with implementation of the Project. The analysis estimates noise and vibration at surrounding land uses resulting from Project construction and operation, identifies the potential for significant noise and vibration impacts, and provides mitigation measures to address significant impacts. Supporting technical data including noise calculations and measurements are found in **Appendices 5.11-1** through **5.11-5** of this Draft EIR.

5.11.1 ENVIRONMENTAL SETTING

Characteristics of Sound (Noise and Vibration)

Noise

Noise is usually defined as unwanted sound that is an undesirable byproduct of society's normal day-to-day activities. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, and/or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies; for example, it is less sensitive to low and high frequencies than medium frequencies, which more closely correspond with human speech.

In response to the sensitivity of the human ear to different frequencies, the A-weighted noise level (or scale), which corresponds better with people's subjective judgment of sound levels, has been developed. This A-weighted sound level, referenced in units of dB(A), is measured on a logarithmic scale such that a doubling of sound energy results in a 3 dB(A) increase in noise level. Examples of typical A-weighted sound sources are presented in **Figure 5.11-1, Examples of Typical A-Weighted Sound Levels**. In general, changes in a community noise level of less than 3 dB(A) are not typically noticed by the human ear.[1] Changes from 3 to 5 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise.[2] A greater than 5 dB(A) increase is clearly noticeable, while the human ear perceives a 10 dB(A) increase in sound level to be a doubling of sound.

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1 Federal Highway Administration, *Highway Noise Fundamentals*, (1980) 81.

2 Engineering Noise Control, Bies & Hansen, 1988.

Noise sources occur in two forms: (1) point sources, such as stationary equipment; and (2) line sources, such as a constant flow of traffic on a busy roadway. Sound generated by a point source typically diminishes (attenuates) at a rate of 6 dB(A) for each doubling of distance from the source to the receptor at acoustically "hard" sites and 7.5 dB(A) at acoustically "soft" sites.[3] For example, a 60 dB(A) noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dB(A) at 100 feet from the source and 48 dB(A) at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3 dB(A) and 4.9 dB(A) per doubling of distance from the source to the receptor for hard and soft sites, respectively.[4] **Table 5.11-1 Noise Level Attenuation over Distanc**e, illustrates the relationship of distance to noise levels for acoustically "hard" sites.

Table 5.11-1
Noise Level Attenuation over Distance

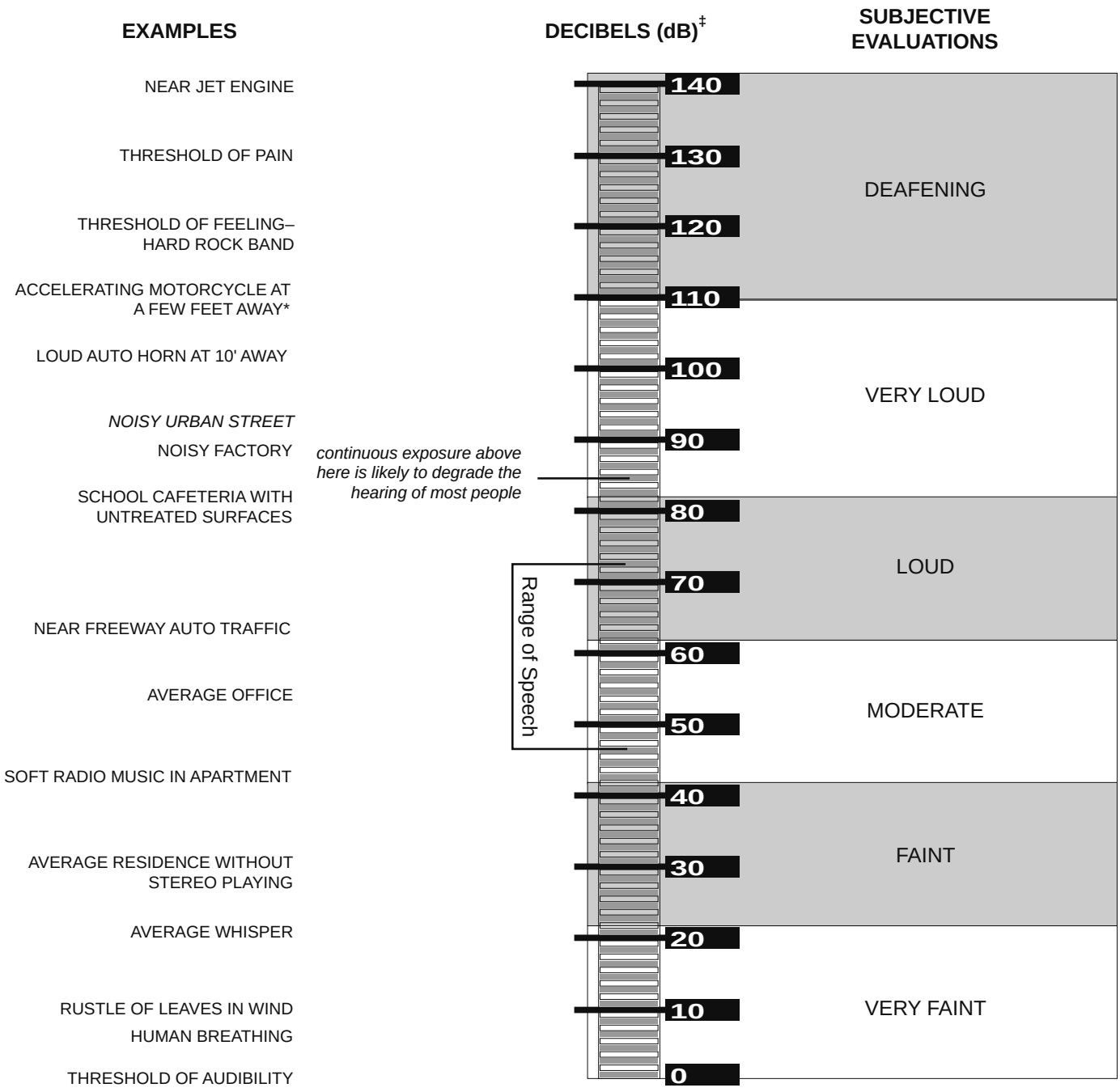
Distance to Sensitive Receptor	Noise Level dB(A)
50 feet	99
100 feet	93
200 feet	87
400 feet	81
800 feet	75
1,000 feet	74.5
1,600 feet	69

Source: Impact Sciences, Inc. 2015.

Sound levels also can be attenuated by man-made or natural barriers (e.g., sound walls, berms, ridges), as well as elevational differences, as illustrated in **Figure 5.11-2, Noise Attenuation by Barriers and Elevation Differences**.

3 Federal Highway Administration, *Highway Noise Fundamentals*, (1980) 97. Examples of "hard" or reflective sites include asphalt, concrete, and hard and sparsely vegetated soils. Examples of acoustically "soft" or absorptive sites include soft, sand, plowed farmland, grass, crops, heavy ground cover, etc.

4 Federal Highway Administration, *Highway Noise Fundamentals*, (1980) 97.

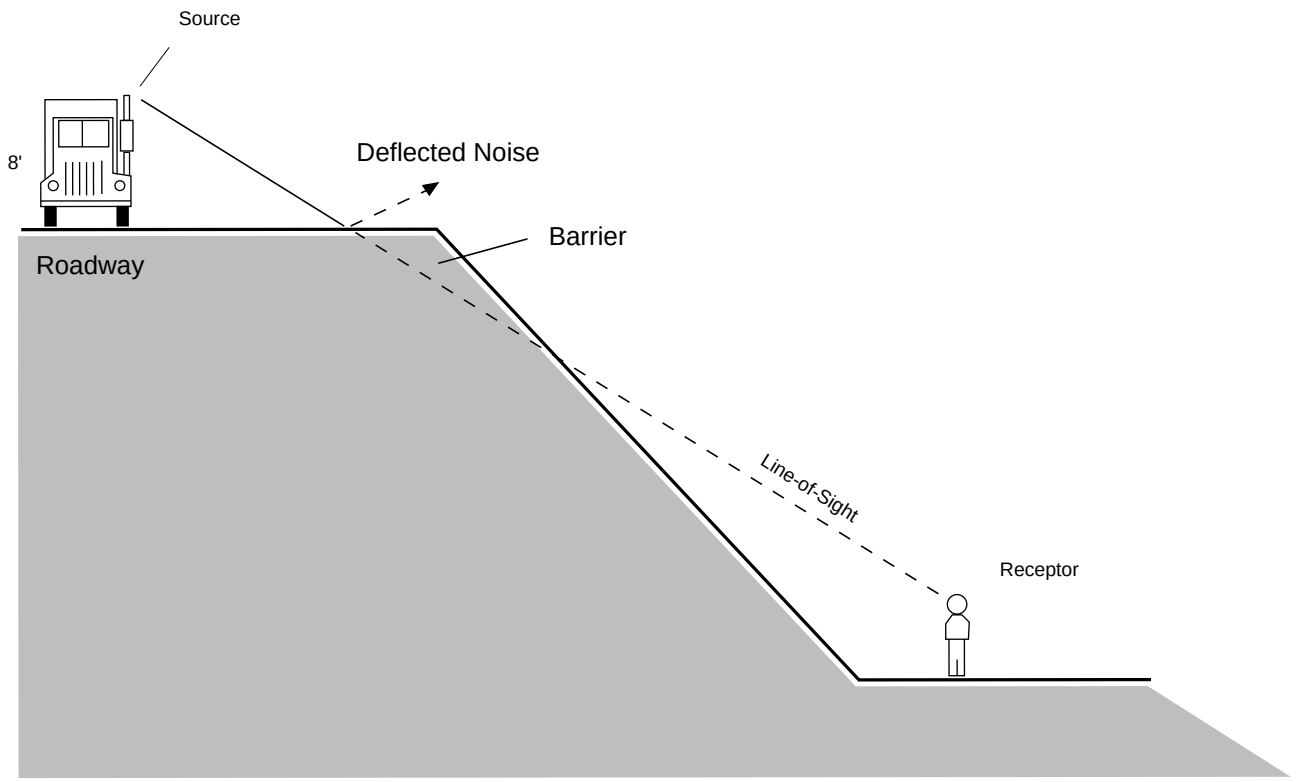


** NOTE: 50' from motorcycle equals noise at about 2000' from a four-engine jet aircraft.*

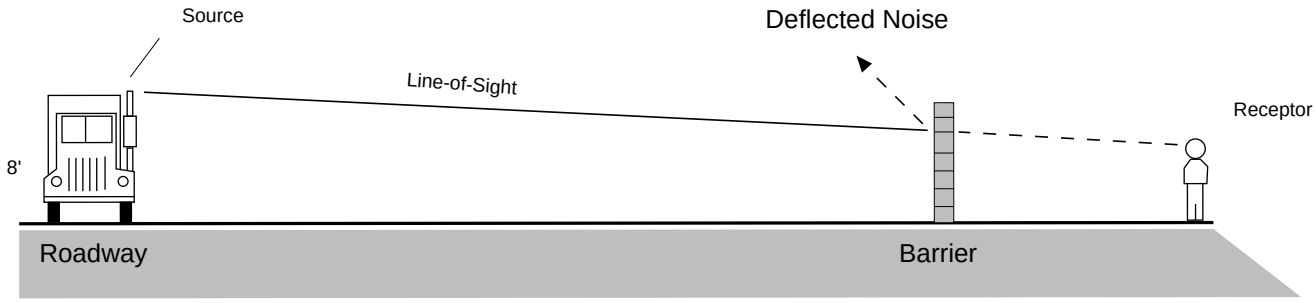
‡NOTE: dB are "average" values as measured on the A–scale of a sound–level meter.

FIGURE **5.11-1**

Examples of Typical A-Weighted Sound Levels



"Barrier Effect" Resulting from Differences in Elevation.



"Barrier Effect" Resulting from Typical Soundwall.

SOURCE: Impact Sciences, Inc., March 2015

FIGURE **5.11-2**

Noise Attenuation by Barriers and Elevation Differences

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Solid walls and berms may reduce noise levels by 5 to 10 dB(A) depending on their height and distance relative to the noise source and the noise receptor.[5] Sound levels may also be attenuated 3 to 5 dB(A) by a first row of houses and 1.5 dB(A) for each additional row of houses.[6] The minimum noise attenuation provided by typical structures in California is provided in **Table 5.11-2, Outside-to-Inside Noise Attenuation (dB(A))**.

Table 5.11-2
Outside-to-Inside Noise Attenuation (dB(A))

Building Type	Open Windows	Closed Windows
Hotels/Motels	17	25
Residences	17	25
Schools	17	25
Churches	20	30
Hospitals/Convalescent Homes	17	25
Offices	17	25
Theaters	20	30

Source: Gordon, C.G., W.J. Galloway, B.A. Kugler, and D.L. Nelson. NCHRP Report 117: Highway Noise: A Design Guide for Highway Engineers. Washington, D.C.: Transportation Research Board, National Research Council, 1971.

Sound Rating Scales

Various rating scales approximate the human subjective assessment to the "loudness" or "noisiness" of a sound. Noise metrics have been developed to account for additional parameters, such as duration and cumulative effect of multiple events. Noise metrics are categorized as single event metrics and cumulative metrics, as summarized below.

In order to simplify the measurement and computation of sound loudness levels, frequency weighted networks have obtained wide acceptance. The A-weighted (dB(A)) scale has become the most prominent of these scales and is widely used in community noise analysis. Its advantages are that it has shown good correlation with community response and is easily measured. The metrics used in this analysis are all based upon the dB(A) scale.

5 Federal Highway Administration, *Highway Noise Mitigation*, (1980) 18.

6 T.M. Barry and J.A. Reagan, *FHWA Highway Traffic Noise Prediction Model*, (1978) 33.

Equivalent Noise Level

Equivalent Noise Level (Leq) is the sound level corresponding to a steady-state A-weighted sound level containing the same total energy as several single event noise exposure level events during a given sample period. Leq is the "energy" average noise level during the period of the sample. It is based on the observation that the potential for noise annoyance is dependent on the total acoustical energy content of the noise. Leq can be measured for any period, but is typically measured for 15 minutes, 1 hour, or 24-hours. Leq for a 1-hour period is used by the Federal Highway Administration (FHWA) for assessing highway noise impacts. Leq for 1-hour is referred to as the Hourly Noise Level (HNL) in the California Airport Noise Regulations and is used to develop Community Noise Equivalent Level values for aircraft operations. Construction noise levels and ambient noise measurements in this section use the Leq scale.

Community Noise Equivalent Level

Community Noise Equivalent Level (CNEL) is a 24-hour, time-weighted energy average noise level based on the A-weighted decibel. It is a measure of the overall noise experienced during an entire day. The term "time-weighted" refers to the penalties attached to noise events occurring during certain sensitive periods. In the CNEL scale, 5 dB are added to measured noise levels occurring between the hours of 7:00 PM and 10:00 PM. For measured noise levels occurring between the hours of 10:00 PM to 7:00 AM, 10 dB are added. These decibel adjustments are an attempt to account for the higher sensitivity to noise in the evening and nighttime hours, and the expected lower ambient noise levels during these periods. Existing and projected future traffic noise levels in this section use the CNEL scale.

Day-Night Average Noise Level

The day-night average sound level (Ldn) is another average noise level over a 24-hour period. Noise levels occurring between the hours of 10:00 PM and 7:00 AM are increased by 10 decibels (dB). This noise is weighted to take into account the decrease in community background noise of 10 dB(A) during this period. Noise levels measured using the Ldn scale are typically similar to CNEL levels.

Vibration

Vibration consists of waves transmitted through a solid medium. Groundborne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may be comprised of a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in Hertz (Hz). Most environmental vibrations consist of a composite, or "spectrum" of many frequencies, and are generally classified as broadband or random vibrations. The normal frequency range of most groundborne vibration that can be felt generally starts

from a low frequency of less than 1 Hz to a high of about 200 Hz. Vibration is often measured in terms of the peak particle velocity (PPV) in inches per second (in/sec) when considering impacts on buildings or other structures, as PPV represents the maximum instantaneous peak of vibration that can stress buildings. Because it is a representation of acute vibration, PPV is often used to measure the temporary impacts of short-term construction activities that could instantaneously damage built structures. Vibration is often also measures by the Root Mean Squared (RMS) because it best correlates with human perception and response. Specifically, RMS represents "smoothed" vibration levels over an extended period of time and is often used to gauge the long-term chronic impacts of a project's operation on the adjacent environment.

Vibration energy attenuates as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. High frequency vibrations reduce much more rapidly than low frequencies, so that in the far-field from a source, the low frequencies tend to dominate. Soil properties also affect the propagation of vibration. When groundborne vibration interacts with a building, there is usually a ground-to-foundation coupling loss (i.e., the foundation of the structure does not move in sync with the ground vibration), but the vibration can also be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows or of items on shelves, or the motion of building surfaces. At high levels, vibration can result in damage to structures.

Manmade groundborne vibration is generally limited to areas within a few hundred feet of certain types of construction activities, especially pile driving. Road vehicles rarely create enough groundborne vibration to be perceptible to humans unless the road surface is poorly maintained and there are potholes or bumps. If traffic, typically heavy trucks, induces perceptible vibration in buildings, such as window rattling or shaking of small loose items, then it is most likely an effect of low-frequency airborne noise or ground characteristics. Human annoyance by vibration is related to the number and duration of events. The more events or the greater the duration, the more annoying it will be to humans.

Adverse Effects of Noise Exposure

Noise is known to have several adverse effects on humans, which has led to laws and standards being set to protect public health and safety, and to ensure compatibility between land uses and activities. Adverse effects of noise on people include hearing loss, communication interference, sleep interference, physiological responses, and annoyance. Each of these potential noise impacts on people is briefly discussed in the following narrative.

Hearing Loss

Hearing loss is generally not a community noise concern, even near a major airport or a major freeway. The potential for noise induced hearing loss is more commonly associated with occupational noise exposures in heavy industry, very noisy work environments with long term exposure, or certain very loud recreational activities, such as target shooting, motorcycle or car racing, etc. The Occupational Safety and Health Administration (OSHA) identifies a noise exposure limit of 90 dB(A) for 8 hours per day to protect from hearing loss (higher limits are allowed for shorter duration exposures). Noise levels in neighborhoods, even in very noisy neighborhoods, are generally not sufficiently loud to cause hearing loss assuming local governments ensure that new and existing land uses are compatible with their noise environment.

Communication Interference

Communication interference is one of the primary concerns in environmental noise problems. Communication interference includes speech interference and interference with activities such as watching television. Noise can also interfere with communications within school classrooms, as well as classroom activities. Normal conversational speech is in the range of 60 to 65 dB(A) and any noise in this range or louder may interfere with speech.

Sleep Interference

Noise can make it difficult to fall asleep, create momentary disturbances of natural sleep patterns by causing shifts from deep to lighter stages, and cause awakening. Noise may even cause awakening that a person may or may not be able to recall.

Annoyance

Annoyance is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. Noise that one person considers tolerable can be unbearable to another of equal hearing capability. The level of annoyance depends both on the characteristics of the noise (including loudness, frequency, time, and duration), and how much activity interference (such as speech interference and sleep interference) results from the noise. However, the level of annoyance is also a function of the attitude of the receiver. Personal sensitivity to noise varies widely. It has been estimated that 2 to 10 percent of the population is highly susceptible to annoyance from any noise not of their own making, while approximately 20 percent are unaffected by noise. Attitudes may also be affected by the relationship between the person affected and the source of noise, and whether attempts have been made to abate the noise.

Existing Conditions

Noise Sources and Sensitive Receptors

As shown in **Figure 3.0-2, Project Boundary and Environmental Setting**, a variety of land uses surround the Project Site. Planned residential communities are located east of the Project Site bordered by the I-5 South. To the north, additional residential communities exist along Hillcrest Parkway and encompass three sides of Castaic Middle and Elementary Schools, which are located to the northwest of the Project Site. Further west along Hasley Canyon Road are additional single-family developments. The residential developments to the east and north are suburban subdivisions, while open space and low-density equestrian estate homes are located west and southwest of the Project Site.

Motor vehicle noise on freeways and other roadways is the primary noise source in the vicinity of the Project Site. Other sources of noise include typical residential noise such as people talking, car doors slamming, dogs barking, etc. The Castaic Middle School Campus, located approximately 1,000 feet north of the Project Site, generates noise during school and after-school activities that would be noticeable on the Project Site. The next nearest school is Castaic Elementary, located about 1,100 feet north of the Project Site. Live Oak Elementary School is located approximately 1.7 miles southeast of the Project Site and Santa Clarita Valley International School is located one mile southeast of the Project Site. Based on the distance from the Project Site and intervening development acting as a noise buffer, no noise impacts would occur to other schools in the area.

Some land uses are considered more sensitive to intrusive noise than others based on the types of activities typically involved at the receptor location.[7] Residential uses are generally considered sensitive receptors. In this case, the existing single-family residential neighborhoods to the north and east are each considered sensitive receptors. Industrial uses, such as the industrial/manufacturing commerce center to the south of the Project Site and vacant land, such as that located to the west and southwest of the Project Site are not considered sensitive receptors. The nearest existing noise sensitive receptor to the Project Site is a single-family residential building located 40 feet from the Hayward Drive extension and single-family residences located 215 feet from the Barcelona Road extension.

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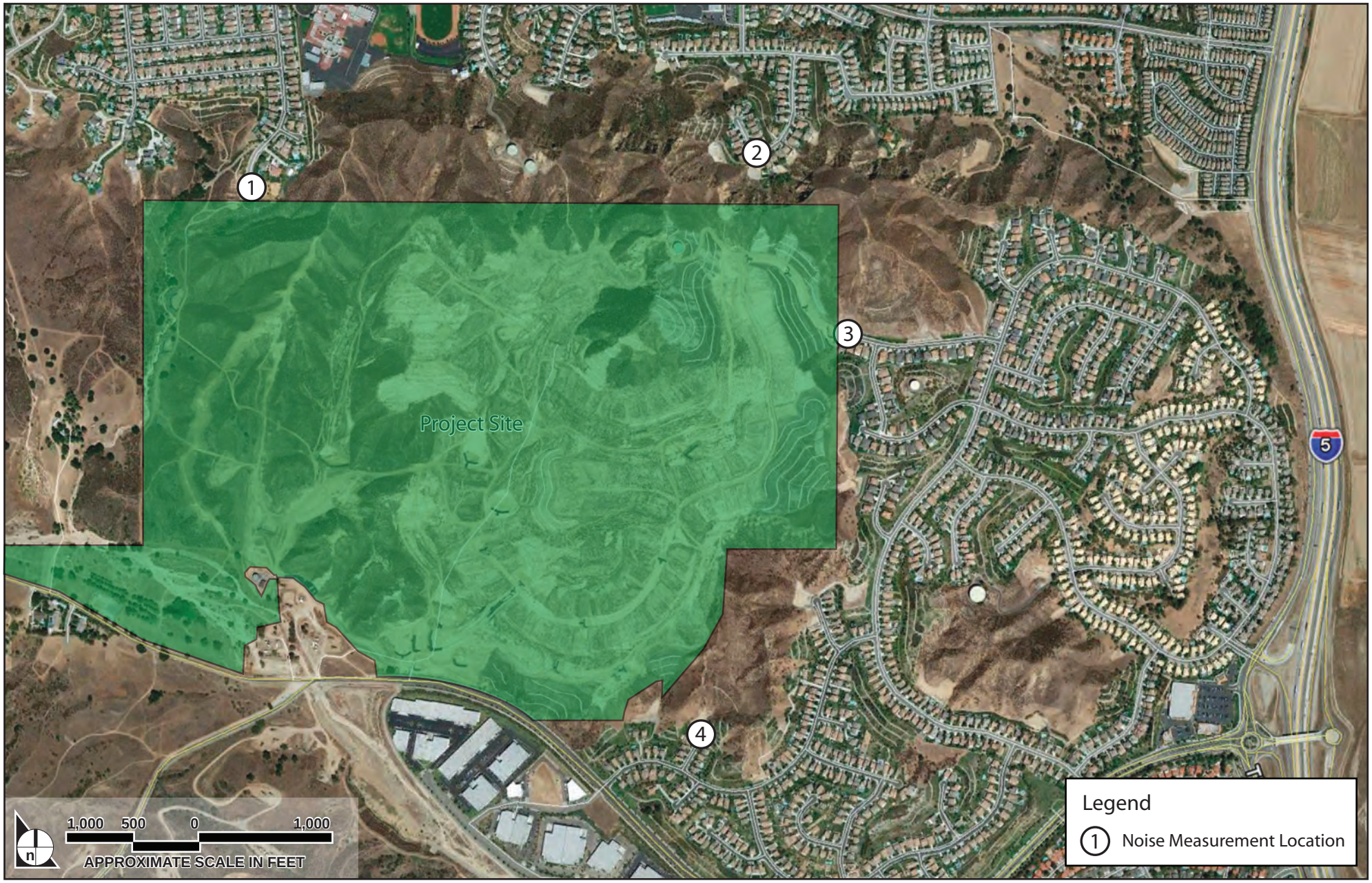
[7] The Federal Transit Administration identifies three categories of sensitive receptors: (1) Category 1 (High Sensitivity) includes hospitals, university research operations, (2) Category 2 (Residential) includes buildings where people sleep, such as houses, apartments, hospitals and hotels, and (3) Category 3 (Institutional) includes schools, churches, and offices that are daytime uses.

While schools are also generally considered sensitive receptors, these were not analyzed for potential noise impacts from construction because they are not expected to experience audible increases in ambient noise from Project construction for two reasons. First, their distance of 1,000 or more feet from the Project Site substantially attenuates any noise impacts. As noted earlier, sound generated by a point source typically attenuates at a rate of 7.5 dB(A) at acoustically "soft" sites (like in the vicinity of the Project Site). Therefore, a construction noise source that generates 89 dB(A) of noise at 50 feet, for example, would only generate 55.5 dB(A) of noise at 1,000 feet of distance. **Table 5.11-1** illustrates how sound attenuates as a function of distance. With the ambient noise levels of 55 dB(A) measured in these neighborhoods, ambient noise from Project construction would only increase 3 dB(A) at the closest school (i.e., Castaic Middle School). This increase is generally inaudible to most people. Second, the topographical profile of hills and other natural features between the Project Site and these schools would substantially attenuate any noise impacts from the Project Site. Specifically, Live Oak Elementary School is 0.6 mile southeast of the Project Site and has intervening structures and modest topographical features that would attenuate any construction noise from the Project Site to inaudible levels. Castaic Middle School is immediately north of the Project Site, but has intervening east-west oriented hills up to 200 feet in height that would substantially attenuate any noise from construction activities. Likewise, Castaic Elementary is north of the Project Site, but is also shielded by the same hills from any substantial impact from Project Site construction. Other schools in the area are too experience noise impacts.

Off-site Improvement Areas

The Project includes certain off-site improvements as described in **Section 4.0, Project Description**. While the majority of the off-site improvements would occur immediately adjacent to the Project entrance at Hasley Canyon Road, additional improvements (i.e., the upgrade of the existing water line) would occur along Sedona Way where nearby residences are located.



SOURCE: Google, Inc., April 2013

FIGURE **5.11-3**

Noise Measurement Locations

1154.001•03/15

Ambient Noise Levels

On July 1-2, 2013, 24-hour (long-term) weekday ambient noise measurements[8] were taken at four locations in the vicinity of the Project Site as depicted in **Figure 5.11-3, Noise Measurement Locations**. The noise monitoring sites were identified based on the proximity of noise-sensitive uses to the Project Site. The selected sites are those sensitive receptors nearest the Project Site and, based on the location of proposed construction, that would be most likely to experience noise impacts from construction and/or operation on the Project Site. The measurements were taken using Larson Davis Model 720 and 820 sound level meters, which satisfy the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation. Consistent with Section 12.08.420 of the Los Angeles County Code, which specifies a standard methodology for noise measurement, the sound meters were equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately 5 feet above ground. Weather conditions were clear with little to no wind.

The ambient noise levels measured at these locations are provided in **Table 5.11-3, 24-Hour Monitored Ambient Noise Levels (Leq)**. The measurements include both mobile/traffic (i.e., line sources) and point source noise. The dominant source of noise at these monitoring locations is traffic along adjacent streets. Point sources of noise in the vicinity of the Project Site include people talking, doors slamming, lawn care equipment operation, stereos, domestic animals, etc. Noise levels generated by these sources contribute to the ambient noise levels that are experienced in all similarly developed areas. As demonstrated in **Table 5.11-3**, existing ambient noise levels in these residential neighborhoods range from 55 dB(A) to 61 dB(A).

Table 5.11-3
24-Hour Monitored Ambient Noise Levels (Leq)

Receptor	Location	Noise Level dB(A) Leq
1	Barcelona Road – Northwest of Project Site	57
2	June Rose Court – North of Project Site	61
3	Hayward Drive – East of Project Site	55
4	Glendower Court – South of Project Site	56

Source: Impact Sciences. Inc. (2013)
*The 24-hour noise measurements are provided in **Appendix 5.11-2** of this Draft EIR.*

8 Ambient noise level is the level of existing noise occurring in the surrounding area, sometimes referred to as background noise.

In order to characterize the ambient roadway noise environment in the vicinity of the Project Site, noise prediction modeling was conducted based on vehicular traffic volumes along nearby roadway segments. Noise levels were modeled using the FHWA *Highway Traffic Noise Prediction Model* (FHWA-RD-77-108). This model calculates the average noise level in dB(A) CNEL along a given roadway segment based on traffic volumes, vehicle mix, average speeds, roadway geometry, and site conditions. The model calculates noise associated with a specific line source and the results characterize noise generated only by motor vehicle traffic along the specific roadway segment and do not reflect other noise sources near the Project Site.

As shown in **Table 5.11-4, Existing Roadway Noise Levels**, the roadway segments near the Project Site range from a low of 60.3 dB(A) CNEL to a high of 67.6 dB(A)CNEL at a distance of 75 feet from the roadway centerline. Refer to the Traffic Impact Study in **Appendix 5.14-1** for a detailed discussion of existing traffic along these roadways. Noise model calculations are available in **Appendix 5.11-1.**

Table 5.11-4
Existing Roadway Noise Levels

Roadway Segment	CNEL in dB(A) at 75 Feet from Roadway Centerline
Hasley Canyon Road east of Del Valle Road	60.3
Commerce Center Drive north of Hasley Canyon Road	64.0
Commerce Center Drive south of Franklin Parkway	65.4
Henry Mayo Drive (SR-126) east of Commerce Center Drive	67.6
The Old Road south of Hillcrest Parkway	64.5
The Old Road north of I-5 Freeway Southbound Ramps - Sedona Way	64.5
I-5 Freeway Southbound Ramps - Hasley Canyon Road s/o The Old Road	64.9
Hasley Canyon Road west of I-5 Freeway Northbound Ramps and	63.7

*Source: Impact Sciences, Inc. Calculations are provided in **Appendix 5.11-1**.*

The modeled roadway noise levels shown in **Table 5.11-4** were generated using average daily traffic volumes for nearby roadways and represent 24-hour CNEL noise levels, which, as discussed above, apply a penalty to noise occurring in evening and nighttime hours to reflect increased human sensitivity to noise in those periods.

Existing Groundborne Vibration Sources

The vibration environment within the vicinity of the Project Site is typically dominated by traffic from nearby roadways. Heavy trucks can generate groundborne vibrations that vary depending on vehicle

type, weight, and pavement conditions. Nonetheless, vibration levels adjacent to roadways are typically not perceptible. The primary sources of groundborne vibration within and adjacent to the Project Site include roadway truck traffic. Seismic events also cause vibration, but occur sporadically and are unpredictable in nature.

Regulatory Framework

Federal

The Project will produce temporary and long-term noise and vibration impacts that will largely be evaluated and regulated by County of Los Angeles standards designed to protect public health. In the evaluation of construction-related vibration impacts, federal standards set by the Federal Transit Administration (FTA) are used given the absence of state and county standards specific to construction activities.

Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set a goal of 65 dB(A) Ldn (a 24-hour noise measurement equivalent to CNEL) as a desirable maximum exterior standard for residential units developed under HUD funding. While HUD does not specify acceptable interior noise levels, standard construction of residential dwellings constructed under Title 24 standards typically provides in excess of 20 dB(A) of attenuation with the windows closed. Based on this premise, a residence's interior Ldn should not exceed 45 dB(A) Ldn.[9]

Federal Transit Administration

The FTA has published guidelines for assessing the impacts of groundborne vibration associated with construction activities, which have been applied by other jurisdictions to other types of projects. According to FTA guidelines, the vibration threshold of architectural damage for non-engineered timber and mason buildings (e.g., residential units) is 0.2 in/sec PPV and 0.5 in/sec PPV for reinforced concrete, steel, or timber buildings. There are no FHWA standards for traffic-related vibrations.[10] The vibration

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9 24 Code of Federal Regulations 51, Housing and Urban Development, Environmental Criteria and Standards, revised April 1, 2004.

10 US Department of Transportation, Federal Transit Administration, Office of Planning and Environment, *Transit and Vibration Impact Assessment*, FTA-VA-90-1003-06, May 2006.

threshold of perception is 0.01 inch/second PPV, which is approximately equal to 94 vibration decibels (VdB).[11]

The FTA has also set standards that address the effect of long-term vibration on human annoyance. Ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that may affect concentration or disturb sleep. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration. For residential land uses which experience occasional events of ground-borne vibration or noise, the FTA has established a threshold of 75 VdB.[12] Some commercial buildings, such as auditoriums and theaters have additional vibration and noise annoyance criteria.

State

The State of California has adopted noise compatibility guidelines for general land use planning. The types of land uses addressed by the State standards and the acceptable noise categories for each land use are included in the State of California General Plan Guidelines, which is published and updated by the Governor's Office of Planning and Research. These standards and criteria are incorporated into the land use planning process to reduce future noise and land use incompatibilities. **Figure 5.11-4, Land Use Compatibility for Community Noise Environments**, illustrates State guidelines that allow the County to consider the compatibility between land uses and outdoor noise.

The level of acceptability of the noise environment is dependent upon the activity associated with the particular land use. However, the Project is being evaluated against the more restrictive County criteria.

California Code of Regulations

The California Noise Insulation Standards of 1988[13] require that interior noise levels from exterior sources be reduced to 45 dB(A) or less in any habitable room of a multi-residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses and other dwellings,

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11 Federal Transit Administration, Office of Planning and Environment, *Transit Noise and Vibration Impact Assessment*, FTA-VA-90-1003-06, 2006, 12–13. The Federal Transit Administration recommends that these limits be viewed as "criteria that should be used during the environmental impact assessment phase to identify problem locations that must be addressed during final design."

12 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

13 California Code of Regulations Title 24, Section 3501 et seq.

except detached single-family dwellings) with doors and windows closed. Measurements are based on Ldn or CNEL. Where exterior noise levels exceed 60 dB(A) Ldn CNEL, an acoustical analysis is required to show that the proposed construction will reduce interior noise levels to 45 dB(A) Ldn CNEL.

California Department of Transportation Vibration Standard

For continuous (or steady-state) vibrations, Caltrans considers the architectural damage risk level to be 0.1 PPV for fragile buildings, 0.25 PPV for historic buildings, 0.3 PPV for older residences, and 0.5 PPV for new residences.[14] For long-term exposure to continuous vibration, Caltrans identifies a threshold for strong human perception at 0.10 PPV and 0.04 PPV as a threshold for distinct human perception.

Local

General Plan

The County's General Plan is primarily a policy document that sets goals concerning the community and gives direction to growth and development. In addition, it outlines the programs that were developed to accomplish the goals and policies of the General Plan. Refer to **Section 5.10, Land Use and Planning**, of this Draft EIR for policy consistency analysis related to noise.

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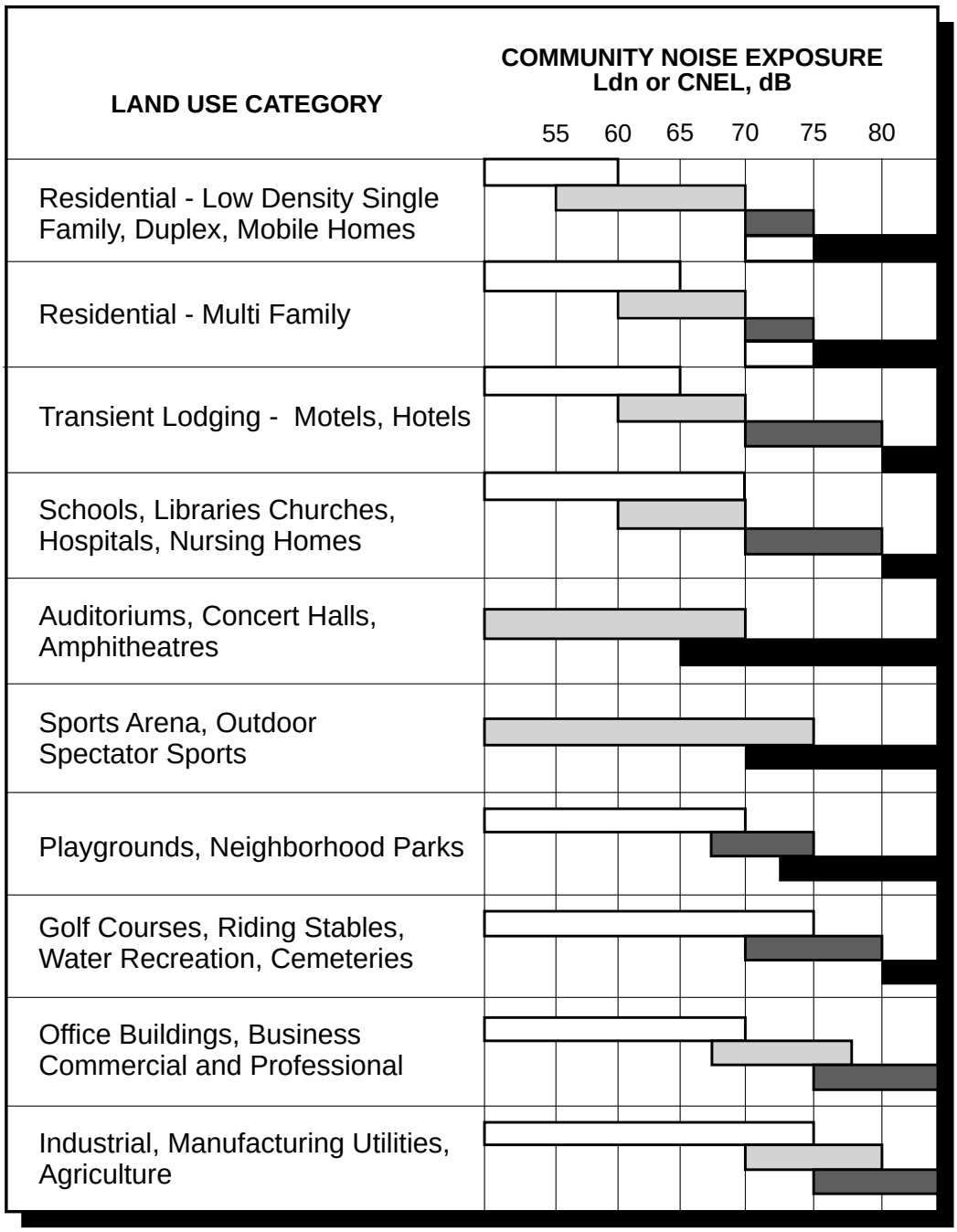
14 California Department of Transportation. Transportation and Construction Vibration Guidance Manual. 2013.



NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise reduction features included in the design.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

SOURCE: California Governor's Office of Planning and Research, State of California General Plan Guidelines, Appendix C: Guidelines for the Preparation and Content of Noise Elements of the General Plan, October 2003.

FIGURE **5.11-4**

Land Use Compatibility For Community Noise Environments

Santa Clarita Valley Area Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a consistency analysis of the Santa Clarita Valley Area Plan (SCVAP 2012) policies that pertain to noise. Refer to **Table 5.10-2** for a list of the noise policies and the consistency analysis for each policy.

County of Los Angeles Noise Standards

Construction

The County noise ordinance prohibits any work on Sunday or holidays.[15] The County further prohibits operation of equipment used in construction, drilling, repair, alteration or demolition work between 8:00 PM and 7:00 AM Monday through Friday, if noises would create a noise disturbance across a residential or commercial real-property line. All mobile and stationary internal-combustion-powered equipment and machinery are also required to be equipped with suitable exhaust and air-intake silencers in proper working order.

Construction activities are not to exceed certain noise levels at residential sensitive receptors as outlined in **Tables 5.11-5, 5.11-6,** and **5.11-7**.

Table 5.11-5
Los Angeles County Mobile Equipment Construction Noise
(Non-Scheduled, Intermittent Activities – Less Than 10 Days)

	Single-Family Residential	Multi-Family Residential
Daily, except Sundays and legal holidays, 7:00 AM to 8:00 PM	75 dB(A)	80 dB(A)
Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays	60 dB(A)	65 dB(A)

Source: Los Angeles County Code of Ordinances Sec. 12.08.440

15 Includes prohibition on construction or repair work of any kind upon any building or structure, or perform any earth excavating, filling or moving, that entails the use of air compressors; jackhammers; power-driven drill; riveting machine; excavator, diesel-powered truck, tractor or other earth moving equipment; hand hammers on steel or iron, or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in a dwelling, apartment, hotel, mobile home, or other place of residence.

Table 5.11-6
Los Angeles County Mobile Equipment Construction Noise
(Non-Scheduled, Intermittent Activities – 10 Days or More)

	Single-Family Residential	Multi-Family Residential
Daily, except Sundays and legal holidays, 7:00 AM to 8:00 PM	65 dB(A)	70 dB(A)
Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays	55 dB(A)	60 dB(A)

Source: Los Angeles County Code of Ordinances Sec. 12.08.440

Table 5.11-7
Los Angeles County Stationary Equipment Construction Noise

	Single-Family Residential	Multi-Family Residential
Daily, except Sundays and legal holidays, 7:00 AM to 8:00 PM	60 dB(A)	65 dB(A)
Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays	50 dB(A)	55 dB(A)

Source: Los Angeles County Code of Ordinances Sec. 12.08.440

Operation

The Los Angeles County Code of Ordinances identifies exterior noise standards for development within the County, as summarized in **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.

Table 5.11-8
Los Angeles County Exterior Noise Standards

Noise Zone	Designated Land Use	Time Interval	Allowable Exterior Noise Level (dB)
I	Noise-sensitive area	Anytime	45
II	Residential properties	10:00 PM to 7:00 AM	45
		7:00 AM to 10:00 PM	50
III	Commercial Properties	10:00 PM to 7:00 AM	55
		7:00 AM to 10:00 PM	60
IV	Industrial Properties	Anytime	70

Source: Los Angeles County Code of Ordinances Sec. 12.08.390

The noise standards provided in **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.

Los Angeles County Vibration Standard

The Los Angeles County 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.

5.11.2 ENVIRONMENTAL IMPACTS

Methodology

The methodology used in the threshold analysis below is described above under the ambient noise levels header.

The Project assumes construction of the planned channel improvements prior to the completion of grading for the Project. If the planned channel improvements are not completed, two retention basins would be constructed as an interim condition. Once the planned channel improvements are completed, the retention basins would be removed and the Project will be completed; this process would include the removal of Retention Basin 1, the reconfiguration of Retention Basin 2, the construction of the final 13 homes and the re-landscaping of the disturbed areas. Refer to **Section 4.0, Project Description,** for further information.

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.

Project Design Elements/Project Design Features

Project Design Elements

Construction of the Project would occur in the following sequence. Mass and rough grading of the entire Project Site (36 weeks), construction/installation of backbone infrastructure progressing from the easterly portion of the Project Site to the west (64 weeks), followed by home construction (3-5 years).

Proposed grading will consist of cutting of slopes and ridges and the associated filling of canyon areas to produce a series of pad areas, which generally rise in grade from south to north. Slopes are proposed to be constructed between pad areas and adjacent to natural open space areas. Project-related grading would require the movement of a combined 7.6 million cubic yards of cut and fill. In general, this will consist of the excavation of approximately 3.7 million cubic yards of soil in the middle of the Project Site for use as fill in the western and southern areas of the Project Site. Grading on-site would be balanced and would not require the import or export of material.

Mass grading, consisting of the cut and fill required to establish the overall Project design, is anticipated be the first construction activity to occur on the Project Site and would occur across all portions of the Project Site anticipated for development. **Figure 4.0-10, Los Valles Project Grading**, generally defines the proposed disturbance areas. It is estimated that approximately 50,000 cubic yards of soil would be moved

per day during the mass grading of the Project Site. First, the required excavation, cut and fill would be carried out. As described in **Section 3.0, Environmental Setting**, the eastern portion of the Project Site was mass graded as part of grading activities permitted through the Prior Entitlements. To minimize site grading that is currently proposed, existing pads will be used to the extent feasible. During proposed Project grading operations, the two remaining noncontiguous portions of the easterly ridgeline would be removed.

Immediately following mass and rough grading operations, construction of backbone infrastructure will commence. Construction of the backbone infrastructure would include trenching, grubbing, and installation of backbone infrastructure required for roads, sewer lines, a second water tank, water lines, electrical and gas lines, the wastewater system and storm drains. Utility installation will require earthwork such as excavation of trenches and stockpiling of soils. This work would commence on the east side of the Project Site, where significant amounts of grading and backbone infrastructure (including sewer, storm drain, and water tank) have already been completed, and would continue in a southerly and westerly direction across the Project Site. During this period of construction, grading for the Barcelona Road and Hayward Drive roadway extensions would be completed. Additional work necessary to complete the Hayward Drive extension will consist of the repair of damaged sewer and storm drain lines that were previously installed, along with installation of new water, sewer, and storm drain lines.

Construction of homes would be based on market conditions. For purposes of this analysis, it is assumed that residential units will be developed in four phases, with each phase constructed and completed as prior phases are sold. Some local infrastructure and final cap paving of roadways would be completed with or immediately following home construction. Phase 1 home construction would include construction on the eastern approximately 131 acres of the Project Site. Construction of recreation facilities including the community center and public park are anticipated to take place during this first phase. Phase 2 would include construction in the central portion of the Project Site and would consist of approximately 95 acres. Phase 3 and 4 home construction would occur in the northwest and southwest portions of the Project Site and would include approximately 114 and 91 acres respectively.

Because market demand may affect the overall timeline for Project construction, complete buildout of the Project is assumed to require approximately five to seven years from the commencement of construction. Demand for public services and utilities will increase gradually as the Project is constructed. To accommodate this phasing, and provide reasonable estimates of anticipated impacts, this EIR estimates the buildout year for the Project to be 2023.

Off-site trenching will be required for off-site improvements associated with the Project. In particular, installation of water lines would require trenching to depths of up to six feet within the Hasley Canyon Road right of way. Import or export of soil is not expected for this minimal earthwork.

In addition to the installation of the water main, several utility connections would be necessary at the Project frontage along Hasley Canyon Road. As a result, some additional trenching may be necessary within the Hasley Canyon right-of-way immediately adjacent to the Project Site. The Project Site is located in an area characterized by elevational changes. In many locations, existing residential development near the Project Site is located on the far side of ridgelines that would deflect construction noise originating from within the Project Site. While the majority of Project construction, including grading, excavation and home construction would occur at distances of 500 feet or more from existing development, or would be shielded by existing topography, construction of the extension of Hayward Drive would occur as near as approximately 40 feet from existing residential development and construction of the extension of Barcelona Road would occur as near as approximately 215 feet from existing residential development.

During operation, noise generation from the Project would include both on-site stationary sources and on- and off-site mobile sources. On-site sources would be residential-based activities (e.g., conversations, social/recreational activities) and operational equipment (e.g., equipment for heating and cooling, and landscape maintenance). The term mobile sources generally refers to the noise generated by on-road vehicles (both cars and trucks), but can also include off-road, railway and aircraft sources.

Project Design Features

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.

Significance Thresholds

The potential for the Project to result in impacts associated with noise is based on the CEQA significance thresholds specified by the Los Angeles County Department of Regional Planning. These significance thresholds are based in part on Appendix G of the *State CEQA Guidelines* and are as follows:

Threshold 5.11 -1 **Would the project result in exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08) or applicable standards of other agencies?**

Threshold 5.11-2 **Would the project result in exposure of sensitive receptors (e.g., schools, hospitals, senior citizen facilities) to excessive noise levels?**

Threshold 5.11-3 **Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?**

Threshold 5.11- 4 **Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?**

Threshold 5.11-5 **Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Threshold 5.11-6 **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

Threshold 5.11-7 **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

The Project Site is not located within an airport land use plan or within two miles of a public or private airport. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels associated with a public or private airport or from a private airstrip. As such, no further analysis of **Thresholds 5.11-6** and **5.11-7** is necessary.

Impact Analysis

Threshold 5.11-1 **Would the project result in exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08) or applicable standards of other agencies?**

Threshold 5.11-2 **Would the project result in exposure of sensitive receptors (e.g., schools, hospitals, senior citizen facilities) to excessive noise levels?**

Threshold 5.11-3 **Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?**

Threshold 5.11-4 **Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?**

Construction

Construction activities would generate noise primarily from off-road equipment, with internal combustion engines, mechanical functions, and contact with ground surfaces that generate noise. The US EPA has compiled data on the noise-generating characteristics of specific types of construction equipment (**Figure 5.11-5, Noise Levels of Typical Construction Equipment)**. Noise levels can range from approximately 68 dB(A) to noise levels in excess of 99 dB(A) when measured at 50 feet. However, these noise levels diminish rapidly with distance at a rate of approximately 6.0 to 7.5 dB(A) per doubling of distance. For example, assuming an acoustically "hard" site, a noise level of 68 dB(A) measured at 50 feet from the noise source to the receptor would reduce to 62 dB(A) at 100 feet from the source, and further reduce by another 6.0 dB(A) to 56 dB(A) at 200 feet from the source. As shown in **Table 5.11-1** a noise level of 99 dB(A) measured at 50 feet would be reduced to approximately 74.5 dB(A) at 1,000 feet for a hard site. In many places, the Project Site is heavily graded and sparsely vegetated and is considered an acoustically "hard" site. In others, there is more greenscape that produces a softer acoustic site.

As shown in **Figure 5.11-5**, the highest noise levels during construction would be associated with the operation of heavy-duty trucks, scrapers, graders, backhoes, pneumatic hammers, and front-end loaders. When construction equipment is operating, noise levels can range from 73 to 95 dB(A) at a distance of 50 feet from individual pieces of equipment.

Mass and rough grading of the entire Project Site would involve use of excavators, dozers, scrapers, tractors, loaders, and backhoes. As shown on **Figure 5.11-5, Noise Levels of Typical Construction Equipment,** this type of equipment could produce reference noise levels in a range of 73 to 93 dB(A) of noise at 50 feet of distance.

Trenching and installation of backbone infrastructure such as sewers, storm drains, slope engineering, utilities and primary roads and sidewalks would follow. These activities would require the use of

generator sets, tractors, loaders, backhoes, and welders. Operation of this type of equipment 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. Operation of this type of equipment 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 is completed. Paving activities could include base paving and cap paving during the later phases of home construction. Equipment used during this stage of construction would be similar to that used for grading and would be expected to include operation of heavy-duty trucks, scrapers, backhoes, pneumatic hammers, and front-end loaders. This type of equipment 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.

As shown in Table 5.11-6 Los Angeles County Mobile Equipment Construction Noise above, 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 construction (grading, backbone infrastructure, home construction) has the ability to result in a significant impact. Construction Impacts (Mass Grading, Backbone Infrastructure and Paving of Hayward Drive)

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 (see **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.

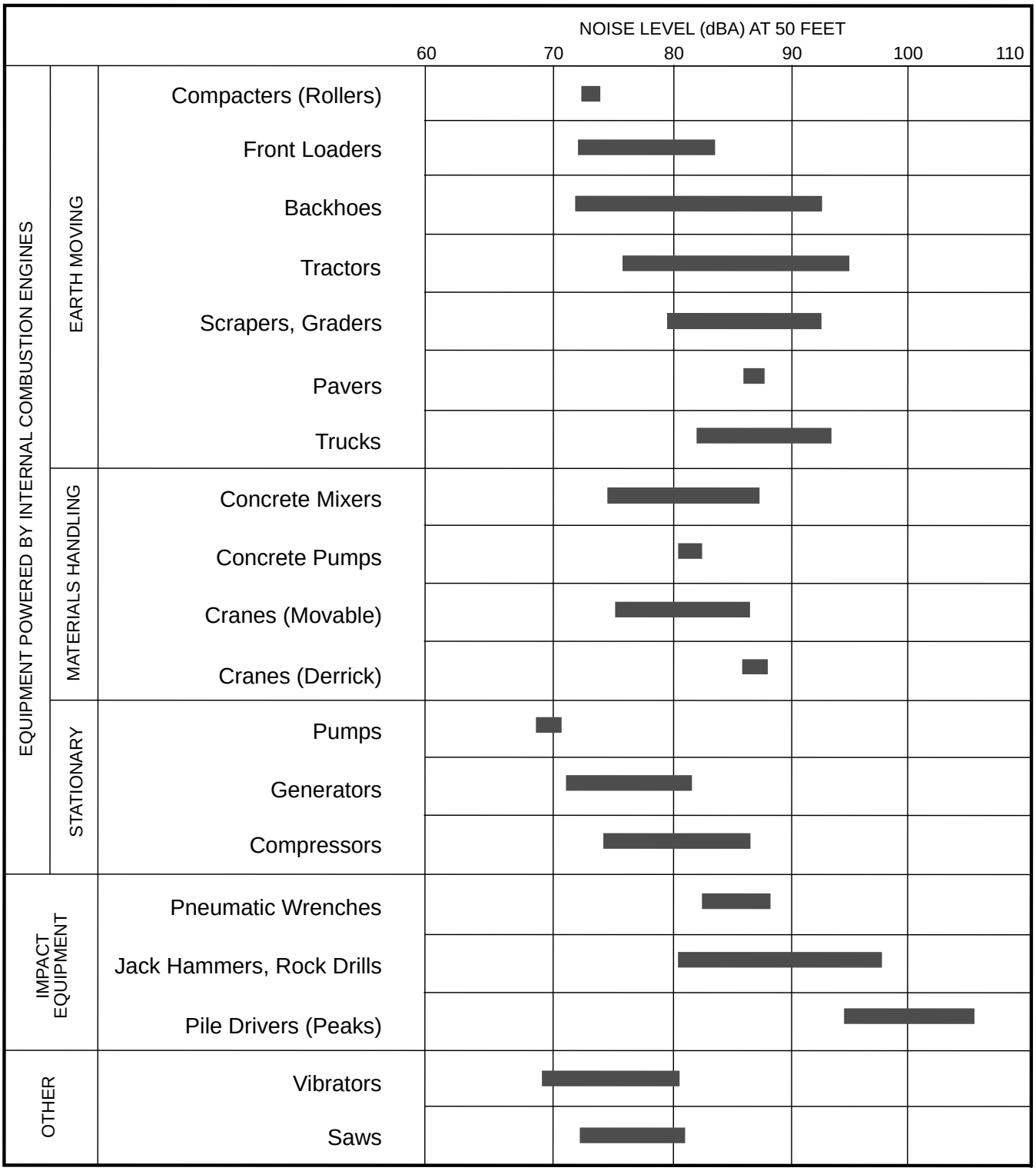
Table 5.11-9
Projected Construction Noise Impacts at Hayward Drive Residences During Phase 1 Extension of Hayward Drive

Phase	Maximum Construction Noise Level dB(A)	Existing Ambient Noise Level dB(A)	New Ambient Noise Level dB(A)	Increase dB(A)
Grading	81.5	55.0	81.5	26.5
Trenching	77.5	55.0	77.5	22.5
Paving	81.5	55.0	81.5	26.5

Assumes 40 foot distance from closest residential receptor to nearest construction activities
Source: Impact Sciences, Inc. Calculations are provided in ***Appendix 5.11****.*

Phase 1 Construction Impacts (Development Sites)

Construction of the home sites in the first phase will occur within 800 feet of the sensitive receptors on Glendower Court. As shown in **Table 5.11-10**, this would increase ambient noise levels on Glendower Court from 56.0 to as high as 58.3 dB(A) Leq during the fine grading and paving phases, a 2.3 dB(A) increase. These activities would not elevate ambient noise levels above the 65 dB(A) standard set by the County's noise ordinance for construction longer than 10 days that affects single-family residential neighborhoods. Therefore, construction noise impacts from the buildout of Phase 1 at the Glendower Court residential receptors would be considered less than significant.



Note: Based on limited available data samples.

SOURCE: United States Environmental Protection Agency, 1971, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," NTID 300-1.

FIGURE **5.11-5**

Noise Levels of Typical Construction Equipment

Table 5.11-10
Projected Construction Noise Impacts at Glendower Court Residences During Phase 1

Phase	Maximum Construction Noise Level dB(A)	Existing Ambient Noise Level dB(A)	New Ambient Noise Level dB(A)	Increase dB(A)
Grading	54.4	56.0	58.3	2.3
Trenching	50.4	56.0	57.1	1.1
Building Construction	50.4	56.0	57.1	1.1
Paving	54.4	56.0	58.3	2.3
Architectural Coatings	46.4	56.0	56.5	0.5

Assumes 800 foot distance from closest residential receptor to nearest construction activities
*Source: Impact Sciences, Inc. Calculations are provided in **Appendix 5.11**.*

Likewise, construction activities along the northern edge of this phase will occur within 715 feet south of the sensitive receptors on June Rose Court. As shown in **Table 5.11-11**, this would increase ambient noise levels on June Rose Court from 61.0 to as high as 61.7 dB(A) Leq during the fine grading and paving phases, an inaudible 0.7 dB(A) increase. These activities would not elevate ambient noise levels above the 65 dB(A) standard set by the County's noise ordinance for construction longer than 10 days that affects single-family residential neighborhoods. Therefore, construction noise impacts from the buildout of Phase 1 at the June Rose Court residential receptors would be considered less than significant.

Table 5.11-11
Projected Construction Noise Impacts at June Rose Court Residences During Phase 1 Activities

Phase	Maximum Construction Noise Level dB(A)	Existing Ambient Noise Level dB(A)	New Ambient Noise Level dB(A)	Increase dB(A)
Grading	53.7	61.0	61.7	0.7
Trenching	49.7	61.0	61.3	0.3
Building Construction	49.7	61.0	61.3	0.3
Paving	53.7	61.0	61.7	0.7
Architectural Coatings	45.7	61.0	61.1	0.1

Assumes 865 foot distance from closest residential receptor to nearest construction activities
*Source: Impact Sciences, Inc. Calculations are provided in **Appendix 5.11**.*

However, construction noise impacts at the Hayward Drive cul-de-sac would be more substantial, given the closer distance to residences along the northeastern portion of Phase 1. Specifically, ambient noise levels on Hayward Drive would increase from 55.0 dB(A) to as high as 62.9 dB(A) during the fine grading

and paving phases, a 7.9 dB(A) increase. Although this increase would be perceptible, these activities would not elevate ambient noise levels above the 65 dB(A) standard set by the County's noise ordinance for single-family residential neighborhoods. Therefore, construction noise impacts from the buildout of Phase 1 at the Hayward Drive residential receptors would be considered less than significant.

Table 5.11-12
Projected Construction Noise Impacts at Hayward Drive Residences During Phase 1 Activities (Excluding Paving of Hayward Drive)

Phase	Maximum Construction Noise Level dB(A)	Existing Ambient Noise Level dB(A)	New Ambient Noise Level dB(A)	Increase dB(A)
Grading	62.1	55.0	62.9	7.9
Trenching	58.1	55.0	59.8	4.8
Building Construction	58.1	55.0	59.8	4.8
Paving	62.1	55.0	62.9	7.9
Architectural Coatings	54.1	55.0	57.6	2.6

Assumes 330 foot distance from closest residential receptor to nearest construction activities
Source: Impact Sciences, Inc. Calculations are provided in ***Appendix 5.11****.*

Phase 2 Construction Impacts (Development Sites)

Construction of residences along the eastern edge of the Project's second phase will occur within 575 feet of the sensitive receptors on Hayward Drive. As shown in **Table 5.11-13**, this would increase ambient noise levels on Hayward Drive from 55.0 to as high as 59.3 dB(A) Leq during the fine grading and paving phases, a 4.3 dB(A) increase. Although perceptible, these activities would not elevate ambient noise levels above the 65 dB(A) standard set by the County's noise ordinance for construction longer than 10 days that affects single-family residential neighborhoods. Therefore, construction noise impacts from buildout of Phase 2 at the Hayward Drive residential receptors would be considered less than significant.

Table 5.11-13
Projected Construction Noise Impacts at Hayward Drive Residences During Phase 2 Activities

Phase	Maximum Construction Noise Level dB(A)	Existing Ambient Noise Level dB(A)	New Ambient Noise Level dB(A)	Increase dB(A)
Grading	57.3	55.0	59.3	4.3
Trenching	53.3	55.0	57.2	2.2
Building Construction	53.3	55.0	57.2	2.2
Paving	57.3	55.0	59.3	4.3
Architectural Coatings	49.3	55.0	56.0	1.0

Assumes 575 foot distance from closest residential receptor to nearest construction activities
Source: Impact Sciences, Inc. Calculations are provided in ***Appendix 5.11****.*

Table 5.11-14
Projected Construction Noise Impacts at Barcelona Road Residences During Phase 3 Extension of Barcelona Road

Phase	Maximum Construction Noise Level dB(A)	Existing Ambient Noise Level dB(A)	New Ambient Noise Level dB(A)	Increase dB(A)
Grading	68.8	57.0	69.1	12.1
Trenching	64.8	57.0	65.5	8.5
Paving	68.8	57.0	69.1	12.1

Assumes 215 foot distance from closest residential receptor to nearest construction activities
Source: Impact Sciences, Inc. Calculations are provided in ***Appendix 5.11****.*

Phase 3 Construction Impacts (Development Sites)

Construction of residences along the northern edge of the Project's third phase will occur within 865 feet of the sensitive receptors on Barcelona Road. As shown in **Table 5.11-15**, this would increase ambient noise levels at these receptors from 57.0 to as high as 58.7 dB(A) Leq during the fine grading and paving phases, a 1.7 dB(A) increase. These activities would not elevate ambient noise levels above the 65 dB(A) standard set by the County's noise ordinance for construction longer than 10 days that affects single-family residential neighborhoods. Therefore, construction noise impacts from buildout of Phase 3 at the Barcelona Road residential receptors would be considered less than significant.

The paving of Barcelona Road, which would begin at the existing cul-de-sac located within 215 feet of homes on Barcelona Road, would be significant because they would not be shielded by the north-south

ridgelines that lie to the west of the roadway construction. Construction activities for Barcelona Road would elevate ambient noise levels to approximately 69.1 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 but mitigatable noise impact at these residential receptors. With implementation of best management practices as described in Mitigation Measure **MM 5.11-1** that restrict construction hours and provides specifications for notification, and construction equipment, impacts would be reduced to less than significant.

Table 5.11-15
Projected Construction Noise Impacts at Barcelona Road Residences During Phase 3 Activities

Phase	Maximum Construction Noise Level dB(A)	Existing Ambient Noise Level dB(A)	New Ambient Noise Level dB(A)	Increase dB(A)
Grading	53.7	57.0	58.7	1.7
Trenching	49.7	57.0	57.7	0.7
Building Construction	49.7	57.0	57.7	0.7
Paving	53.7	57.0	58.7	1.7
Architectural Coatings	45.7	57.0	57.3	0.3

Assumes 575 foot distance from closest residential receptor to nearest construction activities
*Source: Impact Sciences, Inc. Calculations are provided in **Appendix 5.11**.*

Phase 4 Construction Impacts (Development Sites)

Construction activities along the eastern edge of the Project's fourth phase will occur 2,750 feet west of the sensitive receptors on Glendower Court. Of the four receptors analyzed in this study, this would be the closest to the boundary of the fourth phase of residential development. As shown in **Table 5.11-16**, this would increase ambient noise levels on Glendower Court from 56.0 to as high as 56.3 dB(A) Leq during the grading and paving phases, an inaudible 0.3 dB(A) increase. These activities would not elevate ambient noise levels above the 65 dB(A) standard set by the County's noise ordinance for construction longer than 10 days that affects single-family residential neighborhoods. Therefore, construction noise impacts from buildout of Phase 4 at the Glendower Court residential receptors would be considered less than significant.

Table 5.11-16
Projected Construction Noise Impacts at Glendower Court Residences During Phase 4 Activities

Phase	Maximum Construction Noise Level dB(A)	Existing Ambient Noise Level dB(A)	New Ambient Noise Level dB(A)	Increase dB(A)
Grading	45.2	56.0	56.3	0.3
Trenching	41.2	56.0	56.1	0.1
Building Construction	41.2	56.0	56.1	0.1
Paving	45.2	56.0	56.3	0.3
Architectural Coatings	37.2	56.0	56.1	0.1

Assumes 2,750 foot distance from closest residential receptor to nearest construction activities
Source: Impact Sciences, Inc. Calculations are provided in ***Appendix 5.11****.*

Construction Traffic Noise Impacts

In addition to on-site construction noise, there would be vendor deliveries, haul trucks, and construction worker trips during each of the four phases of Project construction. Specifically, the following sources of traffic-related noise would generate off-site impacts:

- Approximately 50 heavy-duty, on-road trucks would be used to move construction equipment onto the Project Site and into construction areas. Because heavy equipment brought on-site would remain at the construction site for the duration of the construction phase, the noise impact on the sensitive receptors from trucks traveling to and from the Project Site during construction would only occur when the equipment is moved onto and off the construction site, and would be temporary because the noise levels would diminish rapidly as the trucks travel away from them. These vehicles typically have a reference noise rating of approximately 90 dB(A) at 50 feet of distance. It should be noted that cut and fill earthwork is expected to be balanced on the Project Site, obviating the need for haul trucks bringing imported soil materials to the Project Site or disposing of export soils, typically a major component of mobile source-related construction noise. These truck trips would be infrequent during the initial site preparation phase of work, producing few truck trips that would not produce audible increases in mobile source-related noise along project roadways. As a result, mobile source noise from heavy-duty on-road trucks transporting construction equipment to and from the Project Site would be considered a less than significant impact.

- It is estimated that the number of truck deliveries could average up to 55 per day 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. These incremental increases in intermittent traffic would not produce audible increases in mobile source-related noise along project roadways, as they represent 1.1 percent of the 4,756 daily trips from operation of the Project (**Section 5.14, Transportation/Traffic**), which itself would not increase ambient noise levels along local roadways more than 3 dB(A), an inaudible increase. As a result, mobile source noise from vendor deliveries would be considered a less than significant impact.

- Up to 176 construction worker-related commute trips are expected from each of the four phases. These typically involve light-duty vehicles and trucks that would generally produce additional traffic volumes to local roads at peak commute periods. These incremental increases in intermittent traffic would not produce audible increases in mobile source-related noise along project roadways, as they represent 3.7 percent of the 4,756 daily trips from operation of the Project (**Section 5.14, Transportation/Traffic**), which itself would not increase ambient noise levels along local roadways more than 3 dB(A), an inaudible increase. As a result, mobile source noise from employee commute trips to and from the Project Site would be considered a less than significant impact.

Future on-site sensitive receptors constructed during the earlier phases of Project development and off-site sensitive receptors located along the truck routes that would have a direct line of sight to the trucks would experience temporary noise levels up to approximately 90 dB(A) at 50 feet from the roadway. Receptors located further away would experience less noise due to their greater distance from the truck route and any intervening topography and/or structures that may exist between them and the noise source.

As heavy-duty construction truck traffic would periodically travel to and from the Project Site via the I-5 (approximately 1 mile east of the Project Site) and major arterials (e.g., Hasley Canyon Road), as well as be restricted to daytime hours, construction traffic noise impacts to surrounding residential receptors from buildout of the Project would be considered less than significant.

Off-Site Infrastructure Areas

Construction of off-site infrastructure includes the grading along Hasley Canyon Road for the installation of the upgraded water line. To connect to existing piping, the Project will include installation of (1) approximately 20 feet of underground pipe in Sedona Way, approximately 50 feet west of the Old Road, to connect existing underground piping, and (2) approximately 25 feet of above ground pipe, a water flow meter, and an electrical panel inside an existing fenced CLWA facility located behind the sidewalk on the south side of Sedona Way, approximately 70 feet west of the Old Road. The closest residential unit to the construction zone would be approximately 50 feet from the roadway at the intersection of Hasley

Canyon Road and Cambridge Avenue. As shown in **Table 5.11-17**, this residential unit would be exposed to noise levels up to 81.5 dB(A) during peak construction periods when the construction activities take place directly in front of the property. Thus, the estimated construction noise levels for the water line improvements would exceed the County's significance threshold of 75 dB(A) (for activities less than 10 days, since construction of the utility line would last fewer than 10 days along any given roadway segment). Construction noise would be reduced to approximately 75.5 dB(A) at 100 feet from the construction zone. Construction of the water line is estimated to proceed at 75 to 100 linear feet per day. Therefore, construction-related noise impacts would be limited to few days at any given residential property. Nevertheless, when construction activities on the Hasley Canyon Road utilities occur near existing residences, noise levels could be considered significant but mitigatable with implementation of best management practices as described in **Mitigation Measure MM 5.11-1** that restrict construction hours and provides specifications for notification, and construction equipment.

Table 5.11-17
Projected Construction Noise Impacts from Hasley Canyon Road Grading and Utilities

Phase	Maximum Construction Noise Level dB(A)	Existing Ambient Noise Level dB(A)	New Ambient Noise Level dB(A)	Increase dB(A)
Grading	81.5	55.0	81.5	26.5
Trenching	77.5	55.0	77.5	22.5
Paving	81.5	55.0	81.5	26.5

Assumes 50 foot distance from closest residential receptor to nearest construction activities
*Source: Impact Sciences, Inc. Calculations are provided in **Appendix 5.11-3**.*

In addition, there would be a minimal number of haul trucks per day associated with the water line construction. Noise generated by haul trucks would be approximately 74.5 dB(A) (hourly Leq) at the nearest homes along the construction routes. However, these estimated construction noise levels would not exceed the County's significance threshold of 75 dB(A) (for activities less than 10 days, since construction of the utility line would last fewer than 10 days along any given roadway segment) and therefore would be less than significant.

The Project also includes the potential replacement of a sewer reach on Saguaro Road. Approximately 275 linear feet of pipe would need to be replaced. Construction activities would include grading and trenching within the existing right of way to replace the existing 8-inch sewer line with an appropriately sized pipe. The closest residences on Saguaro Way could be as close as 50 feet from the construction zone and therefore would be exposed to noise levels up to 81.5 dB(A) during peak construction periods when

the construction activities take place directly in front of the properties. Thus, the estimated construction noise levels for the sewer line improvements would exceed the County's significance threshold of 75 dB(A) (for activities less than 10 days, since construction of the utility line would last fewer than 10 days). Construction noise would be reduced to approximately 75.5 dB(A) at 100 feet from the construction zone. Construction of the sewer line is estimated to proceed at 75 to 100 linear feet per day and therefore would last less than five days. Therefore, construction-related noise impacts would be limited to few days at any given residential property. Nevertheless, when construction activities occur near existing residences, noise levels could be considered significant but mitigatable with implementation of best management practices as described in **Mitigation Measure MM 5.11-1** that restrict construction hours and provides specifications for notification, and construction equipment.

In summary, short-term temporary significant but mitigable noise impacts on residential receptors are expected from the construction of the water and sewer line. The remaining 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.

Operation

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. Each of these potential noise impacts is discussed separately below.

On-Site Point Source Noise Impacts

After buildout of the Project, on-site uses would result in the generation of noise from point sources. This includes:

Building Mechanical Equipment. Large ground-level heating, ventilation, and air conditioning (HVAC) systems typically generate noise levels between 50 and 65 dB(A) at 50 feet.[16] Roof-top mounted equipment typically produces noise levels of up to approximately 56 dB(A) at 50 feet. Based on the distance from the Project Site to nearby 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

16 Los Angeles Department of City Planning, *San Pedro Community Plan Draft EIR*, August 2012.

this equipment would not exceed the noise standards for single-family residences codified in LA County Code of Ordinances 12.08.390 and 12.08.440. Therefore, noise from mechanical equipment would be considered a less-than-significant impact.

Parking and On-Site Vehicle Operations. The Proposed Project would include surface-level parking in enclosed garages, with occasional use of outdoor surface-level parking for guests and residents. Operation of vehicles, 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 would not exceed the duration-based noise standards for single-family residences codified in LA County Code of Ordinances 12.08.390 and 12.08.440. Therefore, noise from on-site parking and vehicle operations would be considered a less-than-significant impact.

Composite Noise from Project Operations. The residential uses on the Project Site could introduce various noise sources, including human speech, human activities (including recreation), and landscaping equipment. 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 LA County Code of Ordinances 12.08.390 and 12.08.440. Therefore, composite noise from project operations would be considered a less-than-significant impact.

Agricultural Operations. 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 LA County Code of Ordinances 12.08.390 and 12.08.440. Therefore, noise from agricultural operations would be considered a less-than-significant impact.

Off-Site Traffic Noise Impacts

As stated in **Section 5.14, Transportation/Traffic**, of this Draft EIR, the Project is projected to generate approximately 4,756 vehicle trips per day external to the Project Site. These trips would occur on local roadways when fully operational. Post-construction, interim year (one year before the Proposed Project is

operational), on- and off-site traffic noise levels were projected using the FHWA *Highway Traffic Noise Prediction Model*.[17] As shown in **Table 5.11-18** 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 **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.[18] 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.

Table 5.11-18
Project Mobile Source Noise Impacts – dB(A)

Roadway Segment	Existing (2013) CNEL	2023 Without Project CNEL	2023 with Project CNEL	Project Noise Increase	Increase over Existing	Significant?
Del Valle Road and Hasley Canyon Road	60.3	60.8	61.2	0.4	0.9	No
Commerce Center Drive and Hasley Canyon Road	64.0	64.5	65.2	0.7	1.2	No
Commerce Center Drive and Franklin Parkway	65.4	65.9	66.2	0.3	0.8	No
Commerce Center Drive and Henry Mayo Drive (SR-126)	67.6	68.1	68.2	0.1	0.6	No
The Old Road and Hillcrest Parkway	64.5	65.0	65.0	0.0	0.5	No
The Old Road and I-5 Freeway Southbound Ramps - Sedona Way	64.5	65.0	65.0	0.0	0.5	No
The Old Road and I-5 Freeway Southbound Ramps - Hasley Canyon Road	64.9	65.4	65.9	0.5	1.0	No
I-5 Freeway Northbound Ramps and Hasley Canyon Road	63.7	64.2	64.5	0.3	0.8	No

Source: Impact Sciences, Inc. Calculations are provided in ***Appendix 5.11-1****.*

17 As previously discussed, the FHWA *Noise Prediction Model* calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified by the Caltrans to reflect average vehicle noise rates identified for California.

18 The ambient growth factor assumes a 13.8 percent cumulative increase between 2013 and 2023, an annual ambient growth rate of 1.38 percent. The ambient growth factor conservatively accounts for projects that are not specifically included in the listing of known related projects but that may arise over the term of the Project.

Threshold 5.11-5 Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Construction Vibration Impacts

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receptor buildings. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Ground-borne vibration from construction activities rarely reach the levels that damage structures. As described above, the FTA and Caltrans have published standard vibration velocities for construction equipment operations. The reference vibration levels (peak particle velocities, PPV) for construction equipment pieces anticipated to be used during Project construction are listed in **Table 5.11-19**. The primary and most intensive vibration source associated with the development of the Project would be the use of vibratory rollers in connection with road construction, bulldozers, and loaded haul trucks. These types of equipment can create intense noise that can result in ground vibrations.

Table 5.11-19, Vibration Levels for Construction Equipment, lists vibration levels of the construction equipment that will be used on the Project Site and typically produce groundborne vibration. A significant impact would occur, should construction activity cause a PPV of above 0.2 PPV. As discussed above, the nearest sensitive receptors would be within 40 and 215 feet of construction activity during the construction of Hayward Drive and Barcelona Road, respectively.

Table 5.11-19
Vibration Levels for Construction Equipment

Equipment	PPV at 25 ft. (in/sec)
Loaded Truck	0.076
Large bulldozer	0.089
Roller (vibratory)	0.210

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, (2006) 12-9.

Bulldozers would be used to move dirt and materials around the Project Site. As indicated above in **Table 5.11-19,** loaded trucks and large bulldozers are capable of producing vibration levels of approximately 0.076 and 0.089 PPV, respectively, at 25 feet from the source, which is below the threshold

of 0.2 PPV for non-engineered masonry and other structures; therefore, these activities would not result in significant vibration impacts to off-site sensitive receptors. As noted above, pile drivers and rock splitters will not be utilized in connection with construction of the Project.

As shown in **Figure 3.0-4, Areas of Previous Disturbance on the Project Site,** excavation and construction would occur along the boundary of the Project Site, and near existing residential areas. As shown in **Table 5.11-19**, vibration due to use of rollers would exceed 0.2 PPV within 25 feet of the equipment. However, development activities involving rollers would not occur within 25 feet of existing off-site residential uses. The nearest a roller would be expected to approach to existing residential development would be for the extension of Hayward Drive, where a roller could be used at up to 40 feet from existing residences during Phase 1. At 40 feet (the closest construction will get to a residence) vibration from the roller would be 0.104 PPV, well below the 0.2 PPV threshold for non-engineered masonry and other structures. During Phase 3, a vibratory roller would be used for the extension of Barcelona Road, approximately 215 feet from the nearest homes. At that distance, groundborne vibration would be at 0.008 PPV, a negligible level of vibration that would not cause any damage to nearby residences.

Steel wheel rollers are equipped with vibratory drums. Drum vibration adds a dynamic load to the static roller weight to create a greater total compactive effort. Drum vibration also reduces friction and aggregate interlock during compaction, which allows aggregate particles to move into final positions that produce greater friction and interlock than could be achieved without vibration. Roller drum vibration is produced using a rotating eccentric weight located in the vibrating drum (or drums) and the force it creates is proportional to the eccentric moment of the rotating weight and the speed of rotation. Operators can turn the vibrations on or off and can also control amplitude (eccentric moment) and frequency (speed of rotation) to minimize vibration near sensitive receptors.

The PDF included in **Section 5.14, Transportation/Traffic,** would also limit the entrance and exit of construction equipment to the main Hasley Canyon Road entrance, which could minimize any off-site vibration along residentially-zoned streets from heavy-duty trucks accessing the Project Site. Additional measures include limiting of running of equipment, use of noise mufflers, and maintaining staging areas away from residences. Implementation of these noise-related measures would further reduce vibration impacts at nearby receptors. As such, impacts related to vibration would be less than significant.

Operational Vibration Impacts

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.

5.11.3 CUMULATIVE IMPACTS

Point Source Noise Impacts

Noise from construction of development projects is typically localized and has the potential to affect areas within 500 feet from the construction site. Therefore, noise from construction activities from projects within 1,000 feet of each other could contribute to a cumulative noise impact for receptors located between the two construction sites. None of the related projects identified are located within 500 feet of the Project Site. The nearest related project identified in **Section 3.0, Environmental Setting,** of this Draft EIR is located approximately 0.75 mile (or approximately 4,000 feet) south of the Project Site. Based on the attenuation of noise over distance, there is no potential for stationary noise within the Project Site to contribute to a cumulative noise increase at a distance of 4,000 feet. Thus both construction and stationary operational noise sources resulting from implementation of the Project would not contribute to a significant cumulative noise impact.

Mobile Source Noise Impacts

Table 5.11-20, Cumulative Year (2023) Mobile Source Noise Impacts, identifies cumulative with project traffic noise levels in the Project area. The cumulative analysis includes the ambient traffic growth factor of approximately 1.3 percent per year as described in the analysis of **Thresholds 5.11-1 through 5.11-4**, above, plus completion and occupancy of related projects.[19] As shown, cumulative with project noise increases would be less than 3 dB(A) along the roadway segments analyzed. Based on the modeled results, cumulative plus project mobile source noise levels would result in a less than significant impact to on- and off-site noise-sensitive land uses. Impacts would not be cumulatively considerable.

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[19] The list of Related Projects and a location map can be found in **Section 3.0, Existing Setting.**

Table 5.11-20
Cumulative Year (2023) Mobile Source Noise Impacts

Roadway Segment	Existing (2013) CNEL	2023 without Project CNEL	2023 with Project CNEL	2023 Cumulative with Project CNEL	Project Noise Increase	Increase over Existing	Significant?
Del Valle Road and Hasley Canyon Road	60.3	60.8	61.2	61.6	0.4	1.3	No
Commerce Center Drive and Hasley Canyon Road	64.0	64.5	65.2	65.9	0.7	1.9	No
Commerce Center Drive and Franklin Parkway	65.4	65.9	66.2	66.7	0.3	1.3	No
Commerce Center Drive and Henry Mayo Drive (SR-126)	67.6	68.1	68.2	69.1	0.1	1.5	No
The Old Road and Hillcrest Parkway	64.5	65.0	65.0	65.5	0.0	1.0	No
The Old Road and I-5 Freeway Southbound Ramps - Sedona Way	64.5	65.0	65.0	65.5	0.0	1.0	No
The Old Road and I-5 Freeway Southbound Ramps - Hasley Canyon Road	64.9	65.4	65.9	66.3	0.5	1.4	No
I-5 Freeway Northbound Ramps and Hasley Canyon Road	63.7	64.2	64.5	64.7	0.3	1.0	No

Source: Impact Sciences, Inc. Calculations are provided in ***Appendix 5.11****.*

5.11.4 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 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 the Los Angeles County Department of Regional Planning (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.

PDFs in **Section 5.14, Transportation/Traffic** would also reduce potential noise impacts.

5.11.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Construction

With implementation of **Mitigation Measure MM 5.11-1,** above, potential noise impacts from extending Hayward Drive would be substantially reduced at nearby single-family homes. However, these best practices noise mitigations are not likely to reduce ambient noise levels below the County's 65 dB(A) threshold for activities that last longer than ten days. Instead, ambient noise levels at the nearest residences on Hayward Drive are likely to average 65.0 to 68.7 dB(A) during the key phases of roadway construction. As a result, even with BMPs, noise impacts from the extension of Hayward Drive would be considered significant and unavoidable.

Table 5.11-21
Projected Construction Noise Impacts at Hayward Drive Residences During Phase 1 Extension of Hayward Drive (Mitigated)

Phase	Maximum Construction Noise Level dB(A)	Existing Ambient Noise Level dB(A)	New Ambient Noise Level dB(A)	Increase dB(A)
Grading	68.5	55.0	68.7	13.7
Trenching	64.5	55.0	65.0	10.0
Paving	68.5	55.0	68.7	13.7

Assumes 40 foot distance from closest residential receptor to nearest construction activities
*Source: Impact Sciences, Inc. Calculations are provided in **Appendix 5.11**.*

However, during Phase 3, implementation of **Mitigation Measure MM 5.11-1** is anticipated to reduce potential noise impacts from extending Barcelona Road below the County's 65 dB(A) threshold for activities that last longer than 10 days and be considered less than significant through application of best management practices. Specifically, with implementation of BMPs, the nearest homes to the construction of Barcelona Road extensions would be approximately 215 feet away and would experience ambient noise levels of 58.2 to 59.5 dB(A). These would be 1.2 to 2.5 dB(A) increases in noise that are considered inaudible to most humans. As a result, noise impacts from the extension of Barcelona Road would be considered less than significant following application of **Mitigation Measure MM 5.11-1**.

Table 5.11-22
Projected Construction Noise Impacts at Barcelona Road Residences During Phase 3 Extension of Barcelona Road (Mitigated)

Phase	Maximum Construction Noise Level dB(A)	Existing Ambient Noise Level dB(A)	New Ambient Noise Level dB(A)	Increase dB(A)
Grading	55.8	57.0	59.5	2.5
Trenching	51.8	57.0	58.2	1.2
Paving	55.8	57.0	59.5	2.5

Assumes 215 foot distance from closest residential receptor to nearest construction activities
*Source: Impact Sciences, Inc. Calculations are provided in **Appendix 5.11**.*

During the construction of off-site improvements on Hasley Canyon Road, implementation of **Mitigation Measure MM 5.11-1** is anticipated to reduce potential noise impacts below the County's 75 dB(A) threshold for activities that last less than ten days and be considered less than significant. Specifically, the nearest homes to the construction work on Hasley Canyon Road would be approximately 50 feet away and, with mitigation, would experience ambient noise levels of 65.0 to 68.7 dB(A). This would be below the 75 dB(A) threshold. As a result, noise impacts from the off-site improvements is considered less than significant following application of **Mitigation Measure MM 5.11-1**.

Table 5.11-23
Projected Construction Noise Impacts from Hasley Canyon Road Grading and Utilities (Mitigated)

Phase	Maximum Construction Noise Level dB(A)	Existing Ambient Noise Level dB(A)	New Ambient Noise Level dB(A)	Increase dB(A)
Grading	68.5	55.0	68.7	13.7
Trenching	64.5	55.0	65.0	10.0
Paving	68.5	55.0	68.7	13.7

Assumes 215 foot distance from closest residential receptor to nearest construction activities
*Source: Impact Sciences, Inc. Calculations are provided in **Appendix 5.11**.*

Operation

Implementation of the Project would produce operational noise impacts both on- and off-site that would not exceed the County's noise ordinance limits.

Specifically, on-site operation of mechanical equipment, social and recreational activities, vehicle operation, and parking associated with residential uses would not generate chronic or intermittent noise increases that exceed the County's noise ordinance and its duration-based limits on noise increases.

Cumulative off-site traffic generated from this and other potential projects would not result in significant impacts along the eight roadway segments analyzed in this study. As a result, cumulative, off-site traffic would result in a less-than-significant impact for residences and other land uses along roadways in the Castaic area.

5.12 PUBLIC SERVICES

This section of the Draft EIR describes the existing public services located in Los Angeles County that would serve the Project Site, evaluates the potential impacts to public services as a result of the Project, and provides feasible mitigation measures to reduce significant impacts, as appropriate. Project evaluation identified potential impacts to the following public services that are therefore analyzed in this section: Library Services, Education, Sheriff Services, and Fire Services.

INTRODUCTION

This section of the Draft EIR provides an overview of the library facilities that would serve the Project and evaluates the Project's potential impacts on library services.

5.12.1.1 ENVIRONMENTAL SETTING

Existing Conditions

Los Angeles County Public Library System

The County of Los Angeles Public Library (County Library) system operates facilities and services in both incorporated and unincorporated areas of the County. The Project is located within the County Library's Planning Area 1 (Santa Clarita Valley). 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. The existing library facilities and resources located within the County library's Planning Area 1 do not meet the County Library's service level guidelines.[1]

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. **Figure 5.12.1-1, County of Los Angeles Library Facilities Closest to the Project Site,** illustrates the location of both facilities. **Table 5.12.1-1, Existing Library Resources, County of Los Angeles,** outlines the number of resources available at both libraries and the square footage of each facility.

[1] The existing conditions analyzed in this section reflect the County of Los Angeles Public Library Planning Area 1's current conditions at the time of the Notice of Preparation (NOP) issuance. The Castaic Library and Stevenson Ranch Library both reopened in March 2015, following extensive remodeling and expansion projects. Utilizing the data available and provided by the County of Los Angeles Public Library system at the time of the NOP issuance provides a conservative analysis of the proposed project's potential impacts to Library Services.

Table 5.12.1-1
Existing Library Resources, County of Los Angeles

Library	Total Number of Resources	Size	Number of Public Computers	Number of Librarians
Castaic Library	39,956	6,985 sf	22	1
Stevenson Ranch Express Library	N/A[1]	480 sf	2	1
Total	**39,956**	**7,465 sf**	**24**	**2**

Sources:
Yolonda De Ramus, Chief Deputy, County of Los Angeles Public Library, written correspondence, August 21, 2013.
County of Los Angeles Public Library, Stevenson Ranch Express Library, http://www.colapublib.org/libs/stevensonranch/index.php, accessed January 23, 2015.
Notes:
sf-square feet
[1] *Resources at the Stevenson Ranch Express Library are available via transfer, hold and pick up. The facility does not maintain a general library.*

The Castaic Library's current hours of operation are Monday and Tuesday from 11:00 AM to 7:00 PM, Wednesday and Thursday from 11:00 AM to 6:00 PM, Friday and Saturday from 11:00 AM to 5:00 PM and closed Sundays.[2] The Stevenson Ranch Express Library's current hours of operation are Tuesday from 3:00 PM to 7:00 PM, Wednesday and Thursday from 1:00 PM to 5:00 PM and Friday and Saturday from 10:00 AM to 12:00 PM and 1:00 PM to 4:00 PM. The facility is closed on Sundays and Mondays.[3]

The County Library catalog is available and searchable on-line 24 hours a day. If an item is not available or is located in another County library, a patron can place a search/hold on it (either on-line or at their local branch library). When the item becomes available, it is delivered to the patron's local County branch library and is held for 14 days. Notification is sent to the patron via mail or email, at their request. The County Library system also maintains a collection of thousands of downloadable eBooks and other electronic media available through the 'Over Drive' program; eBooks can be downloaded at no charge to a variety of computers and devices.

2 Los Angeles County Public Library, Castaic Library, http://www.colapublib.org/libs/castaic/index.php, accessed January 23, 2015. Note, following the March 2015 reopening, these hours were revised to Monday and Tuesday from 10:00 AM to 8:00 PM, Wednesday and Thursday from 12:00 PM to 6:00 PM, Friday from 12:00 PM to 5:00 PM, Saturday from 10:00 AM to 5:00 PM and closed Sundays.

3 Los Angeles County Public Library, Stevenson Ranch Express Library, http://www.colapublib.org/libs/stevensonranch/index.php, accessed January 23, 2015. Note, following the March 2015 reopening, these hours were revised to Monday through Wednesday from 10:00 AM to 8:00 PM, Thursday from 10:00 AM to 6:00 PM, Friday and Saturday from 10:00 AM to 5:00 PM, and closed Sundays.

SOURCE: Google, Inc., January 2015

FIGURE **5.12.1-1**

County of Los Angeles Library Facilities Closest to the Project Site

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If an item is not in the County Library collection, the patron can ask the Library to request it from another library system through the Interlibrary Loan program. It is at the discretion of the owning library whether to loan the item. A modest fee (generally $3.00) for this service is charged to the patron's account when they receive the item, which can take up to several weeks to arrive.

General Level of Service and Funding

The County Library adopted material-to-resident and square footage-to-resident ratios for planning purposes. The County Library's current material-to-resident ratio is 2.75 material items (books, magazines, periodicals, audio, video, etc.) per capita and 0.50 square foot of library facility space per capita. In addition, the County Library uses a service level guideline of one public access computer per 1,000 people served.[4]

Based on a County 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 ratio of library facility space and library material items (e.g., books and other materials) in the Santa Clarita Valley area on a per capita basis is approximately 0.04 square foot per capita and approximately 0.23 item per capita, respectively.[5] Using the County standard (1 computer per 1,000 people), the number of computers is approximately 0.14 computer per capita.

With respect to the Castaic area, at the time of issuance of the Notice of Preparation (NOP) for the Project, the County's physical library locations in the Santa Clarita Valley include the Castaic Library and Stevenson Ranch Express Library; combined these facilities totaled 7,465 square feet with 39,956 items available for review, and 24 public use computers.[6] Therefore, at the time the NOP was filed, these facilities did not meet the County Library's service level guideline for library items, number of public computers, and available library space per capita. After the 2015 completion of the Castaic and Stevenson Ranch Library expansions, the ratios improved slightly; however they remain below the County Library's service level guidelines.

The County Library system is primarily funded by a dedicated share of property tax from the local service area, along with other revenues including a general fund contribution in an amount made at the

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4 Yolonda De Ramus, Chief Deputy, County of Los Angeles Public Library, written correspondence, August 21, 2013.

5 California Department of Finance, Los Angeles County 2012 Population for Santa Clarita Valley Region, http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php, 2013.

6 Yolanda De Ramus, Chief Deputy, County of Los Angeles Public Library, written correspondence, August 21, 2013.

discretion of the County Board of Supervisors, an annual parcel tax, grants, and revenue from fines, fees, and other miscellaneous sources.

In 1992, the state shifted a share of property tax revenues from library operations to help finance education. In response to this lost revenue, in 1994, the County Board of Supervisors adopted a community facilities district for extended library services and facilities in 11 cities and the unincorporated areas of the County, including the unincorporated area of the Santa Clarita Valley. Proposition L, approved by the voters in 1997, assesses an annual special parcel tax for library services.[7] The County Library's annual special parcel tax is currently levied in the unincorporated areas of the County, including the Project Site, and 10 cities. For the 2013–2014 fiscal year, the annual special parcel tax rate is $29.18 per parcel.[8] The funds collected via the annual special parcel tax are primarily used for annual operational costs by the County Library system.

The funding in the County Library's operating budget does not provide for the general replacement or expansion of library facilities. Currently, the only funding available for the replacement or expansion of library facilities is that generated from the County's developer fee program. On October 27, 1998, the County Board of Supervisors 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 County Library system is divided into seven Planning Areas; fees collected for development projects within a specific Planning Area are available for library projects solely within that Planning Area. The library fee in Planning Area 1, within which the Project Site is located, is currently $857.00 per dwelling unit.[9] The County library's mitigation fee is subject to an annual Consumer Price Index (CPI) adjustment on July 1 of each year, and thus the actual fee obligation for the Project may be higher dependent on when the building permits are issued.

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7 County of Los Angeles Public Library, Support Services Section, Mosie Blow, written communication August 28, 2013.

8 County of Los Angeles Public Library, Support Services Section, Mosie Blow, written communication August 28, 2013.

9 Yolanda De Ramus, Chief Deputy, County of Los Angeles Public Library, written correspondence August 21, 2013.

Regulatory Framework

Local

County General Plan

The County's General Plan is primarily a policy document that sets goals concerning the community and gives direction to growth and development. In addition, it outlines the programs that were developed to accomplish the goals and policies of the General Plan. Currently there are no library policies included in the County General Plan.

Santa Clarita Valley Area Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a consistency analysis of the Santa Clarita Valley Area Plan (SCVAP 2012) policies that pertain to library services. Refer to **Table 5.10-2** for a list of the policies related to library services and the consistency analysis for each policy.

5.12.1.2 ENVIRONMENTAL IMPACTS

Methodology

The County of Los Angeles Library adopted material-to-resident and square footage-to-resident ratios for planning purposes. Impacts regarding library services are evaluated on a project-by-project basis and are dependent on the size of the Project's population. Buildout of the Project would result in a population of approximately 1,760 residents.

As discussed in **Section 4.0, Project Description**, the Project assumes construction of the planned channel improvements prior to the completion of grading for the Project. If the planned channel improvements are not completed, two Retention Basins would be constructed as an interim condition. 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 impacts related to library services, full buildout of the Project represents the most impactful scenario as it includes a greater number of homes and therefore, the largest potential demand on services.

Project Design Elements/Project Design Features

Project Design Elements

A complete description of the Project and associated development characteristics is provided in **Section 4.0, Project Description,** of this Draft EIR.

The Project would provide for the development of 497 single-family homes on lot sizes that would range from 8,300 square feet to 16,700 square feet. Buildout of the Project would result in a population of approximately 1,760 residents who could use the County Public Library facilities.

Project Design Features

No specific project design features (PDFs) are proposed relevant to library services.

Significance Threshold

The potential for the Project to result in impacts associated with library services is based on the CEQA significance thresholds specified by the Los Angeles County Department of Regional Planning. These significance thresholds are based in part on Appendix G of the *State CEQA Guidelines* and are as follows:

Threshold 5.12.1-1 **Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for library services?**

Impact Analysis

Threshold 5.12.1-1 **Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for library services?**

Construction Impacts

The need for library services is generally calculated based on permanent population residing in a given area. Project construction activities would be temporary and would not generate demand for library services. Therefore, construction related impacts on library services would be less than significant.

Operation Impacts

Development of the Project would increase population and, as a result, the demand placed on library services at the County Library facilities, thereby increasing the need for additional library facility space and library items. As noted above, the County Library has adopted a planning guideline of 0.50 gross

square foot and 2.75 items (books, periodicals, audio cassettes, videos, etc.) per capita, and one computer per 1,000 people served.

Based on the Project's projected population of approximately 1,760 persons, the Project would require a minimum of 880 gross square feet of library facility space, 4,840 library material items, and two public computers to meet the County Library's planning guidelines.

As discussed previously, despite the availability of a broad range of library facilities and services, the Planning Area 1 (which includes the Project Site) is presently under-served with regard to available library space. The Castaic Library has recently been expanded from 6,985 square feet to approximately 12,250 square feet and is able to accommodate approximately 20,000 more books and other library materials. However, even with the completion of the expansion, the service level ratios have only improved slightly and the ratio of library facilities and library material items on a per capita basis is still not met. Residents of the Project would generate new tax revenues, contribute to the library's special parcel tax, and be responsible for any fines and fees accrued from overdue materials. However, increased tax revenue addresses only library operations and, because of uncertainty regarding General Fund contribution levels, it is not adequate to offset the costs associated with the construction of new libraries and the purchase of new items (books, periodicals, audio cassettes, videos, etc.). As the tax revenues generated by the Project would not adequately cover all costs associated with serving the Project population, impacts to library services would be potentially significant.

In order to minimize potentially significant effects, the County has established a library facilities mitigation fee program to account for library-related construction and acquisition costs. Based on the County's current library facilities mitigation fee of $857.00 per single-family unit, the estimated fees that would be collected from the Project to pay for new library construction and item purchases would be approximately $425,929 ($857.00 × 497 units = $425,929). As previously discussed, the County Library system is divided into seven Planning Areas, fees collected for development projects within a specific Planning Area are available for library projects solely within that Planning Area. With implementation of **Mitigation Measure MM 5.12.1-1** (payment of appropriate fees), impacts on library services would be less than significant.

5.12.1.3 CUMULATIVE IMPACTS

Table 5.12.1-2, Cumulative Development Summary, provides the materials that would be required (based on County Library standards) for the Project and Related Projects.

Table 5.12.1-2
Cumulative Development Summary

Type of Dwelling Unit	Number of Units Included in Related Projects	Population Generation Factor	Projected Population	Library Materials Goal (@ 2.75 Materials per Resident)	Library Square Footage Goal (@ 0.50 Square foot per Resident)	1.0 Computers per 1,000 Residents
Single-Family Housing	11,301 du	3.54/du	40,005	110,014	20,003	40
Multi-Family Housing	5,434 du	2.88/du	15,650	43,038	7,825	16
Subtotal (without Project)	16,735 du	-	55,655	153,051	27,828	55
Project (Single-Family Units)	497 du	3.54/du	1,760	4,840	880	2
Total	17,232 du	-	57,415	157,891	28,708	57

Source:
2014 Los Valles Traffic Impact Study, prepared by Linscott, Law & Greenspan;
Notes:
du-dwelling unit

As discussed above, 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.

5.12.1.4 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.

5.12.1.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of **Mitigation Measure MM 5.12.1-1,** impacts to the County Library services would be less than significant.

INTRODUCTION

This section of the Draft EIR provides an overview of public schools that would serve the Project and evaluates potential impacts on education resulting from the Project.[1]

5.12.2.1 ENVIRONMENTAL SETTING

Existing Conditions

The Castaic Union School District (Castaic School District) and the William S. Hart Union High School District (Hart School District) currently provide public elementary, junior high/middle school, and high school education in the vicinity of the Project Site. The Castaic School District provides elementary school (grades K–5) and middle school (grades 6–8) education service, and the Hart School District provides junior high (grades 7–8), high school (grades 9–12), and adult school education service. Based on information provided by these school districts, the Project would be served by the Castaic School District for elementary and middle school and by the Hart School District for high school.[2]

Figure 5.12.2-1, Castaic School District and Hart School District Attendance Boundaries, illustrates the overall boundaries of the Castaic School District and the Hart School District. **Figure 5.12.2-2, Castaic and Hart District School Locations,** illustrates the location of all schools within these two districts in relation to the Project Site.

Castaic Union School District

As shown in **Figure 5.12.2-2**, there are a total of three elementary schools, and one middle school within the Castaic School District located near the Project Site. 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. Castaic Middle School would be accessible via the proposed Barcelona Road extension. As shown in **Table 5.12.2-1, Existing Design Capacities and Current Enrollment for the Castaic School District,** 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

1 The existing conditions analyzed in this section reflect the Castaic and Hart School Districts' current conditions at the time of the NOP issuance.

2 Castaic Union School District, Director of Facilities, Jamie Garcia, written communication December 16, 2013.

students. All schools are currently operating under capacity, except for Live Oak Elementary, which is operating over its design capacity.[3]

Table 5.12.2-1
Existing Design Capacities and Current Enrollment for the Castaic Union School District

School	Grade Levels	Current Enrollment	Design Capacity
Live Oak Elementary	K–5	673	500
Castaic Elementary	K–6	485	750
North Lake Hills Elementary	K–6	624	750
Castaic Middle School	6-8	1,028	1,200
Total		**2,810**	**3,200**

Source:
Enrollment data for the 2012 2013 school year and design capacity provided by Jamie Garcia, Director of Facilities, August 21, 2013.

William S. Hart Union High School District

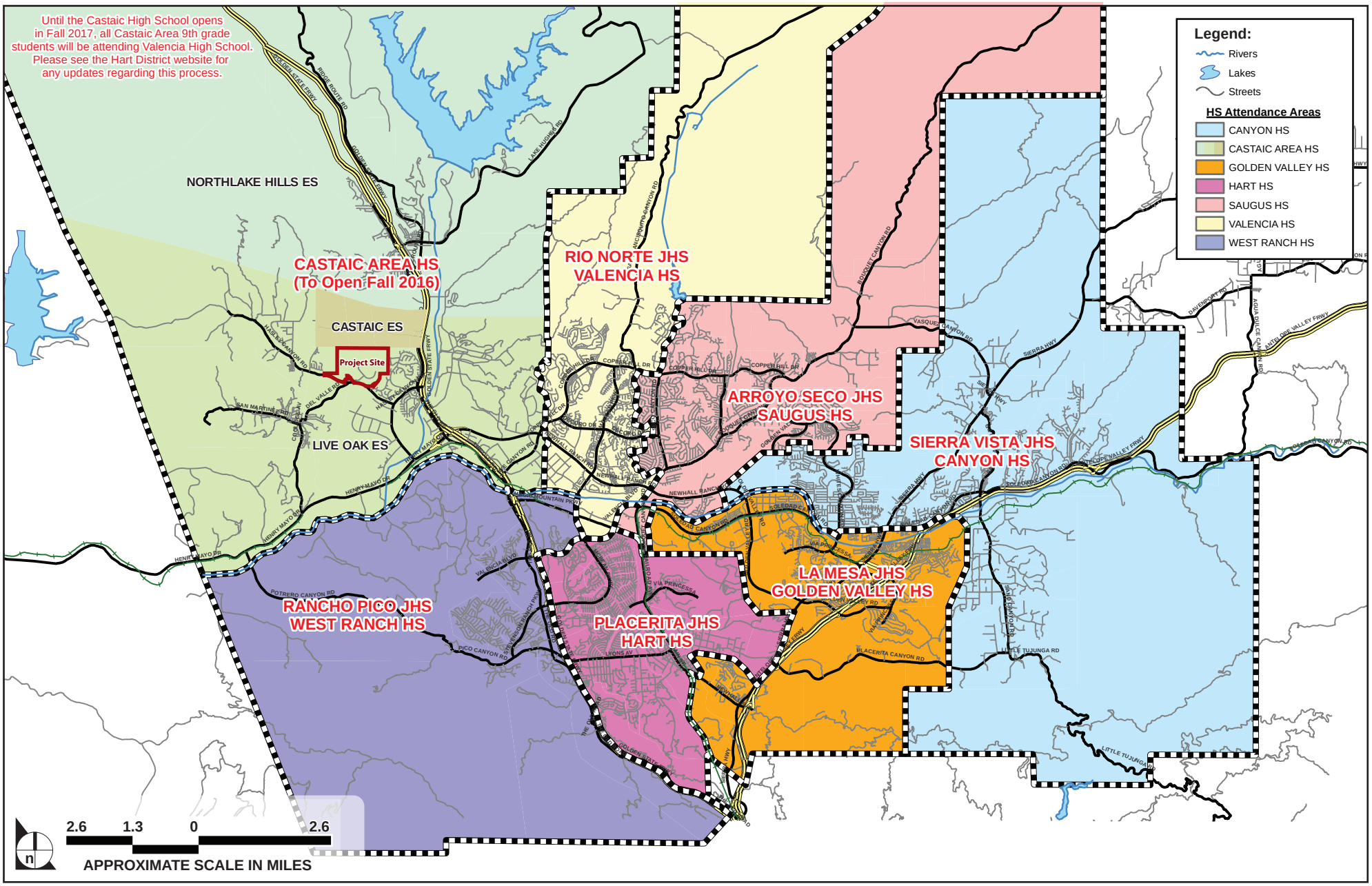
There are a total of six junior high and six high schools within the Hart School District. **Figure 5.12.2-2,** shows the location of each school relative to the Project Site. The Hart School District currently assigns all high school students in Castaic to Valencia High School located at 27801 Dickason 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.[4] The total student enrollment for the 2012–2013 school year, as shown in **Table 5.12.2-2, Current Enrollment of William S. Hart Union High School District,** 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.[5] The design capacity of Castaic High School will be similar to other District high schools.[6] The Project Site is approximately 8 miles southeast of the Castaic High School project site.

3 Castaic Union School District, Director of Facilities, Jamie Garcia, written communication December 4, 2013.

4 William S. Hart Union High School District, Lorna R. Baril, Senior Administrative Assistant, written communication December 4, 2013.

5 William S. Hart Union High School District website, http://www.hart.k12.ca.us/index.php/news/1699, accessed February 23, 2015.

6 William S. Hart Union High School District, Lorna R. Baril, Senior Administrative Assistant, written communication December 2, 2013.

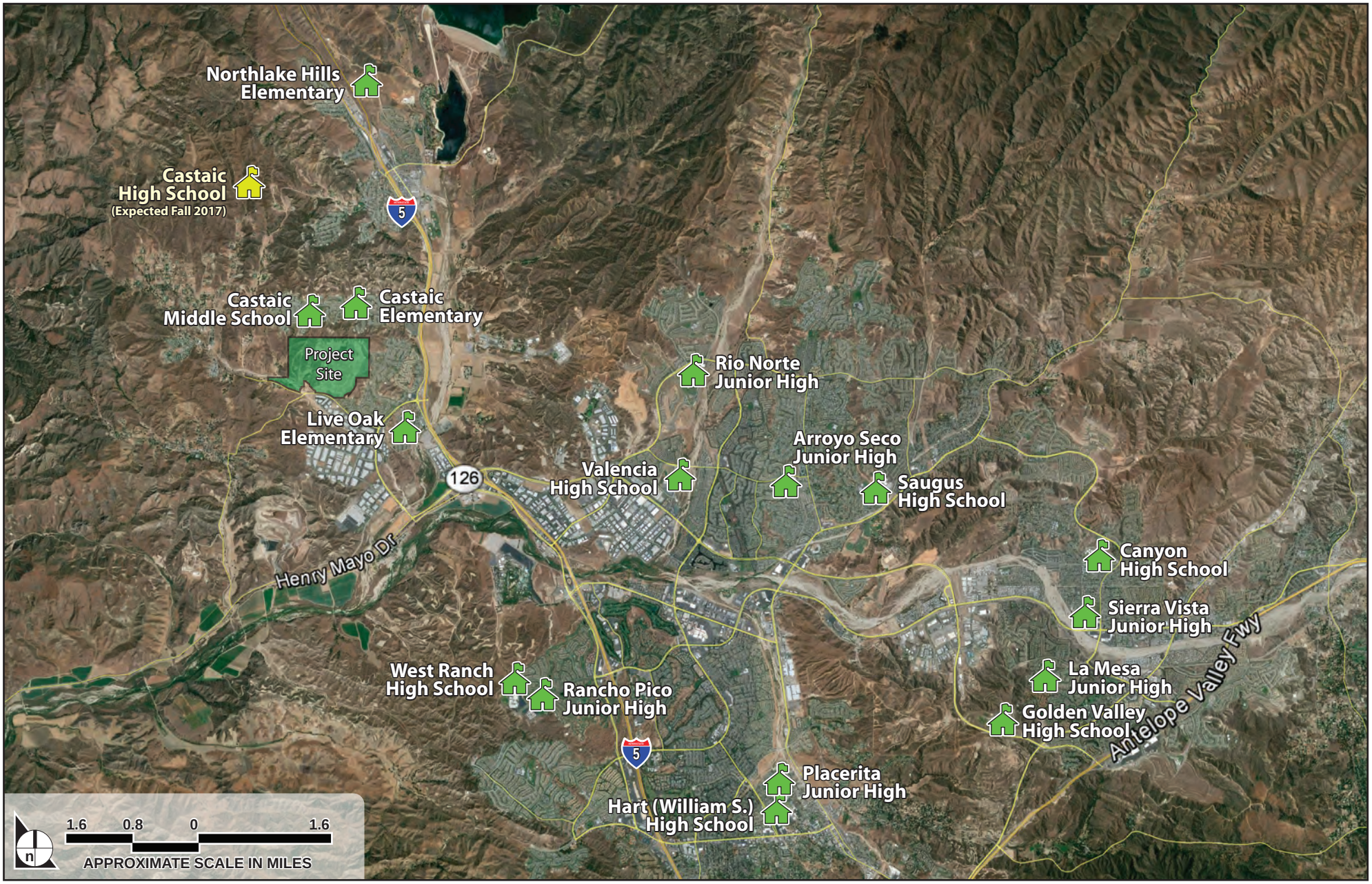


SOURCE: Davis Demographics and Planning, Inc., March 2014

FIGURE **5.12.2-1**

Castaic School District and Hart School District Attendance Boundaries

1154.001•02/15



SOURCE: Google, Inc., December 2013

FIGURE **5.12.2-2**

Castaic and Hart District School Locations

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Table 5.12.2-2
Current Enrollment of William S. Hart Union High School District

School	Current Enrollment	Current Design Capacity	Percent of Capacity (%)
Junior High Schools			
Arroyo Seco	1,256	1,589	79.04
La Mesa	1,095	1,394	78.55
Placerita	1,087	1,236	87.95
Rancho Pico	1,022	1,200	85.17
Rio Norte	1,155	1,568	73.66
Sierra Vista	1,233	1,221	100.98
Subtotal	**6,848**	**8,208**	**83.43**
High Schools			
Canyon	2,450	2,538	96.53
Golden Valley	2,197	2,600	84.50
Hart	2,175	2,315	93.95
Saugus	2,376	2,273	104.53
Valencia	3,074	2,764	111.22
West Ranch	2,490	2,600	95.77
Subtotal	**14,762**	**15,090**	**97.82**
Total	**21,610**	**23,298**	**92.75**

Source:
Enrollment data for the 2012-2013 school year and design capacity provided by Lorna Baril, Senior Administrative Assistant, December 2, 2013.

Regulatory Framework

State

AB 2926

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the state passed Assembly Bill 2926 (AB 2926) in 1986. This bill allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees were also referenced in the 1987 Leroy Greene Lease-Purchase Act, which required school districts to contribute a matching share of project costs for construction, modernization, or reconstruction.

SB 50

Title 5 Education Code of the California Code of Regulations governs all aspects of education within the state.

Senate Bill 50 (SB 50) and Proposition 1A, both of which passed in 1998, provided a comprehensive school facilities financing and reform program, in part by authorizing a $9.2 billion school facilities bond issue, school construction cost containment provisions. Specifically, the bond funds are to provide $2.9 billion for new construction and $2.1 billion for reconstruction/modernization needs statewide. The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate, and reinstate the school facility fee cap for legislative actions (e.g., General Plan amendments, specific plan adoption, zoning plan amendments). According to Government Code Section 65996, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."

SB 50 establishes three levels of developer fees that may be imposed upon new development by the governing board of a school district depending upon certain conditions within a district. Level One Fees are the statutory fees, which can be adjusted for inflation every two years. Level Two Fees allow school districts to impose fees beyond the base statutory cap, under specific circumstances. Level Three Fees come into effect if the state runs out of bond funds after 2006, which would allow school districts to impose 100 percent of the cost of the school facility or mitigation minus any local dedicated school monies.

In order to accommodate students from new development projects, school districts may alternatively finance new schools through special school construction funding resolutions and/or agreements between developers, the affected school districts, and occasionally, other local governmental agencies. These special resolutions and agreements often allow school districts to realize school mitigation funds in excess of the developer fees allowed under SB 50.

AB 97

The approved Local Control Funding Formula (LCFF) included in the 2013–2014 California State Budget will change the way state officials disperse funds to schools. Categorical programs often dictated which schools received funding in the past. Each categorical program maintained a set of regulations and rules which a school would have to follow to receive state funding. The LCFF will affect school funding opportunities in two ways; first, the multiple categorical funding requirements are removed and schools will no longer be forced to comply with categorical spending rules to ensure funding. Second, disadvantaged schools and students would receive additional resources. While all schools would receive

funding based on enrollment numbers, schools with foster children, non-native speakers, or students living in poverty would receive additional funding.[7]

Local

County General Plan

The County's General Plan is primarily a policy document that sets goals concerning the community and gives direction to growth and development. In addition, it outlines the programs that were developed to accomplish the goals and policies of the General Plan. Currently there are no education policies included in the County General Plan.

Santa Clarita Valley Area Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a consistency analysis of the Santa Clarita Valley Area Plan (SCVAP 2012) policies that pertain to educational services. Refer to **Table 5.10-2** for a list of the educational policies included in the 2012 SCVAP and the consistency analysis for each policy.

5.12.2.2 ENVIRONMENTAL IMPACTS

Methodology

The Castaic Union and Hart High School Union School Districts currently provide public elementary, junior high/middle school, and high school education in the vicinity of the Project Site. The impact assessment methodology includes an analysis of the student population increase caused by buildout of the Project, which could impact educational services. In addition, cumulative impacts to existing educational facilities (including the Project and related projects) are discussed.

The number of additional students that may be generated by any given development project is determined by the number and type of residential units to be developed. The Project includes 497 single-family units.

The number of students that may be generated by each new housing unit is referred to as the "student generation rate." Student generation rates are calculated by each school district, which categorize the existing number of students for that school district by the type of home in which they live (single-family,

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7 Los Angeles Times, "A Simpler, Fairer Way to Fund California's Schools," http://articles.latimes.com/2013/jan/24/opinion/la-oe-plank-california-education-20130124, July 8, 2013.

multi-family, and apartment), and then dividing the total number of students in each category by the total number of homes of each type. Student generation rates per housing type for the Castaic School District and the Hart School District are provided in **Table 5.12.2-3, Student Generation Rates for Castaic School District and Hart School District**, below. Buildout of the Project would result in an additional estimated 321 students. Impacts to the existing educational facilities in both the Castaic Union and Hart Union School Districts are analyzed below using this methodology.

Table 5.12.2-3
Student Generation Rates for Castaic School District and Hart School District

Type of School	Student Generation Rate for Single-Family Units	Number of Proposed Single-Family Residences	Number of Students Generated by the Project
Kindergarten-5th grade[1]	0.319	497	159
Middle School 6th–8th grade[1]	0.135	497	68
High School 9th–12th grade[2]	0.1874	497	94
Total			**321**

Sources:
[1] *Jamie Garcia Director of Facilities, Castaic Union School District, written communication (August 21, 2013).*
[2] *Lorna Baril, Senior Administrative Assistant, William S. Hart Unified High School District, written communication (December 2, 2012).*

As discussed in **Section 4.0, Project Description**, the Project assumes construction of the planned channel improvements prior to the completion of grading for the Project. If the planned channel improvements are not completed, two Retention Basins would be constructed as an interim condition. 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 impacts related to education, full buildout of the Project represents the most impactful scenario as it includes a greater number of homes and therefore, the largest potential generation of school age children.

Project Design Elements/Project Design Features

Project Design Elements

The Project would provide for the development of 497 single-family homes on lot sizes that would range from 8,300 square feet to 16,700 square feet with an average of approximately 12,500 square feet. The Applicant would pay education facility fees as directed by the Castaic School District and Hart School District. Fees would be based on dwelling square footage of each single-family residence. As explained

above, buildout of the Project would result in an estimated 321 students, which would be served by the Castaic or Hart School Districts.

The Project would include the extension of Barcelona Road which would provide a more direct connection from the Project Site to Castaic Middle and Elementary Schools.

Project Design Features

No specific project design features (PDFs) are proposed relevant to educational services.

Significance Threshold

The potential for the Project to result in impacts associated with education services is based on the CEQA significance thresholds specified by the Los Angeles County Department of Regional Planning. These significance thresholds are based in part on Appendix G of the *State CEQA Guidelines* and are as follows:

Threshold 5.12.2-1 **Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities in order to maintain acceptable service ratios, response times, or other performance objectives for education?**

Impact Analysis

Threshold 5.12.2-1 **Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities in order to maintain acceptable service ratios, response times, or other performance objectives for education?**

Based on the number of single-family residences to be developed by the Project and the student generation rate for single-family housing units in each of the school districts, the Project would generate a total of 159 elementary school students (K–5) and 68 middle school students (6–8), utilizing the school generation rates provided by the Castaic School District, which would provide schooling for those age groups, and 94 high school students (9–12) utilizing the school generation rates provided by the Hart School District, which would provide schooling for high school students only. Students generated by the Project would be expected to attend elementary and middle schools within the Castaic School District and high school in the Hart School District as explained above.

Castaic Union School District

Based on the student generation rates provided by the Castaic School District, the Project at buildout is estimated to generate 159 elementary students. These additional students would attend Live Oak Elementary School which has a capacity of approximately 500 seats. Student enrollment for the 2012–2013 school year was 673 students. 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 current 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.

Based on the student generation rates provided by the Castaic School District, the Project at buildout would generate approximately 68 additional middle school students, who would attend Castaic Middle School. The current capacity at Castaic Middle School currently is 1,200 students. 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 Applicant would pay education facility fees as directed by the Castaic School District, prior to the issuance of each building permit, which, as provided by State law, would fully mitigate the impact of the Project. In the Castaic School District, the current amount of education facility fees for new residential construction is $3.20 per square foot.[8] The square footage of the 497 single-family homes has not been calculated, but the total fee will ultimately be based on the square footage of the single-family residences.

Mitigation Measure MM 5.12.2-1 would ensure that the Applicant would pay all education facility fees as directed by the Castaic School District, prior to the issuance of each building permit, mitigating impacts on the Castaic School District to a less than significant level.

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8 Castaic Union School District, Director of Facilities, Jamie Garcia, written communication August 21, 2013.

William S. Hart Union School District

Based on the student generation rates provided by the Hart School District, the Project at buildout is expected to generate approximately 94 high school students that 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 Hart School District, 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 high school 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 Hart School District, prior to the issuance of each building permit, mitigating impacts on the Hart School District to a less than significant level.[9]

5.12.2.3 CUMULATIVE IMPACTS

As required by CEQA, the cumulative impact on schools caused by the Project and other related future residential development is assessed in this section. The focus of this cumulative impact analysis is on determining whether the cumulative increase in the residential population from related residential projects, in combination with the Project, would adversely impact the affected school districts that serve the residents of the Santa Clarita Valley, including the Project Site. The cumulative impact analysis is based on the Related Projects as described in **Section 3.0, Environmental Setting.**

Table 5.12.2-4 Projected Student Population of Related Multi-Family Projects and **Table 5.12.2-5, Projected Student Population of Related Single-Family Projects** show that 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.

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9 A '*School Facilities Funding and Mitigation Agreement By and Between the William S. Hart Union High School District and Hasley Canyon Land Company, LLC* , the prior owner of the Project Site, was entered into as of January 23, 2002. A copy of the document can be found in **Appendix 5.12.2-5**.

Table 5.12.2-4
Projected Student Population of Related Multi-Family Projects

Type of School	Student Generation Rate for Multi-Family Units	Number of Related Multi-Family Projects[3]	Number of Students Generated by Related Projects
Kindergarten-5th grade[1]	0.245	5,434 du	1,332
Middle School 6th–8th grade[1]	0.123	5,434 du	669
High School 9th–12th grade[2]	0.1455	5,434 du	791
Total			**2,792**

Sources:
[1] *Jamie Garcia Director of Facilities, Castaic Union School District, written communication August 21, 2013.*
[2] *Lorna Baril, Senior Administrative Assistant, William S. Hart Unified High School District, written communication December 2, 2012.*
Notes:
du-dwelling unit
[3] *Number of multi-family units based on the list of Related Projects provided in* ***Table 3.0-1*** *in* ***Section 3.0 Environmental Setting*** *Please see* ***Table 5.12.2-3*** *for a detailed account of the Project's Student Generation Rate.*

Table 5.12.2-5
Projected Student Population of Related Single-Family Projects

Type of School	Student Generation Rate for Single-Family Units	Number of Related Single-Family Projects[3]	Number of Students Generated by Related Projects
Kindergarten-5th grade[1]	0.319	11,301 du	3,606
Middle School 6th–8th grade[1]	0.135	11,301 du	1,527
High School 9th–12th grade[2]	0.1874	11,301 du	2,118
Subtotal (without Project)	-	-	**7,251**
Project	-	497	321
Total	-	-	**7,572**

Sources:
[1] *Jamie Garcia Director of Facilities, Castaic Union School District, written communication August 21, 2013.*
[2] *Lorna Baril, Senior Administrative Assistant, William S. Hart Unified High School District, written communication December 2, 2012.*
Notes:
du-dwelling unit
[3] *Number of multi-family units based on the list of Related Projects provided in* ***Table 3.0-1*** *in* ***Section 3.0 Environmental Setting*** *Please see* ***Table 5.12.2-3*** *for a detailed account of the Project's Student Generation Rate.*

5.12.2.4 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.

5.12.2.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of **Mitigation Measure MM 5.12.2-1,** potential impacts associated with educational services would be less than significant.

INTRODUCTION

This section of the Draft EIR evaluates the Project's potential impacts on the Los Angeles County Sheriff's Department (Sheriff's Department) and California Highway Patrol (CHP) services in the vicinity of the Project Site. The Sheriff's Department serves all unincorporated areas of Los Angeles County (including the Project Site) as well as a number of contract cities within the County.[1]

5.12.3.1 ENVIRONMENTAL SETTING

Existing Conditions

Los Angeles County Sheriff's Department

The Santa Clarita Valley Station of the Sheriff's Department is responsible for providing general law enforcement in the unincorporated Castaic area of Los Angeles, while the CHP provides traffic control in the vicinity of the Project Site. As shown in **Figure 5.12.3-1, Sheriff/CHP Station Locations**, the Santa Clarita Valley Station is located near the intersection of Magic Mountain Parkway and Valencia Boulevard, at 23740 Magic Mountain Parkway in the City of Santa Clarita approximately 7 miles southeast of the Project Site.[2] The Santa Clarita Valley Station currently maintains a staff of 202 sworn deputies, and serves an area of 656 square miles. [3] The service area boundaries of the Santa Clarita Valley Station include the City of Santa Clarita, and unincorporated County land between the City of Los Angeles limits to the south, Kern County line to the north, and all areas between the Ventura County line to the west and township of Agua Dulce to the east.[4] Equipment and services provided through the station include 24-hour designated County cars, helicopters, search and rescue, mounted posse, and emergency operation centers.

The Sheriff's Department staff indicates that a deputy-to-resident ratio of one deputy per 1,000 residents is a desired level of service for the service area.[5] With approximately 270,000 people living within the

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1 The existing conditions analyzed in this section reflect the Los Angeles County Sheriff's Department and California Highway Patrol's current conditions at the time of the NOP issuance.

2 Paul Becker, Captain, Santa Clarita Valley Sheriff Station, written communication July 30, 2013.

3 Paul Becker, Captain, Santa Clarita Valley Sheriff Station, written communication July 30, 2013.

4 Paul Becker, Captain, Santa Clarita Valley Sheriff Station, written communication July 30, 2013.

5 Paul Becker, Captain, Santa Clarita Valley Sheriff Station, written communication July 30, 2013.

Santa Clarita Valley Station service area, the existing ratio at the Station is one deputy per 1,337 residents.[6]

The Santa Clarita Valley Station has anticipated that response times for priority (immediate) incident (i.e., a crime or incident that is currently occurring, but that is not a life or death situation) calls would be 10 to 15 minutes and emergency (i.e., a crime that is presently occurring and is a life or death situation) response time of approximately 5 to 7 minutes. Non-emergency response time would be approximately 55 to 65 minutes. These response times represent the range of time required to handle a service call, which is measured from the time a call is received until the time a patrol car arrives at the incident scene. Response time is variable, particularly because the nearest responding patrol car may be located anywhere within the station's patrol area and may not necessarily respond directly from the station itself. The Project Site is currently vacant and does not generate a need for Sheriff protection services.

The CHP provides traffic regulation enforcement for the unincorporated portions of the Santa Clarita Valley and surrounding areas from its Newhall Station, located at 28648 The Old Road, near the I-5 and SR-126 interchange (See **Figure 5.12.3-1**). The Newhall CHP Station patrols a service area of approximately 600 square miles that includes I-5, SR-126, SR-14, and unincorporated areas and roadways. This service area extends westerly to the Ventura County line, east to Agua Dulce, north to SR-138 (and along SR-138 to Avenue 220th Street West), and south to SR-118.

The Newhall Area CHP Station is staffed by 89 sworn officers and 9 civilian employees.[7] Due to its size and the vast area the agency patrols, the CHP cannot provide the number of emergency/non-emergency calls placed within the last year within the Castaic area.[8] The CHP does not currently maintain standard response times for emergency and non-emergency calls. Response times vary depending on the availability of units and staff members.[9] It should be further noted that the number of emergency/non-emergency calls placed to the CHP does not correlate directly to any given incident. For example, a recent tanker truck fire on a Sacramento freeway resulted in over 1,000 cell phone calls to the Sacramento 911 CHP call center and tied-up all five operators on duty for more than an hour.[10]

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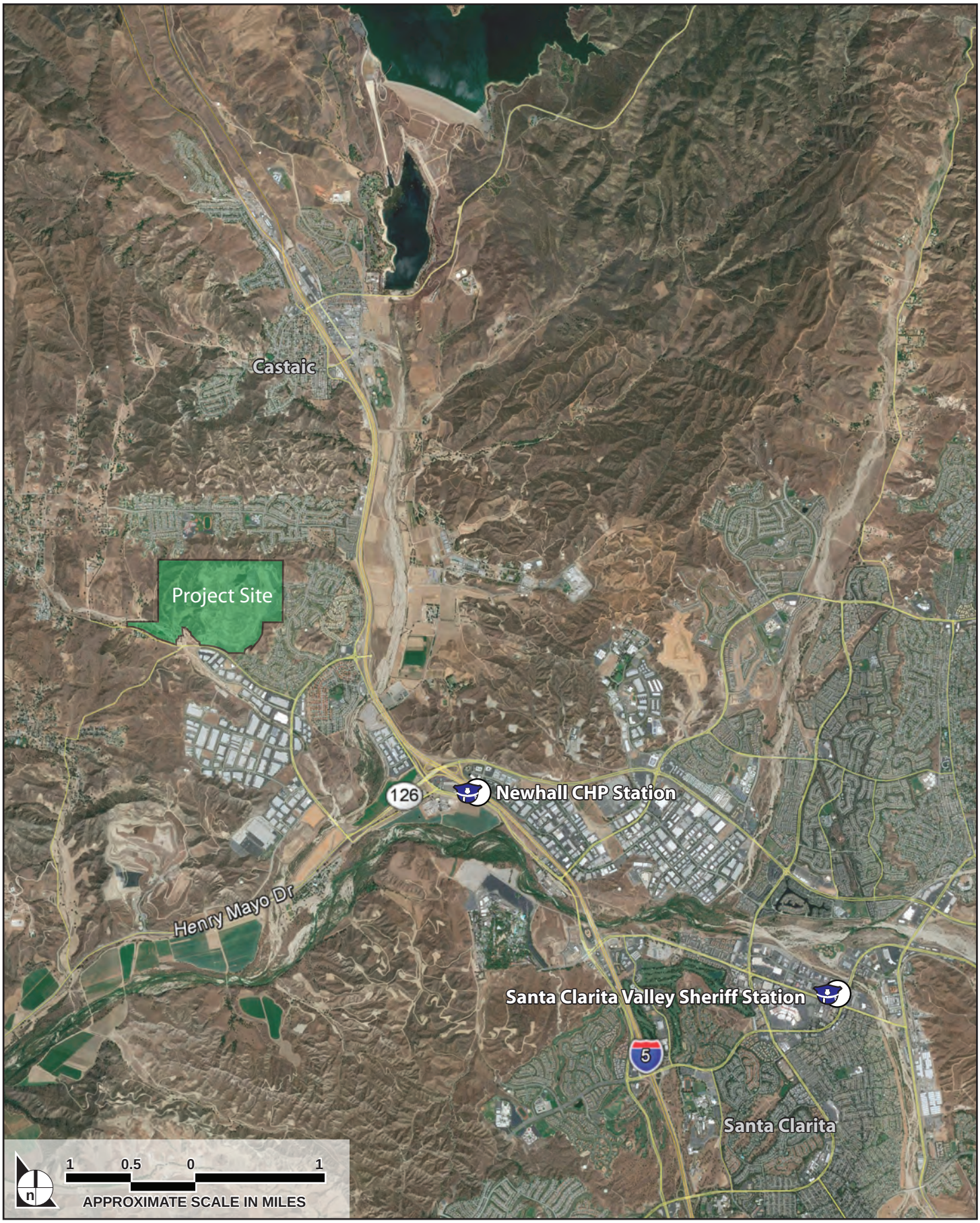
6 Paul Becker, Captain, Santa Clarita Valley Sheriff Station, written communication July 30, 2013.

7 Sergeant Rick Miler, California Highway Patrol, Newhall Station, Written communication September 10, 2013.

8 Sergeant Rick Miler, California Highway Patrol, Newhall Station, Written communication September 10, 2013.

9 Sergeant Rick Miler, California Highway Patrol, Newhall Station, Written communication September 10, 2013.

10 California Performance Review, SO19 911 Emergency Call Center System Improvements, website: http://cpr.ca.gov/cpr_report/issues_and_recommendations/chapter_7_statewide_operations/information_technology/so19.html.



SOURCE: Google, Inc., October 2013

FIGURE **5.12.3-1**

Sheriff/CHP Station Locations

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Regulatory Framework

State

State and County Emergency Response/Evacuations Plans

California's Office of Emergency Services (OES) coordinates the overall response of state agencies to major disasters in support of local government. The office is responsible for (1) assuring the state's readiness to respond to and recover from natural, manmade, and war-caused emergencies; and (2) assisting local governments in their emergency preparedness, response, and recovery efforts. Accordingly, the OES maintains the State Emergency Plan, which outlines the organizational structure for the state's response to natural and manmade disasters. The OES also assists local governments and other state agencies in developing their own emergency preparedness and response plans, in accordance with the Standardized Emergency Management System (SEMS) and State Emergency Plan, for earthquakes, floods, fires, hazardous material incidents, nuclear power plant emergencies, and dam breaks. Each jurisdiction is required to show the OES that it is in compliance with SEMS through a number of measures, including preparation and maintenance of an up-to-date emergency management plan, which incorporates an emergency evacuation plan. Non-compliance with SEMS can result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster. The OES also coordinates an emergency organizational network, comprised of the California OES, local Emergency Operations Centers (EOCs) in the state, city, and regional EOCs within each county.

The regional office of the OES is located in Los Alamitos, and the Los Angeles County EOC is located in downtown Los Angeles. The County Office of Emergency Management has prepared the County's 2005 *All-Hazard Mitigation Plan*, which details the coordination of County agencies during and after a catastrophic event and establishes the framework for the mutual aid agreements with the CHP, and federal, state, and other local governments in the region. It also serves as the emergency management plan (including emergency evacuation plan) for the entire County. The Los Angeles County Board of Supervisors adopted a revised hazard mitigation plan in October of 2005.[11]

The Los Angeles County EOC is responsible for emergency operations in the unincorporated areas of Los Angeles. Should an emergency occur, the Los Angeles County Sheriff and Fire Departments would provide the first response, as well as the initial contact with other agencies that may need to be involved, such as the Red Cross. Funding for Los Angeles County's EOC is primarily from the County General

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[11] Los Angeles County 2005 All-Hazard Mitigation Plan, http://hazardmitigation.calema.ca.gov/docs/lhmp/Los_Angeles_County_LHMP.pdf (2013).

Fund, with a small percentage coming from federal funds, which are funneled through California's OES to the County EOC.

California Highway Patrol

The primary responsibility of the CHP is to patrol State Highways and County roadways in the previously identified service area, enforce traffic regulations, respond to traffic accidents, and provide service and assistance for disabled vehicles. The CHP also provides assistance to all law enforcement agencies under emergency conditions. In the Santa Clarita Valley area, the CHP maintains a Mutual Aid Agreement with the Los Angeles County Sheriff's Department to be able to provide better protection for the area's residences.

There are no long-range planning documents used by the CHP to project future need within each service area. In addition, the CHP does not maintain uniform staffing, equipment, or facility ratios/objectives to project future need within each service area. Rather, each station determines its own staffing allocation relative to the geographical needs within the station's service area boundaries based on the service area's unique requirements and budget constraints. The Newhall Area CHP Station reviews its staffing allocation quarterly. The CHP does not receive or base its deployment on the revenues that may be generated within its service area; instead, CHP's long-range planning and future staffing needs are based on the needs of the entire state and budget constraints.

The primary funding source for CHP facilities and staffing is state motor vehicle registration and driver's license fees. CHP Headquarters in Sacramento determines the allocation of these fees to each service area. The Newhall Area CHP Station does not anticipate any need to increase in its equipment in the future, and no upgrades to the CHP station are planned.[12]

Local

Los Angeles County Sheriff's Department

The Sheriff's Department is responsible for providing general law enforcement in unincorporated areas of the County and in cities that contract with the County for Sheriff services. As the Project is in an unincorporated area of the County, the Sheriff's Department is the law enforcement agency that has jurisdiction with respect to the Project Site. The Sheriff's Department also conducts search-and-rescue operations through its Santa Clarita Valley Station. Search-and-rescue operations are generally conducted

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12 Sergeant Rick Miler, California Highway Patrol, Newhall Station, Written communication September 10, 2013.

in mountainous terrain (i.e., for incidents such as downed planes or lost hikers). The Santa Clarita Valley Station search-and-rescue team uses the Station's helicopter and has access to the Antelope Valley Station's helicopter. Mutual aid agreements exist with other search-and-rescue teams located within and outside of Los Angeles County. These agreements are organized through the OES. Search-and-rescue operations are funded through the Reserve Forces Bureau and private sources. Urban search-and-rescue operations (i.e., rescues from building collapse) are performed by the County Fire Department.

With respect to funding for the Sheriff's Department, on June 24, 2008, the Los Angeles County Board of Supervisors adopted law enforcement facilities fees for North Los Angeles County.[13] This mitigation fee is levied on new residential, commercial, office, and industrial development located within the unincorporated areas of North Los Angeles County, including the Santa Clarita Valley, Newhall, and Gorman (i.e., the law enforcement facilities fee zones).[14] Each law enforcement facility zone has a separate fee; the amount of the fee is in direct proportion to the population increases from new development that warrant or contribute to the need for a new facility, and set at a level sufficient to provide, or contribute to, the provision of adequate law enforcement services.[15] In areas where a new facility is not required, the fee is used to augment existing service capacity through the purchase of equipment directly to serve the new population.

The amount of the fee is reviewed annually by the Sheriff's Department, in consultation with the County Auditor-Controller.[16] Additionally, on July 1 of each year, the fee in each law enforcement facilities fee zone is adjusted based on the Engineering News Record-Building Construction Cost Index. The related Capital Improvement Construction Plan setting forth the approximate location, size, time of availability, and estimates of cost for the planned facilities and improvements to be financed with the fee is updated annually by the Board of Supervisors. The current fee for the Santa Clarita Valley Zone, Zone 1, is $467.00 per single-family dwelling unit. Thus, the law enforcement facility fee for the Project, based upon the 497 units analyzed in this Draft EIR, would be approximately $22,862.

County General Plan

The County's General Plan is primarily a policy document that sets goals concerning the community and gives direction to growth and development. In addition, it outlines the programs that were developed to

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13 LA County Code, ch. 22.74, Section 22.74.010 et seq.

14 LA County Code, ch. 22.74, Section 22.74.010 et seq.

15 LA County Code, ch. 22.74, Section 22.74.030.

16 LA County Code, ch. 22.74, Section 22.74.040.

accomplish the goals and policies of the General Plan. Currently there are no Sheriff policies included in the County General Plan.

Santa Clarita Valley Area Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a consistency analysis of the Santa Clarita Valley Area Plan (SCVAP 2012) policies that pertain to Sheriff services. Refer to **Table 5.10-2** for a list of the policies related to Sheriff services and the consistency analysis for each policy.

5.12.3.2 ENVIRONMENTAL IMPACTS

Methodology

The impact assessment methodology includes an analysis of the construction and operation activities and population increase of the Project which could impact Sheriff and CHP operations. Impact analysis focuses on the distance from the Sheriff and CHP services to the Project Site, the projected population, and the Project components included to help reduce the need for Sheriff and CHP services.

As discussed in **Section 4.0, Project Description**, the Project assumes construction of the planned channel improvements prior to the completion of grading for the Project. If the planned channel improvements are not completed, two Retention Basins would be constructed as an interim condition. 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 impacts related to Sheriff services, full buildout of the Project represents the most impactful scenario as it includes a greater number of homes and therefore, the largest potential demand on services.

Project Design Elements/Project Design Features

Project Design Elements

Construction

The Project would provide a variety of security features to promote safety. During construction, fencing currently in place along the Project frontage on Hasley Canyon Road would be maintained to prevent public entry and theft, and periodic private security patrols would be conducted. Additionally, active areas of construction, including staging areas, will be fenced for security purposes. Security lighting would also be provided in active construction areas as needed.

Construction Traffic Management Plans would be implemented as part of the Project to address traffic and access during construction. These plans would ensure adequate emergency access to all nearby residences and businesses and would minimize traffic interference and construction vehicle travel on congested streets. A Construction Traffic Management Plan would also be implemented in conjunction with any off-site roadway and utility improvements that would be necessary for the Project. Such improvements could require temporary lane closures, during which emergency access would be maintained at all times. Temporary traffic control in the form of a flag person, detours, signage, and/or cones also would be provided during the construction activities to ensure safe traffic operations. Refer to **Section 5.14, Transportation/Traffic**, of this Draft EIR for further details regarding the Construction Traffic Management Plans and lane closures. Furthermore, the Applicant would notify the Sheriff's Department and CHP of any lane closures or other road construction and ensure that both the Sheriff's Department and CHP access would remain clear and unobstructed.

Operation

Buildout of the Project would result in the development of 497 homes which would generate approximately 1,760 residents on the Project Site. The Project's design would incorporate standard security features to provide for the safety of residents. Portions of the Project Site are proposed to be gated (restricting vehicular but not pedestrian entry), with gates at five locations as shown in **Figure 4.0-8, Site Access and Internal Project Circulation**. Parking, the public park, and common areas would also contain night lighting to provide visibility and safety and designed to eliminate areas of concealment. Upon Project completion, plans for the Project would be provided to the Santa Clarita Valley Station of the Sheriff's Department. Plans would include final design of each area of the development and access routes.

Project Design Features

In addition to the Project elements discussed above, the following project design features (also included in Section 5.1 Aesthetics, will be included:

- 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 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.

Significance Threshold

The potential for the Project to result in impacts associated with Sheriff services is based on the CEQA significance thresholds specified by the Los Angeles County Department of Regional Planning. These significance thresholds are based in part on Appendix G of the *State CEQA Guidelines* and are as follows:

Threshold 5.12.3-1 **Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for sheriff services?**

Impact Analysis

Threshold 5.12.3-1 **Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for sheriff services?**

Construction Impacts

Project construction would not normally require services from the Sheriff's Department, 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.

As discussed in **Section 5.14, Transportation/Traffic**, the number of vehicles forecast to be generated during peak construction activities (i.e., attributable to both truck deliveries and construction workers) is estimated to be 286 trips throughout the day, with approximately 101 vehicle trips[17] occurring during the AM and PM peak hours. These trips represent the peak number that could occur during any phase of construction (grading, building construction, etc.). The majority of these trips are expected to be worker trips although some material delivery trips are anticipated to occur throughout the day as well. It is expected that construction vehicles would access the Project Site at various times throughout the day, resulting in fewer trucks on the road at any one time. In addition, heavy construction equipment and vehicles would be kept on the Project Site during the duration of the construction period, reducing the number of trucks travelling on local streets and minimizing the potential for construction vehicles and local vehicle incidents. This would also reduce the number of truck trips and avoid traffic delays (which are often caused by larger construction vehicles/equipment which must travel slower than the average speed of traffic).

Lastly, as discussed in **Section 5.14 Transportation/Traffic,** 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 Seguaro 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 Sheriff protection facilities or impede emergency response. Construction related impacts would be less than significant.

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17 As discussed in **Section 5.14 Transportation/Traffic,** the 101 peak hour vehicle trips are attributable to both truck deliveries and construction workers thus: 13 + 88 = 101.

Operational Impacts

The Sheriff's Department 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.

The Project would include an estimated residential population of approximately 1,760 residents. With the addition of the Project, 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 the Sheriff's Department's desired ratio of one deputy per 1,000 residents. Based upon the Sheriff's Department's desired ratio of one deputy per 1,000 residents, the Project would create a demand for two additional deputies. A reduction in the service ratio in itself would not result in a potentially significant impact; however, if new or expanded facilities were necessary to accommodate new service personnel, a significant impact could occur.

Capital facilities and equipment would be funded by the law enforcement facilities fee, discussed above. The law enforcement facilities fee would serve to help pay for land acquisition, engineering, construction, installation, purchasing, and other costs for the provision of capital law enforcement facilities and equipment needed to serve new development in the unincorporated Santa Clarita Valley. Additional operational funding for the Sheriff's Department in the Santa Clarita Valley area and the rest of Los Angeles County would be derived from various types of tax revenues (e.g., property taxes, sales taxes, user taxes, vehicle license fees, deed transfer fees), which are deposited in the County's General Fund. The County Board of Supervisors then allocates the revenue for various public services provided by the County, including law enforcement services. A portion of these revenues would be allocated to the Sheriff's Department during the County's annual budget process to maintain staffing and equipment levels at the Santa Clarita Valley Sheriff's Station in numbers adequate to serve project-related increases in service demands. Further, 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.[18]

The Sheriff's Department 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

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18 Paul Becker, Captain, Santa Clarita Valley Sheriff Station, written communication July 30, 2013.

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.

Implementation of the Project would result in an increase in population on the Project Site. This population would be subject to potential emergencies (e.g., earthquake, fire, flood, etc.). Existing County Emergency Evacuation Plans do not include guidelines for evacuation of the Project Site in the event of a natural disaster because it is largely undeveloped. However, as noted above, the County's EOC is required to demonstrate compliance with the state's SEMS through a variety of means, including a regular update of the County's Emergency Evacuation Plans. Therefore, the Project would be included in the County's evacuation plans as it is implemented. As part of this process, the Sheriff's Department would formulate and coordinate evacuation routes directly with the community (e.g., town council), including the Los Angeles County Fire Department.

With respect to evacuation routes and access, the Project would provide roadway connections to surrounding neighborhoods by extending Barcelona Road and Hayward Drive. These roadway extensions would also provide secondary access for emergency services personnel. Regional access to the Project would be provided by I-5, which is located approximately 1.4 miles to the east; and SR-126, which is located approximately 2 miles southeast of the Project Site. Design features of the Project include the extension of Barcelona Road and Hayward Drive. The extended portions of both streets would connect to the northerly and easterly access points of the Project. Primary access to the Project Site will be off of Hasley Canyon Road, east of Del Valle Road. This driveway will provide access to the entire Project and will accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress movements). The Barcelona Road and Hayward Drive roadway extensions would provide local access to the existing residential communities to the north and east. The major access points along I-5 and SR-126 would provide alternative evacuation routes for potential emergencies (earthquake, fire, flood, etc.). Given these alternative evacuation routes, the design of the Project would not preclude an evacuation plan, and rather, would provide alternate ingress/egress routes in the event of an emergency. Consequently, no significant impacts are expected to occur with regard to emergency evacuation of the Project Site or its surroundings.

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.[19] As such, operation of the Project would result in a less than significant impact to CHP facilities and personnel.

5.12.3.3 CUMULATIVE IMPACTS

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. As described above, the Sherriff's Department 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. **Table 5.12.3-1, Cumulative Development Summary,** shows the land uses and amounts of growth expected to occur as a result of Related Projects. This table provides development summaries for those projects that are located within 1.5 miles and beyond of the Project Site and would require Sheriff's services.

Table 5.12.3-1
Cumulative Development Summary

Type of Dwelling Unit	Number of Units Included in Related Projects	Population Generation Factor	Projected Population	Officers per 1,000 Residents
Single-Family Housing	11,301 du	3.54/du	40,005	40
Multi-Family Housing	5,434 du	2.88/du	15,650	16
Subtotal (without Project)	**16,735 du**	**-**	**55,655**	**56**
Project (Single-Family Units)	497 du	3.54/du	1,760	2
Total	**17,232 du**	**-**	**57,415**	**58**

Source:
2014 Los Valles Traffic Impact Study, prepared by Linscott, Law & Greenspan;
Notes:
du-dwelling unit

[19] Sergeant Rick Miler, California Highway Patrol, Newhall Station, Written communication September 10, 2013.

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.[20] With the Project's projected population, a total of 58 officers would be needed to meet future demand. In addition, it is anticipated that the Sheriff Department would respond to non-residential service calls throughout the day, further increasing the demand on Sheriff's Department services in the Project area.[21]

Based on the Related Projects information, impacts to Sheriff's Department 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 the Sheriff's Department has established a law enforcement fee at a level determined by the Sheriff's Department 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 the Sheriff's Department during the planning and building plan-check process. In conformance with normal County procedures, these plans would be reviewed by the Sheriff's Department 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 Sheriff's Department facilities. Therefore, impacts to Sheriff's Department staffing and equipment would be less than significant.

5.12.3.4 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 requirements for this project shall include:

- Security lighting in open areas and parking lots[22];
- Street lighting for the Project's streets;

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20 (11,281*3.54=40,005)/1,000=40 and (5,434*2.88=15,650)/1,000=16

21 A generation factor for non-residential uses has not been established.

22 All outdoor security and street lighting shall comply with the requirements of the County's Rural Outdoor Lighting District (Dark Skies) Ordinance.

- 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.

5.12.3.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of **Mitigation Measures MM 5.1.12.3-1** and **MM 5.1.12.3-2** above, potential impacts associated with Sheriff and CHP protection services would be less than significant.

5.12.4 FIRE SERVICES

INTRODUCTION

This section of the Draft EIR evaluates the potential impacts on fire protection and emergency medical services associated with the Project. The analysis addresses service capacity, water pressure, emergency response times, emergency access, and fire safety equipment. A summary of applicable regulations and fire safety standards is also provided in this section.

5.12.4.1 ENVIRONMENTAL SETTING

Existing Conditions

Los Angeles County Fire Department

The Los Angeles County Fire Department (LACFD) provides fire protection and emergency services to the Project Site. Eight fire stations and four fire camps support the Project area. The location of these stations, the fire suppression camps,[1] and the Del Valle Training Facility are illustrated on **Figure 5.12.4-1, Fire Facilities in the Project Area**.

The closest (first in) fire station to the Project Site is Fire Station 76, located 2.5 miles to the southeast at 27223 Henry Mayo Drive in Valencia. Fire Camp 12 approximately 1.3 miles east of the Project Site at 29300 The Old Road in Saugus is the closest fire camp.[2] A new fire station (Fire Station 143) is currently under development approximately 0.3 mile southeast of the Project Site at 28580 Hasley Canyon Road, and will be the jurisdictional station for the Project when it becomes operational, which is anticipated to occur in 2016-17.[3] Fire Station 156 (second in) located approximately 6.5 miles east of the Project Site at 24525 Copper Hill Drive could also provide support to the Project.

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1 In Los Angeles County, a fire suppression camp assists in the suppression of wildland fires, complete fuels management projects, and assists with minor building construction projects.

2 The Los Angeles County Fire Department designates specific fire stations as first or second responders (first in/second in) for individual properties based on the distance from a fire station to the property. The fire station closest to the Project Site is categorized as first in (Fire Station 76), while the second closest fire station would be second in (Fire Station 156).

3 Upon completion of Fire Station 143, Fire Station 76 will become the 2nd due station, and Fire Station 156 will become the 3rd due station.

The LACFD has estimated an emergency response time of 7 to 8 minutes from Fire Station 76 to the Project Site. Should a significant incident occur, the resources of the entire Fire Department, not just the stations closest to the Project Site, would be used.[4]

Table 5.12.4-1
Existing and Proposed Los Angeles County Fire Department Stations Located in the Project Vicinity

Station Number	Address	Distance from Project Site (miles)
Fire Station 76	27223 Henry Mayo Drive, Valencia	2.5
Fire Station 156	24525 Copper Hill Drive, Valencia	6.5
Fire Station 143 (proposed)	28580 Hasley Canyon Road, Valencia	0.3

Source: Los Angeles County Fire Department, Loretta Bagwell, Planning Analyst, Planning Division (2015).

Fire suppression camps supply crews on a daily basis to assist in the suppression of wildland fires. They also perform storm-related functions, such as the filling of sandbags, and provide additional workers at search and rescue incidents. Of the four camps located in the Santa Clarita Valley area, two are staffed with paid fire suppression aids, and the other two are staffed by a workforce comprised of adult male prisoners provided by the California Department of Corrections (CDC). This partnership with the CDC provides the Fire Department with a large labor pool.

As the closest station, Fire Station 76 is the station currently charged with initial response to fire and medical emergencies. Once Fire Station 143 is operational, this duty will transfer to Fire Station 143.[5] Fire Station 76 maintains one fire engine and is supported by a four-person fire crew.[6] The four-person fire company consists of a captain, a fire fighter specialist, and two fire fighters.[7] According to the LACFD, Fire Station 143 would be staffed with a four person engine company.[8]

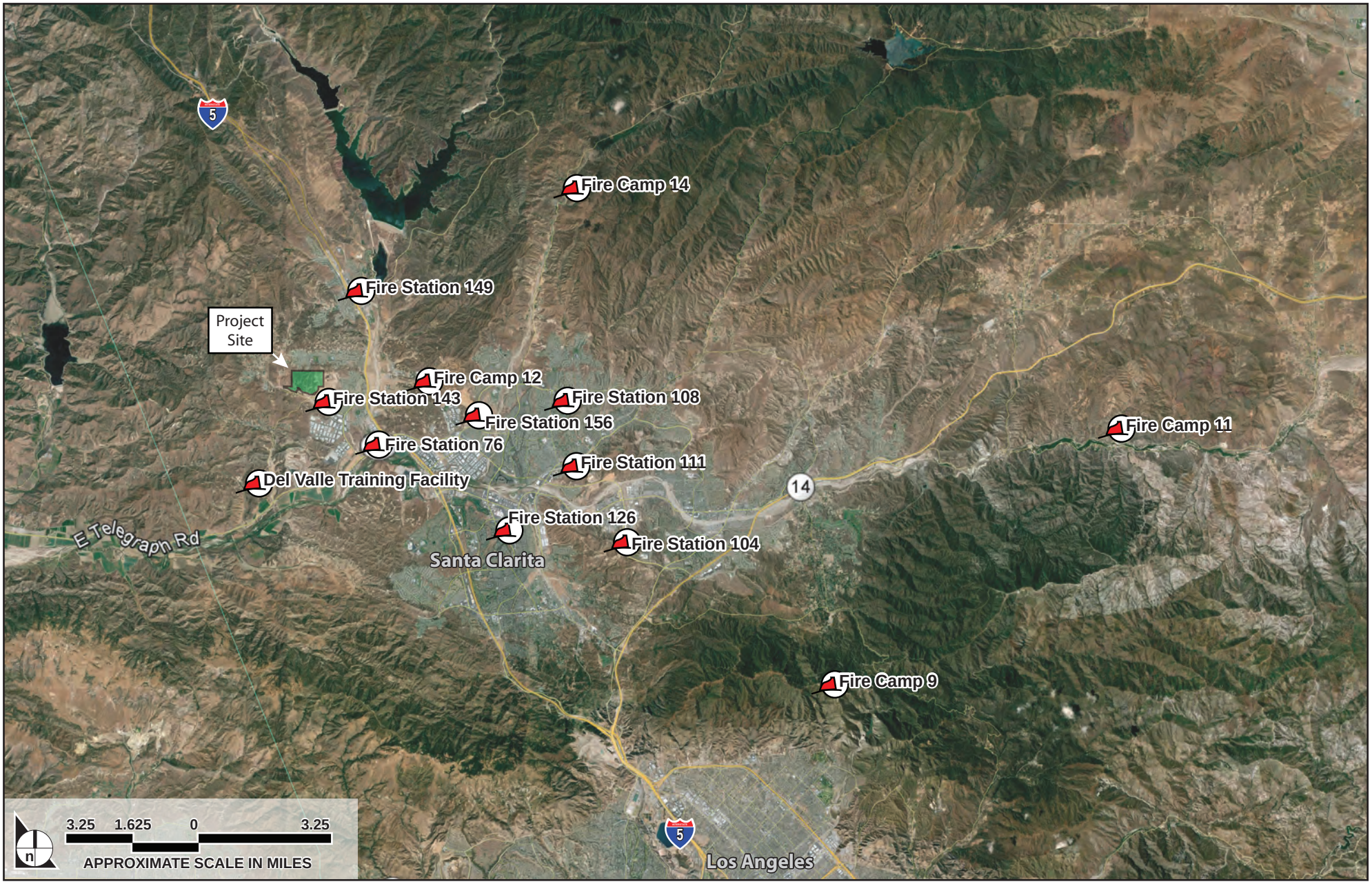
4 Los Angeles County Fire Department, Frank Vidales, Acting Chief, Forestry Division Prevention Services Bureau, written correspondence July 29, 2013.

5 Los Angeles County Fire Department, Frank Vidales, Acting Chief, Forestry Division Prevention Services Bureau, written correspondence July 29, 2013.

6 Los Angeles County Fire Department, Frank Vidales, Acting Chief, Forestry Division Prevention Services Bureau, written correspondence July 29, 2013.

7 Los Angeles County Fire Department, Frank Vidales, Acting Chief, Forestry Division Prevention Services Bureau, written correspondence July 29, 2013.

8 Los Angeles County Fire Department, Loretta Bagwell, Planning Division, written correspondence January 30, 2015.



SOURCE: Google, Inc., January 2015

FIGURE **5.12.4-1**

Fire Facilities in the Project Area

1154.001•02/15

Service Standards

The LACFD relies on the nationally recognized response times of 5 minutes for the first arriving unit for fire and emergency medical services′ emergency medical technicians (EMTs),[9] and 8 minutes for advanced life support (paramedic) unit services in urban areas in designating acceptable levels of service. For suburban areas, an 8-minute response time for the first arriving unit for fire and emergency medical services (including EMTs) and 12 minutes for the advanced life support (paramedic) unit is acceptable. The Project is located in a mixed urban/suburban area and should expect emergency response times of 7 to 8 minutes.[10] The LACFD does not calculate service-to-population ratios as it has concluded that such ratios do not properly reflect the need for fire protection and emergency medical services, as they do not account for demand caused by the surrounding labor force, vehicular incidents, transient population, and vacant land with combustible vegetation.[11]

In response to increased demands for new facilities, equipment, and staffing created by new development, the County has implemented a Developer Fee Program to fund the purchase of station sites, the construction of new stations and facility improvements, and the funding of capital equipment. The Developer Fees are adjusted annually by the County to reflect changing costs. As of February 1, 2015, the Developer Fee is $1.0574 per square foot of new construction (includes all land uses), and is collected at the time building permits are issued.[12] Funding for staffing and operations comes from the Fire Department's share of local property taxes. The Developer Fee program also allows for funding and land dedication in lieu of payment of fees. Payment of the Developer Fee typically constitutes mitigation in full for development impacts. A credit that can be applied toward unpaid Developer Fee obligations is typically issued for in lieu donations.[13] The Fire Department prepares a Five-Year Capital Plan to identify anticipated facilities that would be constructed during the five-year planning horizon. This plan is updated annually.

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9 The field Emergency Medical Services encompasses an array of providers with various emergency service certifications. Emergency Medical Technicians (EMTs) are the most common type of providers, followed by EMT-Intermediates, followed by paramedics. EMTs usually complete 120 to 150 hours of training while paramedics complete 1,200 to 1,800 hours of training.

10 Los Angeles County Fire Department, Frank Vidales, Acting Chief, Forestry Division Prevention Services Bureau, written correspondence July 29, 2013.

11 Los Angeles County Fire Department, Frank Vidales, Acting Chief, Forestry Division Prevention Services Bureau, written correspondence July 29, 2013.

12 Los Angeles County Fire Department, Kevin T. Johnson, Acting Chief, Forestry Division Prevention Services Bureau, written correspondence, June 9, 2015.

13 Los Angeles County Fire Department, Loretta Bagwell, Planning Analyst, Planning Division (2015).

Water Pressure

The availability of sufficient on-site water pressure is a basic requirement of the Fire Department. The Fire Department requires sufficient water capacity for fire flow at public hydrants in residential locations to provide 1,250 gallons per minute (gpm) at 20 pounds per square inch (psi) residual pressure for a 2-hour duration for single-family residential units, and up to 5,000 gpm at 20-psi residual pressure for a 5-hour duration.[14] Final fire flow rates are determined based upon the size of the buildings, the types of construction used, and the approved fire sprinkler system.[15]

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 the Project. A Conditional Use Permit (CUP) is being requested pursuant to Los Angeles County Code (LACC) Section 22.24.150 for construction of the additional water tank and the use of both tanks. 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.

Very High Fire Hazard Severity Zone and Fuel Modification

The Project Site is located within a Very High Fire Hazard Severity Zone (VHFHS Zone). Fire hazard zones have been developed by the California Department of Forestry and Fire Protection (CalFire) to measure physical fire behavior so that people can predict the damage a fire is likely to cause. Fire Hazard is a measure of the likelihood of an area burning and how it burns (example: intensity, speed, embers produced), but is not intended to be used to determine project priorities.[16] The fire hazard model considers vegetation likely to fuel a fire, topography, especially the steepness of the slopes and the likelihood of fire in an area over a 30- to 50-year period.[17]

Development within a VHFHS Zone is subject to various governmental codes, guidelines, and programs aimed at reducing the potential fire hazard risks of developed properties to an acceptable level. The County has prepared *Fuel Modification Plan Guidelines*, which set forth guidelines and landscape criteria

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14 Los Angeles County Fire Department, Frank Vidales, Acting Chief, Forestry Division Prevention Services Bureau, written correspondence, July 29, 2013.

15 Los Angeles County Fire Department, Frank Vidales, Acting Chief, Forestry Division Prevention Services Bureau, written correspondence, July 29, 2013.

16 http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones_development.php

17 http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones_development.php

for all new construction to implement ordinances relating to fuel modification planning to help reduce the threat of fires in high hazard areas. Per Section 1117.2.1 of the County of Los Angeles Fire Code:

> *A fuel modification plan, a landscape plan, and an irrigation plan shall be submitted with any subdivision of land or prior to any new construction, remodeling, modification or reconstruction where such activities increase the square footage of the existing structure by at least 50 percent within a 12-month period and where the structure or subdivision is located within areas designated as a Very High Fire Hazard Severity Zone in the Los Angeles County Building Code.*

A fuel modification plan identifies specific zones within a property that are subject to fuel modification. A fuel modification zone is a strip of land where combustible native or ornamental vegetation must be modified and/or partially or totally replaced with drought tolerant, fire resistant plants and other low-risk landscape materials. See **Section 5.8, Hazards and Hazardous Materials,** for a discussion of the various fire zones.

Regulatory Framework

Local

Los Angeles County Fire Department

The Los Angeles County Fire Department's Fire Code establishes standards for the distribution, design, construction, and location of fire protection facilities, including systems incorporated into private development projects. These standards specify fire-flow criteria, minimum distances to fire stations, public and private specifications, and the location criteria and access provisions for fire-fighting vehicles and personnel.

Los Angeles County Fire Code and Building Code

The Los Angeles County Fire Code (Title 32) and Building Code (Title 26) establish standards for the construction, design, and distribution of fire suppression facilities. These policies ensure new developments comply with criteria regarding fire flow, minimum distance to fire stations, public and private fire hydrants, and access provisions for firefighting units.

County General Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a consistency analysis of the Los Angeles County General Plan policies related to fire protection services. Refer to **Table 5.10-1** for a list of the fire related policies included in the General Plan and the consistency analysis for each policy.

Santa Clarita Valley Area Plan

Refer to **Section 5.10, Land Use and Planning**, **Table 5.10-2** of this Draft EIR for a list of the SCVAP 2012 policies that pertain to fire protection services including wildland fires and the consistency analysis for each policy.

5.12.4.2 ENVIRONMENTAL IMPACTS

Methodology

Fire service needs are dependent on the size of the service population and the geographic area served, the number and types of calls for service, and the characteristics of the Project and its surrounding community. Impacts regarding fire services are evaluated by the LACFD on a project-by-project basis, taking into account a project's land use(s), fire protection needs, and design features that would reduce or increase the demand for fire protection services. Additionally, consideration is given to the Project size and components, required fire flow, fire hydrant-sizing and placement standards, access, and potential to use or store hazardous materials on-site. Consultation with the LACFD is conducted to accurately determine the Project's effect on fire protection and emergency medical services. As discussed above, the LACFD has categorized the Project Site as an urban/suburban area. Under this determination first arriving units (including fire and EMT services) would need to arrive at the Project Site within 5 to 8 minutes and second arriving units (advanced life support) would need to arrive at the Project Site within 8 to 12 minutes, to meet the LACFD's service guideline.

As discussed in **Section 4.0, Project Description**, the Project assumes construction of the planned channel improvements prior to the completion of grading for the Project. If the planned channel improvements are not completed, two Retention Basins would be constructed as an interim condition. 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 impacts related to fire protection services, full buildout of the Project represents the worst case scenario as it includes a greater number of homes and therefore, the largest potential demand on services.

Project Design Elements/Project Design Features

Project Design Elements

A complete description of the Project and associated development characteristics is provided in **Section 4.0, Project Description,** of this Draft EIR.

The Project would provide for the development of 497 single-family homes which would 1,760 residents on the Project Site. As discussed in **Section 5.12.3, Sheriff Services** and **Section 5.14. Transportation/Traffic** a Construction Traffic 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. The Construction Traffic Management Plan will ensure emergency vehicles can access the Project Site and the surrounding properties during construction. Temporary lane closures could be required during the installation of utilities. Temporary traffic control personnel and/or detour signs would be provided during lane closures to ensure safe traffic operations. In accordance with Los Angeles County Fire Department 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.

The Project would incorporate building design features that comply with applicable County Code fire safety requirements. Fire safety design features would include, but would not be limited to, the following: use of fire-resistant building materials where appropriate, smoke detectors throughout most buildings, automatic sprinkler systems where necessary, and portable fire extinguishers. Further, the Applicant would be required to submit a fire exhibit that depicts the Project's detailed design requirements, including the location of water mains and fire hydrants, to the LACFD for approval prior to the recordation of the final map or the approval of a building permit.

Additional Project components include a water tank to be constructed at the north eastern portion of the site (supplementing the existing water tank) and storm drain improvements to comply with County flow requirements. The Project would include street signage and building numbers. Primary emergency access to the Project Site would be from Hasley Canyon Road. Secondary emergency access would be provided via the extensions of Hayward Drive and Barcelona Road.

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.

As discussed above, the Project Site is located within a VHFHS Zone and will be required to prepare a Fuel Modification Plan and Landscape Irrigation Plan for review and approval by the LACFD.

Project Design Features

No specific project design features (PDFs) are proposed relevant to fire services.

Significance Threshold

The potential for the Project to result in impacts associated with fire protection service is based on the CEQA significance thresholds specified by the Los Angeles County Department of Regional Planning. These significance thresholds are based in part on Appendix G of the *State CEQA Guidelines* and are as follows:

Threshold 5.12.4-1 **Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire services?**

Impact Analysis

Threshold 5.12.4-1 **Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire services?**

Construction Impacts

Construction projects result in 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. A large amount of wood framing would occur during construction of the Project. 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.

As discussed above, 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** below**,** 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 to a less than significant level.

Operational Impacts

Operational Impacts; Response Time

The Project Site would be served by the LACFD. As previously mentioned, the LACFD has determined that the Project Site is located in an urban/suburban area. 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. The proposed residential and recreational uses are expected to create the typical range of fire service calls that other such uses create, including kitchen/house fires, garbage bin fires, car fires, electrical fires, etc. 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. Secondary emergency access would be provided via Hayward Drive and Barcelona Road. The Applicant would also be required to submit an emergency response plan during the Tentative Tract Map and/or the architectural plan review for approval by the LACFD prior to issuance of the first certificate of occupancy. 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. 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 the existing fire stations could meet the national guidelines 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 (discussed above under Project Elements), 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, impacts would be less than significant.

Operational Impacts; Wildfire Hazards

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 approval prior to the recordation of the final map or the approval of a building permit, whichever comes first. In accordance with Fire Code requirements, the fire exhibit would include the following minimum design features:

- Access for County Fire Department apparatus and personnel to and into all structures, with minimum 20-foot-wide access roadways;
- County Fire Department access extended to within 150 feet from any exterior portion of all structures;
- Where driveways extend further than 150 feet and are of single-access design, turnarounds suitable for fire protection equipment use would be provided. Turnarounds would be designed, constructed, and maintained to ensure their integrity for County Fire Department use. Where topography dictates, turnarounds would be provided for driveways that extend over 150 feet in length;
- Private driveways labeled as "Private Driveway and Firelane" with widths clearly depicted. Driveways would be maintained in accordance with the Fire Code; and
- All required fire hydrants would be installed, tested, and accepted prior to construction.

A final fuel modification plan would be required for review and approval before the issuance of building permits. **Figure 4.0-7, Preliminary Fuel Modification Plan,** illustrates the preliminary fuel modification plan for the Project. A primary goal of the fuel modification plan and associated landscaping and

irrigation would be to provide adequate defensible space around all potentially combustible structures within a fire environment. Accordingly, routine landscape maintenance would be required per the LACFD's Fuel Modification Plan Guidelines. Although the final fuel modification plan has not been developed, it is expected to include the following requirements: removal or thinning of undesirable combustible vegetation and removal of dead landscaping to meet minimum brush clearance requirements; pruning and thinning to reduce fuel loads and fuel continuity; specific pruning measures for shrubs and trees, with retained native oak trees excepted; maintenance of ground covers with specified height limits; removal of plant litter, dead wood, and trimmings, with the latter permitted to be chipped and used as mulch; removal of invasive species; and regular maintenance of manual and automatic irrigation systems. All plantings would be in accordance with the Fuel Modification Plan Guidelines and would require Fire Department approval prior to installation, and undesirable plant species would be avoided except as permitted at specified distances from structures. 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, impacts would be less than significant.

Operational Impacts; Fire Flow

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.[18] 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. Final required

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18 Los Angeles County Fire Department, Frank Vidales, Acting Chief, Forestry Division Prevention Services Bureau, written correspondence, July 29, 2013.

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.

5.12.4.3 CUMULATIVE IMPACTS

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. As described above, 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. **Table 5.12.4-2, Cumulative Development Summary,** shows the land uses and amounts of growth expected to occur as a result of Related Projects.

Table 5.12.4-2
Cumulative Development Summary

Land Use[1]	Size/Units
Single-Family Detached Housing	11,301 du
Multi-Family Housing[2]	5,434 du
Commercial[3]	12,610,887 sf
Office[4]	7,726,535 sf
Educational Facilities[5]	430,000 sf
Industry[6]	3,046,763 sf
Prison	1,156 beds

Sources:
2014 Los Valles Traffic Impact Study, prepared by Linscott, Law, & Greenspan;
2015 Traffic Study Addendum-Los Valles Project, prepared by Linscott Law, & Greenspan
Notes:
sf-square feet
[1] *Includes all Related Projects located within 1.5 miles of the Project Site and proposed projects beyond the 1.5 mile radius which could create traffic impacts.*
[2] *Includes apartment, condominiums*
[3] *Includes commercial and shopping center*
[4] *Includes general office, dental/medical office, business park, and office park*
[5] *Includes high school and community college*
[6] *Includes warehouse and manufacturing*

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.[19] 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 at a level determined by the Fire Department 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.

19 A generation factor for non-residential uses has not been established.

5.12.4.4 MITIGATION MEASURES

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.

5.12.4.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of **Mitigation Measures MM 5.12.4-1** through **MM 5.12.4-8**, potential impacts associated with fire and emergency services would be less than significant.

5.13 RECREATION

INTRODUCTION

This section of the Draft EIR evaluates the Project's potential impacts on the County parks and recreation facilities. The Los Angeles County Parks and Recreation Department serves all unincorporated areas of Los Angeles County, including the Project Site. This analysis focuses on the existing County parks and recreation facilities and the impacts that could occur from operation of the Project, specifically the associated population growth.

5.13.1 ENVIRONMENTAL SETTING

Existing Conditions

Los Angeles County Parks and Recreation Standards

The County of Los Angeles Department of Parks and Recreation provides local parks and recreation facilities for northwestern Los Angeles County residents living in unincorporated areas, and provides regional parks for all area residents. The County's Department of Parks and Recreation has identified the local parks in the vicinity as neighborhood, community, or regional facilities.[1]

Neighborhood parks are usually 5 to 10 acres and provide active recreational areas intended to serve a population of up to 5,000 within a 0.5-mile radius. They may provide amenities, such as a recreation building, a multi-purpose field, hard court area, play apparatus, picnic passive area, and a service area. Community parks are generally 10-40 acres, provide both passive and active recreation facilities, and are intended to serve a population of up to 20,000 within a 2-mile radius. They may provide amenities, such as a community building, swimming pool, multi-purpose fields, hard court areas, parking service areas, and play apparatus. Regional parks are generally over 50 acres, and offer a wide range of specialized recreational activities to serve the a population within a 1-hour's drive. Regional facilities can include community regional parks, regional parks, recreation areas, nature preserves, trails, and golf courses.[2]

In the State of California, a city or county may require, as a condition of subdivision approval, the dedication of land, or the payment of a fee in lieu of dedication, or a combination of the foregoing, for park and recreational purposes (Gov. Code, section 66477). Under this law, known as the "Quimby Act,"

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1 Kathline J. King, Chief Planning Division, Los Angeles County Department of Parks and Recreation, written communication, August 5, 2013.

2 Santa Clarita Valley Area Plan (SCVAP 2012), Conservation Element, (2013).

the general standard established for parkland dedication is 3 acres per 1,000 new residents, unless the amount of existing neighborhood and community parkland in the area exceeds this limit, in which case a local agency may set a higher standard, not to exceed 5 acres per 1,000 new residents.[3] The County subdivision code also establishes a dedication requirement of 3.0 acres per 1,000 new residents or permits the subdivider to pay fees or provide amenities in lieu of dedication.[4]

In addition, to measure the overall provision of parkland within the County for planning purposes, the County of Los Angeles Department of Parks and Recreation has established two parkland standards separate from the Quimby Act's dedication requirements: the "four acres per one thousand persons" standard is used as a threshold to measure availability of local parkland which includes Community Park, Neighborhood Park, Pocket Park, and Park Node designations, and the "six acres per one thousand persons" standard is used to measure availability of regional parkland, which includes Community Regional Park, Regional Park, and Special Use Facility designations.[5] Applying these planning standards, there currently is a deficit of local parkland in unincorporated areas of the County and a surplus of regional parkland. For every 1,000 people in unincorporated areas of the County, there is 0.58 acres of local parkland while there is 7.02 acres of regional parkland for every 1,000 people in the County.[6] Also applying these standards, the County has determined that in the Santa Clarita Valley planning area, there is a deficit of 308 acres of local parkland and a surplus of 12,798 acres of regional parkland. The surplus of regional parkland is due to the presence of Castaic Lake State Recreation Area.[7]

Existing Local Parks

The Project Site is located within Los Angeles County designated Park Planning Area 35B. Park Planning Area 35B encompasses a large portion of the northern end of the Santa Clarita Valley, from Sand Canyon on the east to the Los Angeles County/Ventura County line on the west, and from the Angeles National Forest on the north and Henry Mayo Drive on the south. The communities within this area include Castaic, Hasley Canyon, Val Verde, Valencia, Newhall, and Saugus. There are no existing public parks or trails within the Project Site boundaries; however, there are several existing and proposed parks in the vicinity of the Project Site. Such facilities include parks maintained by the County of Los Angeles, City of

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3 Gov. Code, Section 66477(a)(2).

4 Los Angeles County Ordinance Section 21.24.340(A).

5 Kathline J. King, Chief Planning Division, Los Angeles County Department of Parks and Recreation, written communication, August 5, 2013.

6 Kathline J. King, Chief Planning Division, Los Angeles County Department of Parks and Recreation, written communication, August 5, 2013.

7 Kathline J. King, Chief Planning Division, Los Angeles County Department of Parks and Recreation, written communication, August 5, 2013.

Santa Clarita, State of California, and the federal government. A description of the County parks within the vicinity of the Project follows; descriptions of the other jurisdictional parks are provided in the following subsections.

County Parks

The County owns and maintains 10 developed parks totaling approximately 345.24 acres in the Santa Clarita Valley, along with the 912.9-acre Vasquez Rocks Natural Area and Nature Center, a Special Use Natural Area and the 67-acre Hasley Canyon Equestrian Center, a Special Use Equestrian Facility. In partnership with the California State Parks Department, the Los Angeles County Department of Parks and Recreation also maintains the 12,657.78-acre Castaic Lake State Recreation Area, and the 517.86-acre Placerita Canyon Natural Area and Nature Center. County parks are shown in **Figure 5.13-1, Existing County Parks and Recreation Facilities in the Santa Clarita Valley Region**. The majority of these facilities are developed and contain amenities, such as children's play areas, multi-purpose fields, recreation/activity buildings, sand volleyball courts, picnic tables, etc. **Table 5.13-1, Existing County Parks and Recreation Facilities in the Santa Clarita Valley**, provides information on County parks within the vicinity of the Project Site. In addition to the developed parks, the County has approximately 173.21 acres of proposed parkland (refer to **Table 5.13-2, Proposed Quimby Parks in the Santa Clarita Valley**.)[8]

The park facilities closest to the Project Site are Hasley Canyon Park, Val Verde Community Regional Park, and Del Valle Park. Hasley Canyon Park covers 5.37 acres, and is located approximately 1.5 miles southeast of the Project Site at 28700 West Quincy Street in the unincorporated community of Castaic. Existing park improvements include a restroom, a children's play area, picnic tables, barbecues, and drinking fountains. The park does not include any dedicated space for parking; visitors must park along the adjacent streets.

Val Verde Community Regional County Park covers 57.93 acres, and is located approximately 1.9 miles southwest of the Project Site, at 30300 West Arlington Street in the unincorporated community of Val Verde. Existing park improvements include an office, a community building with two multipurpose rooms with computer lab, a swimming pool and two restrooms, a lighted softball field, with an overlay multipurpose field, a lighted tennis court, a lighted basketball court, a hiking trail, two horseshoe pits, two separate play areas, picnic tables, barbecues, drinking fountains, security lighting and 150 parking

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8 Kathline J. King, Chief Planning Division, Los Angeles County Department of Parks and Recreation, written communication, August 5, 2013.

spaces. In addition, the park offers overnight and day camping for organized groups, including youth organizations.

Table 5.13-1
Existing County Parks and Recreation Facilities in the Santa Clarita Valley

Facility	Classification	Acreage	Location
Castaic Lake State Recreation Area*	Regional	12,657.78	32132 N. Castaic Rd.
William S. Hart Regional Park	Regional Special Use - Historic	159.99	24151 Newhall Avenue
Vasquez Rocks Natural Area and Nature Center	Community Regional Special Use – Natural Area	912.90	10700 W. Escondido Canyon Road.
Placerita Canyon Natural Area and Nature Center*	Community Regional Special Use – Natural Area	517.86	19152 Placerita Canyon Road
Hasley Canyon Equestrian Center	Special Use – Equestrian	67.00	29201 Avenue Penn
Val Verde Community Regional Park	Community Regional	57.93	30300 W. Arlington Street
Castaic Regional Sports Complex	Community Regional	53.66	31320 North Castaic Road
West Creek Park	Community	16.88	24247 Village Circle
Pico Canyon Park	Neighborhood	21.28	25600 Pico Canyon Road
Dr. Richard Rioux Memorial Park	Neighborhood	16.68	26233 W. Faulkner Drive
Jake Kuredjian Park	Neighborhood	5.74	26265 Pico Canyon Road
Del Valle Park	Neighborhood	5.46	28201 W. Sloan Canyon Road
Hasley Canyon Park	Neighborhood	5.37	28700 W. Quincy Street
Tesoro Adobe Park	Neighborhood Special Use – Historic	2.25	29350 Avenida Rancho Tesoro
Total County Maintained Parkland		**14,500.78**	

Source:
County of Los Angeles Department of Parks and Recreation, August 2013
Notes:
* *State-owned parkland maintained and operated by the County.*

Del Valle Park covers 5.46 acres, and is located approximately 4.5 miles north of the Project Site, at 28201 West Sloan Canyon Road in the unincorporated community of Castaic. Existing park improvements include a restroom, two children's play areas, picnic tables, barbecues, and drinking fountains. The park does not include any dedicated space for parking; visitors must park along the adjacent streets.

SOURCE: Google, Inc., October 2013

FIGURE **5.13-1**

Existing County Park and Recreation Facilities in the Santa Clarita Valley Region

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Table 5.13-2
Proposed Quimby Parks in the Santa Clarita Valley

Classification	Acreage	Location	Condition
Neighborhood Park	8.50	North of City of Santa Clarita, on the east side of Whites Canyon Road	Schematic Design
Neighborhood Park	6.39	North Bouquet Canyon Area	Schematic Design
Neighborhood Park	+/-5.0	South of Pico Canyon Road, approximately 1.5 miles west of I-5 Freeway (Stevenson Ranch Area)	Planned
Neighborhood Park	9.74	South side of the 126 Freeway, west of the I-5	Schematic Design
Neighborhood Park	5.00	West of the I-5 and South of the 126 Freeway	Schematic Design
Neighborhood Park	14.30	Near the junction of I-5 and State Route 138. Just south of the Kern County/Los Angeles County Border	Schematic Design
Neighborhood Park	7.10	Between Val Verde Road and Avenue Penn, west of Camino De Valle, east of Van Buren	Planned
Neighborhood Park	5.00	Magic Mountain Parkway and Commerce Drive	Schematic Design
Community Park	29.25	Near the junction of I-5 and State Route 138. Just south of the Kern County/Los Angeles County Border	Schematic Design
Community Park	13.93	Northeast corner of Hunstock St. and the proposed extension of Del Valle Rd.	Schematic Design
Community Park	16.40	On the north and south side of the 126 Freeway and the Santa Clara River east of LA-Ventura County line	Schematic Design
Community Park	12.00	North of Soledad Canyon Rd. and south of Vasquez Canyon Rd., east of Sierra Hwy. and west of White Canyon Road	Schematic Design
Community Park	20.20	Magic Mountain Parkway and Commerce Drive	Schematic Design
Community Park	20.40	Valencia Blvd. and Magic Mountain Parkway	Schematic Design
Total Acreage:	**173.21**		

Source:
County of Los Angeles Department of Parks and Recreation, August 2013

City of Santa Clarita Parks

The City maintains over 25 public parks and recreation facilities, along with several miles of trails.[9] The facilities in the northwestern portion of the City of Santa Clarita are the closest to the Project Site. Three neighborhood parks, a trailhead, and two City operated community parks, as well as one County Park (Chesebrough Park) are located approximately 7 miles southeast of the Project Site.[10]

9 City of Santa Clarita Parks Division, http://www.santa-clarita.com/index.aspx?page=340, and http://hikesantaclarita.com/ (2013).

10 City of Santa Clarita, Santa Clarita Parks Recreation and Open Space Master Plan, Exhibit 2.4-1

State Parks

State facilities in the vicinity of the Project Site are described below and illustrated on **Figure 5.13-2, State and Federal Park Facilities**.

Castaic Lake State Recreation Area

Castaic Lake State Recreation Area is located at the northeast end of the Santa Clarita Valley and operated by the County Department of Regional Planning. The Recreation Area is one of the largest water reservoirs in California; along with the available recreational opportunities, it provides potable water to local communities. The Recreation Area features two lakes: the Upper Lake which offers two launch ramps for gasoline-powered boating and the Lower Lake that includes picnic areas, launch areas for Kayaks, float tubes and other non-gasoline powered boating, and a swim beach. The Recreation Area is also known for fishing, hiking, horseback riding, wake boarding, jet skiing, and camping.

Placerita Canyon Park

Placerita Canyon Park is located east of the Antelope Valley Freeway and is accessible from Placerita Canyon Road. It is a state park operated by the Los Angeles County Department of Parks and Recreation, and it contains a nature center, picnic areas, overnight and day camping facilities, a children's play area, hiking trails, and an equestrian campground.

Santa Susana Pass Historic Park

Santa Susana Pass Historic Park is located in Los Angeles County where the Simi Hills meet the Santa Susana Mountain, and is accessible from Topanga Canyon Boulevard. The park includes several hiking trails which can be used by mountain bikers, equestrians, and hikers.

Antelope Valley California Poppy Reserve

The Antelope Valley California Poppy Reserve is located in the City of Lancaster just south of State Route 138. Park amenities include the Jane S. Pinheiro Interpretive Center, where visitors can view plant and wildlife displays and watch a short historical video. The park includes 8 miles of trails, sitting areas, and a paved section for wheelchair access.

SOURCE: Google, Inc., October 2013

FIGURE **5.13-2**

State and Federal Park Facilities

1154.001•03/15

Federal Parks

Federal parks in the vicinity of the Project Site are described below. **Figure 5.13-2, State and Federal Park Facilities,** shows the location of the federal parks in closest proximity to the Project.

Santa Monica Mountains National Recreation Area

The Santa Monica Mountains National Recreation Area (SMMNRA) is located approximately 57 miles southwest of the Project Site, encompassing approximately 344 square miles, and is approximately 46 miles in an east-west length and 8 to 10 miles in north-south length. The SMMNRA is under the jurisdiction of the National Park Service (NPS), US Department of the Interior. Within the SMMNRA, the NPS owns a total of 8,400 acres in fee and an additional 17 acres in easements.

Angeles National Forest

The Angeles National Forest covers 693,000 acres of land area in the San Gabriel Mountains, which constitutes approximately one-quarter of the land located within Los Angeles County. The US Forest Service administers the National Forest, which is an agency of the US Department of Agriculture. The Angeles National Forest is supervised in districts.

The Angeles National Forest offers a wide range of camping (with fees) and picnicking facilities. In addition, there are hundreds of miles of trails in the forest, some of which are located near the Project Site area (see discussion on trails below). There are four reservoirs in the Angeles National Forest, including Castaic[11] and Pyramid Lakes (5 miles northeast and 18 miles north of the site, respectively), which provide water skiing, fishing, sail boarding, canoeing, jet skiing, and swimming activities. The water reservoirs charge entrance fees, as well as boat launching, boat rental, and overnight camping fees. In addition to the identified recreational opportunities, the Angeles National Forest provides a home for an array of wildlife.

Los Padres National Forest

The nearly 2-million-acre Los Padres National Forest is located primarily in the northern section of Ventura County. However, a portion of the Los Padres National Forest crosses the Los Angeles/Ventura County line, 8 miles north of State Route 126 (SR-126) and approximately 46 miles west of the Project Site.

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11 Castaic Lake lies within a multijurisdictional area that includes federal, state, and County lands.

Various recreation facilities are provided in the Los Padres National Forest, including hiking, equestrian, and off-road vehicle trails, and camping areas (with fees) accessible by road and trail. There are 57 dispersed trail camps, 19 developed family campgrounds, and one developed group campground. There are many miles of recreation roads utilized by visitors as scenic drives and by off-highway vehicles. The forest has inventoried 373.7 miles of trails, including 17.7 miles of the Gene-Marshall-Piedra Blanca National Recreation Trail, which begins at Reyes Creek Campground and ends at Lion Campground. Other areas found in the Forest include the approximately 9,500-acre Dick Smith Wilderness and the 53,000-acre Sespe Condor Sanctuary (both located in Ventura County).

Other Facilities

Lake Piru is located at 4708 Piru Canyon Road, which is just west of the Los Angeles/Ventura County line, approximately 5 miles north of the unincorporated Ventura County community of Piru, and west of the Project Site. The lake is owned and operated by the United Water Conservation District and measures approximately four miles by one mile. The northern portion of this lake is located within the Los Padres National Forest. Water sports offered include water skiing, fishing, and boating supported by a marina with boat rentals, snack bar, and mini-market. There are 238 campsites and comfort stations, laundry facilities, and picnic areas. The payment of a fee is required to enter the park, as well as to launch and rent boats and to camp overnight.

Trails

There are no existing trails on the Project Site. The region surrounding the Project Site is served by an existing and proposed trail system.[12]

The County of Los Angeles Department of Parks and Recreation plans and maintains an extensive system of regional multi-use trails within the County. 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. Specific trails discussed below are summarized in **Table 5.13-3, Existing and Proposed County Trails**.

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12 Kathline J. King, Chief Planning Division, Los Angeles County Department of Parks and Recreation, written communication, August 5, 2013.

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	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.

Los Pinetos Trail

Los Pinetos Trail is a multi-use trail with camping facilities available by reservation. The trail is intended to link the City of Santa Clarita trail system to the partially built Rim of the Valley state trail via the City's partially developed Placerita Canyon Trail. The trail follows a flood control channel through seven miles of natural area, including Placerita Canyon Natural Area. The Placerita Canyon Natural Area is managed and operated by the Los Angeles County Department of Parks and Recreation.

Pico Canyon Trail

Pico Canyon Trail currently has six miles of developed trails with an additional 3 miles of trails proposed, for a completed trail length of approximately nine miles. The Pico Canyon Trail begins at the intersection of Potrero Canyon and the Santa Clara River just east of the Los Angeles/Ventura County line. Moving in an easterly direction, the trail generally follows Potrero Canyon, and connects to Pico Canyon ending at the mouth of the canyon just west of I-5.

Acton Community Trail

The Acton Community Trail is a proposed 17-mile-loop trail. The trail will connect to other County adopted proposed trail alignments, to the Pacific Crest National Scenic Trail and other County Park facilities.

William S. Hart Park County Internal Park Trails

This 2.5-mile-long nature trail winds through the William S. Hart Park, past the William S. Hart Museum, and other designated points of interest, and provides views of the Santa Clarita Valley. Separate access is provided for equestrian use.

Castaic Creek Trail

The Castaic Creek Trail is proposed to link with the Santa Clara River Trail at the intersection of Castaic Creek and the Santa Clara River. The trail is proposed to follow Castaic Creek north for five miles to the Castaic Lake State and County Recreation Area, ultimately intersecting with the other proposed County trails located further north. Refer to **Figure 5.13-3, Existing and Proposed Trails in the Project Vicinity**.

Mint Canyon Trail

This proposed 4.4-mile-long trail links the Mint Canyon Trail to the proposed Bouquet Canyon Trail. The trail runs through Vasquez Canyon.

Gavin Canyon Trail

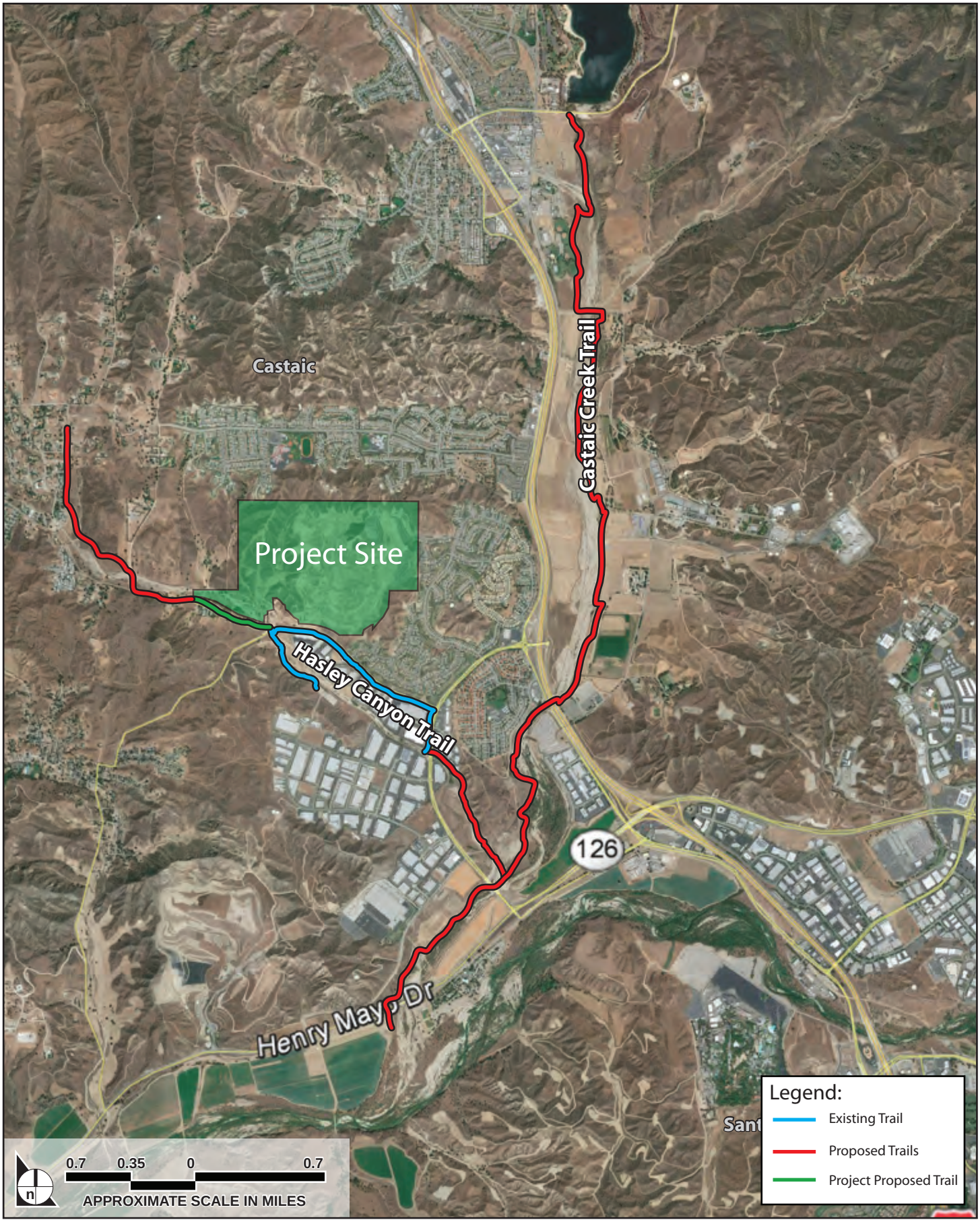
This approximately 5-mile trail links Pico Canyon to Rim of the Valley Corridor Trail.

Hasley Canyon Trail

Hasley Canyon Trail is proposed to follow Hasley Canyon Road for four miles in a westerly direction from Castaic Creek Trail. A portion of this partially built trail runs through, and is adjacent to, the Valencia Commerce Center. Refer to **Figure 5.13-3, Existing and Proposed Trails in the Project Vicinity**.

City of Santa Clarita Trails

As stated above the Project is within the jurisdiction of Los Angeles County and will rely on the County for public services, including park and recreation services. However, due to their close proximity to the Project Site, it is expected that residents of the Project Site would also use City of Santa Clarita trails. The City of Santa Clarita has adopted a system of trails to provide pedestrian, bicycle and equestrian connections to residential communities within the City of Santa Clarita, as well as to the Los Angeles County multi-use trail system.



SOURCE: Google, Inc., October 2013

FIGURE **5.13-3**

Existing and Proposed Trails in the Project Vicinity

1154.001•03/15

Regional Trails

Santa Clara River Trail and Parkway

Portions of the Santa Clara River have been preserved as public open space in order to protect biological resources, ensure groundwater recharge, and provide flood protection. The State of California has identified the Santa Clara River as a State Recreation Trail Corridor. The Santa Clara River Trail and Parkway (also known as the Santa Clarita Commuter Rail Trail or Santa Clara River Trail) runs in an east-west direction and closely follows the path of the Santa Clara River. The trail currently winds through the communities of Newhall, Saugus, Canyon Country, and Valencia. There are several access points to neighborhoods, parks, and commerce. On the western end near Valencia, the trail connects to a network of paths and elevated bridges (paseos) that are automobile-free. A 2-mile portion of the trail includes a rail-with-trail segment that is used as a paved bicycle and walking path. There are two primary trailheads: at the South Fork River and Magic Mountain Parkway, and at Soledad Canyon Road Bridge and the Santa Clara River. A north-south fork connects to the community of Newhall.

Currently, 15 miles of trails are improved and open to the public. The trail and parkway are being planned to eventually run the entire 65-mile length of the Santa Clara River from its headwaters near Acton to the mouth at McGrath State Beach. The Santa Clara River Trail and Parkway is managed by the California Coastal Conservancy. The City of Santa Clarita has responsibility for management of trail that crosses its jurisdiction.[13] The County of Los Angeles manages the proposed section of the Santa Clara River Trail from the western edge of the City of Santa Clarita, west to the County of Ventura.

Rim of the Valley Corridor and Trail

The Rim of the Valley Corridor (Corridor) is an area that generally includes the mountains encircling the San Fernando, La Crescenta, Santa Clarita, Simi, and Conejo Valleys of Los Angeles and Ventura Counties. The final Corridor is envisioned as forming an interlinking system of parks, trails, open space, wildlife habitat, and recreational opportunities within and between the Santa Monica, Santa Susana, and San Gabriel Mountains. The Corridor would consist of both public and private land and would connect to

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13 California Department of Parks and Recreation, *California Recreational Trails Plan & Progress Report*, website: http://www.parks.ca.gov/pages/795/files/2011%20progress%20report%20full%20version%2011_11.pdf, accessed March 20, 2014.

several of the regional trails, which in turn would connect to trails located with the County's planning area.[14]

The Rim of the Valley Trail is proposed to eventually be 200 miles in length and is located within the Rim of the Valley Corridor. There are approximately 14 adjacent trail systems that are incorporated into the current Rim of the Valley Trail system. About 80 of the 200 planned miles are completed and open to the public; 5.7 miles are currently signed as belonging to the Rim of the Valley Trail system, with the remainder associated with other trail systems. Recently, 16 miles of trail have been constructed and four new miles of right-of-way were acquired. The Rim of the Valley Multi-jurisdictional Trail system is managed by the California State Parks Department, the US Department of Agriculture – Forest Service, the National Park Service, and the Santa Monica Mountains Conservancy.[15]

Pacific Crest National Scenic Trail

A segment of the Pacific Crest National Scenic Trail extends for 160 miles through the Angeles National Forest, providing views of the Antelope Valley, varied terrain, vegetation, wilderness, and the San Gabriel Mountains. Campgrounds, picnic areas, and staging areas are available along the trail. In all, the Pacific Crest National Scenic Trail traverses 2,650 miles from Canada to Mexico.[16] The trail was established under the National Trails System Act of 1968 and is part of the national system of recreation and scenic trails. Only foot and equestrian travel is permitted on the trail; motorized vehicles and mountain bicycles are prohibited. Other trails that connect to the Pacific Crest National Scenic Trail include Fish Canyon Trail, Bear Canyon Trail, and Gillette Mine Trail. All of these trails are located within the Angeles National Forest land and are north of Castaic Lake. The proposed county Castaic Creek Trail would connect to these trails. The trail shares management as it passes through jurisdictions of the US Department of Agriculture - Forest Service, the Bureau of Land Management, the National Park Service, and the California State Parks Department. The Pacific Crest National Scenic Trail is also managed with assistance from the Pacific Crest Trail Association, a nonprofit organization that advocates for trail protection and organizes volunteers to assist with trail activities.

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14 National Park Service, *Rim of the Valley Corridor Special Resources Study*, website: http://www.nps.gov/pwro/rimofthevalley/ (2014)

15 California Department of Parks and Recreation, *California Recreational Trails Plan & Progress Report*, website: http://www.parks.ca.gov/pages/795/files/2011%20progress%20report%20full%20version%2011_11.pdf, accessed March 20, 2014.

16 US Department of Agriculture, Forest Service, Pacific Crest Trail, July 1988, p. 1.

Regulatory Framework

State

Quimby Act

The Quimby Act was established by the California State Legislature in 1965 and codified as California Government Code Section 66477. The Quimby Act allows the legislative body of a city or county, by ordinance, to require the dedication of parkland or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative tract map or parcel map.

California Department of Parks and Recreation

The California Department of Parks and Recreation (CDPR) manages and provides sites for a variety of recreational and outdoor activities. The CDPR is a trustee agency that owns and operates all state parks and participates in land use planning that affects state parkland.

Local

General Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a consistency analysis of the Los Angeles County General Plan policies pertaining to parks and recreation facilities. Refer to **Table 5.10-1** for a list of the parks and recreation policies included in the General Plan and the consistency for each policy.

Santa Clarita Valley Area Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a consistency analysis of the Santa Clarita Valley Area Plan (SCVAP) 2012 policies that pertain to park and recreation. Refer to **Table 5.10-2** for a list of the park and recreation policies included in the SCVAP 2012 and a consistency analysis for each policy.

Los Angeles County Parks and Recreation Regulations

The County has adopted a Quimby Act ordinance that 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."[17]

Under the County's ordinance, the amount of parkland acreage required from each subdivision is calculated prior to tentative map approval, based on a specific formula that takes into account the number, type (i.e., detached single-family, attached single-family, apartment houses with five or more dwelling units and mobile homes), and average household size of residences approved for that subdivision.[18] The County has identified the Project's Quimby parkland obligation at 5.28 acres.[19]

If the parkland requirement is not met by the provision of local park space, the County requires an in-lieu payment based on a representative land value that is set for each park planning area in the County or the provision of amenities equal in value to the park fee. The local ordinance may be satisfied by provision of land, fees or land and amenities, or a combination of these.[20]

Separate from the Quimby Act's dedication requirements, the County of Los Angeles Department of Parks and Recreation has established two additional parkland standards by which it measures availability of parkland for planning purposes: the "four acres per one thousand persons" standard is used as a threshold to measure availability of local parkland which includes Community Park, Neighborhood Park, Pocket Park, and Park Node designations, and the "six acres per one thousand persons" standard is used to measure availability of regional parkland, which includes Community Regional Park, Regional Park, and Special Use Facility designations.[21] Applying these planning standards, there currently is a deficit of local parkland in unincorporated areas of the County and a surplus of regional parkland. For every 1,000 people in unincorporated areas of the County, there is 0.58 acre of local parkland while there is 7.02 acres of regional parkland for every 1,000 people in the County.[22] Also applying these standards, the County has determined that in the Santa Clarita Valley

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17 Los Angeles County Ordinance Section 21.24.340(A).

18 Los Angeles County Ordinance Section 21.24.340(A); see also Los Angeles County Ordinance Section 21.24.350.

19 Based upon County of Los Angeles Department of Parks and Recreation estimates of 3.54 persons per single-family household.

20 County of Los Angeles, Department of Parks and Recreation, Project Consultation Los Valles Screencheck EIR Project No. 98-034 VTTM 52584, January 21, 2015.

21 Kathline J. King, Chief Planning Division, Los Angeles County Department of Parks and Recreation, written communication, August 5, 2013.

22 Kathline J. King, Chief Planning Division, Los Angeles County Department of Parks and Recreation, written communication, August 5, 2013.

planning area, there is a deficit of 308 acres of local parkland and a surplus of 12,798 acres of regional parkland. The surplus of regional parkland is due to the presence of Castaic Lake State Recreation Area.[23]

5.13.2 ENVIRONMENTAL IMPACTS

Methodology

The analysis provided in the section evaluates the potential for recreational impacts to occur under the Los Angeles County local and regional parkland planning standards, which are "four acres per one thousand persons" of local parkland which includes Community Park, Neighborhood Park, Pocket Park, and Park Node designations.[24]

As discussed in **Section 4.0, Project Description**, the Project assumes construction of the planned channel improvements prior to the completion of grading for the Project. If the planned channel improvements are not completed, two Retention Basin Areas would be constructed as an Interim Condition. Once the planned channel improvements are completed, the 6.2-acres Retention Basin Areas will be removed and the Project will be completed. For purposes of the analysis of impacts related to recreation, full buildout of the Project represents the most impactful scenario as it includes a greater number of homes and therefore, the largest potential demand on services. Construction of the basins in the Retention Basin Areas would replace, on an interim basis, construction of the 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 proposed vineyard with a retention basin in Retention Basin Area 2, resulting in a reduction in recreation areas of approximately 3.7 acres.[25] Even with this interim condition, the Project would exceed the County's requirement that forty percent of the Project Site be maintained as open space.

Project Design Elements/Project Design Features

Project Design Elements

Open Space and Recreation

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23 Kathline J. King, Chief Planning Division, Los Angeles County Department of Parks and Recreation, written communication, August 5, 2013.

24 Kathline J. King, Chief Planning Division, Los Angeles County Department of Parks and Recreation, written communication, August 5, 2013.

25 The Project includes a variety of types of open space that count toward the County requirement. Specifically, these include: natural open space, transitional slopes, restoration and mitigation areas, recreation area (including vineyard and orchard), and the public park.

A total of approximately 225.02 acres will be set aside on the Project Site for open space for both active and passive recreational uses. Passive recreational uses can include open space (such as grass fields), walking trails, and picnic areas, while active recreational uses can include playgrounds, ball fields and courts, and team activities.

The Project would provide approximately 189.29 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 open space landscaped with native vegetation (hereafter referred to as natural open space), that would remain largely native in character, approximately 59.6 acres of transitional slopes, and the mitigation area (6.44 acres)] on 18 lots. 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.

The Project also includes a 7.45 acre park site that would be located in the southeastern portion of the Project Site. It is expected that the 7.45-acre public park would be dedicated to, and would be maintained by, the County of Los Angeles Department of Parks and Recreation, 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 park will be designed and constructed pursuant to the County's Park Design Guidelines. 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 necessary.

A privately maintained community recreation center is proposed approximately 1,000 feet northwest of the community's main entrance off of Hasley Canyon Road. 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.

Six smaller secondary parks are proposed throughout the community. These areas would be maintained by the HOA. The secondary range in size from approximately 0.5 to 6 acres, with a total of approximately 12.88 acres of secondary parks proposed. 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. 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.

In sum the Project provides 189.29 acres of natural open space, transitional slopes, and mitigation area, 28.28 acres of recreation areas, and a 7.45 acre public park that all count toward the County's open space requirement. As such, the total open space provided by the project is approximately 225.02 acres or 52 percent.

Trails

The Project includes a system of privately maintained, publicly accessible pedestrian trails and a multi-use trail. 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.

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 pedestrian trails would provide access to natural open space on the Project Site at three points: the water tank location, the area east of Barcelona Road, and the area southwest of Barcelona Road.

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.

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. As proposed, the multi-use trail would be 16-feet wide 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.

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.

Project Design Features

The Project includes the following project design feature (PDF) relevant to park and recreation facilities:

- 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 that will be offered by dedication to the County, or if the County does not seek dedication will be maintained as a publicly accessible trail by the HOA.

Significance Thresholds

The potential for the Project to result in impacts associated with parks and recreational facilities is based on the CEQA significance thresholds specified by the Los Angeles County Department of Regional Planning. These significance thresholds are based in part on Appendix G of the *State CEQA Guidelines* and are as follows:

Threshold 5.13-1 **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?**

Threshold 5.13-2 **Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?**

Threshold 5.13-3 **Is the project consistent with the Department of Parks and Recreation Strategic Asset Management Plan for 2020 (SAMP) and the County General Plan standards for the provision of parkland?**

Threshold 5.13-4 **Would the project interfere with regional open space connectivity?**

Threshold 5.13-5 **Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for parks?**

Construction of the Project's proposed park and recreation facilities on the Project Site are evaluated as part of the overall evaluation of impacts under this Draft EIR and would not have impacts on the environment in addition to those otherwise described in this document with respect to Project grading and construction. Therefore, no further analysis of **Threshold 5.13-2** is necessary.

Impact Analysis

Threshold 5.13-1 **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Threshold 5.13-5 **Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for parks?**

Project open space and recreational elements are described above. Open space and recreational areas could be used by residents of the Project and others in nearby communities. Although the Project does include open space, parks, and trails, the increase in population of approximately 1,760 residents could incrementally increase the use of existing neighborhood and community parks in the vicinity of the Project. Use of nearby parks and recreational facilities by the residents of the Project could 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.

Neighborhood and Community Parks

As noted above, with respect to new development, the County has adopted a Quimby Act ordinance that 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."[26] To meet this requirement, the County has identified several types of park and recreation facilities that may satisfy projected needs and are eligible for Quimby credit, including, but not limited to, "publicly or privately owned playgrounds, riding and hiking trails, tennis, basketball or other similar game-court areas,

[26] Los Angeles County Ordinance Section 21.24.340(A).

swimming pools, putting greens, athletic fields, picnic areas, and other types of natural or scenic areas as recommended by the director of parks and recreation for passive or active recreation."[27]

Under the County's ordinance, the amount of parkland acreage required from each subdivision is calculated prior to tentative map approval, based on a specific formula that takes into account the number, type (i.e., detached single-family, attached single-family, apartment houses with five or more dwelling units and mobile homes), and average household size of residences approved for that subdivision.[28] The Project's Quimby parkland obligation is estimated to be 5.28 acres.[29]

If the parkland requirement is not met by the provision of local park space, the County requires an in-lieu payment based on a representative land value that is set for each park planning area in the County or the provision of amenities equal in value to the park fee. The local ordinance may be satisfied by provision of land, fees or land and amenities, or a combination of these.[30]

The Project will include 7.45 acres of improved neighborhood parkland 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, six secondary park sites and natural open space areas.

In addition, the majority of the westerly mapped significant ridgeline and the portions of the Project Site to the west of that ridgeline, including the upland terrace areas of Hasley Canyon Creek in the southwesterly portion of the Project Site, would remain in their natural state. Undeveloped homes would be located to the east of this ridgeline in the northern portion of the Project Site, and around the neighborhood park on the southeast portion of the site. With these improvements, the overall design of the Project is such that approximately 52 percent of the Project Site would be comprised of open space and recreational uses. The variety of open space included in the Project (i.e., improved and unimproved, natural and parkland) would provide numerous recreational opportunities for Project residents and will also provide recreational opportunities to neighboring residents. 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 resulting

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27 Los Angeles County Ordinance Section 21.24.340(C).

28 Los Angeles County Ordinance Section 21.24.340(A); see also Los Angeles County Ordinance Section 21.24.350.

29 Based upon County of Los Angeles Department of Parks and Recreation estimates of 3.54 persons per single-family household.

30 County of Los Angeles, Department of Parks and Recreation, Project Consultation Los Valles Screencheck EIR Project No. 98-034 VTTM 52584, January 21, 2015.

in substantial physical deterioration to such facilities or would create park capacity issues at neighboring parks and impacts would be considered less than significant.

Regional Parks

As noted above, 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. The surplus of regional parkland is largely due to the presence of Castaic Lake State Recreation Area.[31] 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 these types of uses are allocated on a first come first serve 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. It is also anticipated that residents would take advantage of specialized regional parks in proximity to the Project Site, such as Castaic Lake, Lake Piru, and the Hasley Canyon Equestrian Center. These parks 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. Additionally, the Project itself would provide recreational amenities. It is therefore 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. Further, applying the County's regional park planning standards, there currently is a surplus of regional parkland in unincorporated areas of the County and in the vicinity of the Project Site. Consequently, it is not anticipated that residents of the Project would cause significant impacts to regional parks and recreation facilities resulting in substantial physical deterioration to existing recreational facilities and impacts to regional parks would be considered less than significant.

State and Federal Recreation Areas and Forests

It is anticipated that new residents of the Project would use the local, state, and federal parks and recreation areas and forests. However, the state and national park facilities charge user fees for water sports and overnight camping at the reservoirs and camping areas that would offset use by residents. Additionally, state and federal taxes, which would be paid by residents of the Project, would be available for maintenance of these facilities. Consequently, impacts related to the deterioration of state or federal parkland would be less than significant.

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31 Kathline J. King, Chief Planning Division, Los Angeles County Department of Parks and Recreation, written communication, August 5, 2013.

Trails

As discussed above, 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. In addition, residents of the Project are expected to use the existing and proposed trail systems in the Santa Clarita Valley area as they are constructed. Anticipated use of the surrounding trails would increase the density of users on such trails once they are constructed. 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. Further, although the Project would complete this segment of the trail system by constructing 3,000 linear feet of trail, it is unlikely that the addition of this segment would encourage an increase in use to the point that deterioration of the overall trail system would occur.

Therefore, impacts related to the trail systems would be less than significant.

As described throughout the analysis above, the Project would include various opportunities for open space throughout the Project Site. These include pedestrian trails, active and passive open space (i.e., improved parkland and natural open space), as well as a multi-use trail. As a result of the open space and recreation areas provided on the Project Site, it is not anticipated that residents would substantially use nearby parks and/or trails. The Project would provide parkland in excess of the local standard of 4 acres per 1,000 persons (or 7.04 acres) by providing a 7.45 acre park for the approximately 1,760 persons. As described above, the area currently has an excess of regional parkland. As the Project would provide sufficient parkland on the Project Site, impacts related to service ratios would be less than significant.

Threshold 5.13-3 Is the project consistent with the County Department of Parks and Recreation Strategic Asset Management Plan for 2020 (SAMP) and the County General Plan standards for the provision of parkland?

Staff at the County of Los Angeles Department of Parks and Recreation - Planning and Development Agency have stated that the Agency considers the SAMP out of date; the Agency no longer distributes the document and does not rely on it for planning purposes or as a valid measure for parkland standards.[32] Therefore, the analysis below focuses on consistency with the County General Plan.

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32 Jui Ing Chien, Planning Division, Los Angeles County Department of Parks and Recreation, written communication, September 24, 2013.

The Los Angeles County adopted General Plan standards for the provision of parkland are included in the Conservation and Open Space Element. The Conservation and Open Space Element policies are shown in **Table 5.10-1, Project Consistency with Adopted Los Angeles County General Plan**.

The Project would be consistent with the County General Plan Conservation and Open Space Element as shown in **Table 5.10-1**. Also, as demonstrated under **Threshold 5.13-1**, the Project would provide adequate neighborhood parkland to meet the County's numerical standard of 7.04 acres. Therefore, impacts would be less than significant.

Threshold 5.13-4 Would the project interfere with regional open space connectivity?

Approximately 3,000 linear feet of multi-use trail will be developed and dedicated to the County of Los Angeles Department of Parks and Recreation. The 16-foot wide trail will run parallel with Hasley Canyon Road on the southwestern portion of the site and will be available for public hiking, mountain biking, and equestrian use. This 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 via Barcelona Road and Hayward Drive between the Project and adjoining neighborhoods to the north and east would provide residents of each community with 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 would be less than significant.

5.13.3 CUMULATIVE IMPACTS

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 225.02 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.

5.13.4 MITIGATION MEASURES

No mitigation measures are necessary.

5.13.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the PDF above, potential impacts associated with park and recreation resources would be less than significant.

5.14 TRANSPORTATION / TRAFFIC

INTRODUCTION

This section of the Draft EIR analyzes the Project's potential impacts associated with traffic, circulation, and access. The analysis is based on the Traffic Impact Study (Traffic Impact Study) Los Valles Project prepared by Linscott, Law & Greenspan, dated November 25, 2014 (**Appendix 5.14-1**); the Los Valles Project-Hillcrest Parkway Supplemental Assessment, dated June 19, 2014 (**Appendix 5.14-2**); and, the Traffic Study Addendum-Los Valles Project, dated September 30, 2015 (**Appendix 5.14-3**).

5.14.1 ENVIRONMENTAL SETTING

Existing Conditions

Regional Roadways

Regional access to the Project Site is provided by Interstate Highway 5 (I-5). I-5, located east of the Project Site, is delineated with eight travel lanes. I-5 provides an important link between the southern and northern portions of the United States, and also serves as a vital link for commuter traffic between Santa Clarita Valley communities and Los Angeles. Northbound and southbound on and off-ramps are provided at Hasley Canyon Road.

Secondary regional access to the Project Site is provided via State Route 126 (SR-126), which extends from the City of Ventura eastward to I-5.

Air Transportation

The nearest airports to the Project Site are the Aqua Dulce Airpark (located 25 miles east of the Project Site) and the Whiteman Airport (located 22 miles south of the Project Site), each of which provides one runway, and the Van Nuys Airport (located 25 miles south of the Project Site), which provides two runways. These airports provide services for private aircraft and air taxi operations. The Bob Hope Airport located in Burbank (30 miles southeast of the Project Site) provides commercial air carrier service via two runways.

Rail Transportation

Regional rail transit connection is provided by Metrolink, which provides commuter rail service throughout Southern California. The major hub is Union Station in downtown Los Angeles, where seven lines radiate outward from this terminus station. Metrolink provides service between Lancaster and Union Station on the Metrolink Green Line, with three stops in the Santa Clarita Valley. The nearest station to the Project Site is located at 22122 Soledad Canyon Road, approximately 6.7 miles east of the site.

Amtrak provides intercity rail service throughout the country, and offers connections between the Santa Clarita Valley and destinations throughout its service area. The nearest station to the Project Site is located at 24300 Railroad Ave, approximately 7.8 miles southeast of the Project Site.

Local Setting

Existing Roadway Circulation System

Important roadways within the vicinity of the Project Site have been classified into the following categories, based on their function and design:

- **Major Highways** are arterials with at least six travel lanes for high mobility, designed with limited vehicular access to driveways and cross streets. The typical road section includes a raised landscaped median with left turn pockets at intersections. When fully improved and operating at Level of Service (LOS) E, major highways can accommodate approximately 54,000 vehicles per day. Street sections may include striped, on-street bike lanes or separated bike paths.

- **Secondary Highways** are arterials with an ultimate design section of four travel lanes, designed for high mobility and with limited vehicular access from driveways and cross streets. The typical road section includes a median with left turn pockets provided at intersections. Secondary highways are designed to service both through traffic, and to collect traffic from collector and local streets. When fully improved and operating at LOS E, secondary highways can accommodate approximately 36,000 vehicles per day.

- **Limited Secondary Highways** are arterials with more limited mobility and greater access than Secondary Highways, with an ultimate roadway design section of two travel lanes and with partial control of vehicular and pedestrian access to the roadway from driveways, cross streets, and crosswalks. The roadway is usually undivided and may accommodate limited parking activity and left turn pockets at major intersections. These streets are designed to accommodate moderate volumes of traffic and provide local access to major and secondary highways. When fully improved and operating at LOS E, these streets can accommodate approximately 18,000 vehicles per day.

- **Collector Streets** are roadways which have an ultimate roadway design section of two travel lanes with limited vehicular access to the roadway from driveways and cross streets. The roadway is usually undivided and does not always accommodate left turn pockets at intersections. Collector streets are designed to provide both access and limited mobility, servicing local traffic from residential, commercial, and industrial uses and providing access to the arterial roadway system. Collector streets are not depicted on the adopted Highway Plan. When fully improved and operating at LOS E, collectors can accommodate approximately 15,000 vehicles per day.

- **Local Streets** are streets designed for full access and limited mobility, and may include residential streets, private streets, service roads, and public alleys. For the purposes of circulation planning at the General Plan level, local streets are not included on the adopted Highway Plan. However, policies have been included in the Circulation Element to ensure that local streets contribute to healthy, safe neighborhoods.

Roadway Descriptions

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. Hasley Canyon Road borders the Project Site to the south and terminates to the east at the 1-5 Freeway Northbound ramps (NB Ramps.) 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. Near the Project Site there are no curbs or gutters on Hasley Canyon Road. Parking is prohibited on both sides of Hasley Canyon Road in the Project vicinity. Hasley Canyon Road is posted for a 40 mile per hour speed limit west of Del Valle Road and a 45 mile per hour speed limit east of Del Valle Road near the Project Site. Immediate access to the Project Site is provided via Hasley Canyon Road.

Del Valle Road is a north-south Limited Secondary Highway which extends south from Hasley Canyon Road at the Project Site. One through travel lane is provided in each direction on Del Valle Road south of Hasley Canyon Road. The Del Valle Road and Hasley Canyon Road intersection is a "T" intersection with the northbound approach stop-sign controlled at Hasley Canyon Road. South of Hasley Canyon Road near the Project Site there are no curbs and gutters. Parking is generally permitted on both sides of Del Valle Road in the Project vicinity with no parking restrictions posted. Del Valle Road is posted for a 40 miles per hour speed limit near the Project Site.

Commerce Center Drive is a north-south Major Highway located just east of the Project Site. Commerce Center Drive extends from Hasley Canyon Road to the north to Henry Mayo Drive (SR-126) to the south. Three through travel lanes are provided in each direction on Commerce Center Drive in the Project vicinity. Separate left-turn pockets are provided on Commerce Center Drive in each direction. Parking is prohibited on both sides of Commerce Center Drive in the Project vicinity. Commerce Center Drive is posted for a 45 miles per hour speed limit near the Project Site.

The Old Road is a north-south Secondary Highway north of Hasley Canyon Road and a Major Highway south of Hasley Canyon Road. The Old Road is located east of the Project Site and runs parallel to the I-5 Freeway. Two through-travel lanes are provided in each direction on The Old Road, except for the portion of The Old Road generally between Live Oak Road and Biscailuz Drive south of Hasley Canyon Road where one lane is provided in each direction. Separate left-turn pockets are provided on The Old Road. The Old Road intersection with Hasley Canyon Road is a roundabout. Parking is prohibited on both sides of The Old Road in the Project vicinity. The Old Road is posted for a 55 miles per hour speed limit near the Project Site.

Hillcrest Parkway is an east-west Secondary Highway located just north of the Project Site. There is currently no direct connection from Hillcrest Parkway to the Project Site. Hillcrest Parkway extends from Sloan Canyon Road to the west to The Old Road to the east. Two through travel lanes with separate left-turn pockets are provided in each direction along the length of Hillcrest Parkway in the Project vicinity. Parking is prohibited on both sides of Hillcrest Parkway in the Project vicinity. Hillcrest Parkway is posted for a 50 miles per hour speed limit, except at the School Zone between Barcelona Road to the west to Park Vista Drive to the east.

Franklin Parkway is an east-west Local Street located south of the Project Site. Franklin Parkway extends from Wolcott Way to the west to Commerce Center Drive to the east. One through travel lane is provided in each direction east of Wolcott Way for approximately one mile. At this point, two through travel lanes are provided in each direction on Franklin Parkway and separate left-turn pockets are provided in each direction along the length of the roadway. Parking is prohibited on both sides of Franklin Parkway in the Project vicinity. Franklin Parkway is posted for a 35 miles per hour speed limit.

Henry Mayo Drive (State Route 126) is an east-west Parkway which is located south of the Project Site and terminates just east of the I-5 Freeway, where it becomes Newhall Ranch Road. Two through travel lanes are provided in each direction on Henry Mayo Drive in the Project vicinity with separate left-turn pockets along the length of the roadway. Parking is prohibited on both sides of Henry Mayo Drive in the Project vicinity. Henry Mayo Drive is posted for a 60 miles per hour speed limit near the Project Site. Near the intersection of Commerce Center Drive at SR-126 (Henry Mayo Drive) a full-movement, grade separated interchange is under construction.

The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the Project as defined by the Lead Agency. In the traffic engineering practice, the area studied for potential impacts generally includes those intersections that are:

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).

The following study intersections were selected for analysis of potential impacts due to the Project based on the above criteria as well as Project peak hour vehicle trip generation, the anticipated distribution of Project vehicular trips, existing intersection/corridor operations, and Los Angeles County Department of Public Works (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

Five of the eight study intersections selected for analysis are presently controlled by traffic signals. Two of the remaining study intersections, (The Old Road – I-5 Freeway SB On-Ramp/Hasley Canyon Road and I-5 Freeway Northbound (NB) Ramps/Hasley Canyon Road), are roundabouts. The intersection at Del Valle Road/Hasley Canyon Road is currently an unsignalized stop-sign controlled intersection. The existing lane configurations at the study intersections are displayed in **Figure 5.14-1, Study Intersections Selected for Analysis**. **Figures 5.14-2a** and **5.14-2b** show existing traffic volumes at the studied intersections during the AM and PM peak hours, respectively.

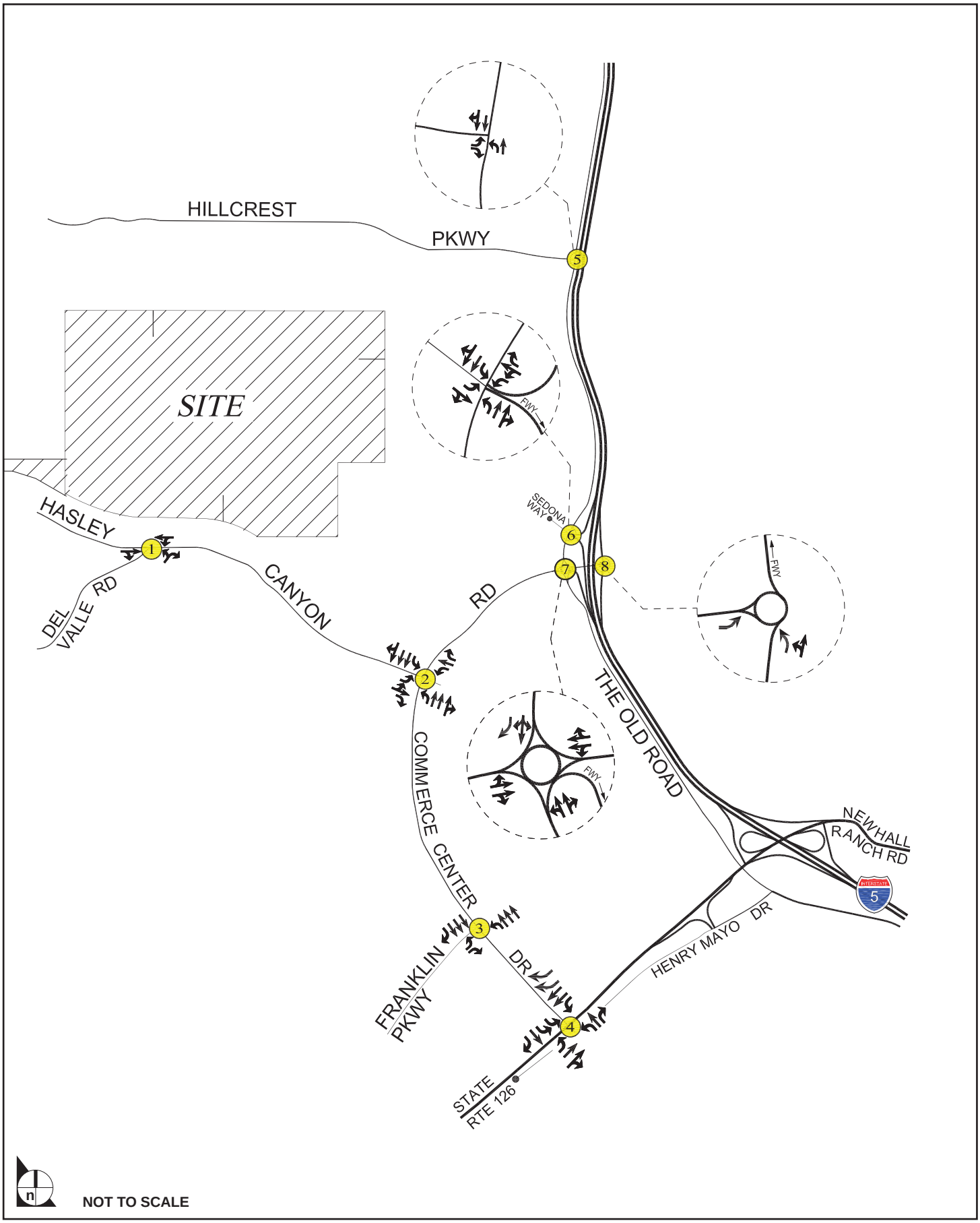
Existing Study Intersection Levels of Service

Table 5.14-1, Existing Study Intersection Levels of Service, summarizes existing operations at the studied intersections. To determine the AM and PM peak hour traffic volumes, manual traffic counts were conducted from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The peak hour consists of the one hour period in each of the AM period and the PM period in which there is the greatest traffic volume as measured by these traffic counts.

Table 5.14-1
Existing Study Intersection Levels of Service

Map Reference	Intersection	Peak Hour	V/C or Seconds of Delay	LOS
1	Del Valle Road/Hasley Canyon Road	AM	0.383 V/C	A
		PM	0.369 V/C	A
2	Commerce Center Drive/Hasley Canyon Road	AM	0.379 V/C	A
		PM	0.340 V/C	A
3	Commerce Center Drive/Franklin Parkway	AM	0.374 V/C	A
		PM	0.552 V/C	A
4	Commerce Center Drive/Henry Mayo Drive (SR-126)	AM	0.482 V/C	A
		PM	0.744 V/C	C
5	The Old Road/Hillcrest Parkway	AM	0.745 V/C	C
		PM	0.538 V/C	A
6	The Old Road/I-5 Freeway SB Ramps – Sedona Way	AM	0.733 V/C	C
		PM	0.539 V/C	A
7	The Old Road – I-5 Freeway SB On-ramp/ Hasley Canyon Road /a/	AM	9.88 SOD/b/	A
		PM	11.32 SOD/b/	A
8	I-5 Freeway NB Ramps/Hasley Canyon Road /a/	AM	7.92 SOD/b/	A
		PM	9.92 SOD/b/	A

Source:
*2014 Los Valles Traffic Impact Study, prepared by Linscott, Law, & Greenspan, Table 9-1, page 34 (**Appendix 5.14-1**)*
Notes:
/a/ Roundabout Intersection. Delay shown in seconds per vehicle.
/b/ Seconds of Delay.



SOURCE: Linscott, Law and Greenspan, Engineers, May 2014

FIGURE **5.14-1**

Intersections Selected for Analysis

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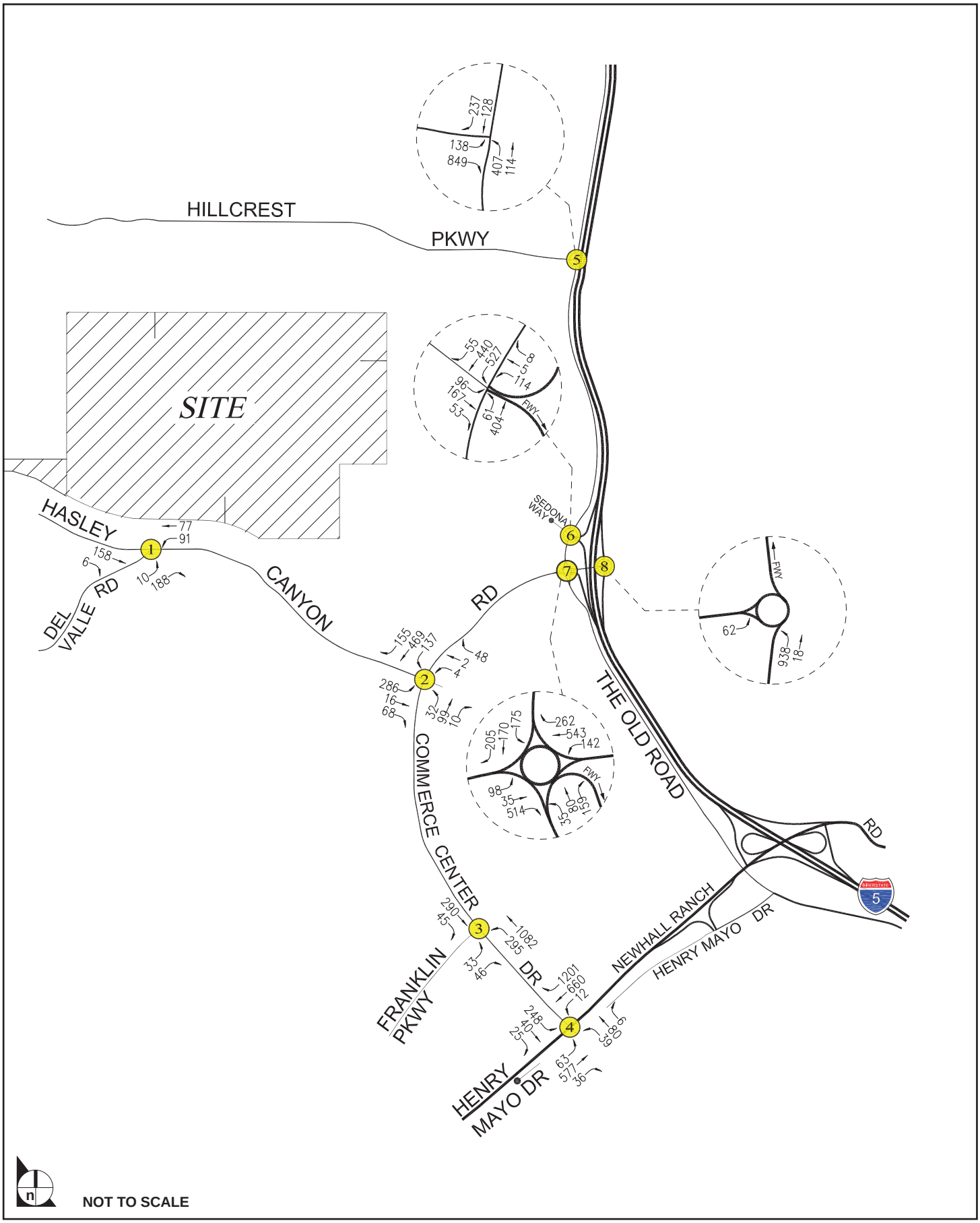
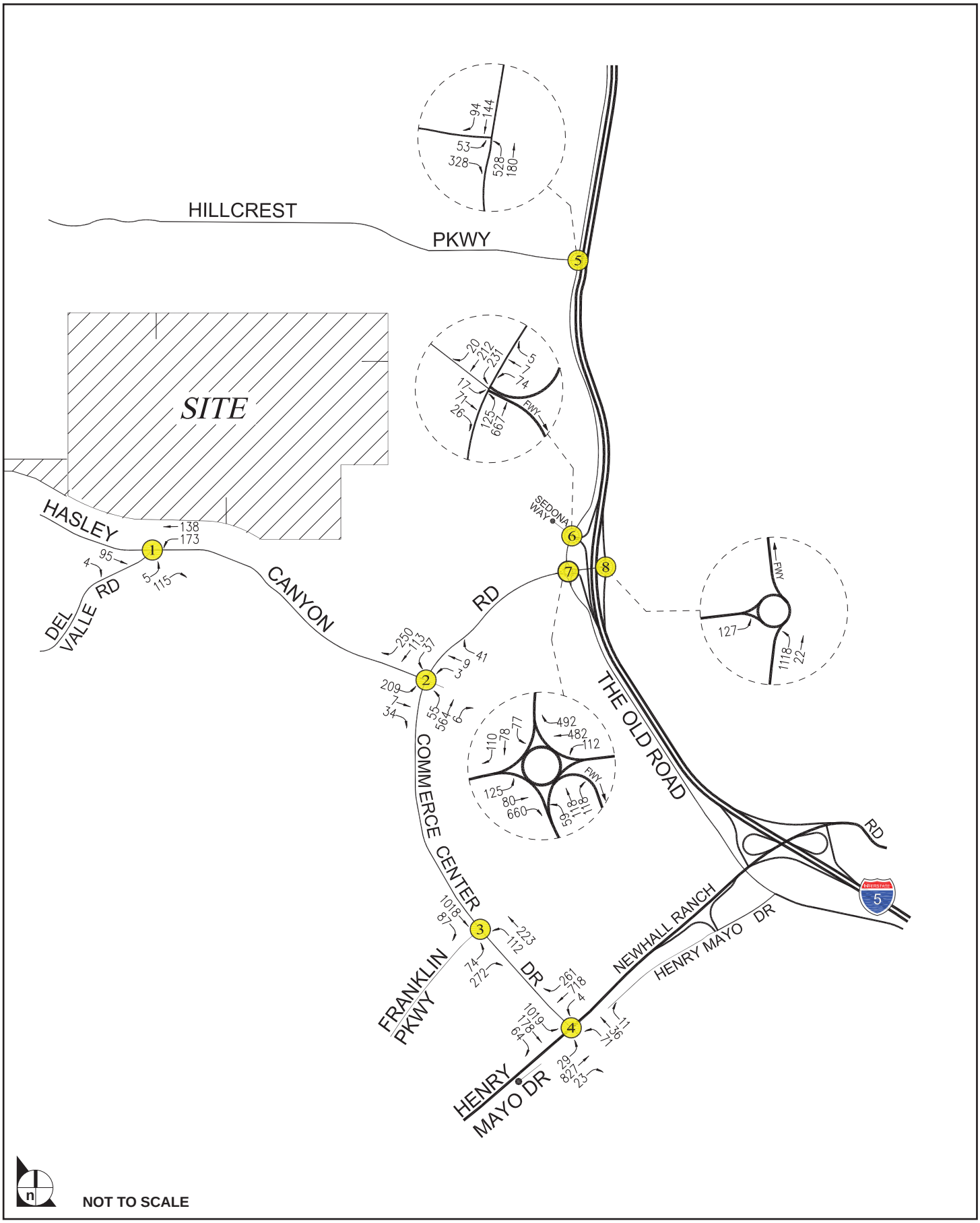


SOURCE: Linscott, Law and Greenspan, Engineers, 2013

FIGURE **5.14-2a**

Existing Intersection Traffic Volumes, AM Peak Hour

1154.001•02/15



SOURCE: Linscott, Law and Greenspan, Engineers, 2013

FIGURE **5.14-2b**

Existing Intersection Traffic Volumes, PM Peak Hour

1154.001•02/15

The levels of service for the studied intersections currently meet County standards for intersection operation discussed below.

Public Transit Service

Public bus transit service in the vicinity of the Project is currently provided by City of Santa Clarita Transit, Routes 1 and 2. Routes 1 and 2 generally provide six buses per hour (three eastbound and three westbound) during both the AM and PM peak hours. The closest stops to the Project Site are on Del Valle near the intersection of Del Valle Road/Hasley Canyon Road (to the west of the Project Site) and at Commerce Center Drive/Industry Drive (to the east of the Project Site). The existing bus stop locations are shown in **Figure 5.14-3, Existing Bus Service in the Project Area**.

Regulatory Framework

State

Congestion Management Program (CMP)

The CMP was enacted by the California Legislature in 1989 to improve traffic congestion in urban areas. The program became effective with the passage of Proposition 111 in 1990, which also increased the State gas tax. Funds generated by Proposition 111 are available to cities and counties for regional road improvements, provided these agencies are in compliance with CMP requirements. The intent of the legislation was to link transportation, land use, and air quality decisions by addressing the impact of local growth on the regional transportation system. State statute requires that a congestion management program be developed, adopted, and updated biennially for every county that includes an urbanized area, which shall include every city and county government within that county. Therefore, the City of Santa Clarita and County of Los Angeles must comply with CMP requirements in developing a circulation plan for the Santa Clarita Valley.

Under this legislation, regional agencies are designated within each county to prepare and administer the CMP for agencies within that county. Each local planning agency included in the CMP has the following responsibilities:

- Assisting in monitoring the roadways designated within the CMP system
- Adopting and implementing a trip reduction and travel demand ordinance
- Analyzing the impacts of local land use decisions on the regional transportation system
- Preparing annual deficiency plans for portions of the CMP system where LOS standards are not maintained

The Los Angeles County Metropolitan Transportation Authority (Metro) is the CMP agency for Los Angeles County. Metro has the responsibility to review compliance with the CMP by agencies under its jurisdiction. For any agency out of compliance, after receiving notice and after a correction period, a portion of state gas tax funds may be withheld if compliance is not achieved. In addition, compliance with the CMP is necessary to preserve eligibility for state and federal funding of transportation projects.

Metro adopted the County's first CMP in 1992, and completed its most recent update in 2010. In connection with the CMP, Metro has issued CMP Traffic Impact Analysis Guidelines (CMP TIA Guidelines). The statute requires that all state highways and principal arterials be included within the CMP roadway system. Within the Santa Clarita Valley, the following roadways are designated as CMP roadways:

- I-5 Freeway
- SR-14 Freeway
- Sierra Highway from SR-126 to SR-14 at Red Rover Mine Road
- Magic Mountain Parkway from I-5 to SR-14
- SR-126 west of the I-5 freeway

Local

County General Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a list of the Los Angeles County General Plan policies pertaining to transportation. Refer to **Table 5.10-1** for a list of the transportation policies included in the General Plan and the consistency analysis for each policy.

Metro Bicycle Transportation Strategic Plan

The Metro Board adopted the Metro Bicycle Transportation Strategic Plan in 2006 to promote bicycle use throughout Los Angeles County. The Plan's vision is to make cycling a viable travel choice by promoting links between bicycle facilities and the transit network. The plan identifies four bike-transit hubs within the Santa Clarita Valley: the three Metrolink commuter rail stations, and the McBean Regional Transit Center. The Metro Bicycle Transportation Strategic Plan evaluated gaps in the inter-jurisdictional bikeway network connecting cities and unincorporated areas to destinations and transit stops. Within the Santa Clarita Valley, four gaps in the inter-jurisdictional bikeway network were identified with the Old Road, SR-126, Castaic/San Francisquito Creek, and Sierra Highway corridors.

SOURCE: Linscott, Law and Greenspan, Engineers, 2013

FIGURE **5.14-3**

Existing Bus Service in the Project Area

1154.001•02/15

Santa Clarita Valley Area Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a listing of the Santa Clarita Valley Area Plan (SCVAP 2012) policies that pertain to transportation. Refer to **Table 5.10-2** for a list of the transportation policies included in the SCVAP 2012 and the consistency analysis for each policy.

Table 5.14-2
Level of Service Definitions

Level of Service	Signalized Intersections (v/c Ratios)	Unsignalized Intersections (Seconds of Delay)	Definition
A	< 0.60	≤ 10	Conditions of free, unobstructed flow; no delays; and all signal phases sufficient in duration to clear all approaching vehicles.
B	0.61-0.70	> 10 and ≤ 15	Conditions of stable flow, very little delay, and a few phases are unable to handle all approaching vehicles.
C	0.71-0.80	> 15 and ≤ 25	Conditions of stable flow, delays are low to moderate, and full use of peak direction signal phases is experienced.
D	0.81-0.90	> 25 and ≤ 35	Conditions approaching unstable flow, delays are moderate to heavy and significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	0.91-1.00	> 35 and ≤ 50	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, and congestion exists for extended duration throughout the peak period
F	> 1.00	> 50	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of backups from a downstream signal.

Source:
Impact Sciences, Inc. 2014.

5.14.2 ENVIRONMENTAL IMPACTS

Methodology

The five signalized study intersections as well as the unsignalized intersection at Del Valle Road/Hasley Canyon Road were evaluated using the Intersection Capacity Utilization (ICU) method of analysis based on the County of Los Angeles' Traffic Impact Analysis Report Guidelines, January 1, 1997 (County Traffic Study Guidelines Specifically, the ICU method was used to determine volume-to-capacity (v/c) ratios and corresponding levels of service at the six study intersections. **Table 5.14-2, Level of Service Definitions,** summarizes level of service criteria. The letter scale ranges from A to F, with LOS A representing free

flow conditions and LOS F representing congested conditions. Volume-to-capacity is the ratio of demand flow rate to capacity for a traffic facility. The significance of potential impacts of project-generated traffic is determined using the traffic impact criteria set forth in the County Traffic Study Guidelines. These criteria assess the impact to an intersection based on the ratio between traffic volumes and intersection capacity (v/c ratio). An intersection operating at full capacity would have a v/c ratio of 1; an intersection operating at half its capacity would have a v/c ratio of 0.5.

The two roundabout intersections were evaluated using the Highway Capacity Manual (HCM) method of analysis based on the County Traffic Study Guidelines to determine the delay and corresponding levels of service at the two roundabout study intersections.

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 v/c relationships and service level characteristics at each study intersection. 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. According to the County Traffic Study Guidelines, the impact is considered significant if the project-related increase in the v/c ratio equals or exceeds the thresholds presented in **Table 5.14-3, County of Los Angeles Intersection Impact Threshold Criteria.** The County Traffic Study Guidelines establish criteria thresholds only for LOS C, D, and E.

Table 5.14-3
County of Los Angeles Intersection Impact Threshold Criteria

Final v/c ratio	Level of Service	Project Related Increase in v/c
>0.71 to 0.80	C	Equal to or greater than 0.04
>0.81 to 0.90	D	Equal to or greater than 0.02
>0.91	E or F	Equal to or greater than 0.01

Additionally, a review of construction traffic and the proposed routes to and from the Project Site was completed in order to determine any construction-related impacts. Separate 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. Specifically, the HCM methodology was used in order to determine the Delay, Levels of Service, and the 95th percentile vehicle queue lengths at these locations. The 95th percentile vehicle queue length calculates the length, expressed in number of vehicles, expected to be queued for a specific movement during the analyzed time period. Specifically, the 95th percentile queue means that the number of queued vehicles will be at or less than the calculated value for

95 percent of the time during the period evaluated (e.g., AM and PM peak hour). This value is typically used by traffic engineers for roadway design and analysis in order to ensure that adequate storage lengths are provided.

Trip Distribution

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.

Nearly all (i.e., 85%) of the project-related vehicle trips are forecast to use the Hasley Canyon Road access for purposes of entering and exiting the Project Site.

As discussed in **Section 4.0, Project Description**, future off-site, downstream, channel improvements to the Santa Clara River and its associated tributaries are proposed as part of the Valencia Commerce Center project located south of the Project Site (Vesting Tentative Parcel Map 18108). However, the precise timing of these improvements is unknown and they are not within the control of the Applicant. Should the planned channel improvements downstream of the Project Site not be 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. These interim on-site hydromodification controls are referred to in this EIR as the "Interim Controls." The Interim Controls would consist of construction and maintenance of two water retention basins on approximately 6.2 acres of land located near the main entry to the Project off of Hasley Canyon Road, as shown of **Figure 4.0-13, Retention Basin Areas**. Construction of the basins in the Retention Basin Areas would replace, on an interim basis, construction of the 13 housing units in Retention Basin Area 1, resulting in an interim condition in which there are 484 homes (rather than 497 homes) 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 would be carried out. Specifically, in Retention Basin Area 1, the retention basin would be removed and 13 single-family homes would be developed.

For purposes of the analysis of impacts related to traffic, full buildout of the Project, rather than under the Interim Controls condition, represents the most impactful scenario as it includes a greater number of homes and therefore the most trips.

Project Design Elements/Project Design Features

Project Design Elements

The Project would construct 497 single-family residences and associated amenities on approximately 430.4 acres of land; buildout of the Project is anticipated to take place over a five to seven-year horizon. Vehicular access to the Project Site would be provided via one 78 foot wide driveway off of Hasley Canyon Road, east of Del Valle Road. Additionally, the Project proposes to extend Barcelona Road as a two lane roadway for an additional 1,500 feet from its existing terminus south of Hillcrest Parkway at the northerly project boundary through the Project Site to its proposed terminus on the Project Site, as shown on **4.0-2, Revised Vesting Tentative Tract Map No. 52584**. Within the Project Site, the Barcelona Road access would maintain a 64-foot right-of-way. The Project would also extend Hayward Drive as a two lane roadway for 1,143 linear feet from the eastern project boundary (its current terminus) to the end of the proposed Hayward Drive as shown on **Figure 4.0-2, Revised Vesting Tentative Tract Map No. 52584**. Hayward Drive has been engineered and graded with a 64-foot right-of-way but is not paved. These roadways would connect to the Project Site at its northern and eastern access points, respectively, and would provide unrestricted vehicular access from areas north and east of the Project Site to Hasley Canyon Road. As shown in **Figure 4.0-8, Site Access and Internal Project Circulation,** certain interior roadways within the Project Site are proposed to be gated to restrict vehicular (but not pedestrian) access; residents would be able to access the restricted portions of the Project Site via five gated controlled access gates, as discussed further below.

Construction of the Project is proposed to occur in phases. For purposes of this analysis, it is assumed that residential units will develop in phases; each phase would be constructed and completed as prior phases are sold. Complete buildout of the Project is assumed to take place approximately five to seven years from the granting of all necessary Project entitlements, with buildout estimated to be 2023. Project-related grading would require the movement of combined 7.6 million cubic yards of cut and fill, which will be balanced on-site. Mass grading would consist of rough grading operations for major roads and infrastructure, drainage patterns and building pads for the various land uses within the Project Site.

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.

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 following off-site improvements would occur within the existing right-of-way on Hasley Canyon Road. These improvements consist of:

- Construction of a left turn pocket on Hasley Canyon Road at the project frontage and restriping as required by LACDPW;
- Additional grading within the right-of-way on Hasley Canyon Road (at the project entrance) and on Hayward Drive (at its current terminus) to construct sewer connections.
- Natural gas connections at one of three points. Ultimately, the gas provider will decide which connection point will be used. These three potential connection points include: an existing 4-inch gas service line 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. Regardless of which natural gas line is selected for use by the gas company, all three of these connections would occur at the Project frontage on Hasley Canyon Road.

Figure 4.0-9, Project Off-site Improvements, shows the location of the proposed off-site improvements. No other off-site improvements are anticipated to be necessary to construct the Project.

These improvements as well as installation of water and sewer lines and/or installation of electrical, natural gas, and communication cable infrastructure (if necessary) would require temporary lane closures along segments of Hasley Canyon Road, primarily along the Project frontage. Lane closures would require approval of the County and would depend on the final precise utility alignments. All lane closures would be conducted per the Project's Traffic Control Plan described below in Project Design Feature**s.** Adequate emergency access would be provided to all residences, emergency vehicles, and businesses adjacent to the roadways during all phases of construction. Roadways along the proposed utility alignments do not have on-street parking; therefore, no impact to street parking is expected as a result of the lane closures.

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;

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.

Significance Thresholds

The potential for the Project to result in impacts associated with transportation/traffic is based on the CEQA significance thresholds specified by the Los Angeles County Department of Regional Planning. These significance thresholds are based in part on Appendix G of the *State CEQA Guidelines* and are as follows:

Threshold 5.14-1: **Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel, and relevant components of the circulation system,**

including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Threshold 5.14-2: **Would the project conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?**

Threshold 5.14-3: **Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

Threshold 5.14-4: **Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Threshold 5.14-5: **Would the project result in inadequate emergency access?**

Threshold 5.14-6: **Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities?**

Threshold 5.14-7: **Would the project decrease the performance or safety of alternative transportation facilities?**

At full buildout, the Project includes the construction of 497 single-family dwelling units and associated amenities. Housing structures are proposed at no more than two stories and would not result in a change to air traffic patterns. Development of the Project would not result in the construction of roadways that include sharp curves or dangerous intersections. Farm equipment may be used for vineyard or orchard activities but given the small scale of the agricultural areas, and the relative small usage of specialized farming equipment, no adverse impacts would be expected. Therefore, no further analysis of **Threshold 5.14-3** and **Threshold 5.14-4** is necessary.

Impact Analysis

Threshold 5.14-1 **Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel, and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Construction Impacts

In order to avoid any impacts to the surrounding neighborhoods, construction truck traffic will utilize the Hasley Canyon Road entrance to and from the Project Site. This is a reasonable assumption as Hasley Canyon Road would provide construction trucks with the most direct access to the regional roadway network (e.g., the I-5 interchange at Hasley Canyon Road and SR-126 at Commerce Center Drive). In order to further minimize potential conflicts between construction activity and through traffic in the vicinity of the Project Site, the Project would prepare a Traffic Control Plan, as described in the PDF, 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. The specific details and extent of associated staging of construction equipment and materials will be included in that plan. As part of the plan, traffic control personnel would be stationed full-time at the job site entrance and exit on Hasley Canyon Road to designate truck routes.

Construction Equipment, Hauling and Deliveries

It is assumed that heavy construction equipment such as graders, dozers, scrapers, and tractors would be trucked to the Project Site 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. In addition, as the grading is proposed to be balanced on the Project Site, no dirt spoils will be trucked to or removed from the Project Site during construction. It 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. Additionally, the Applicant would require contractors responsible for deliveries, haul trips, and construction equipment to comply with the Traffic Control Plan described in the PDF.

Construction Worker Traffic

In general, the first stage of Project buildout would require the largest number of construction workers on the Project Site. This stage includes site preparation, mass grading, and infrastructure, including roadway construction and installation of backbone infrastructure such as sewers, storm drains, slope engineering, utilities and primary roads and sidewalks. This first stage of construction would occur primarily during the first 24 months. It is anticipated that a maximum of 100 construction workers will remain on-site throughout the day during this peak construction phase. The number of construction worker vehicles is estimated using an average vehicle ridership (AVR) of 1.135 persons per vehicle, as provided in the South Coast Air Quality Management District *CEQA Air Quality Handbook*. From this information, it is anticipated that construction workers would therefore generate 88 vehicle trips (100 workers/1.135 AVR). Accordingly, 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). Construction workers are not all likely to arrive at the construction site within the same hour nor would they all leave the site at the same time. However, it has been conservatively assumed as a "worst case" that all the workers (i.e., 88 vehicles) will arrive during the morning peak commuter hour and that all the workers (i.e., 88 vehicles) will depart in a single hour during the afternoon peak commuter hour.

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) 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 are shown below not to have significant impact, and there is a relatively low 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.

Operational Impacts

Studied Intersections

As shown above in **Table 5.14-2**, the studied intersections under existing conditions operate at LOS C or better, which meets County standards of LOS E or better for arterial roads, and the preferred LOS of C or better for residential roads. As intersections represent the most constrained part of the circulation system, no mid-block congestion is expected to occur on roadways with intersections that meet County standards.

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.[1] Based on the Traffic Impact Study'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. **Figure 5.14-4, Project Trip Distribution**, shows the projected distribution of these trips along the roadways and intersections in the traffic study area (i.e., the area that encompasses the analyzed intersections). **Figures 5.14-5a** and **5.14-5b** illustrates the effects of Project trips at the studied intersections during the AM and PM peak hours, respectively.

The Traffic Impact Study calculates traffic volumes for 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). The projected future levels of service based on these scenarios is presented in **Table 5.14-4, Existing With Project Study Intersection Levels of Service**. The Related Projects analysis is included in the cumulative discussion at the end of this section.

Based on the changes in v/c ratio or delay shown in **Table 5.14-4** and described below and the County intersection impact threshold criteria shown in **Table 5.14-3**, the Project would not create any new significant congestion at any of the studied intersections under any of the impact scenarios.

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1 Linscott, Law & Greenspan, *Traffic Impact Study, Los Valles Project*, (2014) 27.

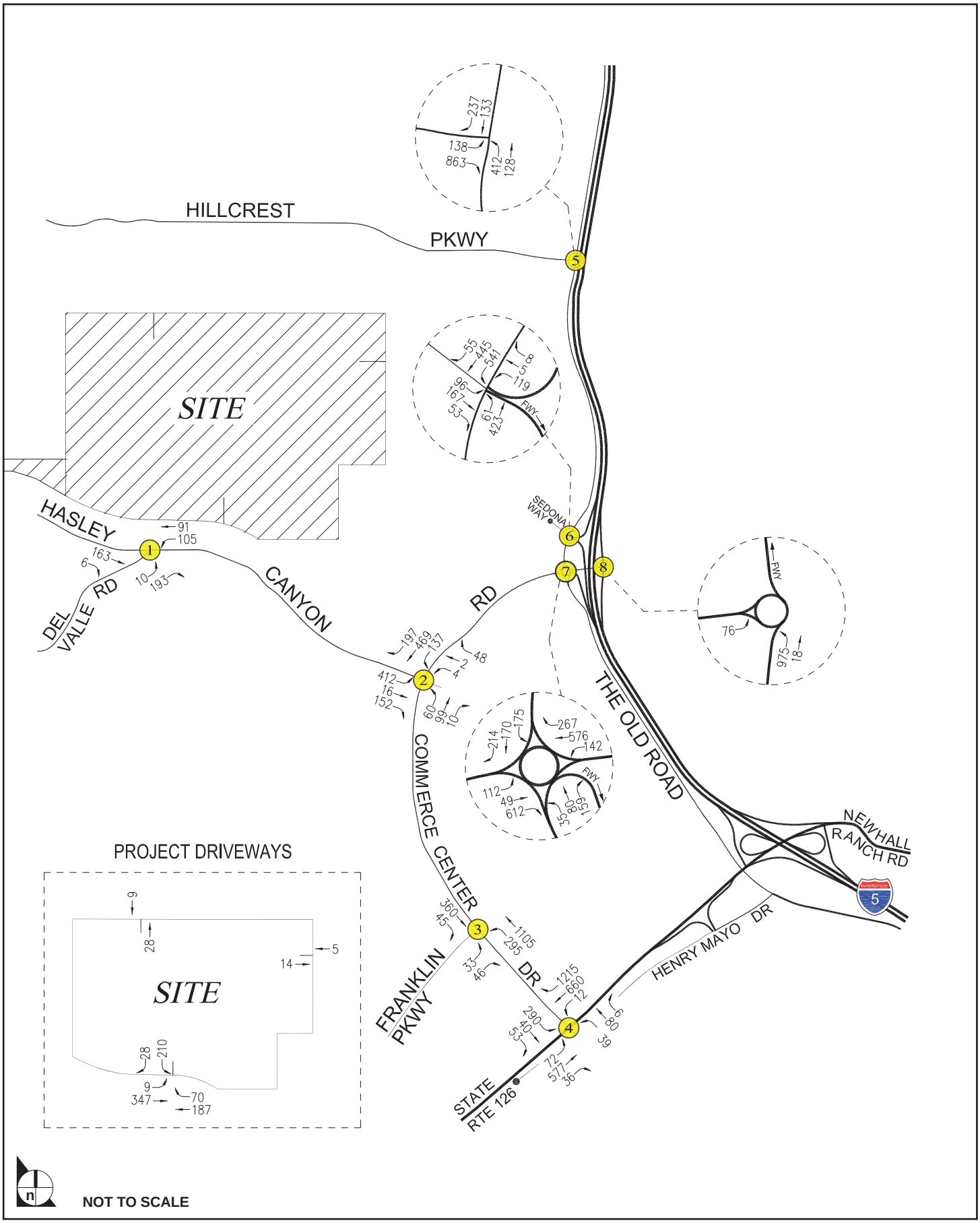
Table 5.14-4
Existing with Project Study Intersection Levels of Service

Map Reference	Intersection	Peak Hour	Existing Conditions V/C or Seconds of Delay	LOS	Existing with Project V/C or Seconds of Delay	LOS	Change	Significant?
1	Del Valle Road/ Hasley Canyon Road	AM	0.383 V/C	A	0.398 V/C	A	0.015	No
		PM	0.369 V/C	A	0.391 V/C	A	0.022	No
2	Commerce Center Drive/ Hasley Canyon Road	AM	0.379 V/C	A	0.449 V/C	A	0.070	No
		PM	0.340 V/C	A	0.426 V/C	A	0.086	No
3	Commerce Center Drive/ Franklin Parkway	AM	0.374 V/C	A	0.388 V/C	A	0.014	No
		PM	0.552 V/C	A	0.562 V/C	A	0.010	No
4	Commerce Center Drive/ Henry Mayo Drive (SR-126)	AM	0.482 V/C	A	0.502 V/C	A	0.020	No
		PM	0.744 V/C	C	0.754 V/C	C	0.010	No
5	The Old Road/Hillcrest Parkway	AM	0.745 V/C	C	0.755 V/C	C	0.010	No
		PM	0.538 V/C	A	0.533 V/C	A	0.015	No
6	The Old Road/I-5 Freeway SB Ramps – Sedona Way	AM	0.733 V/C	C	0.749 V/C	C	0.016	No
		PM	0.539 V/C	A	0.558 V/C	A	0.019	No
7	The Old Road – I-5 Freeway SB On-ramp/Hasley Canyon Road /a/	AM	9.88 SOD /b/	A	11.71 SOD/b/	B	1.83	No
		PM	11.32 SOD /b/	A	13.44 SOD/b/	B	2.12	No
8	I-5 Freeway NB Ramps/ Hasley Canyon Road/a/	AM	7.92SOD /b/	A	8.27 SOD/b/	A	0.35	No
		PM	9.92 SOD /b/	A	11.47 SOD/b/	B	1.55	No

Source:
*2014 Los Valles Traffic Impact Study, prepared by Linscott, Law, & Greenspan Table 9-1, 34 (**Appendix 5.14-1**)*
Notes:
/a/ Roundabout Intersection. Delay shown in seconds per vehicle.
/b/ Seconds of Delay

Existing Conditions: As indicated in **Table 5.14-4**, all of the eight study intersections are presently operating at LOS C or better during the weekday AM and PM peak hours under existing conditions.

Existing with Project: As shown in **Table 5.14-4**, application of the County's threshold criteria to the "Existing with Project" scenario indicates that the Project is not expected to create significant impacts at any of the eight study intersections. Incremental, but not significant, impacts are noted at the study intersections. Since there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing with Project" conditions.

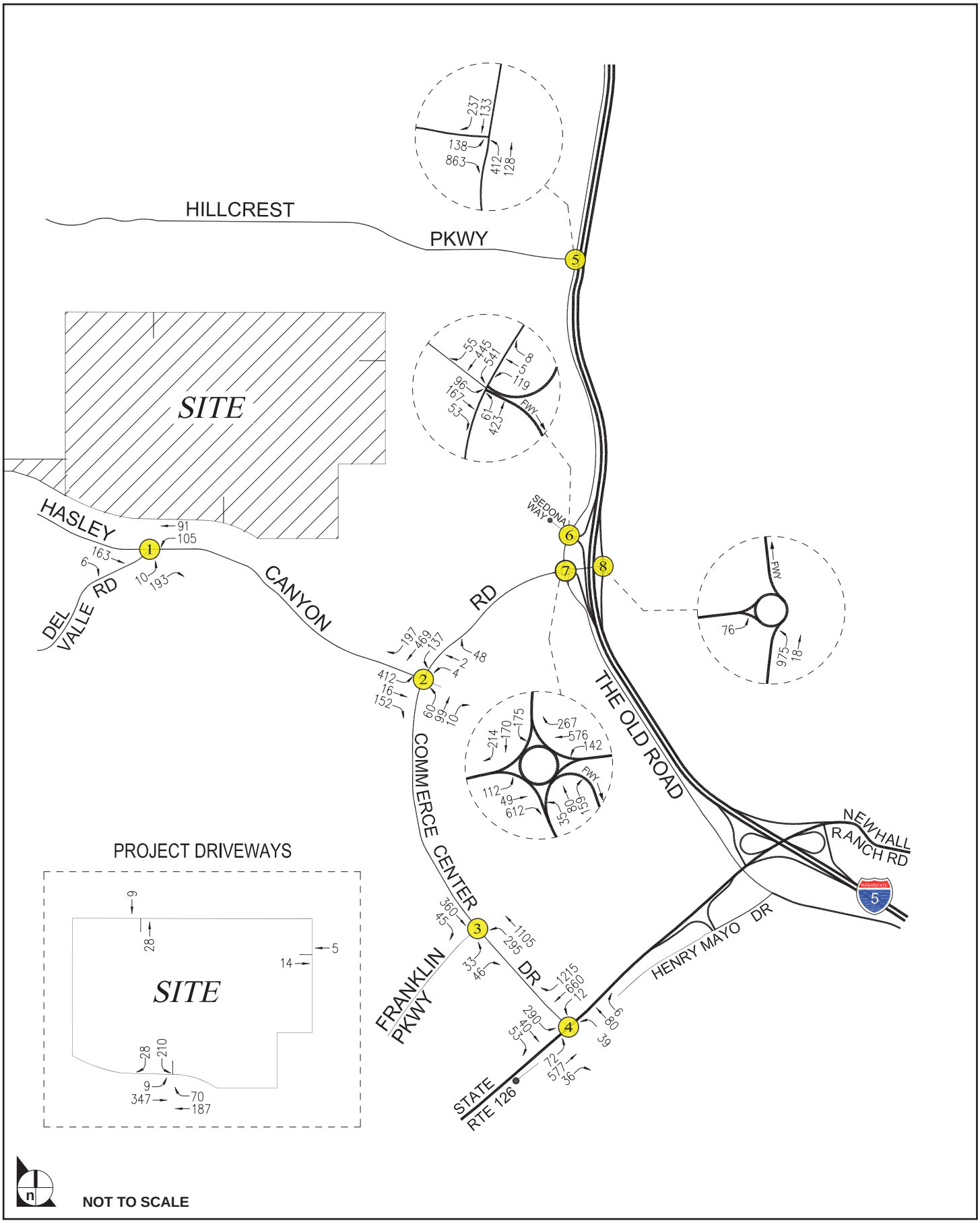


SOURCE: Linscott, Law and Greenspan, Engineers, May 2014

FIGURE **5.14-4**

Project Trip Distribution

1154.001•02/15

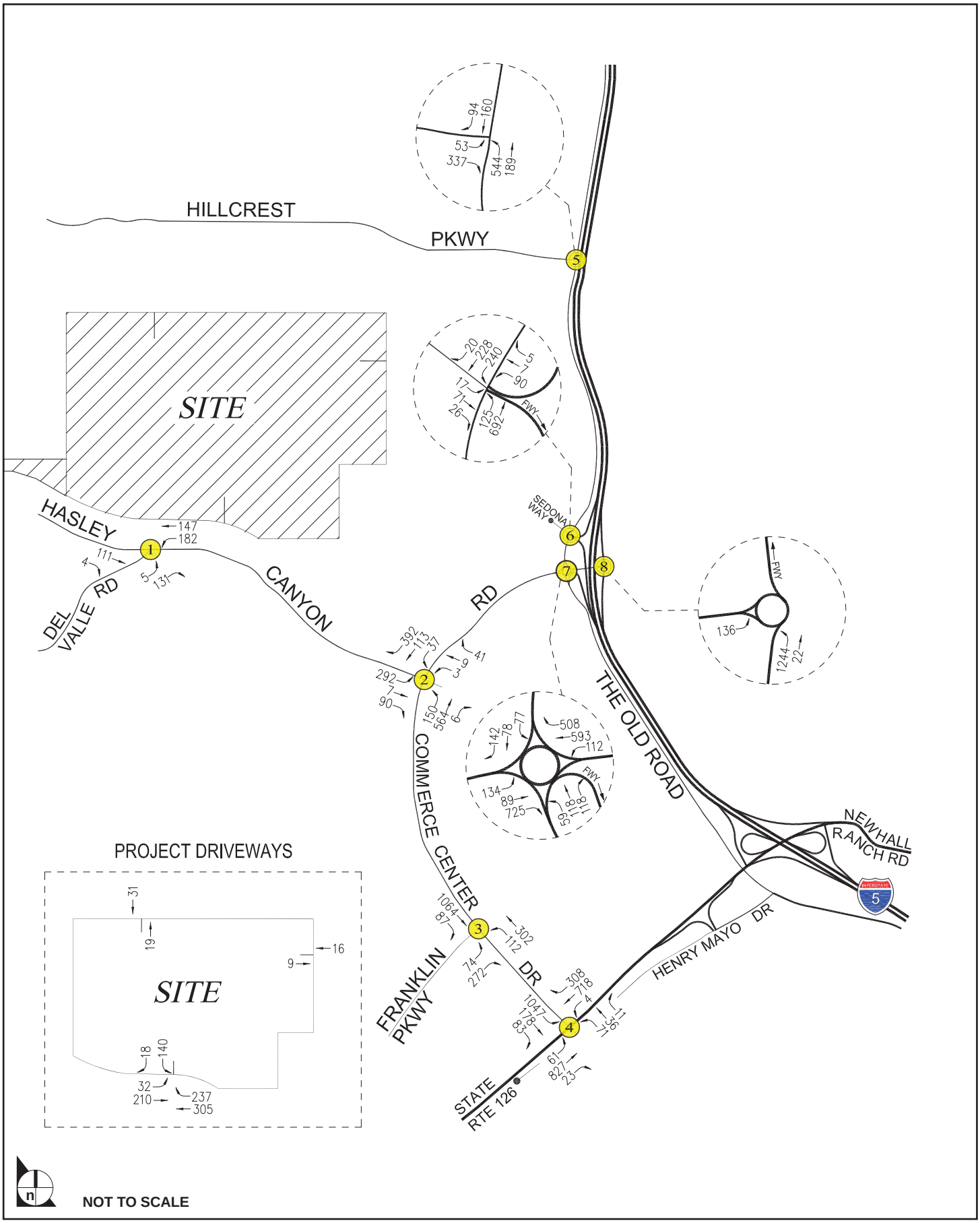


SOURCE: Linscott, Law and Greenspan, Engineers, 2013

FIGURE **5.14-5a**

Existing with Project Intersection Traffic Volumes, AM Peak Hour

1154.001•02/15



SOURCE: Linscott, Law and Greenspan, Engineers, May 2014

FIGURE **5.14-5b**

Existing with Project Intersection Traffic Volumes, PM Peak Hour

1154.001•02/15

Project Site Access via Hasley Canyon Road

The main entrance to the Project Site will be via Hasley Canyon Road. Project roadways improvements along Hasley Canyon Road will include two through traffic lanes in each direction and a separate left-turn lane for traffic traveling eastbound. The Project's Hasley Canyon Road access was evaluated using the HCM methodology for stop-controlled intersections. The HCM methodology was used to determine: 1) the estimated delay for motorists turning left into the Project Site from eastbound Hasley Canyon Road, as well as exiting the Project Site (left or right-turns) onto Hasley Canyon Road; 2) the corresponding LOS related to the estimated motorist delay; and 3) the estimated 95th percentile vehicle queue for left-turn traffic movements into the Project Site from Hasley Canyon Road and exiting traffic movements from the Project Site. Under Existing Conditions, the Project Site is fenced and traffic from Hasley Canyon Road to and from the Project Site is limited to vehicles performing on-site maintenance and studies. As shown in **Table 5.14-5, Existing with Project and Future with Project Hasley Canyon Road Entrance Levels of Service,** Existing with Project inbound left-turn movements (vehicles traffic traveling eastbound along Hasley Canyon Road) during the weekday AM and PM peak hours are expected to operate at LOS A conditions with a 95th percentile vehicle queue estimated at less than one vehicle. Outbound traffic movements during the weekday AM and PM peak hours are expected to operate at LOS C conditions with a 95th percentile vehicle queue of approximately 2.6 vehicles in the AM peak hour and 1.8 vehicles in the PM peak hour. Impacts under this scenario would be less than significant.

Future Cumulative with Project: Similar to the inbound left-turn movements for existing with Project conditions, left- inbound left-turn movements for future with Project conditions during the AM and PM peak hours are expected to operate at LOS A conditions with minimal vehicle queuing. Outbound traffic movements are projected to operate at LOS C conditions during the AM and PM peak hours, with a 95th percentile queuing of 2.7 vehicles during the AM peak hour and 1.9 vehicles during the PM peak hour. Thus, impacts to traffic caused by vehicles using the main access point to the Project Site via Hasley Canyon Road would be less than significant.

Table 5.14-5
Existing with Project and Future with Project Hasley Canyon Road Entrance Levels of Service

	Existing With Project						Future Cumulative With Project					
	Left-Turn In			Outbound			Left-Turn In			Outbound		
Peak Hour	Seconds of Delay	LOS	Queue	Seconds of Delay	LOS	Queue	Seconds of Delay	LOS	Queue	Seconds of Delay	LOS	Queue
AM	7.7	A	0.02	18.7	C	2.56	7.8	A	0.02	19.7	C	2.72
PM	8.6	A	0.10	18.9	C	1.75	8.7	A	0.10	20.2	C	1.90

Source:
2014 Los Valles Traffic Impact Study, Table 13.1, page 51 prepared by Linscott, Law, & Greenspan

Traffic Signal Warrant Analysis

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. The traffic signal warrant analysis was prepared based on criteria set forth in Chapter 4C of the *Manual on Uniform Traffic Control Devices*. Specifically, Warrant No. 3 (Peak Hour Volume Traffic Signal Warrant) was prepared for the proposed intersection. The traffic signal warrant calculations were based on the forecast Future Cumulative with Project traffic volumes for the intersection. Under Future Cumulative with Project conditions, it is anticipated that Hasley Canyon Road adjacent to the Project Site will be improved to provide two lanes in each direction similar to the existing lane geometry just east of the Project Site on Hasley Canyon Road. The Project Site access will provide one left-turn lane and one combined through/right-turn lane in the outbound (southbound) direction at its intersection with Hasley Canyon Road. Copies of the traffic signal warrant data worksheets are contained in Appendix C of the Traffic Impact Study which can be found in **Appendix 5.14-1** of this Draft EIR.

The Peak Hour Volume Warrant is applied for land uses that attract or discharge large numbers of vehicles over a short period of time, where traffic conditions are such that for one hour of the day minor street traffic suffers undue delay in entering or crossing the major street. The Peak Hour Volume Warrant is not satisfied under Future Cumulative with Project conditions. 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. If after a period of five

years, it is determined that a traffic signal is not warranted, the Applicant will be released of its responsibility to monitor the intersection and install a traffic signal in the future.

With mitigation in the form of monitoring (**Mitigation Measure MM 5.14-1**) the Project Site access for the need for a traffic signal, and installation of a signal if warranted, impacts would be less than significant.

Access Control Gates

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. The Project includes the installation of five access-controlled gates all within the Project Site as shown on **Figure 4.0-8, Site Access and Internal Project Circulation**. 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 number of dwelling units that each gate will serve was estimated and based on the units' relative location to the primary vehicular access at Hasley Canyon Road and the general proximity of the homes to each gate. As shown in **Table 5.14-6, Access Control Gates Queuing Analysis PM Peak Hour,** it is assumed that the number of units served by each gate will range from 22 dwelling units (North gate) to 120 dwelling units (Central gate) based on the proximity of each dwelling unit to an access gate and the overall project trip distribution pattern. It is noted that these estimates were made for analysis purposes as, for example residents north of Barcelona Road will be able to access their homes via the west, central and east gates.

Table 5.14-6
Access Control Gates Queuing Analysis PM Peak Hour

Gate	Approximate Number of Units Served	Peak hour Inbound Trips	Queue Analysis /a/	
			Peak Vehicle Queue	Storage Provided
North	22	14	0.5	11
South	88	56	1.9	9
West	110	70	2.3	7
Central	120	77	2.6	8
East	38	24	0.8	8

Source:
2014 Los Valles Traffic Impact Study, prepared by Linscott, Law, & Greenspan, Table 14.1, page 53

Notes:
/a/ vehicle queue (95th percentile) and storage length provided are measures in number of vehicles

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. As shown in **Table 5.14-6,** 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.

Hillcrest Parkway Analysis

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. The full supplemental analysis is provided in **Appendix 5.14-2**.

The Project is forecast to generate 373 net new vehicle trips (93 inbound trips and 280 outbound trips) during the AM peak hour, 502 net new vehicle trips (316 inbound trips and 186 outbound trips) during the PM peak hour, and 4,756 daily trip ends (approximately 2,378 inbound trips and 2,378 outbound trips) during a typical weekday. As previously noted, approximately 85 percent of the Project-related vehicle trips are forecast to utilize the future "A" Street to access Hasley Canyon Road for purposes of entering and exiting the Project Site. (See **Figure 4.0-3, Conceptual Site Plan**) This is a reasonable expectation as Hasley Canyon Road provides future Project residents and their visitors with the most direct access to the local street system (including local employment, shopping and recreational opportunities). In addition, "A" Street provides Project residents and their visitors with the most convenient access to the regional roadway network, including the I-5 Freeway interchange at Hasley Canyon Road, as well as State Route 126 at Commerce Center Drive.

Approximately 10 percent and 5 percent of the Project-related trips are estimated to use the Barcelona Road and Hayward Drive access points, respectively. Some Project residents may use Barcelona Road to access the Castaic Middle School and Castaic Elementary School[2] located along Hillcrest Parkway to the

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2 Elementary age students at the Project are expected to attend Live Oak Elementary School located at 27715 Saddleridge Way. The most direct travel route between the Project site and Live Oak Elementary School is via the Project's "A" Street access. Thus, Project-related vehicle trips to Castaic Elementary School are expected to be negligible

north. Other Project related vehicle trips using Barcelona Road and Hayward Drive may be related to visits to other nearby residences. Approximately 37 vehicle trips (9 inbound, 28 outbound) are forecast to utilize the Barcelona Road access point during the weekday AM peak hour. Also, approximately 19 vehicle trips (5 inbound, 14 outbound) are expected to utilize the Hayward Drive access point during the weekday AM peak hour. Approximately 50 vehicle trips (31 inbound, 19 outbound) are expected to use the Barcelona Road access point during the weekday PM peak hour. Approximately 25 vehicle trips (16 inbound, 9 outbound) are forecast to use the Hayward Drive access point during the weekday PM peak hour.

Primary vehicular access to Castaic Elementary School is provided along the west side of Park Vista Drive. The intersection of Park Vista Drive and Hillcrest Parkway, located at the northeast corner of the school, is controlled by a traffic signal and provides a separate westbound left-turn lane on Hillcrest Parkway, including a protected left-turn phase for vehicles proceeding onto southbound Park Vista Drive towards the school entrance and pick-up/drop-off area. Primary vehicular access to Castaic Middle School is provided via one driveway located along the south side of Hillcrest Parkway. This driveway intersection with Hillcrest Parkway is currently unsignalized. A separate eastbound right-turn lane, as well as a westbound left-turn lane is provided on Hillcrest Parkway at the Middle School. Traffic leaving the school site onto Hillcrest Parkway is restricted to right-turns only.

As previously noted, the Project is forecast to add 37 net new vehicle trips (9 inbound trips and 28 outbound trips) during the AM peak hour to Barcelona Road, nearly all of which will likely utilize Hillcrest Parkway. During the AM peak hour, it is anticipated that many of the vehicle trips forecast to use Barcelona Road will have destinations to the Middle School. Under a "worst case" scenario, if all 28 "outbound" Project trips stopped at the Middle School during the AM peak hour (e.g., one vehicle every two minutes on average), approximately nine (9) of these vehicles are expected to return back to the Project, with the remaining 19 vehicles continuing onto eastbound Hillcrest Parkway (for example, parents going onto to work, to shopping, and/or to drop-off children at other schools).

Field observations at the Middle School and Elementary School indicate that traffic operations during the student drop-off and pick-up periods are consistent to those found at nearly all neighborhood schools (i.e., short instances of relatively high inbound and outbound traffic). During the morning period, student drop-off generally occurs within the school sites. In the afternoon period, some vehicles queue on streets adjacent to the schools prior to the dismissal times, but this is short in duration.

As noted above, the student drop-off at the Middle School is generally contained within the school site and does not adversely affect operations on Hillcrest Parkway or other streets. Thus, the additional traffic

added by the Project to the Middle School drop-off operation (approximately one additional vehicle every two minutes on average during the peak hour) is not considered significant.

The forecast of vehicle trips due to the Project during the PM peak hour primarily relates to the evening commuter peak hour (e.g., 5:00 – 6:00 PM). During the commuter PM peak hour, the Project is forecast to add 50 new vehicles trips (31 inbound trips and 19 outbound trips) to Barcelona Road (again, with nearly all vehicle trips expected to use Hillcrest Parkway). The Middle School peak period of traffic occurs approximately from 2:45 – 3:45 PM.

If approximately half of the Project's commuter PM peak hour trip generation forecast were hypothetically applied to the Middle School peak hour of traffic, it would indicate that approximately 10 vehicles would leave the Project Site during this period, destined to the Middle School. A portion of these 10 vehicles may arrive early and queue on Barcelona Road or Hillcrest Parkway near the school. Other Project-related vehicles may arrive later during the drop-off period and enter the Middle School site directly. The addition of a few vehicles (e.g. five or less) 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.

Threshold 5.14-2 **Would the project conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?**

The CMP TIA Guidelines require that intersection monitoring locations must be examined if the Project will add 50 or more trips during either the AM or PM weekday peak hours. The closest intersection monitoring locations are Chiquito Canyon Road/Henry Mayo Drive, which is approximately 3 miles southwest of the Project Site and Magic Mountain Parkway/Valencia Boulevard, which is approximately 7 miles southeast of the Project Site. Based on the distribution of project traffic shown in **Table 5.14-7**, operation of the Project will not add 50 or more trips during either the AM or PM weekday peak hours (i.e., of adjacent street traffic) to the CMP monitoring intersections in the Project vicinity, which is stated in the CMP TIA Guidelines as the threshold criteria for a traffic impact assessment.

The CMP TIA Guidelines require that freeway monitoring locations must be examined if the Project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The closest

freeway monitoring location is the I-5 Freeway north of SR-126. Based on the distribution of project traffic shown in **Table 5.14-8**, operation of the Project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP TIA Guidelines.

Table 5.14-7
Peak Hour Project Traffic Volumes at CMP Intersections (Operations)

CMP Intersection	Project Trips at Intersection	
	AM Peak Hour	PM Peak Hour
Henry Mayo Drive/Chiquito Canyon Road	27	41
Magic Mountain Parkway/Valencia Boulevard	0	0

Source:
2014 Los Valles Traffic Impact Study, prepared by Linscott, Law, & Greenspan;

Table 5.14-8
Peak Hour Project Traffic Volumes on CMP Freeways

CMP Freeway Segment	Project Trips at Intersection			
	AM Peak Hour		PM Peak Hour	
	NB	SB	NB	SB
I-5 Freeway south of SR-126 (Henry Mayo Drive)	51	112	135	74

Source:
2014 Los Valles Traffic Impact Study, prepared by Linscott, Law, & Greenspan;

Freeway Off-Ramp Queuing Analysis

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, which are comprised of the following freeway off-ramps:

- I-5 Freeway Southbound Off-Ramp – Sedona Way/The Old Road
- I-5 Freeway Northbound Off-Ramp/Hasley Canyon Road
- SR-126 Westbound Off-Ramp/Commerce Center Drive (under construction)
- SR-126 Eastbound Off-Ramp/Henry Mayo Drive (west of Commerce Center Drive) (under construction)

Upon completion of the grade separated interchange at Commerce Center Drive and SR-126 (Henry Mayo Drive), separate westbound and eastbound freeway off-ramps will provide access to Commerce Center Drive and Henry Mayo Drive. Vehicles traveling westbound on SR-126 may exit via an off-ramp directly onto Commerce Center Drive. Similarly, vehicles traveling eastbound on SR-126 may exit via an off-ramp just west of Commerce Center Drive directly onto Henry Mayo Drive. (**Figure 5.14-6a, SR-126/Commerce Center Drive/Henry Mayo Drive Full-Movement Grade Separated Interchange.)**

The HCM methodology was used in order to estimate the 95th percentile queue length at these locations under the "Future Cumulative with Project" condition.[3] A summary of these results is presented in **Table 5.14-9**.

Table 5.14-9
Peak Hour Project Traffic Queuing at CMP Freeway Off-Ramps

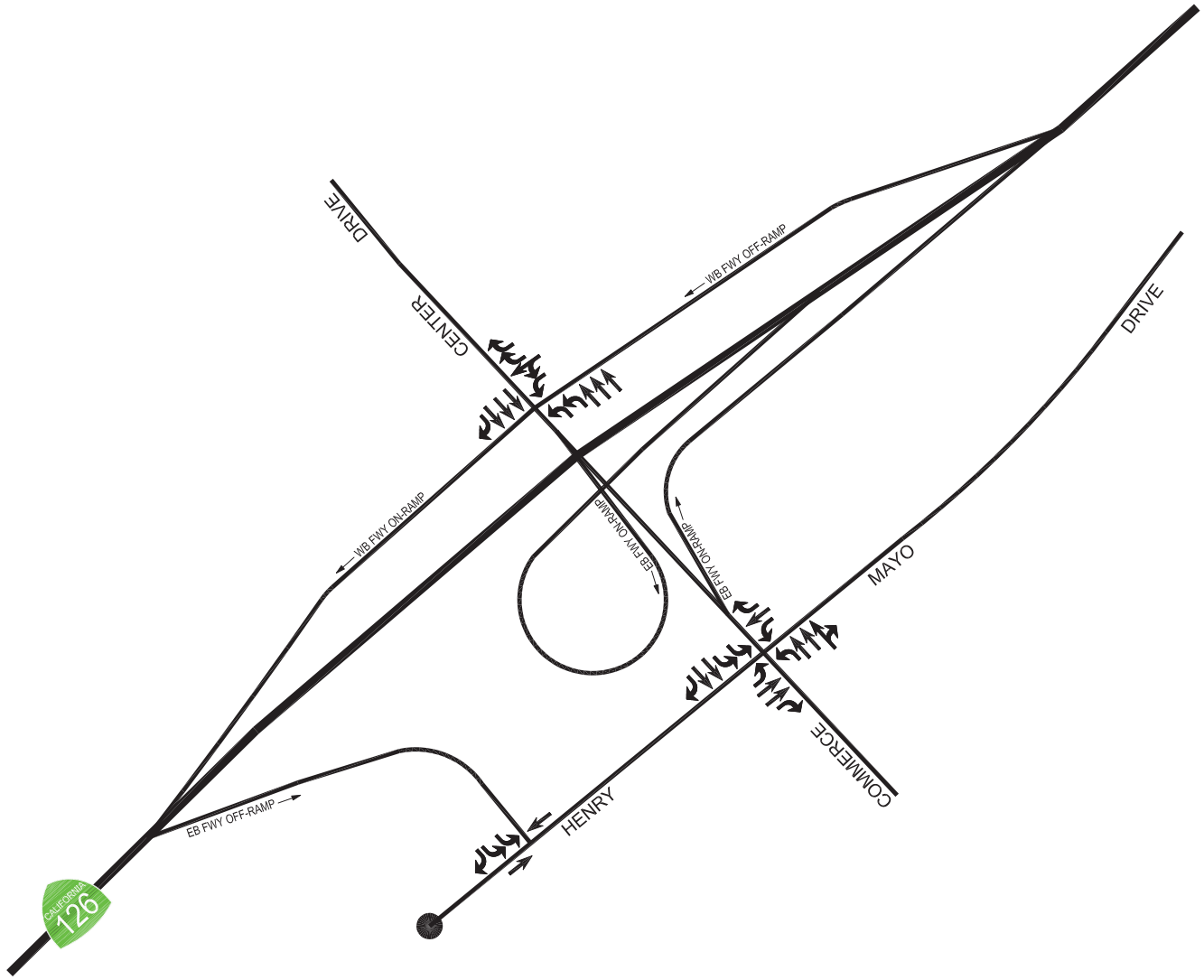
				Future Cumulative with Project		
Freeway Ramp	**Peak Hour**	**Seconds of Delay**	**LOS**	**Queue (vehicles)**	**Available Storage (vehicles)**	**Adequate?**
The Old Road/I-5 SB Off-Ramp – Sedona Way	AM	23.2	C	2.8	28	Yes
	PM	16.8	B	1.6	28	Yes
The Old Road/I-5 NB Off-Ramp – Hasley Canyon Road	AM	3.6	A	0.1	70	Yes
	PM	3.9	A	0.1	70	Yes
Commerce Center Drive/SR-126 WB Off Ramp	AM	22.5	C	14.4	33	Yes
	PM	12.5	B	5.6	33	Yes
Henry Mayo Drive (w/o Commerce Center Drive)/ SR-126 EB Off Ramp	AM	Nominal	A	1.0	14	Yes
	PM	Nominal	A	0.7	14	Yes

Source:
2014 Los Valles Traffic Impact Study, prepared by Linscott, Law, & Greenspan;
Notes:
NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound

As shown in **Table 5.14-9**, a 95th percentile vehicle queue of approximately three vehicles in the AM peak hour and two vehicles in the PM peak hour is expected at The Old Road/I-5 Freeway SB Off-Ramp – Sedona Way. For vehicles utilizing the I-5 Freeway NB Off-Ramp at Hasley Canyon Road, the 95th percentile queue length is expected to be less than one vehicle during both the AM and PM peak hours. The short queue length is due mainly to the roundabout geometry at this off-ramp location, since vehicles

3 The "Future Cumulative with Project" condition includes the Project and Related Projects.

exiting the freeway must yield to opposing traffic before entering the intersection but rarely need to come to a complete stop. The expected conflicting future volumes in both the AM and PM peak hours are low enough such that any off-ramp queuing would rarely occur. For both the I-5 SB Off-Ramp and NB Off-Ramp, the available storage is more than adequate to accommodate the forecast 95th percentile queue.



NOT TO SCALE

SOURCE: Linscott, Law and Greenspan, Engineers, May 2014

FIGURE **5.14-6a**

SR-126/Commerce Center Drive/Henry Mayo Drive Full-Movement Grade Separated Interchange

For vehicles utilizing the SR-126 WB Off-Ramp at Commerce Center Drive, the 95th percentile vehicle queue is expected to be approximately 14 vehicles in the AM peak hour and six vehicles in the PM peak hour. The relatively long queue in the morning is due mainly to the volume of vehicles turning right from the westbound off-ramp onto northbound Commerce Center Drive in order to access the various business and office parks along this roadway. The forecast vehicle queue can be accommodated by the proposed vehicle storage on the westbound off-ramp. At the SR-126 EB Off-Ramp/Henry Mayo Drive (west of Commerce Center Drive), the 95th percentile queue length is expected to be approximately one vehicle during both the AM and PM peak hours. The expected conflicting future volumes traveling westbound or eastbound on Henry Mayo Drive in both the AM and PM peak hours are low enough such that any off-ramp queuing would rarely occur. **Figure 5.14-6b SR-126/Commerce Center Drive/Henry Mayo Drive/ Full-Movement Grade Separated Interchange Future AM Peak Hour Traffic Volumes** and **Figure 5.14-6c, SR-126/Commerce Center Drive/Henry Mayo Drive Full-Movement Grade Separated Interchange Future PM Peak Hour Traffic Volumes.**

In summary, 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.

Transit

Existing transit service is provided in the vicinity of the Project. The Project trip generation was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the Project is forecast to generate demand for 18 transit trips during the AM peak hour and 25 transit trips during the PM peak hour. Over a 24-hour period, the Project is forecast to generate demand for 233 daily transit trips. Therefore, the calculations are as follows:

- AM Peak Hour = 372 ◎ 1.4 ◎ 0.035 = 18 Transit Trips
- PM Peak Hour = 501 ◎ 1.4 ◎ 0.035 = 25 Transit Trips
- Daily Trips = 4,747 ◎ 1.4 ◎ 0.035 = 233 Transit Trips

As previously discussed, there is one bus transit line (Santa Clarita Transit Route 1/2) provided near the Project Site. The current service provides six buses per hour (three eastbound and three westbound) during the AM and PM peak hours. Thus, the Project will generate approximately 3- 4 additional transit riders per bus on average during the AM and PM peak hour. According to the Santa Clarita

Transportation Development Plan (November, 2006), the existing transit demand is approximately 26 westbound/19 eastbound trips during the AM peak hours and 16 westbound/22 eastbound trips during the PM peak hours. Assuming a capacity of 60 passengers per bus, it is anticipated that the existing transit service in the vicinity of the Project will adequately accommodate the forecast increase of transit trips due to the Project. Thus, given the low number of Project-generated transit trips, no Project impacts on existing or future transit services are expected to occur as a result of the Project. Therefore, CMP freeway and transit impacts would be less than significant.

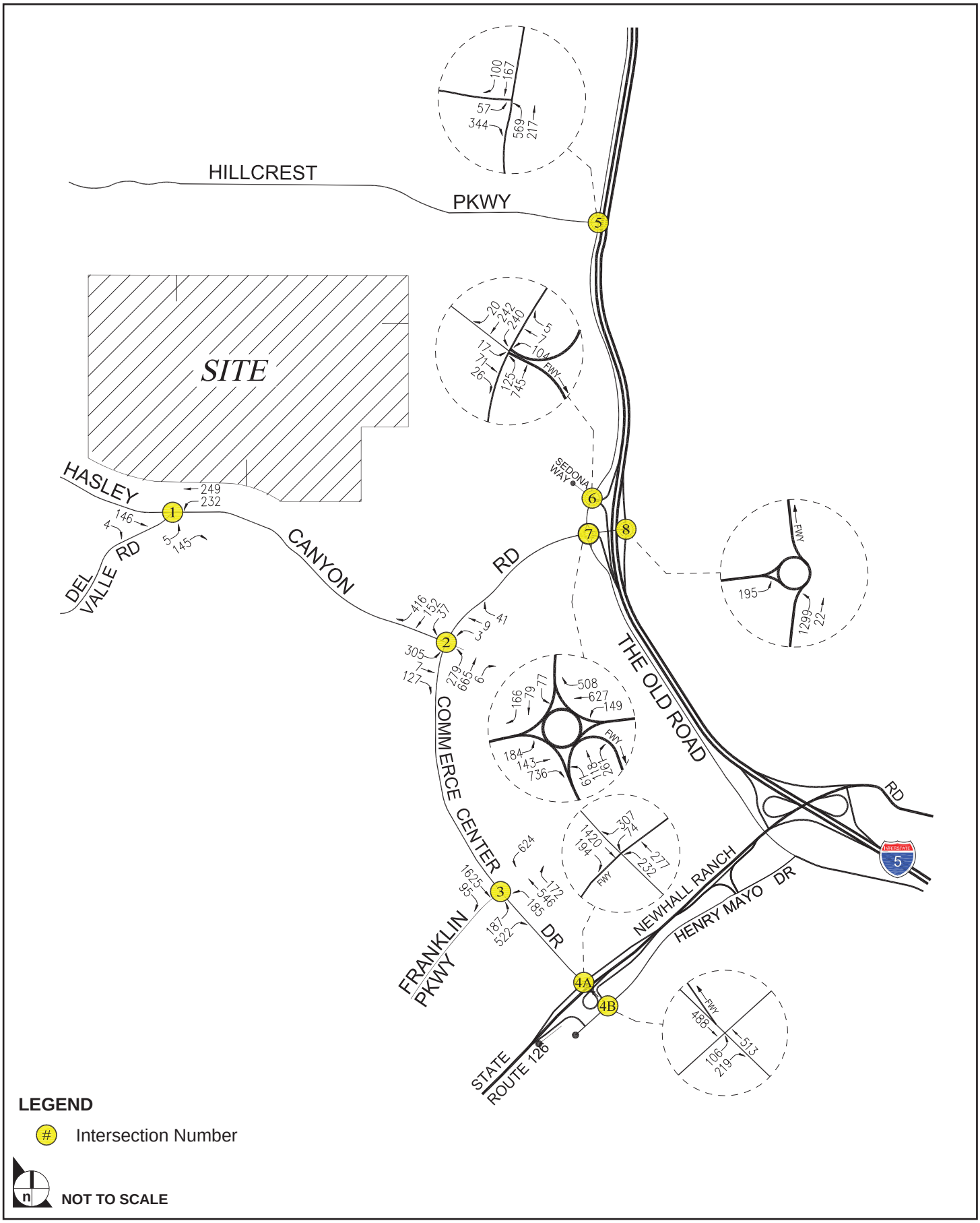
Threshold 5.14-5: Would the project result in inadequate emergency access?

As discussed above and outlined in **Project Design Features** above, 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. Thus, any potential access impacts from Project-related construction would be reduced to a less than significant level. Additional discussion of emergency access is provided in **Sections 5.12.4, Fire Service,** and **5.8, Hazards and Hazardous Materials**.

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 Project includes three access driveways in the south, east, and north of the Project Site. This would allow primary access to and from the Project via Hasley Canyon Road and secondary ingress and egress should the primary driveway at the Project Site be rendered inaccessible in an emergency. The secondary access roads would also provide new emergency access to Hasley Canyon Road from existing residences in the areas of Hayward Drive and Barcelona 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, impacts would be less than significant.

Threshold 5.14-6: Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities?

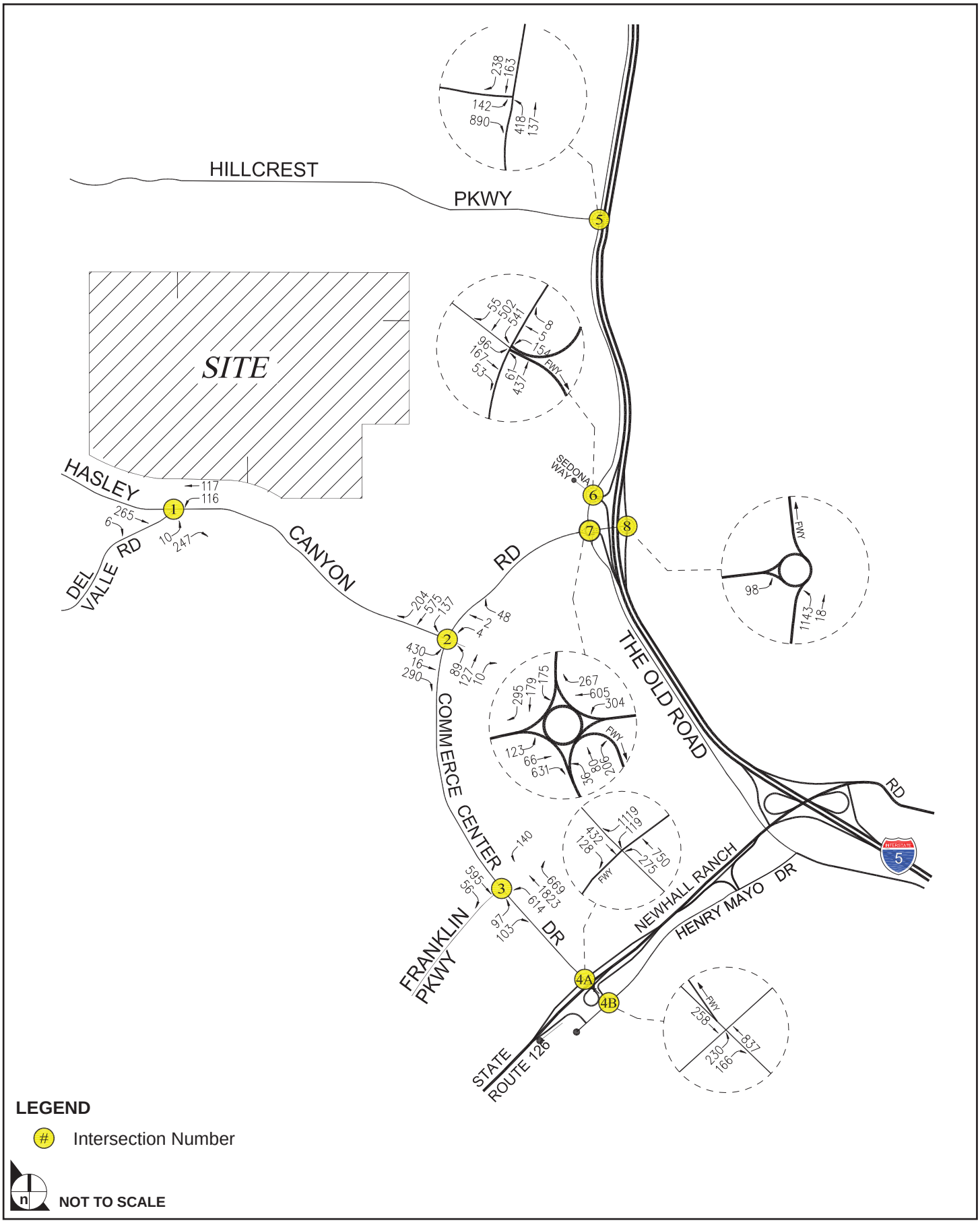
The Project would be consistent with existing County policies regarding alternative transportation (See **Section 5.10, Land Use**). As discussed above, the Project is located in an area currently served by public transit, including bus service. The closest stops to the Project Site are near the intersections of Del Valle Road/Hasley Canyon Road and Commerce Center Drive/Industry Drive.



SOURCE: 2015 Traffic Study Addendum-Los Valles Project, Linscott, Law, & Greenspan.

FIGURE **5.14-6b**

SR-126/Commerce Center Drive/Henry Mayo Drive Full-Movement Grade Separated Interchange
Future PM Peak Hour Traffic Volumes



LEGEND

(#) Intersection Number

NOT TO SCALE

SOURCE: 2015 Traffic Study Addendum-Los Valles Project, Linscott, Law, & Greenspan.

FIGURE **5.14-6c**

SR-126/Commerce Center Drive/Henry Mayo Drive Full-Movement Grade Separated Interchange
Future PM Peak Hour Traffic Volumes

Additionally, as previously mentioned and described in more detail in **Section 4.0, Project Description**, of this Draft EIR, the Project includes approximately 4.5 miles of pedestrian trails. The pedestrian trails would extend into residential areas to provide a link between the Project's residential uses and the recreational lots and the natural open space. Local pedestrian trails within the Project Site will be open to the public and will be maintained by the Project's homeowner's association. The Project's pedestrian trails would also provide linkages to local and regional trails including the built portion of the Hasley Canyon Trail and the proposed Castaic Creek Trail.

In addition to the 4.5 miles of pedestrian trails within the Project Site, the Project includes the dedication and improvement of a 16-foot-wide multi-purpose trail that will traverse the southwest periphery of the Project Site. The multi-purpose trail will provide a linkage to the existing Hasley Canyon Trail located east of the Project Site and will be dedicated to the County of Los Angeles Parks and Recreation Department and will further extend the existing Hasley Canyon Trail towards the west, north of the Val Verde community. The trail will be open to the public and will be accessible to equestrians, hikers, joggers, and bicyclists.

Therefore, implementation of the Project would not conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities and impacts would be less than significant.

Threshold 5.14-7: Would the project decrease the performance or safety of alternative transportation facilities?

As discussed above, public bus transit service near the Project Site is currently provided by City of Santa Clarita Transit, Routes 1 and 2. Routes 1 and 2 generally provide six buses per hour (three eastbound and three westbound) during both the AM and PM peak hours. The closest stops to the Project Site are near the intersections of Del Valle Road/Hasley Canyon Road and Commerce Center Drive/Industry Drive. The Traffic Impact Study includes a review of the potential impacts of the Project on transit service.

The Project trip generation was adjusted by values set forth in the CMP to estimate transit trip generation. Pursuant to the CMP guidelines, the Project is estimated to generate demand for 18 transit trips during AM peak hour and 25 transit trips during the PM peak hour and 233 daily trips. This would result in approximately 3 to 4 additional transit riders per bus on average during the AM and PM peak hour. The existing transit demand is approximately 26 westbound/19 eastbound trips during the AM and 16 westbound/22 eastbound during the PM peak hours. Given current service levels, of approximately 26 westbound/19 eastbound trips during the AM peak hours and 16 westbound/22 eastbound trips during the PM peak hours, the Project would generate approximately 3-4 additional riders per bus on average during the AM and PM peak hours. Assuming a capacity of 60 passengers per bus, it is anticipated that the existing transit service would be adequate to serve existing ridership and new ridership generated by the Project.

As described above, the Project also includes a linkage to an existing multi-use trail. This multi-use trail would improve the performance of the regional trail system by providing a linkage in the vicinity of the Project. Therefore, impacts would be less than significant.

5.14.3 CUMULATIVE IMPACTS

As described above, cumulative traffic includes future Related Projects (completed and occupied) and the Project. A list of Related Projects is provided in **Section 3.0, Environmental Setting.**

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 (LAC5, LAC6) would be expected to use the Commerce Center Drive exchange for SR-126, six projects (LAC1, LAC2, LAC3, LAC18, LAC20 and LAC25) 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 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 Traffic Impact Study. Future traffic volumes are shown in **Figures 5.14-7a** and **5.14-7b**, and impacts to intersection operations are summarized in **Table 5.14-9, Cumulative Study Intersection Levels of Service**.[4] As shown in **Table 5.14-9**, cumulative development, including the Project, is projected to result in impacts to the level of service at the intersection of Commerce Center Drive and Henry Mayo Drive (SR-126). 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. Incremental, but not significant, impacts are noted at the remaining study intersections.

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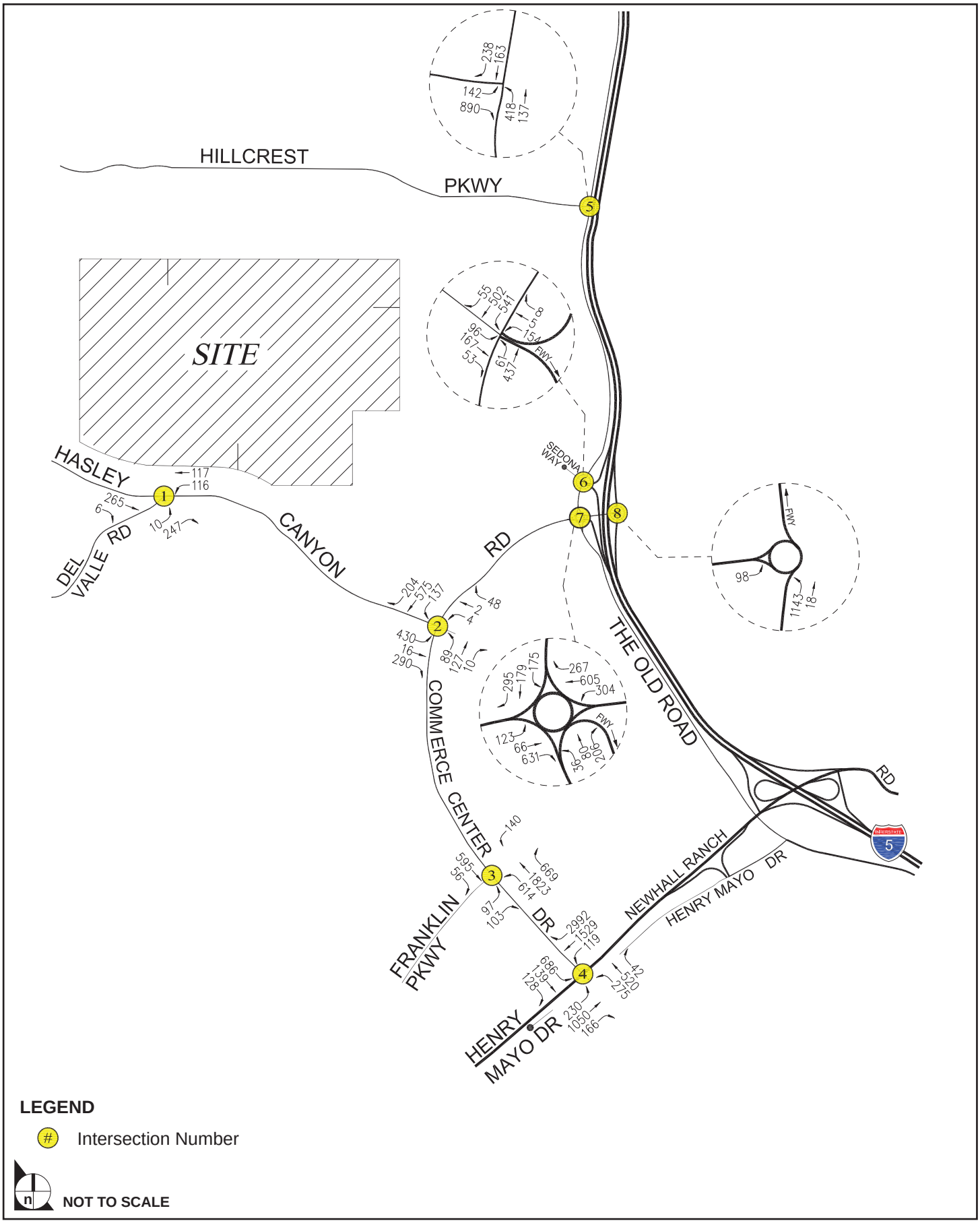
4 The related projects research was based on information on file at the County of Los Angeles Department of Regional Planning and the City of Santa Clarita as of the date of issuance of the NOP for the Project. The County Traffic Study Guidelines require consideration of related projects located within 1.5 miles of a project site. However, in the Traffic Impact Study a larger radius was considered in identifying related projects which could add traffic through the selected study intersections. The list of Related Projects and a location map can be found in **Section 3.0 Environmental Setting**.



SOURCE: 2015 Traffic Study Addendum-Los Valles Project, Linscott, Law, & Greenspan.

FIGURE **5.14-7a**

Cumulative Traffic Volumes, AM Peak Hour

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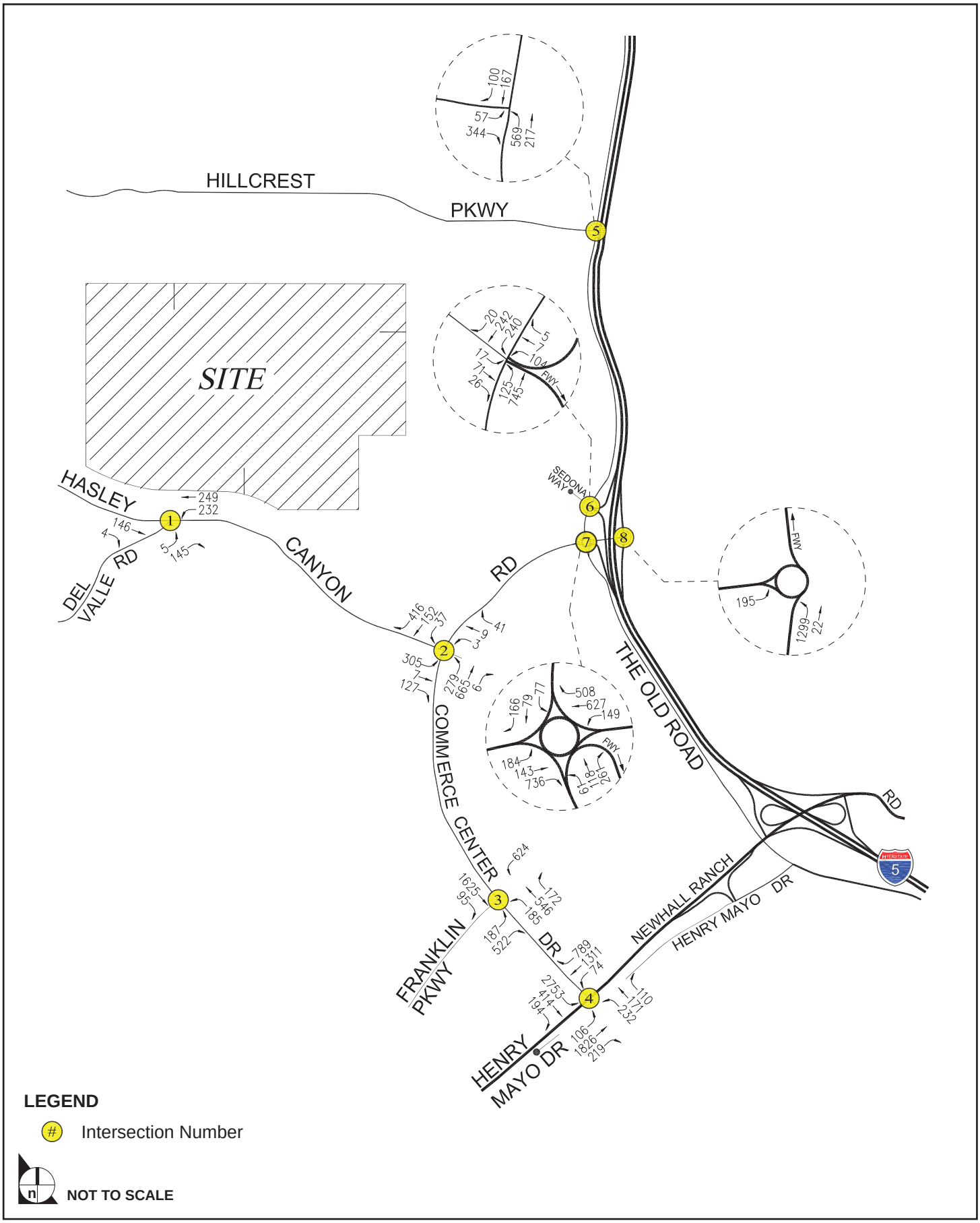

SOURCE: 2015 Traffic Study Addendum-Los Valles Project, Linscott, Law, & Greenspan.

FIGURE **5.14-7b**

Cumulative Traffic Volumes, PM Peak Hour

1154.001•10/15

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 shown in **Table 5.14-10,** this improvement, which is fully funded, would mitigate the cumulative traffic impact to a less than significant level.

5.14.4 MITIGATION MEASURES

As described above, the construction of the grade-separation project at the Commerce Center Drive/Henry Mayo Drive intersection would mitigate cumulative impacts. This improvement is fully funded and therefore payment of fair share fees is not required. However, as a condition of the Project, the applicant will be required to pay Castaic Bridge and Thoroughfare District fees.

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.

5.14.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of **Mitigation Measure MM 5.14-1**, project level and cumulative traffic impacts would be less than significant.

Table 5.14-10
Cumulative Study Intersection Levels of Service

Map Ref.	Intersection	Peak Hour	Existing Conditions V/C or SD	Existing Conditions LOS	Existing with Project V/C or SD	Existing with Project LOS	Future with Project and Related Projects V/C or SD	Future with Project and Related Projects LOS	Change	Significant?	Future with Grade Separated Interchange V/C or SD	Future with Grade Separated Interchange LOS	Change	Mitigated?
1	Del Valle Road/Hasley Canyon Road	AM	0.383 V/C	A	0.398 V/C	A	0.503 V/C	A	0.120	No				
		PM	0.369 V/C	A	0.391 V/C	A	0.494 V/C	A	0.125	No				
2	Commerce Center Drive/Hasley Canyon Road	AM	0.379 V/C	A	0.449 V/C	A	0.502 V/C	A	0.123	No				
		PM	0.340 V/C	A	0.426 V/C	A	0.524 V/C	A	0.184	No				
3	Commerce Center Drive/Franklin Parkway	AM	0.374 V/C	A	0.388 V/C	A	0.668 V/C	B	0.294	No				
		PM	0.552 V/C	A	0.562 V/C	A	0.836 V/C	D	0.284	No				
4	Commerce Center Drive/ Henry Mayo Drive (SR-126)	AM	0.482 V/C	A	0.502 V/C	A	1.285 V/C	F	0.803	No	*			
		PM	0.744 V/C	C	0.754 V/C	C	1.848 V/C	F	1.104	Yes	*			Yes
4a	Commerce Center Drive/SR-126 Westbound Ramps	AM	-								0.635 V/C	B		
		PM	-								0.502 V/C	A		
4b	Commerce Center Drive/Henry Mayo Drive	AM									0.418 V/C	A		
		PM									0.389 V/C	A		
5	The Old Road/Hillcrest Parkway	AM	0.745 V/C	C	0.755 V/C	C	0.782 V/C	C	0.037	No				
		PM	0.538 V/C	A	0.553 V/C	A	0.575 V/C	A	0.037	No				
6	The Old Road/I-5 Freeway SB Ramps – Sedona Way	AM	0.733 V/C	C	0.749 V/C	C	0.766 V/C	C	0.033	No				

Map Ref.	Intersection	Peak Hour	Existing Conditions V/C or SD	LOS	Existing with Project V/C or SD	LOS	Future with Project and Related Projects V/C or SD	LOS	Change	Significant?	Future with Grade Separated Interchange V/C or SD	LOS	Change	Mitigated?
		PM	0.539 V/C	A	0.558 V/C	A	0.580 V/C	A	0.041	No				
7	The Old Road – I-5 Freeway SB On ramp/Hasley Canyon Road/a/	AM	9.88 SOD/b/	A	11.71 SOD/b/	B	16.04 SOD/b/	C	6.16	No				
		PM	11.32 SOD/b/	A	13.44 SOD/b/	B	15.35 SOD/b/	C	4.03	No				
8	I-5 Freeway NB Ramps/Hasley Canyon Road/a/	AM	7.92 SOD/b/	A	8.27 SOD/b/	A	9.87 SOD/b/	A	1.95	No				
		PM	9.92 SOD/b/	A	11.47 SOD/b/	B	13.17 SOD/b/	B	3.25	No				

Source:

2015 Traffic Study Addendum-Los Valles Project, prepared by Linscott, Law, & Greenspan, Table 9-1

Notes:

* *Cumulative mitigation will result in the intersection of Commerce Center Drive and Henry Mayo Drive (SR-126) to be a grade-separated intersection under future conditions. See Intersection Nos. 4A and 4B.*

/a/ Roundabout Intersection. Delay shown in seconds per vehicle.

/b/ Seconds of Delay.

SD-Seconds of Delay

5.15 UTILITIES AND SERVICE SYSTEMS

This section of the Draft EIR describes the existing utilities and service systems that would serve the Project, evaluates the potential impacts to the utilities and service systems as a result of Project implementation, and provides feasible mitigation measures to reduce significant impacts, as appropriate. The utilities and service systems evaluated in this section include water supply, solid waste, wastewater, and electricity and natural gas.

INTRODUCTION

This section of the Draft EIR evaluates the potential impacts of the Project on water supply. The analysis addresses the Project's expected water demand and assesses whether there is sufficient water supply and infrastructure capacity to meet that demand. The analysis of water supply is based on information provided in the Los Valles Project Water Supply Assessment (WSA) prepared by Stetson Engineers Inc., dated June 2014 and provided in **Appendix 5.15.1** of this Draft EIR.

5.15.1.1 ENVIRONMENTAL SETTING

Existing Conditions

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). CLWA is a regional agency providing wholesale deliveries of imported California State Water Project (SWP) water, wholesale recycled water supplies, and wastewater treatment, to numerous water districts including to LACWWD 36. LACWWD 36 is a special district formed in 1963 pursuant to Division 16, County Waterworks District of the California Water Code. 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 (refer to **Figure 5.15.1-1, Santa Clara River Valley East Groundwater Subbasin**).

LACWWD 36 is operated by the Los Angeles County Department of Public Works (LACDPW) and is governed by the Los Angeles County Board of Supervisors (BOS). As of 2013, LACWWD 36 served approximately 4,700 people through approximately 1,300 metered connections.[1] LACWWD 36 primarily obtains water supplies through purchase of imported water from CLWA and groundwater from the Saugus Formation.

The four retail water purveyors within the CLWA include Newhall County Water District (NCWD), Santa Clarita Water Division (SCWD), and Valencia Water Company (VWC) and LACWWD 36. Although LACWWD 36 is not a public water system and therefore is not required to participate in an Urban Water Management Plan (UWMP), it has voluntarily participated with CLWA and the other three retail purveyors within the CLWA in preparation of the 2010 UWMP and its water demand and supply analysis is therefore included in the 2010 UWMP and made a part of the supply and demand analysis of CLWA.

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1 Los Angeles County Waterworks District website: http://dpw.lacounty.gov/wwd/web/About/Overview.aspx, 2014.

Figure 5.15.1-1, Santa Clara River Valley East Groundwater Subbasin, shows the majority of CLWA's service area and LACWWD 36's service area, within the Santa Clara Valley East Groundwater Subbasin. As shown in, **Figure 5.15.1-2, LACWWD 36 and VWC's Existing Service Area on the Project Site,** 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 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.

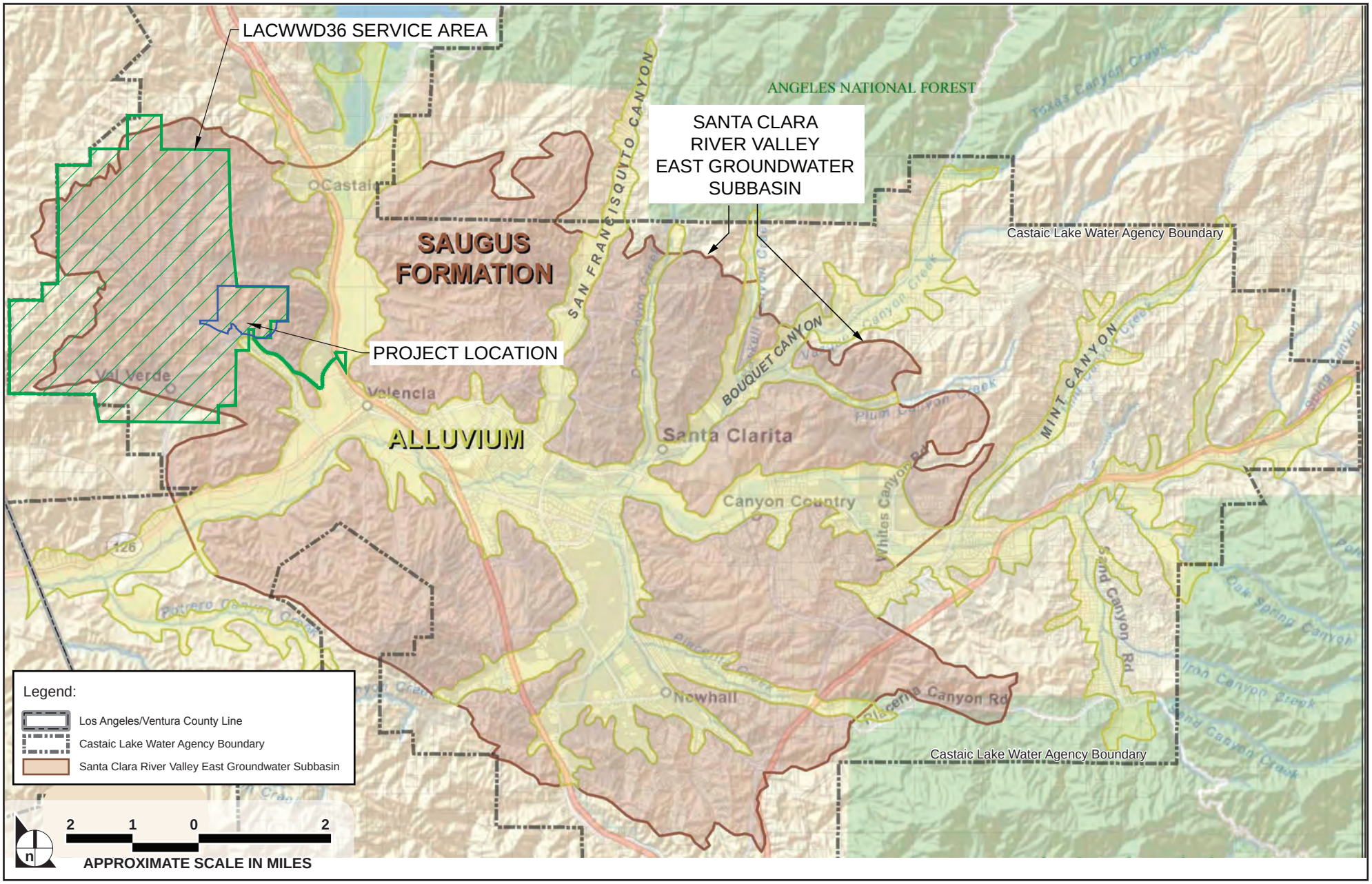
Table 5.15.1-1, LACWWD 36's Historical Water Demands, provides LACWWD 36's historical water demands within its service area. Over a ten year period from 2002 to 2012, LACWWD 36's total water demands have ranged from a low of 1,069 acre feet per year (afy)[2] to a high of 1,406 afy, with an average demand of approximately 1,232 afy. The overall trend is toward increasing water demand within the service area.

2 One acre foot of water equals 43,560 cubic feet and is equivalent to 326,700 gallons of water.

Table 5.15.1-1
LACWWD 36's Historical Water Demands

	Water Demands (afy)		
Year	**Imported Water [1]**	**Groundwater [2]**	**Total Demands**
2002	1,069	0	1,069
2003	1,175	0	1,175
2004	854	380	1,234
2005	857	343	1,200
2006	1,289	0	1,289
2007	1,406	0	1,406
2008	1,354	0	1,354
2009	1,243	0	1,243
2010	1,141	0	1,141
2011	1,172	0	1,172
2012	471	794	1,265
Average			**1,232**

Source: 2012 Santa Clarita Valley Water Report, June 2013
Notes:
[1] *Imported water obtained from CLWA.*
[2] *Groundwater (Alluvium) purchased from LA County Honor Farm in 2004 and 2005. As a condition of the Prior Entitlements, the Applicant constructed a new 2,800-gpm Saugus Formation groundwater production well which was dedicated to LACWWD 36 in January 2012.*



SOURCE: Luhdorff & Scalmanini Consulting Engineers (from CLWA'S 2010 UWMP); Los Angeles County Department of Public Works

FIGURE **5.15.1-1**

Santa Clara River Valley East Groundwater Subbasin

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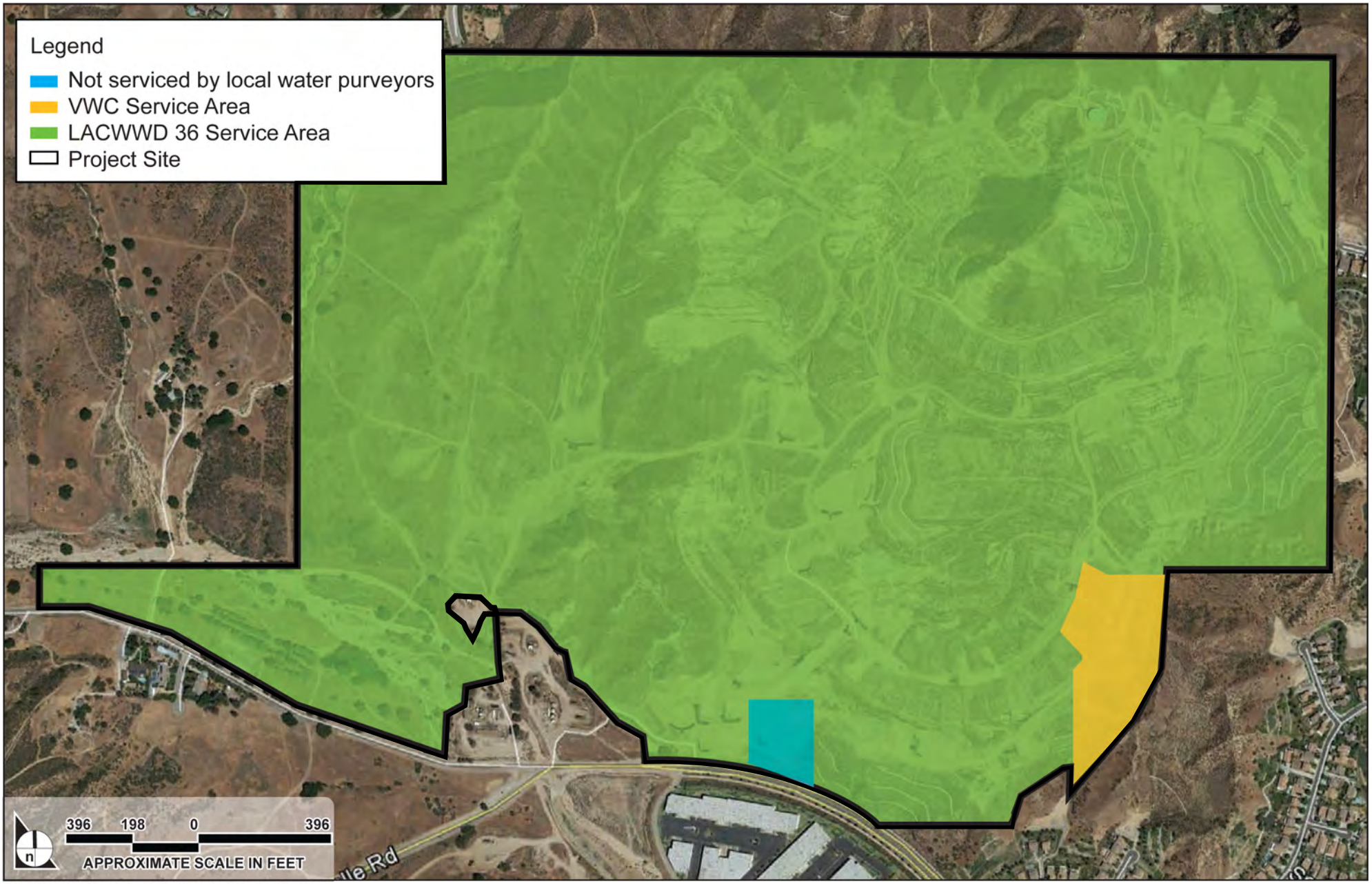

SOURCE: Local Agency Formation Commission for the County of Los Angeles

FIGURE **5.15.1-2**

LACWWD 36 and VWC's Existing Service Area on the Project Site

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CLWA's 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). LACWWD 36 projected water demands identified in CLWA's 2010 UWMP incorporate water demands for the Prior Entitlements on the Project Site. CLWA's 2010 UWMP includes 251 afy[3] of residential water demand and 518 afy for golf course irrigation. The water demands for the golf course are included in projected use of the Saugus Formation aquifer by agricultural and other users in the CLWA's 2010 UWMP and are not included in the water demands for LACWWD 36 because the demand was planned to be met by a privately owned well to be built on the Project Site. The groundwater demand was accounted for in the CLWA's 2010 UWMP.

LACWWD 36 Water Supply

LACWWD 36 currently obtains water supplies through purchase of imported water from CLWA and through production of groundwater supplies from the Saugus Formation aquifer. **Table 5.15.1-1** shows the historic quantities of imported water and groundwater used by LACWWD 36 to meet demands.

Local Groundwater Supply

The groundwater basin that underlies CLWA's service area is the Santa Clara River Valley East Groundwater Subbasin (East Subbasin), as shown in **Figure 5.15.1-1,** above.[4] The East Subbasin covers approximately 66,200 acres and is comprised of two aquifer systems: (1) the Alluvium (or Alluvial Aquifer) and (2) the Saugus Formation. The locations of these two aquifer systems are provided in **Figure 5.15.1-1**.[5] The Alluvial Aquifer and the Saugus Formation are not adjudicated and have not been identified as in overdraft or projected to be in overdraft by the Department of Water Resources (DWR). LACWWD 36 can exercise its appropriative rights to produce groundwater from the East Subbasin. There is no statutory procedure to establish the right to pump groundwater in California. In a basin that is not in overdraft, such as the East Subbasin, groundwater can be appropriated by producing groundwater and putting it to beneficial use.

Management of the existing groundwater supplies within CLWA's service area is based on an operating yield concept with ranges of annual pumping volumes to capture year-to-year fluctuations in both hydrologic conditions and water demands. The groundwater operating plan for the East Subbasin,

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3 Written correspondence to CLWA regarding LACWWD 36 UWMP projections, as provided by LACWWD 36 staff in January 2014.

4 California DWR. *California's Groundwater, Bulletin 118*. January 2006

5 Castaic Lake Water Agency (CLWA). *2010 Urban Water Management Plan (UWMP)*.

discussed in the annual Santa Clarita Valley Water Reports, utilizes the operating yield concept. The groundwater operating plan for the East Subbasin was developed and analyzed over the last 25 years using historical groundwater data and modeling analyses to meet water requirements (municipal, agricultural, small domestic) while maintaining the East Subbasin in a sustainable condition (i.e., no long-term depletion of groundwater or interrelated surface water). The groundwater operating plan also addressed groundwater contamination issues in the East Subbasin. Although pumping can vary from year to year, the groundwater operating plan is based on the concept that increases in groundwater use during dry periods and increases in recharge during wet periods assure that the East Subbasin is adequately replenished over the long term. The Ground Water Management Plan (GWMP), adopted in 2003, formalized the groundwater operating yield concept.

Purveyors within CLWA's service area produce groundwater from the Alluvial Aquifer and the Saugus Formation. As discussed above, CLWA's 2010 UWMP and the existing groundwater operating plan indicate the long-term sustainable yield from the Alluvial Aquifer ranges between 30,000 afy and 40,000 afy, during normal years, and between 30,000 afy and 35,000 afy, during locally dry years. The long-term sustainable yield from the Saugus Formation ranges between 7,500 afy and 15,000 afy, during normal years, and between 15,000 afy and 35,000 afy, during locally dry years.

The Alluvial Aquifer, which generally underlies the Santa Clara River and its tributaries to maximum depths of about 200 feet, covers approximately 16,000 acres. The Alluvial Aquifer is comprised of interlayered and interfingered beds of gravel, sand, silt, and clay, with variable amounts of cobbles and boulders. According to DWR's Bulletin 118, the Alluvial Aquifer has a groundwater storage capacity of approximately 201,000 af.

Pumping from the Alluvial Aquifer is governed by local hydrologic conditions in the eastern Santa Clara River watershed. Pumping can range between 30,000 and 40,000 afy during normal years. Due to hydrogeologic constraints in the eastern part of the Basin, pumping can range between 30,000 and 35,000 afy during locally dry years to ensure long-term sustainable yield. Currently, NCWD, SCWD and VWC produce groundwater from the Alluvial Aquifer for municipal water supply. The Alluvial Aquifer is discussed in greater detail in the WSA, included in **Appendix 5.15.1.** LACWWD 36 is not anticipated to produce groundwater from the Alluvial Aquifer. However, production of groundwater from the Alluvial Aquifer by other agencies to meet a portion of the overall water demands within CLWA's service area would reduce overall demands for imported water supplies, and as a result would increase the imported water supplies available to LACWWD 36 through CLWA should the need arise. In addition, LACWWD 36 has in the past purchased water from Los Angeles County Honor Farm (from groundwater produced from the Alluvial Aquifer). Although it is not anticipated LACWWD 36 will continue purchasing water

from Los Angeles County Honor Farm, purchasing of this water demonstrates LACWWD 36 ability to purchase and use water from others.

Saugus Formation

The Saugus Formation is a deep groundwater aquifer underlying the Alluvial Aquifer with an area of approximately 55,500 acres. The Saugus Formation can be subdivided into two stratigraphic units. The upper portion of the Saugus Formation is up to 5,000 feet thick and consists of coarse-grained sand and gravel beds that form potential aquifer units. The lower portion of the Saugus Formation, known as the Sunshine Ranch Member, does not contain sufficient groundwater for municipal-supply purposes due to low permeability of fine-grained sediments. According to DWR's Bulletin 118, the Saugus Formation has a groundwater storage capacity of approximately 1.65 million af.

Natural recharge to the Saugus Formation occurs in unconfined areas of the aquifer through deep percolation of rainfall and leakage from overlying portions of the Alluvial Aquifer. Other recharge sources to the Saugus Formation include deep percolation of agricultural and landscape irrigation water.

Pumping from the Saugus Formation is based on the availability of other water supplies, particularly from imported water supplies. The long-term sustainable yield from the Saugus Formation ranges between 7,500 afy and 15,000 afy, during normal years.[6] Planned dry-year pumping from the Saugus Formation ranges between 15,000 and 25,000 afy. Pumping can increase to between 21,000 and 25,000 afy if imported water deliveries are reduced for two consecutive years. Pumping can increase to between 21,000 and 35,000 afy if imported water deliveries are reduced for three consecutive years. The increase in pumping, during dry years, would be followed by periods of reduced pumping, during normal years, to further enhance the effectiveness of natural recharge processes that recover water levels and groundwater storage volumes.[7]

Currently, LACWWD 36, NCWD, SCWD, and VWC produce groundwater from the Saugus Formation for municipal water supply. CLWA's 2010 UWMP estimates the total Saugus Formation pumping capacity from NCWD, SCWD, and VWC is approximately 17,000 gpm, or a full time capacity of approximately 27,000 afy. LACWWD 36 pumps water from the Saugus formation utilizing a new 2,000-gpm Saugus Formation groundwater production well adjacent to the subject site constructed by the Applicant and dedicated to LACWWD 36 in January 2012. Assuming a 40 percent operating factor (based

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6 CLWA. *2010 UWMP*.

7 CLWA. *2010 UWMP*.

on operations of approximately 18 hours per day for half of the year), the estimated production capacity from the new well is approximately 1,300 afy.

The total pumping capacity from the existing wells exceeds the planned production range from the Saugus Formation of 7,500 afy to 15,000 afy during normal years as described in the groundwater operating plan. The current capacity is sufficient in meeting current water demands in combination with other sources. The existing well capacity would allow pumping above the normal year yield of 7,500 afy to 15,000 afy in a dry year, however, future construction of additional wells may be necessary to meet the projected use of up to 35,000 afy of groundwater from the Saugus Formation during dry year periods through 2040. VWC currently owns several groundwater production wells which utilize treatment technology to remove perchlorate contamination from the Saugus Formation. Installation of new groundwater wells which incorporate similar treatment to remove perchlorate contamination from Saugus Formation groundwater can result in additional groundwater production capacity. LACWWD 36's new Saugus Formation groundwater production well is not expected to be affected by perchlorate contamination.

As shown in **Table 5.15.1-2, Historical Saugus Formation Production (Municipal, Agricultural, and Other),** the total historical Saugus Formation groundwater production from all users from the years 2002 to 2012 has ranged from approximately 4,207 afy to 8,719 afy, with an average of approximately 7,000 afy (See **Table 5.15.1-5**).[8]

The total groundwater production from the Saugus Formation by all users is projected to range from 11,500 to 12,500 afy, from 2015 to 2040, during normal years. In addition, total groundwater production from the Saugus Formation is projected to range from 25,000 to 35,000 afy, during single dry years, and from 25,225 to 32,550 afy, during multiple dry years.[9]

LACWWD 36 currently produces groundwater from the Saugus Formation through use of the 2,800-gpm well. CLWA's 2010 UWMP projected LACWWD 36 would produce up to 1,000 afy from the Saugus Formation by the year 2040 (during a single dry year). LACWWD 36 has more than sufficient capacity to produce the projected water quantities from the Saugus Formation through this groundwater well.

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8 Castaic Lake Water Agency (CLWA), CLWA Santa Clarita Water Division, Los Angeles County Waterworks District 36, Newhall County Water District, Valencia Water Company. June. *2012 Santa Clarita Water Report*. 2013.

9 CLWA. *2010 UWMP*.

Table 5.15.1-2
Historical Saugus Formation Production (Municipal, Agricultural, and Other)

Year	Production (afy)
2002	5,160
2003	4,207
2004	6,503
2005	6,453
2006	7,312
2007	7,685
2008	6,918
2009	7,678
2010	8,092
2011	8,273
2012	8,719
Average	**7,000**

Source: 2012 Santa Clarita Valley Water Report, June 2013.
Note:
2011 and 2012 production includes Saugus Formation groundwater produced and treated by CLWA to remove perchlorate contamination.

Groundwater Banking Programs

Groundwater banking programs involve storing available SWP water supplies during wet years into groundwater basins. Water supplies can be stored directly through surface spreading or injection. Water supplies can also be stored indirectly by supplying available surface water to farmers for direct agricultural applications in-lieu of their pumping groundwater. During dry years, the stored groundwater is delivered to CLWA, via the California Aqueduct, or used by farmers in exchange for their surface water allocations. CLWA currently participates in groundwater banking programs, including the Semitropic Banking Program and the Rosedale Rio-Bravo Water Storage District (RRBWSD) Banking Program.

Semitropic Water Storage District (Semitropic), located in the San Joaquin Valley in the northern part of Kern County, provides SWP water to farmers for agricultural uses. Semitropic's groundwater banking program includes approximately 1 million acre feet (af) of available groundwater storage in which water can be stored during wet years. During dry years, Semitropic delivers its SWP water supplies, through the California Aqueduct, to its banking partners (including CLWA), and uses the stored groundwater to locally supply water to farmers. Beginning in 2002, CLWA entered into storage agreements with Semitropic allowing CLWA to recover up to 90 percent of any water stored through 2013. In April 2010,

CLWA entered into an agreement with Semitropic extending the existing storage agreements by 10 years. As of 2012, the amount of banked water available to CLWA through Semitropic's groundwater banking program was 45,920 af.

RRBWSD, also located in Kern County, developed a groundwater banking program (Water Banking and Exchange Program). In 2005, CLWA and RRBWSD entered into a long-term storage agreement which provides CLWA with a storage capacity of 100,000 af and a withdrawal capacity of 20,000 afy. As of 2012, the amount of banked water available to CLWA through RRBWSD's groundwater banking program was 100,000 af.

Groundwater banking programs enhance the reliability of CLWA's water supplies during dry years, when SWP water deliveries are subject to reduction. CLWA's 2010 UWMP does not project any use of banked groundwater supplies during normal years. During dry years, CLWA is projected to receive up to 15,000 afy and 20,000 afy of banked groundwater from the Semitropic and RRBWSD groundwater banking programs, respectively. A summary of these water supplies available to LACWWD 36, through CLWA, is provided below.

Imported Surface Water

LACWWD 36 purchases imported water supplies from CLWA. CLWA obtains imported water supplies from the SWP, Flexible Storage Accounts in Castaic Lake, and deliveries and/or transfers from other agencies. CLWA also has access to deliveries of imported surface supply from the Buena Vista Water Storage District (BVWSD) and RRBWSD in Kern County. CLWA wholesales these imported water supplies to its member agencies, including LACWWD 36, NCWD, VWC, and SCWD.

Table 5.15.1-3, Total Imported Water Supplies Purchased from CLWA, provides total historical imported water supplies purchased by municipal purveyors and agricultural users from CLWA between the years 2002 and 2012. The total historical imported water supplies for the 10 year period from 2002 to 2012 ranged from approximately 30,578 afy to 47,205 afy, with an average of approximately 39,427 afy.[10]

[10] Castaic Lake Water Agency (CLWA), CLWA Santa Clarita Water Division, Los Angeles County Waterworks District 36, Newhall County Water District, Valencia Water Company. June. *2012 Santa Clarita Water Report*. 2013.

Table 5.15.1-3
Total Imported Water Supplies Purchased from CLWA

Year	Total Purchases from Municipal Purveyors and Other Water Users (afy)
2002	41,763
2003	44,416
2004	47,205
2005	37,997
2006	40,048
2007	45,151
2008	41,705
2009	38,546
2010	30,578
2011	30,850
2012	35,442
Average	**39,427**

Source: Luhdorff & Scalmanini "2012 Santa Clarita Valley Water Report," June 2013.

State Water Project Water Supplies

CLWA contracts with the State of California, through the SWP, for the delivery of Northern California water through the California Aqueduct. The SWP is a water storage and delivery system maintained and operated by the California DWR. The SWP is a statewide water conveyance system that diverts and stores water in Northern and Central California and conveys water (including conveyance through the Sacramento-San Joaquin Delta region) to 29 water agencies throughout the state. The SWP has delivered water since the 1960s through a network of aqueducts, pumping stations and power plants. The original SWP conveyance facilities completed in the 1970s have not been expanded as originally planned and are not capable of delivering the full contracted entitlement for SWP water every year.

The delivery reliability of SWP water is projected to be approximately 60 percent, on average, over the next 20 years.[11] The DWR report incorporated future impacts on water deliveries as a result of climate change and potential limited pumping of the SWP to protect salmon, smelt, and other species in the Sacramento-San Joaquin Delta and Central Valley areas, including operational restrictions of the biological opinions issued by the US Fish and Wildlife Service (USFWS) in December 2008 and the National Marine Fisheries Service (NMFS) in June 2009 governing the SWP and Central Valley Project

[11] DWR. June. *State Water Project Final Delivery Reliability Report 2011*. 2012

(a Federal water storage and conveyance facility) operations. During periods of less SWP availability, water supplies to meet demands within CLWA's service area can be obtained through increased use of Flexible Storage Account, groundwater pumping, and banking programs. These additional water supply sources are discussed below. CLWA holds a long-term contract with DWR for SWP water. CLWA purchases SWP water and is a wholesale provider to SCWD, VWC, NCWD, and LACWWD 36. SWP water is delivered to CLWA through the West Branch of the California Aqueduct. SWP water is treated, filtered, and disinfected at CLWA's Earl Schmidt Filtration Plant and Rio Vista Water Treatment Plant. CLWA provides treated SWP water through connections with each of the four purveyors.

CLWA currently has a contractual "Table A" amount of 95,200 afy of SWP water (Table A represents the maximum amount a contractor may request and is used to determine the contractor's proportional share of the available SWP water allocated and delivered to each SWP contractor. DWR determines the total amount of Table A water to be delivered on an annual basis based on contractor demands and projected available water supplies). CLWA's original Table A contract for 23,000 af of SWP water was signed in 1960 and was later increased to 41,500 af. In 1988, CLWA purchased an additional 12,700 af of Table A water from Devil's Den Water District. In 1999, CLWA purchased an additional 41,000 af of Table A water from Kern County Water Agency (KCWA) and Wheeler Ridge-Maricopa Water Storage District (WRMWSD), for a current total of 95,200 afy.

The total SWP water supplies available to CLWA will range from 57,400 to 58,100 afy, from 2015 to 2040, during normal years, from 9,100 to 11,900 afy during single dry years, and from 32,900 to 33,000 afy during multiple dry years. SWP water supplies projected in CLWA's 2010 UWMP are based on DWR's *State Water Project Delivery Reliability Report 2009* (2009 Report), dated August 2010.[12]

The final SWP allocation for calendar year 2013 was 35 percent of requested water amounts. In addition, the final allocation was 65 percent in 2012 and 80 percent in 2011. Due to ongoing drought conditions at the time the WSA was prepared, DWR established the 2014 SWP allocations at 5 percent in April 2014; however, water agencies will not be able to access the water until after September 2014. DWR has typically released final allocation amounts for SWP water between February and June in recent years. In response to DWR's January 2014 announcement that they were not anticipating any SWP deliveries in 2014, the Santa Clarita Valley Water Committee, whose members represent CLWA, the City of Santa Clarita, Los Angeles County and all four local water retail purveyors, adopted water conservation measures consistent with the region's water conservation practices during February 2014. CLWA has indicated that as a result of advance water supply planning and a diverse portfolio of water supplies,

12 CLWA. *2010 UWMP*.

severe water use restrictions will not be necessary. CLWA's 2010 UWMP includes water shortage contingency planning (based on a Water Shortage Contingency Plan and a Drought Emergency Water Sharing Agreement prepared by CLWA and the retail purveyors) in the event local and regional water supplies are interrupted or reduced significantly as a result of droughts, earthquakes, and other disasters. CLWA and the retail water purveyors have developed various strategies in response to these potential emergencies, including four-stage rationing and demand reduction goals, mandatory prohibitions, and penalties for excessive use.

LACWWD 36 currently receives imported water supplies through an existing pipeline that consists of 8-inch, 10-inch, and 12-inch-diameter portions from its 6-inch connection with CLWA with a rated capacity of approximately 3,500 gpm. LACWWD 36 has indicated that the Project would be required to upgrade and install approximately 5,500 feet of 16-inch-diameter pipeline from the CLWA supply turnout to the existing 16-inch pipeline along Hasley Canyon Road to supplement the District's capacity to deliver imported water supplies to the Project Site and other portions of LACWWD 36's service area.[13] The upgraded pipeline will allow LACWWD 36 to physically receive an additional amount of at least 800 afy of imported water supplies. A portion of the increased water supply would be intended to make CLWA water available to the Project, which would allow LACWWD 36 the ability to lessen its reliance on groundwater for the Project. The increase in the water main would also increase LACWWD 36's ability to serve additional users. Based on the availability of SWP water as shown in CLWA's 2010 UWMP, an additional supply of 800 afy of SWP water will be available to LACWWD 36 during normal, single dry, and multiple dry years when the upgraded pipeline capacity is completed. It is anticipated the upgraded pipeline will be installed prior to water deliveries to the Project.

Flexible Storage Accounts

As part of its water supply contract with DWR, CLWA has access to a portion of the Castaic Lake storage capacity, referred to as a Flexible Storage Account. CLWA's 2010 UWMP projects the water supplies from the Flexible Storage Accounts will not be required during normal years through the year 2040. CLWA's total water supplies from the Flexible Storage Accounts, from 2015 to 2040, are projected to range from 4,679 to 6,060 afy, during single dry years, and from 1,170 to 1,510 afy, during multiple dry years. As discussed previously, CLWA's 2010 UWMP projects a maximum amount of 4,684 afy will be available from the Flexible Storage Accounts after 2015.

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13 Construction of a larger pipeline will allow LACWWD 36 to meet its projected water needs from stored water and SWP water, which could assist in reducing LACWWD 36's reliance on groundwater. The construction of this larger pipeline would allow LACWWD 36 to gain access to water that CLWA already has, but that was previously not available to LACWWD 36 due to pipeline capacity issues.

Transfer Agreements

In 2007, CLWA entered into a long-term transfer agreement (2007 Water Acquisition Agreement) with BVWSD and RRBWSD in Kern County for up to 11,000 afy of water. Both BVWSD and RRBWSD are member agencies of the KCWA, a SWP contractor, and each agency has a contract with KCWA for SWP Table A amounts. BVWSD and RRBWSD have jointly developed a program that provides a firm water supply (available in all water year types) and a water banking component. The firm water supply amount of 11,000 afy is based on BVWSD's long-standing water rights to the Kern River. Under the transfer agreement, water from the Kern River is captured and stored as groundwater within BVWSD's service area. CLWA receives water under the transfer agreement through: (1) exchange of BVWSD's and RRBWSD's SWP Table A supplies or (2) direct delivery of Kern River water to the California Aqueduct via the Cross Valley Canal.

CLWA's 2010 UWMP projects the water supplies from the transfer agreement with BVWSD and RRBWSD will be 11,000 afy during normal, single dry, and multiple dry years through the year 2040. A summary of water supplies available to LACWWD 36 from the transfer agreement, through CLWA, is provided below.

Recycled Water

CLWA has been supplying recycled water to customers for non-potable irrigation uses since 2003. Recycled water users within CLWA's service area include a golf course, roadway median strips, and other non-potable uses. CLWA obtains recycled water supply from two water reclamation plants (WRPs) operated by the Santa Clarita Valley Sanitation District (the Valencia WRP and the Saugus WRP). Use of recycled water allows purveyors within CLWA's service area to reduce the amount of imported water and groundwater supplies needed to meet overall water demands.

As shown in **Table 5.15.1-4, Recycled Water Deliveries within CLWA's Service Area,** the recycled water deliveries within CLWA's service area over the past 10 years has ranged from 50 to 470 afy, with an average of approximately 340 afy.[14]

[14] Castaic Lake Water Agency (CLWA), CLWA Santa Clarita Water Division, Los Angeles County Waterworks District 36, Newhall County Water District, Valencia Water Company. June. *2012 Santa Clarita Water Report*. 2013.

Table 5.15.1-4
Recycled Water Deliveries within CLWA's Service Area

Year	Total Purchases (afy)
2003	50
2004	420
2005	418
2006	419
2007	470
2008	311
2009	328
2010	336
2011	373
2012	301
Average	**343**

Source: 2012 Santa Clarita Valley Water Report, June 2013.

In 1993, CLWA prepared a draft Reclaimed Water System Master Plan to deliver recycled water in the Santa Clarita Valley. Phase I of the plan was completed and CLWA began delivering recycled water in 2003. Phase I is expected to deliver up to 1,700 afy of recycled water. CLWA's 2002 Draft Recycled Water Master Plan, prepared by Kennedy/Jenks Consultants in May 2002, included recycled water demands for the golf course (Hasley Canyon Golf Course) that was proposed to be constructed on the Project Site. [15] CLWA is currently updating its Recycled Water Master Plan. Based on discussion with CLWA it appears the updated Recycled Water Master Plan may not include plans to provide recycled water in the vicinity of the Property due to changes in anticipated demand for recycled water in the area. To be conservative in the evaluation of water supply source available, recycled water has not been included as a future water supply source through the year 2040 for LACWWD 36. However, use of recycled water by other agencies to meet a portion of the overall water demands within CLWA's service area reduces overall demands for imported water supplies, which increases the imported water supplies available to LACWWD 36 through CLWA.

15 CLWA. Draft Recycled Water Master Plan. 2002.

Regulatory Framework

Federal

Clean Water Act

The federal Clean Water Act (CWA) establishes regulatory requirements for potable water supplies including raw treated water quality criteria. The US Environmental Protection Agency (US EPA) established primary drinking water standards in Clean Water Act Section 304. States are required to ensure that potable water sold by retail providers to the public meets these standards. Standards for a total of 81 individual constituents have been established under the federal Safe Drinking Water Act below, as amended in 1985. The US EPA may add additional constituents in the future. The CLWA is required to monitor water quality and conform to the regulatory requirements of the CWA.

Safe Drinking Water Act

Enacted in 1974 and implemented by the US EPA, the federal SDWA imposes water quality and infrastructure standards for potable water delivery systems nationwide. The primary standards are health based thresholds established for numerous toxic substances. Secondary standards are recommended thresholds for taste and mineral content.

State

Safe Drinking Water Act (1976)

California has enacted its own Safe Drinking Water Act. The California Department of Public Health (CDPH) has been granted primary enforcement responsibility for this act. Title 22 of the California Administrative Code establishes CDPH authority and stipulates drinking water quality and monitoring standards; these standards are equal to, or more stringent than, the federal standards.

California Water Code (Sections 10910–10915)

California Water Code Division 6, Part 2.10, Sections 10910–10915, the Urban Water Management Plan Act, requires urban water suppliers that provide water for municipal purposes to more than 3,000 customers, or more than 3,000 afy of water, to prepare an UWMP.[16] The intent of the UWMP is to assist

[16] Because LACWWD 36 does not serve more than 3,000 customers, it was not required by the California Water Code and Government Code to prepare an UWMP, however, LACWWD 36 did participate as a cooperating agency in the CLWA 2010 UWMP.

water supply agencies in water resource planning given their existing and anticipated future demands. The UWMP must include a water supply and demand assessment comparing total water supply available to the water supplier with the total projected water use over a 20-year period. It is also mandatory that the management plans be updated every five years.

If the water demands for the proposed developments have been accounted for in a recently adopted urban water management plan, the water supplier may incorporate information contained in that plan to satisfy certain requirements of a water supply assessment. The California Water Code requires the assessment to include, along with other information, an identification of existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the Project and the quantities of water received in prior years pursuant to those entitlements, rights, and contracts. The California Water Code also requires the public water system, or the city or county, as applicable, to submit its plans for acquiring additional water supplies if that entity concludes that water supplies are, or will be, insufficient.

Senate Bill 610

In 2001, the California State Legislature approved SB 610, which amended Sections 10910–10915 of the State Water Code to require:

> *a city or county that determines a project is subject to the California Environmental Quality Act to identify any public water system that may supply water for the project and to request those public water systems to prepare a specified water supply assessment, except as otherwise specified. The bill would require the assessment to include, among other information, an identification of existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the Proposed Project and water received in prior years pursuant to those entitlements, rights, and contracts. The bill would require the city or county, if it is not able to identify any public water system that may supply water for the project, to prepare the water supply assessment after a prescribed consultation. The bill would revise the definition of "project," for the purposes of these provisions, and make related changes.*

As the Project includes the development of only 497 residential units, preparation of a WSA is not required by Water Code section 10912(a).[17] However, under Water Code section 10912(b), a WSA must be prepared if a public water system has fewer than 5,000 service connections and a proposed residential development would account for an increase of 10 percent or more in the number of existing service connections. The WSA for the Project was prepared by Stetson Engineers Inc. in accordance with Water Code section 10912(b) and is included as **Appendix 5.15.1** to this Draft EIR.

California Government Code 66473.7

California Government Code 66473.7 requires written verification from a public water system providing service to a project that a sufficient water supply is available as a condition to approval of certain tract maps. Sufficient water supply is defined as 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 a proposed project, in addition to existing and planned future uses. As LACWWD 36 is not a public water system, a water supply verification is not required for the Project.

Assembly Bill 134

In 2001, the California State Legislature approved Assembly Bill 134 (AB 134) which requires urban water suppliers to prepare a Ground Water Management Plan (GWMP) in accordance with the provisions of California Water Code Section 10753 (Groundwater Management Plans). CLWA's GWMP was adopted in 2003 and discusses and formalizes existing groundwater supply and water resource planning and management activities within CLWA's service area. CLWA's GWMP also includes a basin-wide monitoring program which provides data for annual reporting on groundwater supplies, including the East Subbasin which includes the Project Site (refer to **Figure 5.15.1-1**), water resources, and water supply yields.

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[17] Section 10912(a) of the State Water Code defines a "project" for purposes of determining whether a Water Supply Assessment would be required as:

1. A proposed residential development of more than 500 dwelling units.
2. A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
3. A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
4. A proposed hotel or motel, or both, having more than 500 rooms.
5. A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
6. A mixed-use project that includes one or more of the projects specified in this subdivision.
7. A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling-unit project.

CLWA's GWMP includes the following management objectives for the East Subbasin:

- Development of an integrated surface water, groundwater, and recycled water supply to meet existing and projected municipal, agricultural, and other water demands
- Assessment of groundwater basin conditions to determine operational yields incorporating local groundwater conjunctively with supplemental imported water supplies and recycled water to avoid groundwater overdraft
- Preservation of groundwater quality, including characterization and resolution of any groundwater contamination problems
- Preservation of interrelated surface water resources, including maintenance of surface water flows and non-degradation of surface water quality, resulting from groundwater management

Senate Bill X7-7

Senate Bill X7-7 (SB X7-7), also known as the Water Conservation Act of 2009, was enacted in November 2009, requiring all water suppliers to increase water use efficiency. The main features of this legislation are divided into two sectors, Urban Water Conservation and Agricultural Water Conservation.

The bill requires, among other things, that the DWR, in consultation with other state agencies, develop a single standardized water use reporting form, which would be used by both urban and agricultural water agencies. Because LACWWD 36 currently serves fewer than 3,000 end users (or service connections)[18] and provides less than 3,000 afy of water, LACWWD 36 is not bound to the requirements of SB X7-7.

Urban Water Conservation

The legislation sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. The state shall make incremental progress towards this goal by reducing per capita water use by at least 10 percent by December 31, 2015.

- Each urban retail water supplier shall develop water use targets and an interim water use target by July 1, 2011.
- An urban retail water supplier shall include in its water management plan due July 2011 the baseline daily per capita water use, water use target, interim water use target, and compliance daily per capita water use. The DWR, through a public process and in consultation with the California Urban Water Conservation Council, shall develop technical methodologies and criteria for the consistent implementation of this part.

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18 Pursuant to the California Department of Water Resources "Guidebook to Assist Urban Water Suppliers to Prepare a 2010 Urban Water Management Plan", March 2011.

- The DWR shall adopt regulations for implementation of the provisions relating to process water.
- A Commercial, Institutional, Industrial (CII) task force is to be established that will develop and implement urban best management practices for statewide water savings.
- Effective 2016, urban retail water suppliers who do not meet the water conservation requirements established by this bill are not eligible for state water grants or loans.

Sustainable Groundwater Management Act (SGMA)

The Sustainable Groundwater Management Act (SGMA) requires the State to provide technical assistance to groundwater sustainability agencies and to entities that extract or use groundwater to promote water conservation and protect groundwater resources. Funding for the SCGMA was approved in 2014 through the voter approved water bond (Proposition 1). Proposition 1 provides 100 million dollars for sustainable groundwater management planning and related projects. The proposition also provides substantial funding for groundwater cleanup, storage projects, and other actions that will help local agencies sustainably manage groundwater. Local agencies can begin to apply for Proposition 1 funding in July 2015.[19]

AB 1390

AB 1390 authorizes the California Superior Court to determine groundwater basin rights. The bill allows the Court to determine all groundwater rights of a basin, whether based on appropriation, overlying right, or other basis of right, and use of storage space in the basin.

SB 226

SB 226 amends the Water Code to ensure that groundwater adjudications are consistent with the purposes of the SGMA. The amendments require that courts manage adjudications so as to "minimize interference with the timely completion and implementation of a groundwater sustainability plan" and other timeframes outlined in the SGMA as well as avoid redundancy in developing technical information and physical solutions. The amendments also allow a court to order an entity to request basin boundary revisions from the DWR.

Under SB 226 a probationary basin is permitted to avoid applicable provisions included in the SGMA if the proposed judgment is submitted to the DWR for review. In addition, the amendments prohibit a court from entering judgment for a basin that requires a groundwater sustainability plan under the

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19 California Department of Water Resources, Groundwater Information Center.

Sustainable Groundwater Management Act unless the court "finds that the judgment will not substantially impair the ability of a Groundwater Sustainability Agency, the State Water Resources Control Board, or the DWR to comply with the Sustainable Groundwater Management Act and to achieve sustainable groundwater management."[20]

SB 1168

SB 1168 defines groundwater management and required the DWR to prioritize each basin as either high, medium, low, or very low priority (by January 31, 2015), using factors under the California Statewide Groundwater Elevation Monitoring Program (CSGEMP). All low and very low priority should voluntarily choose to manage their groundwater basin through a Groundwater Sustainability Plan (GSP), while high and medium priority basins are required to manage their basin through a GSP. The bill also encourages the voluntary participation of California Native tribes and federal agencies in sustainable groundwater practices.

AB 1739

AB 1739 requires sustainable groundwater management in all groundwater subbasins determined by the DWR to be at medium to high risk of significant economic, social, and environmental impacts due to an unsustainable and chronic pattern of groundwater extractions exceeding the ability of the surface water supplies to replenish the subbasin. Specifically, this bill requires;

- Priority basins (as identified by the DWR) adopt a sustainable groundwater management plan (SGMP) by 2020 and update it every five years.
- Requires that priority basin SGMPs include (in addition to the minimum current components for the voluntary groundwater management plans); sustainable groundwater management objectives, a minimum of 50 year planning and implementation horizon, provisions for the annual submission of performance reports, and procedures for the regular submission of monitoring data to DWR for California Statewide Groundwater Elevation Monitoring Program (CSGEMP) and locally to stakeholders.
- Empowers the SGMA incorporate additional areas not overlying the groundwater basin that are not covered by another SGMP, raise funds for the purpose of sustainable groundwater management, regulate the pumping of groundwater, and establish, assume, and cooperatively manage well permitting programs.

[20]Nossaman LLP, Govenor Signs New SGMA Legislation Outlining Proecudres for Groundwater Adjudications, http://nossaman.com/Governor_Signs_New_SGMA_Legislation_Outlining_Procedures_for_Groundwater_Adju Adjudicat, accessed October 21, 2015.

SB 1319

SB 1319 expands the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act (Act) and expands the responsibilities of the administrator for oil spill response (administrator), relating to oil spills to cover all waters of the State. The bill directs the Governor to require the administrator to amend the California oil spill contingency plan to provide for the best achievable protection of all State waters, not solely coastal and marine waters, and to submit the plan to the Governor and the Legislature on or before January 1, 2017; and requires the regulations to provide for the best achievable protection of all waters and natural resources of the state.

California Green Building Standards Code

The California Green Building Standards Code, which is Part 11 of the Title 24 Building Standards Code, is commonly referred to as the CALGreen Code. The 2008 edition, the first edition of the CALGreen Code, contained only voluntary standards. The 2013 CALGreen Code is a code with mandatory requirements for new residential and nonresidential buildings (including buildings for retail, office, public schools, and hospitals) throughout California beginning on January 1, 2014. The 2013 CALGreen Code contains requirements for construction site selection, stormwater control during construction, construction solid waste reduction, indoor water use reduction, building material selection, natural resource conservation, site irrigation conservation, and more.

Local

Los Angeles County Code

Title 31 of the Los Angeles County Code, also known as the 'Green Building Standards Code,''[21] (CALGreen Code) was established to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact, or positive environmental impact, and encouraging sustainable construction practices, including water efficiency and conservation.

County General Plan

The County's General Plan is primarily a policy document that sets goals concerning the community and gives direction to growth and development. In addition, it outlines the programs that were developed to

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[21] Los Angeles County, California, Code of Ordinances, Title 31 Green Building Standards Code, website: https://library.municode.com/HTML/16274/level1/TIT31GRBUSTCO.html, July 2014.

accomplish the goals and policies of the General Plan. Refer to **Section 5.10, Land Use and Planning**, of this Draft EIR for policy consistency analysis related to water supply.

Santa Clarita Valley Area Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a consistency analysis of the Santa Clarita Valley Area Plan (SCVAP 2012) policies that pertain to water supply. Refer to **Table 5.10-2** for a list of the water supply policies included in the SCVAP 2012 and the consistency analysis for each policy.

5.15.1.2 ENVIRONMENTAL IMPACTS

Methodology

Project impacts to water supply and infrastructure are evaluated according to the standards of significance by utilizing information on existing water supply and infrastructure provided by the WSA, CLWA's 2010 UWMP, and 2012 Santa Clarita Valley Water Report. Stetson Engineers Inc. prepared a WSA for the Project which is included in **Appendix 5.15.1** of this Draft EIR. The WSA utilizes information from the current UWMP adopted by the CLWA in 2011. The information used in the WSA includes historical demand within the LACWWD 36, based on land use types.

As discussed in **Section 4.0, Project Description**, the Project assumes construction of the planned channel improvements prior to the completion of grading for the Project. If the planned channel improvements are not completed, two Retention Basins would be constructed as an interim condition. 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 impacts related to water supply, full buildout of the Project represents the most impactful scenario as it includes the greatest number of homes and therefore, the largest potential demand on services.

Project Design Elements/Project Design Features

Project Design Elements

The Project Site is currently undeveloped and has no water supply infrastructure in place with the exception of a 750,000 gallon water tank installed as part of a Prior Entitlement on the Project Site and the new 2,800-gpm Saugus Formation groundwater production well adjacent to the Project Site constructed by the Applicant and dedicated, with the underlying land, to LACWWD 36 in 2012.

The Project area is currently served by an existing 16-inch water main in the Hasley Canyon Road right-of-way, south of and adjacent to the Project Site and an existing 14-inch water main in the Barcelona Road right-of-way, northeast of and adjacent to the Project Site. The Project Site will also be served by the existing 750,000-gallon tank and a proposed 850,000-gallon tank, both to be located on Lot 509 as shown on **Figure 4.0-2, Revised Vesting Tentative Tract Map No. 52584**, on the northeastern portion of the site.

As described above, the Project would be required to upgrade and install approximately 5,500 feet of 16-inch-diameter pipeline from the CLWA supply turnout to the existing 16-inch pipeline along Hasley Canyon Road to supplement LACWWD 36's capacity to deliver imported water supplies to the Project Site and other portions of LACWWD 36's service area. The available hydraulic grade is not sufficient to move water to the 750,000-gallon reservoir located at a level of 1,600 ft. Therefore a booster pump station will be required to move the water from the pipeline to the water tank.

Construction of the Project is anticipated to begin in 2015 and to continue for five to seven years. Although buildout may occur at a later date due to market conditions or other issues, this analysis conservatively assumes the Project will commence in 2015 and that the full demand of the Project for water will occur in 2020 in order to assure that water demand at each stage of the Project can be met.

At buildout, there would be 497 single-family detached dwellings units on the Project Site, approximately 137 acres of irrigated areas (including approximately six smaller secondary park sites, a 7.45 -acre public park, a citrus grove, vineyard, and other uses).

The Project incorporates numerous features to reduce water usage, including a substantial amount of non-irrigated land area with a mix of low-intensity uses and an efficient irrigation system. At buildout, the Project would include approximately 123.25 acres of non-irrigated land area which would be maintained in its existing, native condition and would not require any water, including during construction.[22] In addition to the native area, the Project would include approximately 59.6 acres of transitional slopes located along the periphery of most of the housing lots and approximately 4.8 acres of meadow space located along the southern boundary of the Project Site, which would be irrigated using a temporary irrigation setup to establish the low water use plant materials but would thereafter require water only on an as-needed basis during the summer months. The proposed 3.9 acre citrus grove and 4.5 acre vineyard would represent both a distinctive aesthetic element and a low-intensity use of water. These areas have been designed to minimize irrigation needs and will require minimal water. The vineyard would feature an efficient point-source irrigation system with root bubblers on each vine. Similarly, the citrus grove would feature root bubblers at each tree. The trees and landscaping along the roadways (parkway areas) would be irrigated with an efficient drip system and planted with low water use groundcover and street trees as shown in **Table 4.0-2**. The Project also includes numerous water efficiency and conservation features as described below.

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[22] In accordance with fuel modification requirements the first 12 to 20 feet of the natural open space may be irrigated in places to reduce wildfire danger.

Outdoor Water Use

The project will comply with the state Model Water Efficient Landscape Ordinance,[23] and CALGreen Code 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.[24]

Water Efficient Landscape Irrigation

Irrigation Efficiency. Automatic irrigation systems controllers installed at time of final inspection shall be weather or soil moisture-based.[25]

Landscape Irrigation Design. Provide water efficient landscape irrigation design that reduces the use of potable water; does not exceed 55 percent of ETo[26] times the landscape area.[27]

Drought Tolerant Landscaping. The landscape pallet shall be consistent with the County's Drought Tolerant Landscaping Ordinance (see Section 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.

Reclaimed Water. The Project will utilize reclaimed water for outdoor irrigation, prior to potable water, should a supply be available.

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.

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23 California Code of Regulations Title 23, Waters Division 2. Department of Water Resources Chapter 2.7, Model Water Efficient Landscape Ordinance.

24 2013 CALGreen Residential Tier 1 Prerequisite, A4.304.3.

25 Emergency Regulations Effective June 1, 2015, HCD. (Supersedes 2013 CALGreen Residential Mandatory Requirement, 4.304.1.)

26 ETo = evapotranspiration rate

27 2013 CALGreen Residential Tier 1 Prerequisite, A4.304.4.

Indoor Water

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.[28]

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.

As shown in **Table 5.15.1-5**, **Projected Total Project Water Demands (Normal Year)**, the normal year water demand projected for the Project at buildout is approximately 574 afy. During single and multiple dry year scenarios, the total water demand for the Project would increase to approximately 662 afy.

Table 5.15.1-5
Projected Total Project Water Demands (Normal Year)

Use Description	Quantity	Average Water Demand (afy)
Single-Family Residential [1]	497 du	413
Landscape area[2]	137 acres	161
Project Total		**574[3]**

Source: Stetson Engineers Inc. WSA 2014 located in ***Appendix 5.15.1***
Water estimates for irrigated landscape areas provided by Valley Crest 2015
Notes:
du = dwelling unit
ac = acre

1. *Water Usage Factor of 0.83 acre-foot/unit provided by LACWWD 36. The water usage factor for the single-family residences is based on an average lot size of 12,672 sq. ft. which covers a total area of approximately 142 acres. The 142 acres include an area of approximately 111 acres of house lot pads and an area of approximately 13 acres of privately owned irrigated slopes. The 13 acres of irrigated privately owned slopes are also included in the irrigation demand estimates associated with other sloped areas in the table. As a result, the above projected water demand estimates for the Project conservatively include the privately owned slope water demands under both use descriptions.*
2. *Landscape area includes slopes, park sites (public park and secondary sites), meadow areas, the citrus grove and vineyard.*
3. *The WSA for the Project includes a slightly higher estimate for water usage during normal years (593 afy) and for water usage during single and multiple dry years (666 afy). The lower water uses number provided in the EIR is based on refinements to the Project resulting in lower water usage overall than previously anticipated.*

28 2013 CALGreen Residential Mandatory Requirement, 4.303.1.

Project Design Features

No specific project design features (PDFs) are proposed relevant to water supply.

Significance Thresholds

The potential for the Project to result in impacts associated with water supply is based on the CEQA significance thresholds specified by the Los Angeles County Department of Regional Planning. These significance thresholds are based in part on Appendix G of the *State CEQA Guidelines* and are as follows:

Threshold 5.15.1-1 **Would the project create water system capacity problems, or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Threshold 5.15.1-2 **Would the project have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses?**

Threshold 5.15.1-3 **Would the project 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)?**

Impact Analysis

Threshold 5.15.1-1 **Would the project create water system capacity problems, or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Threshold 5.15.1-2 **Would the project have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses?**

Construction Impacts

The WSA prepared for the Project 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 Los Angeles County Department of Public Works (LACDPW), NCWD, 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.[29] 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. These activities would occur incrementally through Project buildout and would be temporary in nature. The amount of water used during construction would vary depending on the conditions of soils, weather, size of the area being worked, and site-specific operations. 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 discussed above, the CLWA's 2010 UWMP included the projected potable water needs of 251 afy for the Prior Entitlement. The CLWA's 2010 UWMP indicated that there was sufficient supply available to meet the demand. Construction of the Project would require less than 20 percent of that supply, or approximately 40 afy, for ongoing construction purposes. As the amount of water required for construction uses has already been accounted for in the CLWA's 2010 UWMP projected water demands, impacts from construction of the Project would be less than significant.

Temporary disruptions to water service in the vicinity during the construction of the new pipeline could occur. Such temporary disruptions in water service are generally planned in advance to avoid peak demand times and advance notification would be given. Therefore, construction of the pipeline to serve the Project would have a less than significant impact on water supply.

Operational Impacts

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. The demand for CLWA water from the Prior Entitlement was included in LACWWD 36 projections as shown in **Table 5.15.1-6 Comparison of Water Demand Between Prior Entitlement and Project**.

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29 This assumes a seven year buildout to present a worst case scenario.

Table 5.15.1-6
Comparison of Water Demand Between Prior Entitlement and Project

		Water Demand (afy)	
	Total Water Demand (afy)	**Saugus Formation Groundwater Demand**	**CLWA Imported Water Demand**
Prior Entitlement	769	518	251
Project	574	0	574
Included in Projections	-	*518*	*251*
Not Included in Projections	**-**	**0**	**323**

Source: Stetson Engineers Inc. WSA 2014 located in ***Appendix 5.15.1***

As shown in **Table 5.15.1-6,** 323 afy of water was not specifically included LACWWD 36's water demand projections contained in the CLWA's 2010 UWMP (but as noted above was accounted for in CLWA's analysis of groundwater demand.) 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 of water and 113 afy in dry years as compared with the project approved in 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.

Table 5.15.1-7, Current and Projected LACWWD 36 Water Demands, provides the projected water demands for LACWWD 36's service area, which includes the water demand from the Project not previously accounted for in the LACWWD 36 projections.

Table 5.15.1-7
Current and Projected LACWWD 36 Water Demands

	Water Demands (afy)			
Year	**Prior Entitlement**	**Projected Demand[1]**	**Project Demand**	**Total Demand [2]**
2012	0	1,265	0	1,260
2015	251	1,584	0	1,579
2020	251	1,802	323	2,125
2025	251	2,146	323	2,469
2030	251	2,489	323	2,812
2035	251	2,833	323	3,156
2040	251	3,177	323	3,500

Source: Stetson Engineers Inc. WSA 2014 located in ***Appendix 5.15.1***
Notes:
1 *Includes 251 afy of potable water demands for the Prior Entitlement beginning in 2015. Although it is not anticipated the Project will require 251 afy of water in 2015, for conservative purposes, the total water demands for LACWWD 36 for 2015 as presented in CLWA's 2010 UWMP have not been reduced for this WSA.*
2 *Project water demands are estimated at 574 afy in normal years after full buildout and include water required for construction of the Project. It is anticipated Project construction will require 40 afy for construction purposes, which is below the anticipated 251 afy of potable water demand of the Prior Entitlement estimated in CLWA's 2010 UWMP. Excluding the 251 afy of potable water for the Prior Entitlement incorporated in CLWA's 2010 UWMP, the remaining Project water demands are 323 afy in normal years after buildout of the Project.*

Projected Water Supplies

Purveyors within CLWA's service area 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. 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, that identifies actions that can be taken by purveyors to respond to a catastrophic interruption of water supply. **Tables 5.15.1-8, 5.15.1-9,** and **5.15.1-10** show available water supplies within CLWA's service area allowing water purveyors to meet all water demand projections, including 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.

Table 5.15.1-8
CLWA's Projected Demands and Supplies - Normal Years (afy)

	2015	2020	2025	2030	2035	2040
Existing Supplies						
Alluvial Aquifer	24,000	24,000	24,000	25,000	25,000	25,000
Saugus Formation [1]	9,225	10,225	10,225	10,225	10,225	10,225
Recycled Water	325	325	325	325	325	325
Imported Water (SWP)	58,100	57,900	57,600	57,400	57,400	57,400
Imported Water (Flexible Storage Accounts)	0	0	0	0	0	0
Imported Water (Buena Vista-Rosedale)	11,000	11,000	11,000	11,000	11,000	11,000
Imported Water (Other) [2]	1,607	1,607	1,607	1,607	1,607	1,607
Banking Programs (Rosedale Rio-Bravo)	0	0	0	0	0	0
Banking Programs (Semitropic)	0	0	0	0	0	0
Banking Programs (Other) [3]	0	0	0	0	0	0
Total (Existing)	**104,257**	**105,057**	**104,757**	**105,557**	**105,557**	**105,557**
Planned Supplies						
Alluvial Aquifer	0	1,000	2,000	3,000	4,000	5,000
Saugus Formation [1]	1,375	1,375	1,375	1,375	1,375	1,375
Recycled Water [4]	975	2,675	5,175	7,725	10,225	13,725
Banking Programs	0	0	0	0	0	0
Total (Planned)	**2,350**	**5,050**	**8,550**	**12,100**	**15,600**	**20,100**
Total Supplies (Existing and Planned)	**106,607**	**110,107**	**113,307**	**117,657**	**121,157**	**125,657**
Total Demands (CLWA) [5]						
(Includes Prior Entitlement) [6]	72,343	71,908	80,236	88,564	96,892	105,220
(Includes entire Project Demands) [7]	72,343	72,236	80,564	88,892	97,220	105,548
CLWA Surplus (with entire Project)	**34,264**	**37,843**	**32,715**	**28,737**	**23,909**	**20,081**

Source: Source: Stetson Engineers Inc. WSA 2014 located in ***Appendix 5.15.1***
Notes:
[1] *CLWA's 2010 UWMP incorporates LACWWD 36's Saugus Formation well, construction completed in January 2012, as a "Planned" supply.*
[2] *Includes Newhall Land's water transfer supplies from Nickel Water in Kern County for VWC.*
[3] *Includes Newhall Land's banked groundwater supplies from Semitropic for VWC.*
[4] *Excludes 50 afy of recycled water supplies for LACWWD 36 (projected in CLWA's 2010 UWMP) beginning in 2020.*
[5] *Based on water demand projections incorporating conservation from SB X7-7 requirements (recycled water reductions are excluded).*
[6] *Includes 251 afy of water demands from the Prior Entitlement at full buildout estimated as part of the LACWWD 36 demand and supply. in CLWA's 2010 UWMP. It is anticipated that Project construction will require 40 afy for construction purposes. It is assumed the 251 afy of water demands included in 2015 incorporates the 40 afy of water needed during construction of the Project.*
[7] *Includes an additional 323 afy of water demands for the Project at full buildout.*

Table 5.15.1-9
CLWA's Projected Demands and Supplies - Single Dry Years (afy)

	2015	2020	2025	2030	2035	2040
Existing Supplies						
Alluvial Aquifer	20,300	20,250	20,200	21,050	21,050	21,025
Saugus Formation [1]	20,400	20,400	20,400	20,400	20,400	20,400
Recycled Water	325	325	325	325	325	325
Imported Water (SWP)	11,900	11,000	9,999	9,100	9,100	9,101
Imported Water (Flexible Storage Accounts)	6,060	4,680	4,681	4,679	4,680	4,680
Imported Water (Buena Vista-Rosedale)	11,000	11,000	11,000	11,000	11,000	11,000
Imported Water (Other) [2]	1,607	1,607	1,607	1,607	1,607	1,607
Banking Programs (Rosedale Rio-Bravo)	20,000	20,000	20,000	20,000	20,000	20,000
Banking Programs (Semitropic)	15,000	15,000	0	0	0	0
Banking Programs (Other) [3]	4,950	4,950	4,950	4,950	4,950	4,950
Total (Existing)	**111,542**	**109,212**	**93,162**	**93,111**	**93,112**	**93,088**
Planned Supplies						
Alluvial Aquifer	200	1,250	2,300	3,850	4,850	5,875
Saugus Formation [1]	3,700	13,700	13,700	13,700	13,700	13,700
Recycled Water [4]	975	2,675	5,175	7,725	10,225	13,725
Banking Programs	0	0	10,000	10,000	20,000	20,000
Total (Planned)	**4,875**	**17,625**	**31,175**	**35,275**	**48,775**	**53,300**
Total Supplies (Existing and Planned)	**116,417**	**126,837**	**124,337**	**128,386**	**141,887**	**146,388**
Total Demands (CLWA) [5]						
(Includes Prior Entitlement) [6]	80,350	80,757	89,926	99,096	108,265	117,434
(Includes entire Project Demands) [7]	80,350	81,172	90,341	99,511	108,680	117,849
CLWA Surplus (with entire Project)	**36,067**	**45,665**	**33,996**	**28,875**	**33,207**	**28,539**

Source: Source: Stetson Engineers Inc. WSA 2014 located in ***Appendix 5.15.1***
Notes:
[1] *CLWA's 2010 UWMP incorporates LACWWD 36's Saugus Formation well, construction completed in January 2012, as a "Planned" supply.*
[2] *Includes Newhall Land's water transfer supplies from Nickel Water in Kern County for VWC.*
[3] *Includes Newhall Land's banked groundwater supplies from Semitropic for VWC.*
[4] *Excludes 50 afy of recycled water supplies for LACWWD 36 (projected in CLWA's 2010 UWMP) beginning in 2020.*
[5] *Based on water demand projections incorporating conservation from SB X7-7 requirements (recycled water reductions are excluded).*
[6] *Includes 251 afy of water demands from the Prior Entitlement estimated as part of the LACWWD 36 demand and supply. in CLWA's 2010 UWMP at full buildout. It is anticipated Project construction will require 40 afy for construction purposes. It is assumed the 251 afy of water demands included in 2015 incorporates the 40 afy of water needed during construction of the Project.*
[7] *Includes an additional 411 afy of water demands for the Project at full buildout. Water demands during dry years are based on the proportions of normal water demands to multiple dry year water demands, as presented in CLWA's 2010 UWMP.*

Table 5.15.1-10
CLWA's Projected Demands and Supplies - Multiple Dry Years (afy)

	2015	2020	2025	2030	2035	2040
Existing Supplies						
Alluvial Aquifer	20,425	20,425	20,425	21,825	21,825	21,825
Saugus Formation [1]	19,700	19,700	19,700	19,700	19,700	19,700
Recycled Water	325	325	325	325	325	325
Imported Water (SWP)	32,900	32,900	33,000	33,000	33,000	33,000
Imported Water (Flexible Storage Accounts)	1,510	1,170	1,170	1,170	1,170	1,170
Imported Water (Buena Vista-Rosedale)	11,000	11,000	11,000	11,000	11,000	11,000
Imported Water (Other) [2]	1,607	1,607	1,607	1,607	1,607	1,607
Banking Programs (Rosedale Rio-Bravo)	15,000	15,000	15,000	15,000	15,000	15,000
Banking Programs (Semitropic)	11,500	11,500	0	0	0	0
Banking Programs (Other) [3]	4,950	4,950	4,950	4,950	4,950	4,950
Total (Existing)	**118,917**	**118,577**	**107,177**	**108,577**	**108,577**	**108,577**
Planned Supplies						
Alluvial Aquifer	0	1,000	2,000	3,000	4,000	5,000
Saugus Formation [1]	4,625	11,950	11,950	11,950	11,950	11,950
Recycled Water [4]	975	2,675	5,175	7,725	10,225	13,725
Banking Programs	0	0	7,500	7,500	15,000	15,000
Total (Planned)	**5,600**	**15,625**	**26,625**	**30,175**	**41,175**	**45,675**
Total Supplies (Existing and Planned)	**124,517**	**134,202**	**133,802**	**138,752**	**149,752**	**154,252**
Total Demands (CLWA) [5]						
(Includes Prior Entitlement)[6]	80,350	80,757	89,926	99,096	108,265	117,434
(Includes entire Project Demands) [7]	80,350	81,172	90,341	99,511	108,680	117,849
CLWA Surplus (with entire Project)	**44,167**	**53,030**	**43,461**	**39,241**	**41,072**	**36,403**

Source: Source: Stetson Engineers Inc. WSA 2014 located in ***Appendix 5.15.1***
Notes:
[1] *CLWA's 2010 UWMP incorporates LACWWD 36's Saugus Formation well, construction completed in January 2012, as a "Planned" supply.*
[2] *Includes Newhall Land's water transfer supplies from Nickel Water in Kern County for VWC.*
[3] *Includes Newhall Land's banked groundwater supplies from Semitropic for VWC.*
[4] *Excludes 50 afy of recycled water supplies for LACWWD 36 (projected in CLWA's 2010 UWMP) beginning in 2020.*
[5] *Based on water demand projections incorporating conservation from SB X7-7 requirements (recycled water reductions are excluded).*
[6] *Includes 251 afy of water demands from the Prior Entitlement at full buildout estimated as part of the LACWWD 36 demand and supply. in CLWA's 2010 UWMP. It is anticipated Project construction will require 40 afy for construction purposes. It is assumed the 251 afy of water demands included in 2015 incorporates the 40 afy of water needed during construction of the Project.*
[7] *Includes an additional 411 afy of water demands from the Project at full buildout. Water demands during multiple dry years are based on the proportions of normal water demands to multiple dry year water demands, as presented in CLWA's 2010 UWMP.*

Tables 5.15.1-11, 5.15.1-12, and **5.15.1-13** show LACWWD 36's projected water demands and sources of water supply, under future normal, single dry, and multiple dry year scenarios, from 2015 to 2040. LACWWD 36 has historically met all of its water demands with imported water supplies purchased from

CLWA, groundwater production, and purchases of Alluvial Aquifer ground water from Los Angeles County Honor Farm. Groundwater production pursuant to the groundwater operating plan and the Groundwater Management Plan (for the Santa Clara River Valley Groundwater Basin, East Subbasin) prepared by CLWA and adopted in 2003, allows LACWWD 36 to meet its groundwater pumping requirements from the Saugus Formation. LACWWD 36 can purchase treated imported water through its existing connection with CLWA. CLWA's water supply sources include California State Water Project water, Flexible Storage Accounts (with SWP contractors in Ventura County), water transfer agreements (with Buena Vista Water Storage District and Rosedale Rio-Bravo Water Storage District), groundwater banking programs (with Semitropic Water Storage District and Rosedale Rio-Bravo Water Storage District), and recycled water. These water supply sources available to CLWA provide reliability and flexibility and allow water purveyors within CLWA's service area, including LACWWD 36, to meet all water demands. Additional water supplies available to other water purveyors within CLWA's service area, including groundwater from the Alluvial aquifer and recycled water, reduce overall demands for imported water supplies, which increases the imported water supplies available to LACWWD 36 through CLWA. **Tables 5.15.1-11, 5.15.1-12,** and **5.15.1-13** show available water supplies allowing LACWWD 36 to meet all water demand projections, including the Project, from 2015 to 2040 under normal, single dry, and multiple dry year scenarios.

Table 5.15.1-11
LACWWD 36's Projected Demands and Supplies - Normal Years (afy)

	2015	2020	2025	2030	2035	2040
Existing Supplies						
Alluvial Aquifer	0	0	0	0	0	0
Saugus Formation [1]	0	0	0	0	0	0
Recycled Water	0	0	0	0	0	0
Imported Water (SWP)	1,656	1,943	2,217	2,489	2,688	2,901
Imported Water (Flexible Storage Accounts)	0	0	0	0	0	0
Imported Water (Buena Vista-Rosedale)	325	375	450	500	525	575
Banking Programs (Rosedale Rio-Bravo)	0	0	0	0	0	0
Banking Programs (Semitropic)	0	0	0	0	0	0
Total (Existing)	**1,981**	**2,318**	**2,667**	**2,989**	**3,213**	**3,476**
Planned Supplies						
Alluvial Aquifer	0	0	0	0	0	0
Saugus Formation [1]	500	500	500	500	500	500
Recycled Water [2]	0	0	0	0	0	0
Banking Programs	0	0	0	0	0	0
Imported Water Supplies [3]	0	800	800	800	800	800
Total (Planned)	**500**	**1,300**	**1,300**	**1,300**	**1,300**	**1,300**
Total Supplies (Existing and Planned)	**2,481**	**3,618**	**3,967**	**4,289**	**4,513**	**4,776**
Total Demands (LACWWD 36) [4]						
(Includes Prior Entitlement)[5]	1,584	1,802	2,146	2,489	2,833	3,177
(Includes entire Project Demands) [6]	1,584	2,144	2,488	2,831	3,175	3,519
Surplus (with entire Project)						
LACWWD 36	**897**	**1,474**	**1,479**	**1,458**	**1,338**	**1,257**
CLWA (Overall) [7]	**34,264**	**37,857**	**32,729**	**28,751**	**23,923**	**20,095**

Source: Source: Stetson Engineers Inc. WSA 2014 located in ***Appendix 5.15.1****Notes:*

[1] *CLWA's 2010 UWMP incorporates LACWWD 36's Saugus Formation well, construction completed in January 2012, as a "Planned" supply.*

[2] *Excludes 50 afy of recycled water supplies for LACWWD 36 (projected in CLWA's 2010 UWMP) beginning in 2020.*

[3] *Based on additional capacity of at least 800 afy through installation of new 16-inch imported water connection with CLWA.*

[4] *Based on water demand projections incorporating conservation (recycled water reductions are excluded).*

[5] *Includes 251 afy of water demands from the Prior Entitlement at full buildout estimated as part of the LACWWD 36 demand and supply. in CLWA's 2010 UWMP. It is anticipated Project construction will require 40 afy for construction purposes. It is assumed the 251 afy of water demands included in 2015 incorporates the 40 afy of water needed during construction of the Project.*

[6] *Includes an additional 323 afy of water demands from the Project at full buildout.*

[7] *CLWA overall projected surplus (See Table 5.15.1-9).*

Table 5.15.1-12
LACWWD 36's Projected Demands and Supplies - Single Dry Years (afy)

	2015	2020	2025	2030	2035	2040
Existing Supplies						
Alluvial Aquifer	0	0	0	0	0	0
Saugus Formation [1]	0	0	0	0	0	0
Recycled Water	0	0	0	0	0	0
Imported Water (SWP)	405	436	440	444	468	499
Imported Water (Flexible Storage Accounts)	206	185	206	228	241	257
Imported Water (Buena Vista-Rosedale)	400	450	500	550	575	625
Banking Programs (Rosedale Rio-Bravo)	775	900	1,000	1,075	1,125	1,200
Banking Programs (Semitropic)	510	594	0	0	0	0
Total (Existing)	**2,296**	**2,565**	**2,146**	**2,297**	**2,409**	**2,581**
Planned Supplies						
Alluvial Aquifer	0	0	0	0	0	0
Saugus Formation [1]	500	825	875	925	975	1,000
Recycled Water [2]	0	0	0	0	0	0
Banking Programs	0	0	440	488	1,028	1,097
Imported Water Supplies [3]	0	800	800	800	800	800
Total (Planned)	**500**	**1,625**	**2,115**	**2,213**	**2,803**	**2,897**
Total Supplies (Existing and Planned)	**2,796**	**4,190**	**4,261**	**4,510**	**5,212**	**5,478**
Total Demands (LACWWD 36) [4]						
(Includes Prior Entitlement) [5]	1,579	2,020	2,407	2,794	3,181	3,568
(Includes entire Project Demands) [6]	1,579	2,435	2,822	3,209	3,596	3,983
Surplus (with entire Project)						
LACWWD 36	**1,217**	**1,755**	**1,439**	**1,301**	**1,616**	**1,495**
CLWA (Overall) [7]	**36,067**	**45,665**	**33,996**	**28,875**	**33,207**	**28,539**

Source: Source: Stetson Engineers Inc. WSA 2014 located in ***Appendix 5.15.1***
Notes:
[1] *CLWA's 2010 UWMP incorporates LACWWD 36's Saugus Formation well, construction completed in January 2012, as a "Planned" supply.*
[2] *Excludes 50 afy of recycled water supplies for LACWWD 36 (projected in CLWA's 2010 UWMP) beginning in 2020.*
[3] *Based on additional capacity of at least 800 afy through installation of new 16-inch imported water connection with CLWA.*
[4] *Based on water demand projections incorporating conservation (recycled water reductions are excluded).*
[5] *Includes 251 afy of water demands from the Prior Entitlement at full buildout estimated as part of the LACWWD 36 demand and supply. in CLWA's 2010 UWMP. It is anticipated Project construction will require 40 afy for construction purposes. It is assumed the 251 afy of water demands included in 2015 incorporates the 40 afy of water needed during construction of the Project.*
[6] *Includes an additional 411 afy of water demands from the Project at full buildout. Water demands during dry years are based on the proportions of normal water demands to multiple dry year water demands, as presented in CLWA's 2010 UWMP.*
[7] *CLWA overall projected surplus (See Table 5.15.1-10).*

Table 5.15.1-13
LACWWD 36's Projected Demands and Supplies - Multiple Dry Years (afy)

	2015	2020	2025	2030	2035	2040
Existing Supplies						
Alluvial Aquifer	0	0	0	0	0	0
Saugus Formation [1]	0	0	0	0	0	0
Recycled Water	0	0	0	0	0	0
Imported Water (SWP)	1,117	1,278	1,423	1,592	1,691	1,801
Imported Water (Flexible Storage Accounts)	51	45	50	56	60	64
Imported Water (Buena Vista-Rosedale)	400	450	500	550	575	625
Banking Programs (Rosedale Rio-Bravo)	577	662	723	801	842	890
Banking Programs (Semitropic)	390	447	0	0	0	0
Total (Existing)	**2,536**	**2,882**	**2,696**	**3,000**	**3,168**	**3,380**
Planned Supplies						
Alluvial Aquifer	0	0	0	0	0	0
Saugus Formation [1]	500	750	800	825	850	875
Recycled Water [2]	0	0	0	0	0	0
Banking Programs	0	0	323	362	769	819
Imported Water Supplies [3]	0	800	800	800	800	800
Total (Planned)	**500**	**1,550**	**1,923**	**1,987**	**2,419**	**2,494**
Total Supplies (Existing and Planned)	**3,036**	**4,432**	**4,619**	**4,987**	**5,587**	**5,874**
Total Demands (LACWWD 36) [4]						
(Includes Portion of Project Demands) [5]	1,579	2,020	2,407	2,794	3,181	3,568
(Includes Entire Project Demands) [6]	1,579	2,435	2,822	3,209	3,596	3,983
Surplus (with entire Project)						
LACWWD 36	**1,457**	**1,997**	**1,797**	**1,778**	**1,991**	**1,891**
CLWA (Overall) [7]	**44,167**	**53,030**	**43,461**	**39,241**	**41,072**	**36,403**

Source: Source: Stetson Engineers Inc. WSA 2014 located in ***Appendix 5.15.1****Notes:*

[1] *CLWA's 2010 UWMP incorporates LACWWD 36's Saugus Formation well, construction completed in January 2012, as a "Planned" supply.*

[2] *Excludes 50 afy of recycled water supplies for LACWWD 36 (projected in CLWA's 2010 UWMP) beginning in 2020.*

[3] *Based on additional capacity of at least 800 afy through installation of new 16-inch imported water connection with CLWA.*

[4] *Based on water demand projections incorporating conservation (recycled water reductions are excluded).*

[5] *Includes 251 afy of water demands from the Prior Entitlement at full buildout estimated as part of the LACWWD 36 demand and supply in CLWA's 2010 UWMP. It is anticipated Project construction will require 40 afy for construction purposes. It is assumed the 251 afy of water demands included in 2015 incorporates the 40 afy of water needed during construction of the Project.*

[6] *Includes an additional 411 afy of water demands from the Project at full buildout. Water demands during multiple dry years are based on the proportions of normal water demands to multiple dry year water demands, as presented in CLWA's 2010 UWMP*

[7] *CLWA overall projected surplus (See Table 5.15.1-11).*

Prior to water deliveries to the Project Site, the Applicant would be required to upgrade and install approximately 5,500 feet of a 16-inch-diameter pipeline from the CLWA supply turnout at the junction of Hasley Canyon Road/Commerce Center Drive and The Old Road, to the existing 16-inch pipeline along

Hasley Canyon Road. The Project will include installation of approximately 20 feet of underground pipe in Sedona Way approximately 50 feet west of the Old Road to connect existing underground piping and installation of approximately 25 of above ground pipe, a water flow meter, and an electrical panel inside an existing fenced CLWA facility located behind the sidewalk on the south side of Sedona Way, approximately 70 feet west of the Old Road to connect existing piping. Construction of the pipeline would occur within the public right of way. This pipeline is oversized for the Project but would allow LACWWD 36 to serve both the Project and other portions of LACWWD 36's service area with CLWA water. As a result, the Project would increase LACWWD 36's capacity to deliver water to the Project Site and to other customers as it would provide LACWWD 36 with the capacity to receive at least 800 afy more of imported water supplies from CLWA than it could without such modifications. The water available to LACWWD 36 from CLWA would not increase as a result of the pipeline construction.

In addition to the pipeline, a booster pump station is necessary to move water to the water tanks on the Project Site. Based on information provided by LACWWD 36, the proposed booster pump station should be capable of filling about 3,333 gallons per minute (gpm). Based on this estimate, the preliminary design of the booster pump station would consist of three booster pumps, with two active and one standby pump, each capable of producing approximately 1,660 gpm. The size of the pump building would be 26 feet by 22 feet surrounded by a security fence with dimensions of 56 feet by 52 feet. The booster pump station is proposed to be located near the entrance of the Project Site adjacent to Hasley Canyon Road, approximately 2,000 feet from the proposed 16-inch diameter pipeline connection and approximately 6,200 feet to the existing 750,000-gallon reservoir.

In summary, water demand associated with the Project would be served by existing LACWWD 36 supplies under normal, single dry and multiple dry years, for 20 years, and the development of the Project would not result in the need for new or expanded water supply entitlements. 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, impact related to water supply would be less than significant.

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

In a groundwater basin, the effect of urbanization on recharge to underlying groundwater is dependent on land uses, water uses, vegetative cover, and geologic conditions. Groundwater recharge from

undeveloped lands occurs from precipitation alone, whereas areas that are developed for agricultural or urban land uses receive both precipitation and irrigation of vegetative cover. In an urban area, groundwater recharge occurs directly beneath irrigated lands and in drainages whose bottoms are not paved or cemented. The majority of groundwater recharge in the Santa Clarita Valley occurs within the Santa Clara River and its major tributaries.

The Project Site is situated on a currently undeveloped, partially graded 430.4-acre site in the northwesterly portion of the Santa Clarita Valley. As a result, in the existing condition some recharge from precipitation occurs within the Project Site. Rainfall over the Project Site generates runoff flows that percolate through permeable soils into the Saugus Formation aquifer both on-site and in adjacent drainages (refer to **Figure 5.15.1-1**).

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 PDFs 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). As currently planned, stormwater runoff from all urban areas within the Project Site would be routed to Retention Basin Areas, debris basins, vegetated swales and treatment control BMPs. Vegetated swales and Retention Basin Areas will be designed to operate off-line, receiving dry weather flows, small storm flows, and the initial portion of large storm flows from a low-flow diversion structure in the storm drain.

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.

5.15.1.3 CUMULATIVE IMPACTS

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 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, as shown in **Table 5.15.1-14**. The SCVAP 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.[30] The growth rate aligns with the projected water demand shown below.

Table 5.15.1-14
Summary of Projected Water Demands[1]

Water Districts	2015	2020	2025	2030	2035	2040	2045	2050	Annual Increase
LACWWD 36	1,759	2,189	2,619	3,048	3,478	3,908	4,338	4,768	3.5%
NCWD	12,571	14,246	15,922	17,598	19,273	20,949	22,624	24,300	2.2%
SCWD	31,633	34,814	37,995	41,176	44,357	47,538	50,719	53,900	1.7%
VWC	34,107	37,235	40,362	43,490	46,617	49,745	52,872	56,000	1.6%
Total Demand	**80,070**	**88,484**	**96,898**	**105,313**	**113,725**	**122,141**	**130,553**	**138,968**	**1.8%**

Source: Castaic Lake Water Agency Final Urban Water Management Plan, page 2-4, June 2011.
Notes:
1 *Summary of demands from Newhall County Water District, the Santa Clarita Water Division, the Valencia Water Company UWMPs with additional demand information provided by LACWWD 36.*

The collaborative and cumulative nature of the analysis provided in the CLWA 2010 UWMP as shown in **Tables 5.15.1-9, 5.15.1-10** and **5.15.1-11** indicate available water supplies within CLWA's service area allowing water purveyors to meet all water demand projections, including the demands from the water districts shown above in **Table 5.15.1-14** 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, future 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.

30 Castaic Lake Water Agency's 2010 Urban Water Management Plan, p. 2-14.

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 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.

5.15.1.4 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.

5.15.1.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The project-level and cumulative impacts related to water supply would be less than significant.

5.15.2 SOLID WASTE

INTRODUCTION

This section of the Draft EIR evaluates the potential impacts on solid waste facilities and service systems which would be used during construction and operation of the Project. The analysis addresses the Project's generation of solid waste, and existing landfill capacity. A summary of applicable regulations is also provided in this section.

5.15.2.1 ENVIRONMENTAL SETTING

Background

The Los Angeles County Department of Public Works (LACDPW) is responsible for developing plans and strategies to manage and coordinate the solid waste generated (including hazardous waste) in the unincorporated County areas, including the Project Site, and addressing the disposal needs of Los Angeles County as a whole. In the past, solid waste was simply collected and disposed of at landfills in the local vicinity. More recently, many jurisdictions, including the County, have stated that existing local landfill space may reach capacity in the very near future. Even with waste reduction and recycling efforts, many jurisdictions are having tremendous difficulty approving new local landfill space or alternative means of disposal to address the anticipated shortage. While solid waste (including hazardous waste) continues to be generated and the public expects it to be collected and disposed of, the public has strongly opposed both the creation and expansion of disposal facilities during the permitting process.

Currently, most solid waste is disposed of in landfills. However, the amount of waste diverted from landfills has increased as jurisdictions throughout the state comply with the provisions of the California Integrated Waste Management Act (discussed later in this Draft EIR section). This diversion will increase the life expectancy of landfills, but will not eliminate the need for new landfills. As growth occurs throughout Southern California, new landfills will need to be developed and/or other waste disposal alternatives will need to be developed to respond to the continued generation of solid waste requiring collection and disposal. Additionally, serious health issues (e.g., disease) would arise if regions lacked capacity to collect and dispose of waste. If landfill capacity was severely diminished or eliminated, state and local agencies would be forced to intervene and implement new landfilling and/or other disposal options because it would not be possible to halt the generation of solid waste. Ultimately, it is not reasonable to assume that all existing landfill space will reach capacity and that no new landfill space or disposal options will be made available; therefore, it is expected that new and expanded landfills would eventually be approved as part of a comprehensive solid waste program.

In response to this dilemma, alternative methods of collection, transfer, disposal, and as well as the reduction, recycling, and reuse of solid waste have been considered. It is speculative to identify specific options for waste disposal that will exist post 2027 (the County has not yet formally planned beyond 2027), after the County's landfills current capacity is exhausted. Disposal options that have been discussed at the state and County levels, as well as by the private waste disposal industry, include expanding existing landfills, transferring solid waste out of the County or state by truck or rail car, and incineration using local and regional co-generation plants. Options to reduce the amount of waste disposed of in landfills have included curbside recyclable materials collection or materials separation by the waste haulers or third parties. The technology and economics for these options are changing rapidly. The management of future solid waste disposal is concerned with where and how solid waste will be handled, and the costs involved. It is largely an open market, regulated by various government controls. On a more local level, the County's adopted Santa Clarita Valley Area Plan (SCVAP 2012) evaluated potential landfill capacity within Los Angeles County through 2023 and identified that while planned landfill expansions would increase disposal space, the three landfills within the planning area (Chiquita Canyon Landfill, Antelope Valley Landfill and the Sunshine Canyon Landfill) are approaching full capacity for waste disposal.[1] However, as discussed later in this section, more recent studies have identified capacity through 2027, although shortfalls would be expected beyond that point.

Currently, most solid waste within Los Angeles County is collected by private haulers and disposed of within the County. LACDPW is of the opinion that prudent public policy includes a balance of in-County and out of County disposal capacity to provide for the County's long-term disposal needs. Though some landfills are currently restricted to accepting solid waste from a limited geographical area, the US Supreme Court has held that any restriction limiting inter-jurisdictional transfers to landfills willing to accept solid waste is unconstitutional because such restrictions infringe on the landfill operator's ability to actively participate in interstate commerce.[2] It is therefore likely that inter-jurisdictional transfers will increase as a method of managing solid waste. Greater inter-county or inter-state transfer of solid waste may occur in the near future if landfills outside of Los Angeles County provide greater economic advantages to haulers or if landfills within the County reach capacity.

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1 Analysis of solid waste generation in the SCVAP 2012 is based on the 2009 Countywide siting element and assumes an estimated buildout population for the County's Planning Area of 237,387. By buildout, the predicted amount of waste produced by the County's Planning Area would be 550.4 tons per day or 209,909.2 tons per year.

2 *Philadelphia v. New Jersey*, 437 U.S. 617 (1978) (the City of Philadelphia could not prevent the State of New Jersey from bringing solid waste to Philadelphia for disposal.)

The increase in recycling indicates the growing privatization that is occurring within the solid waste industry today. In the past, many municipalities provided the service of collecting solid waste and disposing of it in their own landfills. In today's free-enterprise system, private industries compete to collect and dispose of solid waste largely because of the difficulty that municipalities have in approving new disposal sites. Solid waste has become a commodity and has supported the growth of the private solid waste-management industry. Private solid waste haulers dispose of their loads at landfills that provide the greatest economic advantage (considering location, transportation cost, and disposal (tipping) fees). As local landfills reach capacity, economic forces will even more actively drive the collection and disposal of solid waste. Additionally, as explained above, a balance of in-County and out-of-County disposal capacity is necessary to maintain negotiating leverage against unfavorable pricing structures in other jurisdictions. For example, the Mesquite Regional Landfill in southern Imperial County is owned by the Sanitation Districts of Los Angeles County (Sanitation Districts) and its remaining capacity is currently 600 million tons.[3]

Finally, incineration facilities may provide a dual function of disposing of solid waste and generating regional power supplies. If local landfills are not expanded or developed, and solid waste is hauled to distant locations, incineration facilities may also become an economically attractive method of solid waste disposal.

Statewide Solid Waste Generation

In the State of California, approximately 30 million tons of solid waste was disposed of in 2013.[4] Some of the solid waste stream was diverted from landfills through various source reductions, recycling, and re-use efforts. The diversion rate in the state was estimated to be 65 percent in 2013.[5] Therefore, the state as a whole is exceeding its current 50 percent diversion standards.

Regional Solid Waste Generation

A total of 8,806,915 tons of solid waste was collected within unincorporated Los Angeles County for the year 2012. Some of the solid waste stream was diverted from landfills through various source reductions, recycling, and re-use efforts. For the purpose of long-term disposal capacity planning, a countywide

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3 Mesquite Regional Landfill, Sanitation Districts of Los Angeles County, http://www.mrlf.org/index.php?pid=5, accessed February 26, 2014. The Mesquite Regional Landfill provides 100 years of disposal capacity for Los Angeles County and is permitted to accept up to 20,000 tons of waste each day.

4 CalRecycle, http://www.calrecycle.ca.gov/SWFacilities/Landfills/LFData.htm, accessed January 27, 2015.

5 CalRecycle, http://www.calrecycle.ca.gov/lgcentral/goalmeasure/disposalrate/MostRecent/default.htm January 27, 2015.

diversion rate of 60 percent was assumed for 2012. Based on the 8.8 million tons of solid waste disposal and the 60 percent diversion rate, the County generated approximately 21.5 million tons or an average of 58,987 tons per day (tpd).[6]

Site Specific Solid Waste Generation

A variety of infrastructure, including electrical, storm drains, sewers, graded roadways, home pads, and a 750,000-gallon water tank, exists on the Project Site. The water tank is the only existing structure on the Project Site, and no construction is currently underway at the Project Site. As such, solid waste is not currently generated on-site.

Existing Solid Waste Collection and Disposal

Solid Waste Collection

Garbage Disposal Districts are unincorporated areas in Los Angeles County in which residential, commercial, and industrial trash collection is handled by private haulers who are required to enter into an agreement with the County to operate in the unincorporated areas. These haulers are free to generate profits by collected disposal fees from any landfill that is willing to accept the waste they have collected. Burrtec Waste Industries, Inc. currently provides solid waste collection and recycling services to the unincorporated areas in the Santa Clarita Valley and would service the Project.

Solid Waste Disposal

Solid waste collected from the Santa Clarita Valley area is primarily disposed of in the Chiquita Canyon Landfill, located at 29201 Henry Mayo Drive in the community of Castaic, approximately seven miles north of the Project Site, and/or the Sunshine Canyon Landfill located at 14747 San Fernando Road in Sylmar, approximately 14 miles southeast of the Project Site. There are several public and private landfills and transfer stations in the surrounding area that could potentially receive solid waste generated by the Project. For instance, the Antelope Valley Landfill in Palmdale and the Lancaster Landfill in Lancaster (both are located in Los Angeles County), as well as the Simi Valley Landfill in Simi Valley (located in Ventura County), could all potentially accept solid waste generated by the Project. **Figure 5.15.2-1, Location of Landfills that Would Service the Project,** illustrates the locations of these landfills in relation to the Project Site.

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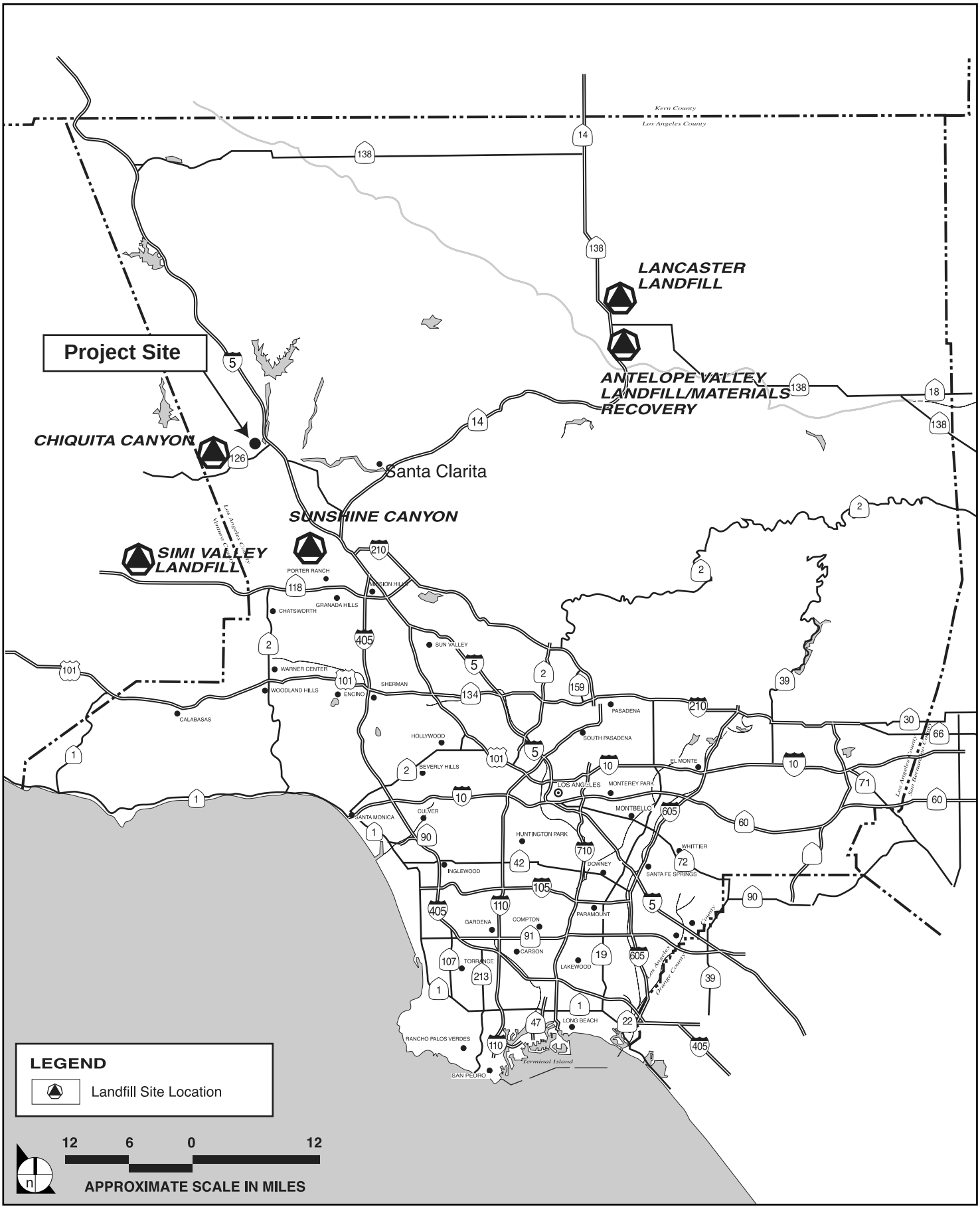
6 County of Los Angeles Department of Public Works, *Los Angeles County Integrated Waste Management Plan 2012 Annual Report*, page 17. (2015).



SOURCE: Impact Sciences, Inc., January 2015

FIGURE **5.15.2-1**

Location of Landfills that Would Service the Project

1154.001•01/15

Landfills operate in a free-enterprise system. Their operating expenses and profits are obtained by collecting disposal fees from the haulers on a per ton basis. Landfill capacity is regulated primarily through the amount of solid waste that each particular facility is permitted to collect on a daily basis relative to their total capacity.

Four types of solid waste facilities occur within Los Angeles County: (1) Class III landfills; (2) Unclassified landfills; (3) transformation facilities; and (4) materials recovery facilities (MRF). A Class III landfill is a facility that accepts household waste and where site characteristics and containment structures isolate non-hazardous solid waste from the waters of the state. Unclassified landfills are facilities that accept materials such as soil, concrete, asphalt, and other construction and demolition debris. Transformation facilities involve the incineration of municipal solid waste in order to generate energy. MRFs recover recyclable materials from other waste to provide for the efficient transfer of the residual waste to permitted landfills for proper disposal.

The Countywide Integrated Waste Management Plan (CIWMP), indicates that residents and businesses in Los Angeles County (both incorporated cities and unincorporated areas) disposed of 8,806,915 tons of solid waste in landfills in and out of Los Angeles County and at waste-to-energy facilities in 2012. Of this amount, approximately 6-million tons were disposed of at Class III landfills within Los Angeles County; approximately 2-million tons were exported to out-of-County landfills; 89,142 tons were disposed of in unclassified (inert) landfills; and 569,539 tons were disposed of at transformation facilities.[7]

The estimated remaining capacity of permitted Class III landfills at the end of 2012 in Los Angeles County was approximately 129.2 million tons.[8] Based on the 2012 average disposal rate of 28,227 tons per day (six days a week), including waste being imported to the County and since the approval of the expansion of the Lancaster Landfill and with proposed facility expansions of Chiquita Canyon, Scholl Canyon, Savage Canyon (City of Whittier), Los Angeles County's landfills have adequate capacity to service the existing population and planned growth until the year 2027, an additional 12 years.[9] However, ultimate landfill capacity would be determined by several factors, including (1) expiration of various permits (e.g., Land Use Permits, Waste Discharge Requirements Permits, Solid Waste Facilities

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7 County of Los Angeles Department of Public Works, *Los Angeles County Integrated Waste Management Plan 2012 Annual Report*, (2015).

8 County of Los Angeles Department of Public Works, *Los Angeles County Integrated Waste Management Plan 2012 Annual Report*, (2015).

9 County of Los Angeles Department of Public Works, *Los Angeles County Integrated Waste Management Plan 2012 Annual Report*, (2015).

Permits, and air quality permits); (2) restrictions to accepting waste generated only within a landfill's particular jurisdiction and/or watershed boundary; and (3) operational constraints.

The capacities of unclassified/inert landfills[10] are affected by these same factors, but they are not affected to the same extent. The total estimated remaining capacity of unclassified/inert landfills at the end of 2012 in Los Angeles County was approximately 64.1 million tons.[11] Based on a 2012 average disposal rate of 286 tons of inert waste per day (six days per week), there is remaining capacity for approximately 718 years.

Currently most solid waste collected within Los Angeles County by private haulers is disposed of within the County. However, greater inter-County transfer of solid waste may occur in the near future if landfills outside of Los Angeles County provide greater economic advantages to haulers, or if landfills within the County reach capacity.

Hazardous Materials Collection and Disposal

Certain uses and activities generate hazardous waste that cannot be disposed of at Class III or unclassified landfills.[12] The California Hazardous Waste Control Law (*Health and Safety Code Section 25100 through Section 25249*) requires that these hazardous materials be transported and disposed of, or treated at a licensed facility. The disposal and transport of hazardous materials is complicated by the fact that there are many forms of hazardous materials. Operations that use hazardous materials and/or generate hazardous waste are responsible for the disposal of the waste.

LACDPW has indicated that existing hazardous waste management facilities within the County are inadequate to meet the waste currently generated within Los Angeles County. However, there are several Class I and II landfills that exist in Southern and Central California that can accept hazardous waste generated within the County. Each is identified briefly below.

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10 Inert waste generally refers to any solid waste consisting of earth and earth-like products, tree trash, tree limbs, dirt, concrete, mud, asphalt, rock, bricks, yard trimmings, bushes, sand, clay, mulch, Christmas trees, brush, and land clearing debris such as stumps, limbs, and leaves.

11 County of Los Angeles Department of Public Works, *Los Angeles County Integrated Waste Management Plan 2012 Annual Report*, (2015).

12 The State of California recognizes four solid waste classifications: Hazardous, Designated, Non-Hazardous Solid and Inert (Unclassified). Hazardous and Designated Solid Waste must be disposed in Class I (Hazardous Waste) or Class II (Designated Solid Waste) facilities which provide a higher level of containment to prevent hazardous wastes from affecting groundwater supplies and other aspects of water quality. Website: www.calrecycle.ca.gov/lea/Training/WasteClass/Marshack.ppt

- **Laidlaw Landfill**, Buttonwillow, Kern County, California: This facility accepts hazardous and non-hazardous waste and is permitted as a Class I landfill. The facility has no restrictions for the amount of waste that can be accepted on a daily basis.

- **Kettleman Hills Landfill**, Kettleman City, Kings County, California: This is a Class I permitted landfill that accepts hazardous and non-hazardous waste with no capacity restrictions.

- **McKittrick Waste Treatment Site**, McKittrick, Kern County, California: This facility is a Class II permitted landfill that accepts hazardous and non-hazardous waste. The facility has a capacity restriction of 412 cubic meters daily.

Regulatory Framework

State

California Integrated Waste Management Act

In 1989, the state enacted the California Integrated Waste Management Act of 1989 (CIWMA or Assembly Bill [AB] 939), which required cities and counties to reduce the amount of solid waste entering landfills by recycling, reuse, and waste prevention efforts. This legislation established a mandate that solid waste disposal in the state be reduced by at least 50 percent by the year 2000. As explained above, unincorporated areas of the County are not currently meeting these diversion requirements. CIWMA required every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan that identifies how the jurisdiction would meet the mandatory state waste diversion goals of 25 percent by the year 1995 and 50 percent by the year 2000. The purpose of AB 939 is to "reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible." Noncompliance with the goals and timelines set forth within CIWMA, can be severe, as the bill imposes fines up to $10,000 per day on jurisdictions (cities and counties) not meeting the recycling and planning goals.

The term "integrated waste management" refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment. CIWMA established a waste management hierarchy as follows:

Source Reduction:

> *"Source reduction" means any action that causes a net reduction in the generation of solid waste. "Source reduction" includes, but is not limited to, reducing the use of non-recyclable materials, replacing disposable materials and products with reusable materials and products, reducing packaging, reducing the amount of yard waste generated, establishing garbage rate structures*

with incentives to reduce the amount of waste that generators produce, and increasing the efficiency of the use of paper, cardboard, glass, metal, plastic, and other materials. "Source reduction" does not include steps taken after the material becomes solid waste.[13]

Recycling:

"Recycling" means the process of collecting, sorting, cleansing, treating, and reconstituting materials that would otherwise become solid waste, and returning them to the economic mainstream in the form of raw material for new, reused, or reconstituted products which meet the quality standards necessary to be used in the marketplace. "Recycling" does not include transformation.[14]

Composting:

"Compost" means the product resulting from the controlled biological decomposition of organic wastes that are source separated from the municipal solid waste stream, or that are separated at a centralized facility. "Compost" includes vegetable, yard, and wood wastes that are not hazardous waste.[15]

Transformation:

"Transformation" means incineration, pyrolysis, distillation, or biological conversion other than composting. "Transformation" does not include composting, gasification, or biomass conversion.[16]

Disposal:

"Solid waste disposal" or "disposal" means the final deposition of solid wastes onto land, into the atmosphere, or into the waters of the state.[17]

California Integrated Waste Management Board Model Ordinance

Subsequent to the enactment of CIWMA, additional legislation was passed to assist local jurisdictions in accomplishing the goals of the Act. The California Solid Waste Re-use and Recycling Access Act of 1991 (Public Resources Code, sections 42900–42911) directed the California Integrated Waste Management

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13 California Public Resources Code, Sec. 40196

14 California Public Resources Code, Sec. 40180

15 California Public Resources Code, Sec. 40116

16 California Public Resources Code, Sec. 40201

17 California Public Resources Code, Sec. 40192

Board (now CalRecycle)[18] to draft a "model ordinance" relating to adequate areas for collecting and loading recyclable materials in development projects. If by September 1, 1994, a local agency did not adopt its own ordinance based on the CalRecycle model, the CalRecycle model ordinance took effect for that local agency. The County chose to use the CalRecycle model ordinance as the County's waste management ordinance.

California Green Building Code

The purpose of the California Green Building Code is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories. As discussed in Section A4.601, Residential Voluntary Measures, residential development are encouraged to comply with a 65 percent reduction in construction waste.

California Solid Waste Disposal Measurement Act

Signed into law in September 2008, the California Solid Waste Disposal Measure (SB 1016), maintains the 50 percent diversion requirement of AB 949, but changes to a disposal based measurement system, expressed as the 50 percent Equivalent Per Capita Disposal Target.

With the implementation of SB 1016, CalRecycle no longer calculates diversion rate based on actual disposal and estimated annual generation. As a result, countywide diversion rates are no longer calculated. The last diversion rates approved by CalRecycle were for 2006 with the approved rate for the County being 54 percent. For the purpose of long-term disposal capacity planning, the County assumed a countywide diversion rate of 60 percent for 2012.[19]

Statewide Mandatory Commercial Recycling Program

On July 1, 2012 AB 341 took effect. This law requires California commercial enterprises and public entities that generate 4 or more cubic yards per week of waste, and multi-family housing complexes with five or more units, to adopt recycling practices.

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18 CalRecycle is shorthand for the California Department of Resources Recycling and Recovery, a new department within the California Natural Resources Agency that administers programs formerly managed by the State's Integrated Waste Management Board and Division of Recycling.

19 County of Los Angeles Department of Public Works, *Los Angeles County Integrated Waste Management Plan 2012 Annual Report*, page 17. (2013).

In addition to Mandatory Commercial Recycling, AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020. This is not written as a 75 percent diversion mandate for each jurisdiction. The 50 percent disposal reduction mandate still stands for cities, counties, and state agencies (including community colleges) under AB 939 and AB 75, respectively. CalRecycle will continue to evaluate program implementation as it has in the past through the Annual Report review process for entities subject to either AB 939 or AB 75.

AB 1343

Historically, paint has represented almost one-third of the material collected through local household hazardous waste programs. In 2012, the state passed AB 1343 which requires manufacturers of architectural paint to establish and finance an architectural paint recovery program to reduce the generation of leftover paint, promote its reuse, and properly manage unwanted leftover paint.[20]

Local

County General Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a consistency analysis of the General Plan policies pertaining to solid waste. Refer to **Table 5.10-1** for a list of the solid waste policies included in the General Plan and the consistency analysis for each policy.

Santa Clarita Valley Area Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a consistency analysis of the SCVAP 2012 policies that pertain to solid waste. Refer to **Table 5.10-2** for a list of the solid waste policies included in the SCVAP 2012 and the consistency analysis for each policy.

County of Los Angeles Solid Waste Management Action Plan

The County's Board of Supervisors, in 1988, approved the Los Angeles County Solid Waste Management Action Plan to provide long-range management of the solid waste generated within the County. This plan includes such approaches as source reduction, recycling and composting programs, household hazardous waste management programs, and public education awareness programs. The plan concludes that landfilling will remain an integral part of the waste management system and calls for the establishment of

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20 CalRecycle, Paint Product Management, website: http://www.calrecycle.ca.gov/Paint/, accessed February 26, 2014.

50 years of in-County permitted landfill capacity, as well as the County's support for the development of disposal facilities out of the County.

County of Los Angeles Source Reduction and Recycling Element (SRRE)

SRRE was prepared in response to AB 939. It describes 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. Per the Integrated Waste Management Act of 1989, the SRRE projects disposal capacity needs for a 15-year period. The current SRRE 15-year period commenced in 2006.

County of Los Angeles Household Hazardous Waste Element

AB 939 requires every city and county within the state to prepare a Household Hazardous Waste Element in order to provide for management of household hazardous waste generated by the residents within its jurisdiction. The Countywide household hazardous waste management program, consisting of collection and public education/information services, was formulated to serve residents throughout the County in a convenient and cost-effective manner. Further, the LACDPW publishes information regarding the safe disposal of household hazardous waste in addition to sponsoring household hazardous waste and E-waste collection events.

County of Los Angeles Non-Disposal Facility Element

AB 939 requires every city and county within the state to prepare and adopt a Non-Disposal Facility Element identifying all existing, expansions of existing, and proposed new non-disposal facilities that will be needed to implement the local jurisdiction's SRRE. The County's Non-Disposal Facility Element identifies 20 existing materials recovery facilities/transfer stations, and nine proposed material recovery facilities as non-disposal facilities that the County intends to utilize to implement its SRRE and meet the diversion requirements of AB 939. In addition, the County's Non-Disposal Facility Element also identifies the utilization of four landfill facilities, operated by County Sanitation Districts of Los Angeles County for diversion of yard/green waste which is intended to be used as alternative daily cover at the landfills.

Future Solid Waste Management Conditions

Currently, most solid waste is disposed of in local landfills. In the future, the amount of waste diverted from landfills is expected to increase as capacity limitations occur and despite jurisdictions throughout the state achieving compliance with the provisions of AB 939. This diversion will increase the life expectancy of landfills, but not eliminate the need for new landfills. As growth occurs throughout

Southern California, new landfill capacity will be required and/or other waste disposal alternatives will require implementation.

Options that have been discussed include expanding existing landfills, developing new landfills locally, transferring solid waste out of the County or state by truck or rail, or the incineration of solid waste in co-generation plants that generate electricity. New and expanded landfills are expected to be approved as part of a comprehensive solid waste program. As described above, the transfer of solid waste either out of the County, or state, is also an option.

5.15.2.2 ENVIRONMENTAL IMPACTS

Methodology

To evaluate solid waste impacts associated with the construction and operation of the Project, this analysis compares the solid waste generation of the Project with the capacity of existing landfills that accept waste from unincorporated areas, including the Project Site. This is considered a worst-case scenario in that it assumes no development of new landfills, no expansion of existing facilities, no implementation of other disposal options, including recycling, and no disposal at landfills located outside of Los Angeles County.

As discussed in **Section 4.0, Project Description**, the Project assumes construction of the planned channel improvements prior to the completion of grading for the Project. If the planned channel improvements are not completed, two Retention Basins would be constructed as an interim condition. 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 impacts related to solid waste, full buildout of the Project represents the worst case scenario as it includes a greater number of homes and therefore, the largest potential demand on services. The construction analysis assumes the full buildout as well, as the home construction generates more construction debris than the movement of soil on the site.

Project Design Elements/Project Design Features

Project Design Elements

A complete description of the Project and associated development characteristics is provided in **Section 4.0, Project Description** of this Draft EIR.

To reduce the volume of solid waste generated by the operation of the Project, the Applicant will prepare a solid waste management plan that will be reviewed and approved by the County of Los Angeles Health Department. The plan will identify methods to promote recycling and re-use of materials, as well as safe

disposal consistent with the policies and programs contained within the County of Los Angeles Source Reduction and Recycling Element.

Project Design Features

The following project design features (PDFs) would be implemented to reduce the Project's solid waste generation rate during the construction and operation periods:

- 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 Project shall comply with Title 20, Chapter 20.87, of the Los Angeles County Code, Construction, and Demolition Debris Recycling. The Applicant shall also provide a Construction and Demolition Debris Recycling and Reuse Plan to recycle, at a minimum, 65percent of the construction and demolition debris. 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.

- 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).

- 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. 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.

Significance Thresholds

The potential for the Project to result in impacts associated with solid waste is based on the CEQA significance thresholds specified by the Los Angeles County Department of Regional Planning. These significance thresholds are based in part on Appendix G of the *State CEQA Guidelines* and are as follows:

Threshold 5.15.2-1 **Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Threshold 5.15.2-2 **Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

Project construction and operation would comply with all applicable federal, state, and local statutes and regulations related to solid waste disposal. As such, no further analysis of **Threshold 5.15.2-2** is necessary.

Impact Analysis

Threshold 5.15.2-1 **Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Construction Impacts

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. Therefore, 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.

Construction waste materials are expected to be typical construction debris, including wood, paper, glass, plastic, metals, cardboard, and green wastes.[21] As shown in **Table 5.15.2-1, Estimated Construction Waste Generation,** using a construction waste generation rate (established by the US EPA) of 4.39 pounds per square foot of land area (lb/sf)[22] 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.[23, 24] 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.

Table 5.15.2-1
Estimated Construction Waste Generation

Land Use	Number of Lots	Size (sf)	Generation Factor (lbs/sf)	Total (tons)[1]
Single family	497	12,654		13,804
Open Space	18	458,082		18,099
Recreation Area	7	175,982		2,704
Public Park	1	324,522	4.39	712
Water Tank	1	67,518		148
Storm Drain Maintenance	11	24,512		592
Fee Title Pedestrian Access Lots	3	2,033		13
Total				**36,072**
Total with 65 percent recycling				**16,232**

Source:
US EPA, Estimating 2003 Building-Related Construction and Demolition Materials Amount (2003).
Notes:
[1] *lb = 0.0005 tons*
lbs = pounds
sf = square feet

21 The generation factor provided by the 2003 US EPA Estimating 2003 Building-Related Construction and Demolition Materials Amounts Report did not specific the different types of construction waste (e.g., soil, wood, asphalt, concrete, glass etc.).

22 The US EPA collected sample data for new residential construction for 95 projects from eight sources. Results from each source were used to develop a weighted average estimate of the overall residential construction waste generation rate of 4.39 lb/sf.

23 US EPA, Estimating 2003 Building-Related Construction and Demolition Materials Amounts (2003) pg.8

24 Project buildout is projected to take between five to seven years. When estimating the average amount of construction waste generated by the Project a five year buildout was assumed to provide a conservative estimate.

As shown in **Table 5.15.2-2, Existing Capacity of Surrounding Class III Landfills,** 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.

Table 5.15.2-2
Existing Capacity of Surrounding Class III Landfills

Landfill	Tons Accepted per Day	Tons Accepted per Year	Approximate Number of Years until Closure	Remaining Capacity (Tons)
Sunshine Canyon Landfill	12,100	4,416,500	22	97,163,000
Simi Valley Landfill	9,250	3,376,250	37	124,921,250
Chiquita Canyon Landfill	6,000	2,190,000	4	8,760,000
Antelope Valley Landfill/Materials Recovery	3,564	1,300,860	27	35,123,220
Lancaster Landfill	5,100	1,861,500	29	53,983,500
Total				**319,950,970**

Source: CalRecycle, SWIS Facility/Site Search, http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx, (2015).

Construction of the Project would involve the use of those hazardous materials that are typically necessary for construction of residential development (i.e., paints, adhesives, building materials, cleaners, fuel for construction equipment, etc.). As defined by the US EPA in the "Estimating 2003 Building-Related Construction and Demolition Materials Amounts" Report, the data used to determine the 4.39 lb/sf construction waste generation factor includes all "debris and secondary construction of building materials during construction, renovation, and demolition activities."[25] Thus, the projected 36,072 tons of construction waste generated during construction of the Project would include hazardous waste. 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

25 US EPA, Estimating 2003 Building-Related Construction and Demolition Materials Amounts (2003) pg.7

and the facility's current remaining capacity is 6,000,000 cubic yards.[26] 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.

Further, as existing landfills and waste facilities (including Class I, II, and II landfills) have sufficient capacity to handle the projected amount of construction waste, construction related solid waste impacts would be less than significant. No mitigation is required.

Operation Impacts

Solid Waste Generation and Disposal

At buildout, the Project would generate approximately 7,583 pounds of solid waste per day, or 1,384 tons per year, as shown in **Table 5.15.2-3, Projected Daily Solid Waste Generation**.[27] The table also presents the Project's solid waste generation under the County waste management ordinance mandated 2020 scenario, which assumes a 75 percent recycling rate. The total yearly amount of solid waste (not including the 75 percent diversion rate) generated by the Project would represent 0.0004 percent of the remaining capacity (1,384 tons) at the surrounding Class III landfills included in **Table 5.15.2-2**, above.

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26 CalRecycle, SWIS Facility/Site Search, Kettleman Hills, http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx, (2015).

27 This solid waste generation may also include household-type hazardous wastes. Examples of household hazardous wastes include drain openers, oven cleaners, toilet bowl cleaners, ammonia-based cleaners, floor and furniture polishes, enamel or oil-based paints, anti-freeze, pesticides/herbicides/fungicides, pool acids.

Table 5.15.2-3
Projected Daily Solid Waste Generation

Land Use	Size	Generation Rates (lbs/day)[1]	Total Waste Generation (lbs/day)	Total Waste Generation (tons/year)
Single-Family Detached	497 du[2]	11.4/du	5,666	1,034
Open Space	189.29 acres	9.70 lbs/acre/day[3]	1,836	335
Recreation Area	6.57 acres	9.70 lbs/acre/day	64	12
Public Park	1.73 acres	9.70 lbs/acre/day	17	3
Total			**7,583**	**1,384**
Total with 75 percent recycling			**1,896**	**346**

Notes:
[1] *lbs = pounds*
[2] *du = dwelling unit*
[3] *CalRecycle does not have a published parkland generation rate. The golf course rate from the State of California 'Solid Waste Generation, Disposal, and Diversion Measurement Guide for State Agencies and Large State Facilities' was used as a proxy.*
Source:
CalRecycle Estimated Solid Waste Generation Rates, http://www.calrecycle.ca.gov/wastechar/wastegenrates/Residential.htm, (2013). http://www.calrecycle.ca.gov/publications/Documents/LocalAsst%255CStateAgency%255C32100007.doc&sa=U&ved=0CAgQFjACahUKEwjz_fnY9YbJAhUEbSYKHWSNCBk&client=internal-uds-cse&usg=AFQjCNHqA2__N8Q6Ngj8wc8W30belHKbDw

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 CIWMA. 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.[28] 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.

28 The County chose to use the CIWMB model ordinance as the County's waste management ordinance.

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[29], 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.

As discussed above, the County identifies landfill capacity in 15-year planning periods, the most recent of which ends in 2027.[30] 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 this analysis, the Project's solid waste generation is conservatively assumed to result in a significant and unavoidable impact.

5.15.2.3 CUMULATIVE IMPACTS

The solid waste cumulative analysis discussed below pertains to the entire County as the landfills discussed above would serve the Project Site, the surrounding area, and the remainder of the County. Countywide developments would cumulatively generate solid waste, and could potentially result in cumulative impacts on existing solid waste facilities. Cumulative construction and operation solid impacts are discussed below.

Construction Impacts

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 above, 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

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29 E-Waste typically includes computers, printers, televisions, cell phones, fax machines, stereos, and electronic games. Electronics may contain lead, copper, and other heavy metals or potentially toxic substances.

30 County of Los Angeles Department of Public Works, *Los Angeles County Integrated Waste Management Plan 2012 Annual Report*, (2013).

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.

Operation Impacts

As shown in **Table 5.15.2-4**, **Projected Solid Waste Generation of Related Projects**, operation of the Related Projects[31] would dispose of a projected 284,004 pounds of solid waste per day, or 51,831 tons of solid waste per year. Application of the goal for a 75 percent diversion rate in the unincorporated County areas would bring these amounts down to 71,001 pounds per day, and 12,958 tons per year. Combined with the additional annual tonnage of solid waste generated by the Project, the cumulative amount generated would be approximately 13,304 tons of solid waste per year, after recycling. The Project's contribution of 346 tons per year represents approximately 2.6 percent of this total. It should be noted that these solid waste totals would include a small amount of hazardous waste, such as E-waste, HHW and paint, which would be properly disposed of in compliance with the county, state, and federal regulations.

The County of Los Angeles anticipates sufficient landfill capacity through the year 2027. However, as previously discussed, land suitable for landfill development or expansion is quantitatively finite and limited due to various environmental and regulatory constraints. 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, cumulative solid waste impacts during operation are considered significant and unavoidable.

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31 Surrounding Projects include proposed and approved projects, they do not include constructed, partially built, or projects currently under construction.

Table 5.15.2-4
Projected Solid Waste Generation of Related Projects

Land Use[1]	Units	Square Feet	Number of students/beds	Generation Factor	Daily Generation (pounds)
Single-Family Detached Housing	11,301	-		11.4 lb/unit/day	128,831
Multi-Family Housing[2]	5,434	-		4 lb/unit/day	21,736
Commercial[3]		12,610,887 sf		0.005 lb/sf/day	63,054
Office[4]		7,726,535 sf		0.006 lb/sf/day	46,359
Industry[5]		3,046,763 sf		5 lb/1,000 sf/day	15,234
Education Facilities[6]		430,000 sf		0.007 lb/sf/day	3,010
Prison		-	1,156	5 lb/bed/day[7]	5,780
Subtotal (without Project)					**284,004**
Project[8]					**7,583**
Total					**291,587**

Source:
CalRecycle ,http://www.calrecycle.ca.gov/wastechar/wastegenrates (2013)
2014 Los Valles Traffic Impact Study, prepared by Linscott, Law, & Greenspan;
2015 Traffic Study Addendum-Los Valles Project, prepared by Linscott Law, & Greenspan
Notes:
lb-pound
sf-square feet.
[1] *Includes all Related Projects located within 1.5 miles of the Project Site and proposed projects beyond the 1.5 mile radius which could create traffic impacts.*
[2] *Includes apartment, condominiums*
[3] *Includes commercial and shopping center*
[4] *Includes general office, dental/medical office, business park, and office park*
[5] *Includes warehouse and manufacturing*
[6] *Includes high school and community college*
[7] *Nursing Homes category used the generation factor for Prison, as no Prison rate factor is listed.*
[8] *Please see **Table 5.15.2-3** for the Project's solid waste projected generation. Project's waste projection includes waste from housing and open space/parkland (as show in **Table 5.15.2-3**).*

5.15.2.4 MITIGATION MEASURES

There are no project-level or cumulative mitigation measures known to be available that would mitigate significant impacts to a level of insignificance.

5.15.2.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

As noted above, project level and cumulative construction impacts related to solid waste disposal would be less than significant.

However, as landfill capacity is finite and sufficient capacity has not been identified within the County, no feasible mitigation measures exist that would be available to mitigate the significant impact related to

project operational and cumulative solid waste. Therefore, even with implementation of the PDFs, including development of a solid waste management plan, project operational and cumulative impacts associated with the disposal of solid waste would be significant and unavoidable.

INTRODUCTION

This section of the Draft EIR evaluates the Project's potential impacts on wastewater system. The analysis estimates wastewater generation from the Project using County Sanitation Districts of Los Angeles generation factors and determines whether the Project will generate sewage flows containing constituents that would impact the ability of the sanitary sewer providers to operate within their established wastewater treatment requirements and whether there is adequate wastewater treatment capacity to accommodate the Project.

5.15.3.1 ENVIRONMENTAL SETTING

Wastewater Treatment Facilities

The Sanitation Districts of Los Angeles County (LACSD) provides wastewater and solid waste management services to a service area of 820 square miles and owns, operates, and maintains over 1,400 miles of main trunk sewers and 11 wastewater treatment plants with a total permitted capacity of 652 million gallons per day (mgd). The LACSD is comprised of 23 sanitation districts working cooperatively under a Joint Administration Agreement (JAA). One of the sanitation districts is the Santa Clarita Valley Sanitation District (SCVSD) which serves the Santa Clarita Valley area.[1]

There are two Wastewater Reclamation Plants (WRPs) within the Santa Clarita Valley that are operated by the SCVSD and process the majority of the wastewater within the Santa Clarita Valley. These two WRPs are Saugus WRP, located at 26200 Springbrook Avenue in Saugus and Valencia WRP, located at 28185 The Old Road in Valencia. These two WRPs are interconnected to form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System (SCVJSS). **Figure 5.15.3-1, Existing Wastewater Treatment Facilities**, shows the existing WRPs within the immediate vicinity of the Project Site that provide primary, secondary, and tertiary treatment. The SCVJSS has a permitted treatment capacity of 28.1 mgd[2] and a treated average daily flow of 19.6 mgd.[3]

The mechanism used to fund wastewater treatment expansion projects is the SCVSD's Connection Fee Program. Prior to the connection of the local sewer network to the SCVJSS system, all new users are

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1 Sanitation Districts of Los Angeles County (LACSD). *Chloride Compliance Facilities Plan EIR*, October 2013.

2 The Valencia WRP provides primary, secondary, and tertiary treatment for 21.6 mgd of wastewater, while the Saugus WRP provides primary, secondary, and tertiary treatment for 6.5 mgd of wastewater. Websites: http://www.lacsd.org/wastewater/wwfacilities/scvwrp/valencia.asp and http://www.lacsd.org/wastewater/wwfacilities/scvwrp/saugus.asp

3 LACSD, Facilities Planning Department Customer Service Specialist, Adriana Raza, written communication August 13, 2013.

required to pay for their fair share[4] of the SCVSD sewerage system expansion through a "connection fee." The fees fund treatment capacity expansion and trunk lines, while on-site sewer mains are the responsibility of the developer.

The rate at which connections are made, and revenues accumulate, drives the design and construction of periodic system expansions of the system. It should be noted that connection permits are not issued if there is not sufficient capacity. Therefore, the expansion of SCVSD facilities may be immediate if adequate treatment capacity does not exist at the WRP to serve new users. Future expansion may be required if there is not adequate capacity to serve projected future development within the WRP service area. If future expansion is required, then the connection fees paid by new users are deposited into a restricted Capital Improvement Fund (CIF) used solely to capitalize the future expansion of affected system facilities.

There are plans to expand the existing SCVSD facilities to handle a daily capacity of 34.2 mgd, which is anticipated to be sufficient to meet demand through 2053.[5] LACSD has prepared the Santa Clarita Valley Sanitation District Chloride Compliance Facilities Plan (Facilities Plan), which provides projections to a horizon year of 2035 for the SCVSD.[6] The Facilities Plan estimates future wastewater generation for the probable future service area of the SCVSD in order to anticipate future treatment capacity and wastewater conveyance needs. According to LACSD estimates, wastewater flows projected from the Santa Clarita Valley through 2035 would be approximately 27.8 mgd. Total 2053 wastewater flows from Santa Clarita Valley are projected to require wastewater treatment of 34.2 mgd.[7] As a result of this finding, LACSD proposed a phased plan to incrementally expand the treatment facilities at the Saugus and Valencia WRPs to meet future 2053 needs.[8] Currently, the total treatment capacity is approximately 28.1 mgd, which is sufficient to satisfy projected demand for projects constructed through 2035. According to the County's latest flow projections for the Santa Clarita Valley area, the additional expansions are not anticipated to be needed until 2036 to accommodate future demand.[9] **Figure 5.15.3-2, Projected Wastewater Flow for the SCVSD Planning Area,** shows when expansions are expected to be necessary as well as when capacity could be reached. Additional expansions under the approved plan will allow the SCVJSS facilities to operate at a design capacity of 34.2 mgd meeting anticipated needs through 2053.

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4 The fair share is equivalent to the cost of expanding the system to accommodate the anticipated sewage flows from the new users.

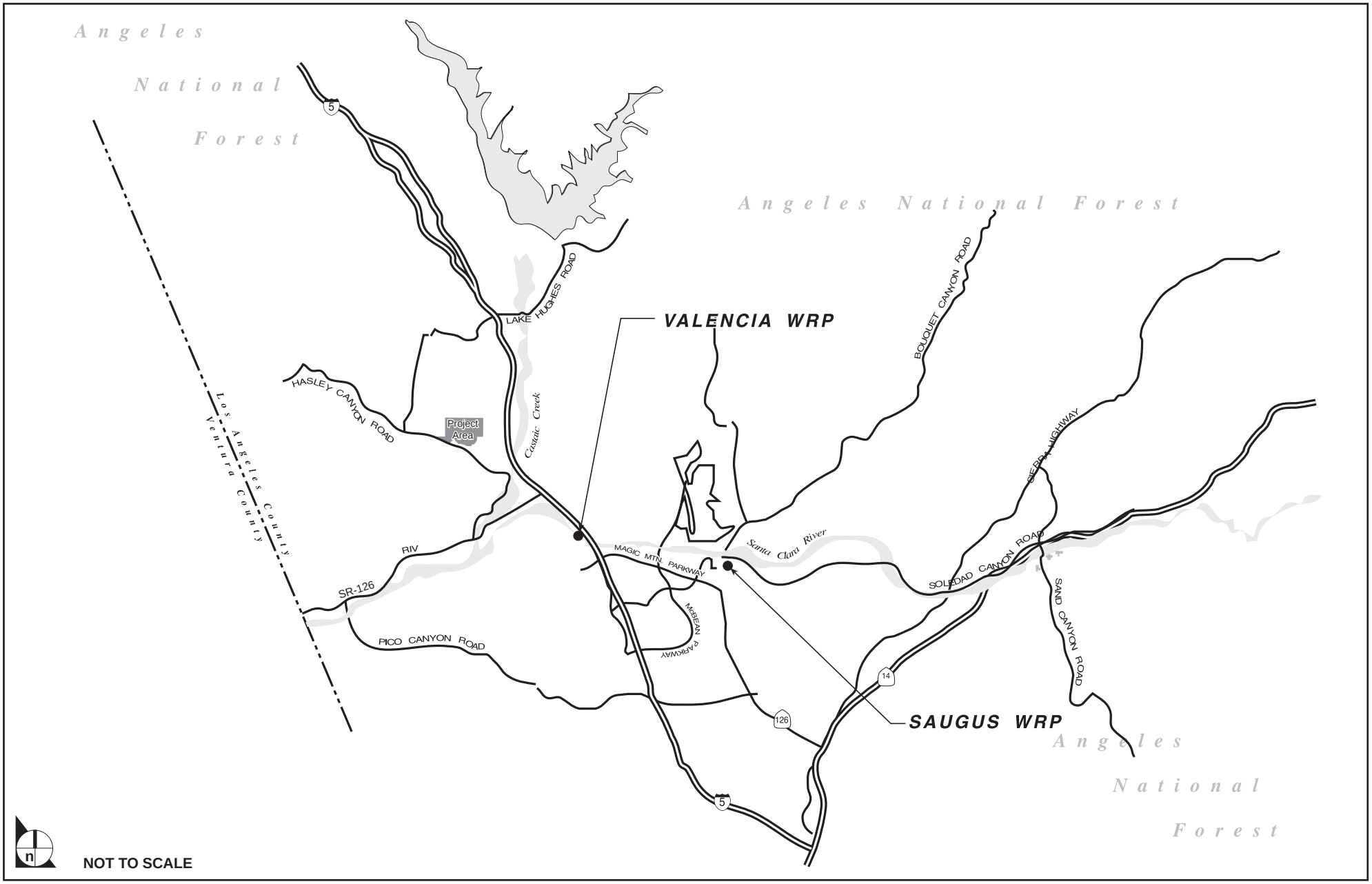
5 County Sanitation Districts of Los Angeles County, Facilities Planning Department Customer Service Specialist, Adriana Raza, written communication August 21, 2013.

6 LACSD. *Chloride Compliance Facilities Plan EIR*, October 2013.

7 ACSD. *Chloride Compliance Facilities Plan EIR*, October 2013.

8 LACSD. *Final 2015 Santa Clarita Valley Joint Sewerage System Facilities EIR*, January 1998.

9 LACSD. *Chloride Compliance Facilities Plan EIR*, Section 4, Water and Wastewater Projections, October 2013.



SOURCE: Impact Sciences, Inc., August 2013

FIGURE **5.15.3-1**

Existing Wastewater Treatment Facilities

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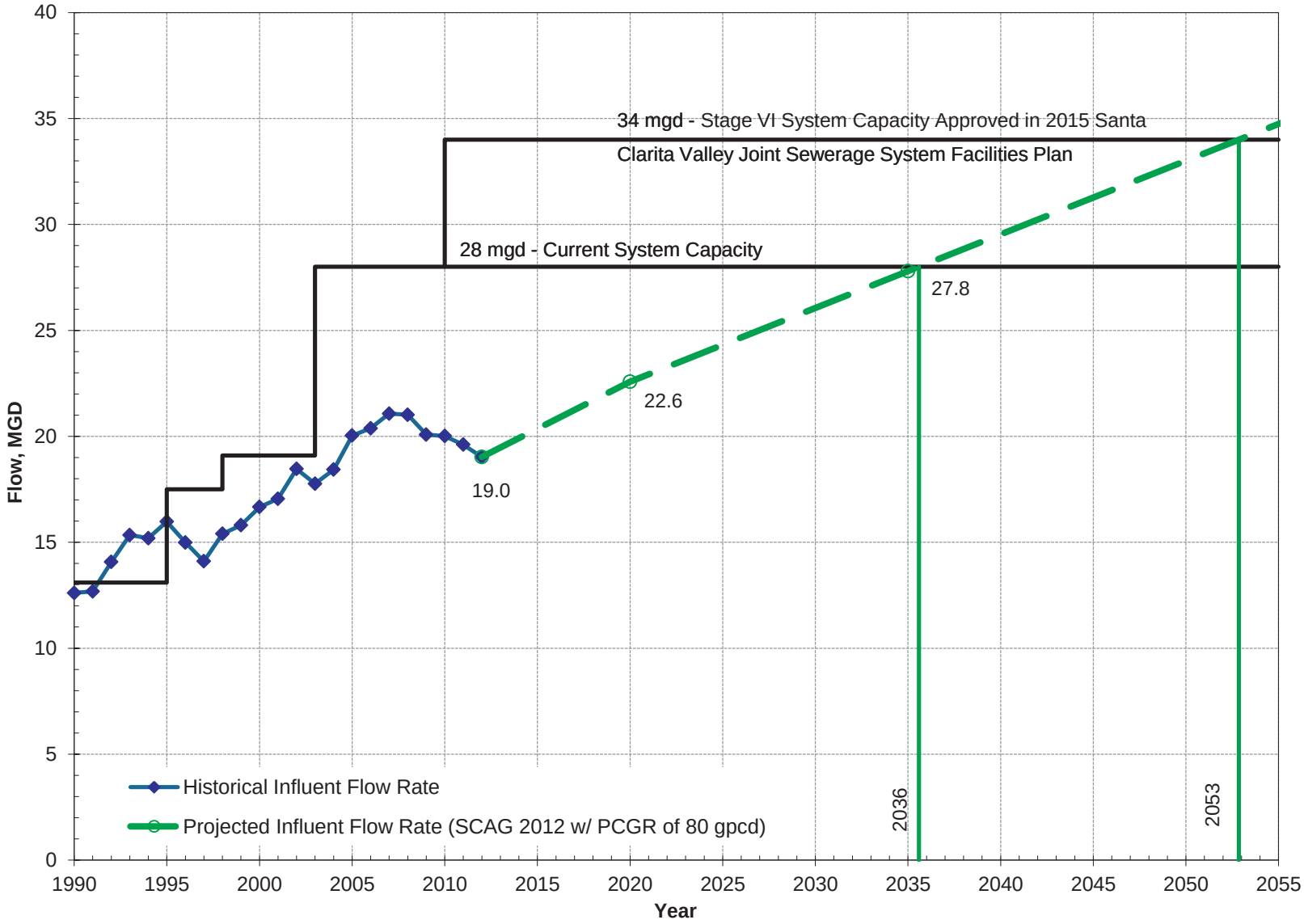

Note: Flows past 2035 were extrapolated assuming growth continued at the same rate as it did between 2020 and 2035.

SOURCE: Santa Clarita Valley Sanitation District Chloride Compliance Facilities Plan and EIR, April 2013

FIGURE **5.15.3-2**

Projected Wastewater Flow for the SCVSD Planning Area

1154.001•02/15

Wastewater Collection System

The Project Site is presently undeveloped and there is no wastewater collection and conveyance system on the property. As part of the work undertaken for the Prior Entitlements, some rough grading and trenching for sewer lines was conducted, but connections to existing gravity sewer mains were not made.

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. One connection point is located at the main project entrance and a second connection point is located at Hayward Drive to the northeast. These connect along a right of way parallel to Hasley Canyon Road to the existing gravity sewer mains referred to as the Castaic Trunk Sewer which is located northwest of the intersection of Hasley Canyon Road and the Old Road. The closest pumping plant would be the Castaic Pumping Plant, located on the east side of the Old Road south of Henry Mayo Drive in Valencia.

The SCVSD 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 WRPs. Local lines are sewers that, typically, convey wastewater from a user's property line to the trunk sewers. Los Angeles County Department of Public Works owns the majority of the local sewers located in unincorporated areas. The Consolidated Sewer Maintenance District of the Los Angeles County Department of Public Works (CSMD) operates and maintains these local sewers.

Local sewer lines are usually 15 inches in diameter or less and feed into the SCVSD trunk sewers. The availability of local sewer capacity depends upon project size and the timing of the connection to the sewerage system. LACSD requires that new subdivision wastewater systems connect to an existing sanitary wastewater system (in this case the SCVSD), and any developer constructing a new wastewater line must coordinate the construction and dedication of any such wastewater line with LACSD for future operation and maintenance. Expansion of sewer system pipelines within the LACSD 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.[10] Operation and maintenance of the regional trunk sewer lines, in this case the Castaic Trunk Sewer, is the responsibility of the SCVSD. The SCVSD would upgrade the wastewater collection and treatment systems as necessary by expanding sewer trunk lines and wastewater treatment plants.

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10 County Sanitation Districts of Los Angeles County, Facilities Planning Department Customer Service Specialist, Adriana Raza, written communication August 13, 2013.

Existing Site Condition

No wastewater is currently generated at the Project Site, as it is vacant and is not connected to the SCVSD system.

Regulatory Framework

Federal

Clean Water Act

In 1972, the Federal Water Pollution Control Act also known as the Clean Water Act (CWA) was amended to require that the discharge of pollutants to "waters of the US" from any point source be effectively prohibited, unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) Permit. In 1987, the CWA was again amended to add Section 402(p), requiring that the US EPA establish regulations for permitting of stormwater discharges by municipal and industrial facilities and construction activities under the NPDES Permit Program. The US EPA published final regulations directed at municipal separate storm sewer systems (MS4s), serving a population of 100,000 or more, and stormwater discharges associated with industrial activities, including construction activities, on November 16, 1990. The regulations require that MS4 discharges to surface waters be regulated by a NPDES Permit.[11]

In addition, the CWA requires the states to adopt water quality standards for water bodies and have those standards approved by the US EPA. Water quality standards consist of designated beneficial uses for a particular water body (e.g., wildlife habitat, agricultural supply, fishing etc.), along with water quality objectives necessary to support those uses. Water quality objectives can be numerical concentrations or levels of constituents, such as lead, and suspended sediment, or narrative statements that represent the quality of water needed to support a particular use. Because California had not established a complete list of acceptable water quality criteria, US EPA Region IX (in which California lies) established numeric water quality criteria applicable to all receiving waters for certain toxic constituents in the form of the California Toxics Rule.[12]

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11 Phase I Final Rule, 55 Fed. Reg. 47990

12 40 CFR Section 131.38

National Pollutant Discharge Elimination System

The CWA focused on tracking point sources, primarily from wastewater treatment facilities and industrial waste dischargers, and required implementation of control measures to minimize pollutant discharges. The NPDES program was established in 1972 to regulate the quality of effluent discharged from easily detected point sources of pollution such as wastewater treatment plants and industrial discharges. The 1987 amendments to the CWA[13] recognized the need to address non-point-source stormwater runoff pollution and expanded the NPDES program to operators of MS4s, construction projects, and industrial facilities.

The US EPA has delegated management of California's NPDES program to the State Water Resources Control Board (SWRCB) and the nine regional board offices; the Project Site is located within the Los Angeles Regional Water Quality Control Board, or Region 4.

The State of California is required by Section 303(d) of the CWA[14] to provide the US EPA with a list of water bodies considered by the state to be impaired (i.e., not meeting water quality standards and not supporting their beneficial uses). The list also identifies the pollutant or stressor causing impairment, and establishes a schedule for developing a control plan to address the impairment, typically a total maximum daily load (TMDL). The TMDL specifies the amount of the target pollutant that the water body can sustain on a daily or annual basis and is established by amending the water quality control plan. TMDLs are prepared by the state's nine Regional Water Quality Control Boards (RWQCBs) and result in amendments to the Water Quality Control Plan (WQCP), which must be approved by the US EPA. The 303(d) list is used by the US EPA to prepare the biennial federal CWA Section 305(b) Report on Water Quality.

State

Porter-Cologne Water Quality Control Act

The California Porter-Cologne Act of 1970 (Porter Cologne Act)[15] is largely responsible for creating the state's extensive regulatory program for water pollution control. As discussed above, preparation of water management plans has been delegated to the individual states by the US EPA. Pursuant to the Porter-Cologne Act, the responsibility for protection of water quality in California rests with the State

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13 US Code, Title 33, Section 402(p), Clean Water Act, National Pollution Discharge Elimination System, Municipal and Industrial Stormwater Discharges.

14 US Code, Title 33, Section 303(d), Clean Water Act, Water Quality Standard and Implementation Plans, (1972).

15 California Water Code, Porter-Cologne Water Quality Act, (1970 as amended), Sec. 13000-14958.

Water Resources Control Board (SWRCB). In turn, the SWRCB has delegated the regulation of the hydrologic basin to nine RWQCBs to regulate the nine hydrologic basins in the state. The Porter-Cologne Act gives the SWRCB and the RWQCBs broad powers to protect water quality by regulating waste discharges to water and land and by requiring cleanup of hazardous conditions.

State Water Resources Control Board

The SWRCB regulates wastewater discharges to surface water (rivers, ocean, etc.) and to groundwater (via land). The SWRCB also regulates storm water discharges from construction, industrial, and municipal activities; discharges from irrigated agriculture; dredge and fill activities; the alteration of any federal water body under the 401 certification program; and several other activities with practices that could degrade water quality.

Any activities, discharges, or proposed activities or discharges from a property or business which could affect California's surface, coastal, or ground waters, will require a permit from the appropriate RWQCB. Discharges to community sewer systems are typically not regulated by the SWRCB.

Regional

Los Angeles Regional Water Quality Control Board

The Los Angeles RWQCB has jurisdiction over the majority of the Ventura and Los Angeles Counties, including the Project Site. The Los Angeles RWQCB has adopted a Water Quality Control Plan[16] (Basin Plan) in accordance with criteria contained in the CWA, the Porter-Cologne Act, and other pertinent state and federal rules and regulations. The intent of the Basin Plan is to provide definitive guidelines and give direction to the scope of Los Angeles RWQCB activities that will optimize the beneficial uses of the state waters within the Los Angeles Basin (which includes the Project Site) by preserving and protecting the quality of these waters. The intended beneficial use of water determines the water quality objectives. For example, drinking water must be of higher quality than the water used to irrigate pastures. Both of these are beneficial water uses, but the quality requirements for irrigation water are different from those for drinking water.

The Los Angeles RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements for appropriate persons and groups; these can include individuals, communities, or businesses whose waste discharges may affect water quality. These requirements can be either State Waste Discharge Requirements for discharge to land, or federally delegated NPDES permits for

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16 Los Angeles Regional Water Quality Control Board, *Water Quality Control Plan*, 1994.

discharges to surface water. Dischargers are required to meet water quality objectives and thus protect beneficial uses. Additional information regarding these approvals is summarized above under the NPDES subsection.

The SWRCB and the Los Angeles RWQCB enforce the CWA and the Porter Cologne Act by setting strict limits on the contents of treated wastewater, and establishing timelines for local districts to comply with those limits. The limits are set to protect the most sensitive beneficial uses of water bodies.

The Santa Clara River, where the SCVSD discharges its treated wastewater, supports aquatic species and habitat and recharges the underlying groundwater basin that serves as a water supply. The Los Angeles RWQCB has determined that high chloride (salt) levels in treated wastewater harm salt-sensitive avocado and strawberry crops along Highway 126, downstream of the SCVSD treatment facilities. Therefore, the Los Angeles RWQCB adopted the Chloride TMDL in 2002, which imposes a chloride limit of 100 milligrams per liter (mg/L) for the treated water discharged to the Santa Clara River from the two upstream WRPs.

The chloride levels in the SCVSD's wastewater treatment plant discharges currently do not meet the state legal limit of 100 mg/L; chloride levels have consistently exceeded the state limit of 100 mg/L since before 1975. In 2004, the Los Angeles RWQCB approved higher temporary chloride limits to allow the SCVSD to construct new treatment facilities. The temporary limits expire May 4, 2015.

The SCVSD has completed technical analyses and released a Facilities Plan and Final EIR to identify and evaluate alternatives to bring the Valley's chloride levels into compliance with the state's legal limit. In accordance with the California Environmental Quality Act (CEQA), the SCVSD issued of a Notice of Preparation of an EIR in January 2012 to solicit agencies' and public input on the scope and content of the environmental information to be included in the Draft EIR. The Draft Facilities Plan and Draft EIR were released on April 24, 2013, the Final EIR was released on October 10, 2013.[17]

The resolution of issues related to the exceedance of chloride levels will not reduce the amount of wastewater able to be treated by the SCVSD; the Facilities Plan is focused on wastewater treatment methods designed to lower the chloride levels of the treated wastewater to meet the state legal limits.

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17 LACSD. *Chloride Compliance Facilities Plan EIR*, October 2013.

Local

County General Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a consistency analysis of the Los Angeles County General Plan policies pertaining to wastewater. Refer to **Table 5.10-1** for a list of the wastewater policies included in the General Plan and the consistency analysis for each policy.

Santa Clarita Valley Area Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a consistency analysis of the Santa Clarita Valley Area Plan **(**SCVAP 2012) policies that pertain to wastewater. As discussed in the SCVAP 2012 policy consistency analysis **Table 5.10-2**, the Project would be consistent with the applicable policies related to wastewater.

5.15.3.3 ENVIRONMENTAL IMPACTS

Methodology

Project impacts are evaluated by utilizing information on existing wastewater infrastructure provided by LACSD and the Facilities Plan. The wastewater impact analysis was based on the estimated generation of wastewater from the Project and whether there is sufficient wastewater treatment capacity to meet that demand.

As discussed in **Section 4.0, Project Description**, the Project assumes construction of the planned channel improvements prior to the completion of grading for the Project. If the planned channel improvements are not completed, two Retention Basins would be constructed as an interim condition. 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 impacts related to wastewater, this analysis assumes construction full buildout of the Project as this would result in the most homes on the Project Site and therefore has the greatest potential for wastewater generation.

Project Design Elements/Project Design Features

Project Design Elements

The wastewater flow originating from the Project would first discharge into a new local network of sewer lines provided at the time of construction of the Project (refer to **Figure 4.0-11, Project Phasing**), then into

existing points of connection located in Hasley Canyon Road along the southern boundary of the Project Site and Hayward Drive in the northeast corner of the Project Site. These existing sewer pipelines connect to the Castaic Trunk Sewer and from there on to the SCVJSS. The Castaic Trunk Sewer is located in a private right of way northwest of the intersection of Hasley Canyon Road and The Old Road. The Castaic Trunk Sewer is a 15-inch diameter trunk sewer, has a design capacity of 2.9 mgd, and conveyed a peak flow of 2.5 mgd as of 2012.[18]

Project Design Features

As discussed in **Section 5.15.1, Water Supply**, 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.

Significance Thresholds

The potential for the Project to result in impacts associated with wastewater is based on the CEQA significance thresholds specified by the Los Angeles County Department of Regional Planning. These significance thresholds are based in part on Appendix G of the *State CEQA Guidelines* and are as follows:

Threshold 5.15.3-1 **Would the project exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?**

Threshold 5.15.3-2 **Would the project create wastewater system capacity problems, or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

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18 LACSD, Facilities Planning Department Customer Service Specialist, Adriana Raza, written communication August 13, 2013.

Impact Analysis

Threshold 5.15.3-1 Would the project exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?

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 Los Angeles RWQCB. Therefore, the Project would not result in a wastewater exceedance and would have a less than significant impact.

Threshold 5.15.3-2 Would the project create wastewater system capacity problems, or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Construction Impacts

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.

Operational Impacts

The Project's wastewater/sewer collection system would consist of gravity sewers.[19] All sewer system facilities would be designed and constructed to meet the standards for maintenance by CSMD.

As described in the Environmental Setting above, the Los Angeles County Department of Public Works (LACDPW) maintains a system of local sewers that feed into the trunk sewer. 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**. The sewer area study evaluated two points of connection: Hasley Canyon Road and Hayward Drive. 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,[20] 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. LACDPW will determine which manholes will need to be tested. 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. The addendum will provide flow test results and calculations of the downstream sewer capacity with the addition of Project flows. 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.

As shown in **Table 5.15.3-1, Estimated Project Wastewater Generation**, upon full buildout the Project is anticipated to generate an average of approximately 0.164 mgd of wastewater that would be treated by the SCVJSS.

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[19] Gravity sewers transport material using changes in elevation between the start to the end point of the pipeline allowing water to travel down gradient using gravity, with pumps interspersed as necessary.

[20] The threshold used by the LACDPW to determine when a pipe needs to be replaced is 150 percent above design capacity.

Table 5.15.3-1
Estimated Project Wastewater Generation

Land Use	Quantity	Generation Factor	Wastewater Generation (gpd)	Wastewater Generation (mgd)
Single-Family Residential	497 du	260 gpd/du	129,220	0.12922
Community Center	8,500 sf	300 gpd/1,000 sf	2,550	0.00255
Park [1]	324,522 sf	100 gpd/1,000 sf	32,452	0.0324522
Total			**164,222**	**0.164222**

Source:
County Sanitation Districts of Los Angeles. Loadings for Each Class of Land Use. 2013.
Notes:
du-dwelling units
gpd-gallons per day
mgd-million gallons per day.
[1] *The park structures and improvements generation rate was used for park restrooms. This assumes one restroom at the 7.45-acre public park.*

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.[21] As discussed above, 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.

[21] California Health and Safety Code, Section 14.08.020, Sewer Connection/Capacity Fees, website: http://www.codepublishing.com/ca/solanabeach/html/Solana14/Solana1408.html, accessed March 21, 2014.

5.15.3.3 CUMULATIVE IMPACTS

Construction Impacts

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.

Operational Impacts

The Related Projects are detailed in **Section 3.0, Environmental Setting**. **Table 5.15.3-2, Related Project Projected Wastewater Generation,** shows the projected wastewater flow which would be generated from the Related Projects. Related Projects would produce a total of approximately 10.36 mgd (approximately 10.53 mgd including the Project).

Table 5.15.3-2
Related Projects Projected Wastewater Generation

Land Use[1]	Size/Units	Generation Factor Flow	Wastewater Generation (mgd)
Single-Family Detached Housing	11,301 du	260 gpd/du	2.9
Multi-Family Housing[2]	5,434 du	195 gpd/du	1.1
Commercial[3]	12,610,887 sf	200 gpd/1,000 sf	2.5
Office[4]	7,726,535 sf	300 gpd/1,000 sf	2.3
Educational Facilities[5]	430,000 sf	200 gpd/1,000 sf	0.86
Industry[6]	3,046,763 sf	200 gpd/1,000 sf	0.6
Prison[7]	1,156 beds	125 gpd/bed	0.1
Subtotal			**10.36**
Project			0.164
Total			**10.53**

Sources:
2014 Los Valles Traffic Impact Study, prepared by Linscott, Law, & Greenspan;
2015 Traffic Study Addendum-Los Valles Project, prepared by Linscott Law, & Greenspan
County Sanitation Districts of Los Angeles County, 2013.
Notes:
du-dwelling unit
sf-square feet
gpd-gallons per day
mgd-million gallons per day
[1] *Includes all Related Projects located within 1.5 miles of the Project Site and proposed projects beyond the 1.5 mile radius which could create traffic impacts.*
[2] *Includes apartments and condominiums*
[3] *Includes commercial and shopping center*
[4] *Includes general office, dental/medical office, business park, and office park*
[5] *Includes high school and community college*
[6] *Includes warehouse and manufacturing*
[7] *The Rooming House category was used as a proxy for the proposed expansion of the Pitchess Detention Center, as the SCVSD does not maintain a gpd flow for prisons.*

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.

5.15.3.4 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 with the addition of Project flow. Replacement of the affected pipe shall occur prior to operation of the Project.

5.15.3.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of **Mitigation Measure MM 5.15.3-1**, the project-level and cumulative impacts related to wastewater generation would be less than significant.

5.15.4 Electricity and Natural Gas

INTRODUCTION

The section of the Draft EIR evaluates the Project's potential impacts on electricity and natural gas resources. The evaluation addresses the estimated consumption of electricity and natural gas and determines whether there is adequate capacity to accommodate the demand. A will serve letter stating that Southern California Edison (SCE) will serve the Project's electrical requirements is provided in **Appendices 5.15.4-1** and **5.15.4-2**.

5.15.4.1 ENVIRONMENTAL SETTING

Existing Conditions

Statewide Electricity Usage

The California Energy Demand 2014-2024 Final Forecast (CED) forecasted that Californians will consume between 308,277 and 337,713 gigawatt hours (GWh) of electricity per year by 2024, compared to 2012 consumption, which was 280,561 GWh. The demand for electricity from 2012 to 2024 is expected to have an annual growth rate of between 0.79 and 1.56 percent, with peak demand expected to grow by 0.98 percent to 1.92 percent.[1] In 2011, California produced 70 percent of the electricity it uses; the remainder was imported from the Pacific Northwest (10 percent) and the US Southwest (20 percent).[2] The state's electricity generation system provides over 200,000 GWh per year.[3] New technology, state mandates and economic growth or decline will continue to play a key role in resident's electricity consumption.

Southern California Edison Service Area

The Project Site is located within the SCE service area. The service area for SCE is 50,000 square miles and includes 180 cities across 11 counties, which serve over 14 million people in central, coastal, and Southern California. In 2013, SCE added over 1,800 megawatts (MW) of generation capacity from their new Walnut Creek, CPV Sentinel, and El Segundo generation stations.[4] SCE delivered approximately 87,000 GWh of

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1 *California Energy Demand 2014-2024 Final Forecast,* California Energy Commission, January 2014.

2 *The California Energy Commission, Energy Almanac*, http://energyalmanac.ca.gov/electricity/, July 8, 2013.

3 *The California Energy Commission, Energy Almanac*, http://energyalmanac.ca.gov/electricity/, July 8, 2013.

4 *California Energy Commission - Energy Facility Status Power Plant Projects Since 1996, Updated: April 23, 2014, website: http://www.energy.ca.gov/sitingcases/all_projects.html, accessed May 8, 2014.*

electricity in 2013.[5] SCE is projected to supply between 109,206 GWh to 120,745 GWh in 2024.[6] SCE's service territory ranges from Mono County in the northeast to San Bernardino County in the southeast and Orange County in the southwest. Currently, SCE infrastructure improvement projects are taking place in eight counties, including Los Angeles County. SCE continues to expand their service territory (within their existing service area) on a project-by-project basis.

The nearest electrical lines to the Project Site are located on the north side of Hasley Canyon Road, directly south of the Project Site. Approximately four above ground electric poles are located along Hasley Canyon Road (two poles are located along the southwestern portion of the Project Site and two are located adjacent to the active oil wells (adjacent to the Project Site). **Figure 5.15.4-1, Existing Electrical Lines Adjacent to the Project Site,** illustrates the location of the existing poles.[7]

Statewide Natural Gas Usage

According to the CED, the annual statewide demand for natural gas from 2012 to 2024 is expected to have an annual growth rate between -0.13 and 0.2 percent, with customer demand ranging from 12,569 million (MM) therms to 12,801 MM therms, compared to the 2012 consumption rate, which was 12,767 MM therms.[8] In 2010, approximately 12 percent of the natural gas consumed by Californians was produced in the state; the remaining natural gas supply comes from Canada (22 percent), the Southwest (42 percent), and the Rocky Mountains (23 percent).[9] Aggressive energy efficiency programs are expected to make a significant impact in managing growth in residential, commercial, and industrial markets.[10]

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5 *Southern California Edison 'Who We Are' website:* https://www.sce.com/wps/portal/home/about-us/who-we-are/ *accessed February 5, 2015.*

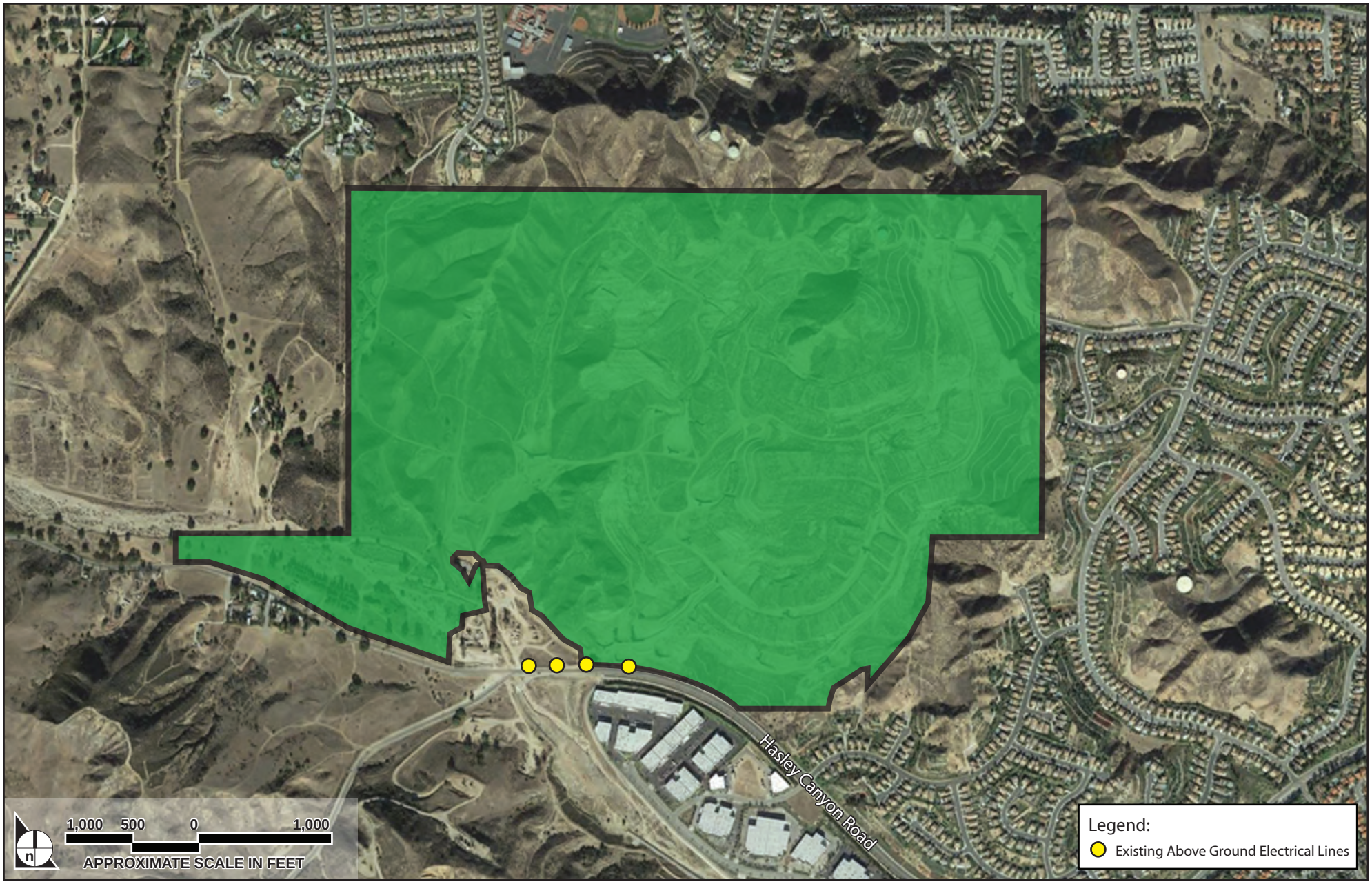
6 *California Energy Demand 2014-2024 Final Forecast,* California Energy Commission, January 2014.

7 Google maps streetview was used to determine the location and number of existing electrical poles along Hasley Canyon Road

8 *California Energy Demand 2014-2024 Final Forecast,* California Energy Commission, January 2014.

9 *The California Energy Commission, Energy Almanac,* http://energyalmanac.ca.gov/naturalgas/natural_gas_supply.html, 2013.

10 Natural Gas Index. *California Gas Distribution Appears Unaffected by Low Prices.* http://www.naturalgasintel.com/articles/90885-california-gas-distribution-appears-unaffected-by-low-prices. 2013.



SOURCE: Google, Inc., February 2015

FIGURE **5.15.4-1**

Existing Above Ground Electrical Lines

1154.001•02/15

Southern California Gas Company Service Area

The Project Site is within the service area of the Southern California Gas Company (SCGC) which encompasses 20,000 square miles and provides natural gas to 20.9 million consumers in more than 500 communities.[11] While overall the state's natural gas demand is expected to decrease, within the SCGC service area, gas demand for all market sectors is expected to increase at an annual rate of 0.12 percent between 2011 and 2030.[12] This increase in the Southern California area could be attributed to a number of factors including increased development and more densely populated communities within the service area. SCGC had access to 3,875 million cubic feet per day (MMcf/d) of natural gas from transmission lines and 135.1 billion cubic feet (Bcf) of storage capacity in 2012. Projections for natural gas supply and demand are provided in **Table 5.15.4-1, Southern California Gas Company Supply and Demand Projections (Average Temperature Year).**

Table 5.15.4-1
Southern California Gas Company Supply and Demand Projections
(Average Temperature Year)

Year	Capacity Available (MMcf/d)	Forecasted Consumer Demand[1] (MMcf/d)
2014	3,875	2,616
2020	3,875	2,619
2025	3,875	2,599

Source:
2012 California Gas Report, California Gas and Electric Utilities, 2013.
Notes:
[1] *Excludes transportation and exchange requirements*

The Project Site is currently vacant with no existing natural gas infrastructure. As shown in **Figure 5.15.4-2, Existing Natural Gas Lines Adjacent to the Project Site,** an existing 4-inch service line is located in Hasley Canyon Road to the south, an existing 2-inch service line in Gibraltar Lane to the southeast, and an 8-inch service line in Del Valle Road to the south. Gas service to the Project would be extended to the Project Site from one of these existing sources, which maintains the capacity to serve the Project Site.

[11] Southern California Gas Company. *Company Profile.* http://www.socalgas.com/about-us/company-info.shtml. 2015.

[12] Southern California Gas Company. *Company Profile.* http://www.socalgas.com/about-us/company-info.shtml. 2015.

Regulatory Framework

State

California Energy Commission

The California Energy Commission (CEC) was created as the state's principal energy planning organization in 1974, in order to meet the energy challenges facing the state in response to the 1973 oil embargo. The CEC is charged with six basic responsibilities when designing state energy policy: (1) forecasting statewide electricity needs; (2) licensing power plants to meet those needs; (3) promoting energy conservation and efficiency measures; (4) developing renewable energy resources and alternative energy technologies; (5) promoting research, development and demonstration; and (6) planning for and directing state response to energy emergencies.

Title 24, Part 6, of the California Code of Regulations contains the CEC's Energy Efficiency Standards for Residential and Nonresidential Buildings. Title 24 was first established in 1978, in response to a legislative mandate to reduce California's energy consumption. Since that time, Title 24 has been updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

On April 23, 2008, the CEC adopted the 2008 standards, which must be followed by projects that submit an application for a building permit on or after January 1, 2010. The CEC adopted the 2008 standards for a number of reasons: (1) to provide California with an adequate, reasonably priced, and environmentally sound supply of energy; (2) to respond to Assembly Bill 32 (AB 32; the Global Warming Solutions Act of 2006), which requires California to reduce its carbon footprint to 1990 levels by 2020; (3) to pursue the statewide policy that energy efficiency is the resource of choice for meeting California's energy needs; (4) to act on the findings of California's Integrated Energy Policy Report, which indicate that the 2008 Standards are the most cost-effective means to achieve energy efficiency, reduce the energy demand associated with water supply, and reduce greenhouse gas emissions; (5) to meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures in the update of all state building codes; and (6) to meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards.[13] In 2013, updates were made to the 2008 Title 24 standards (effective January 1, 2014). The updated 2013 Title 24 standards will be applicable to the Project.

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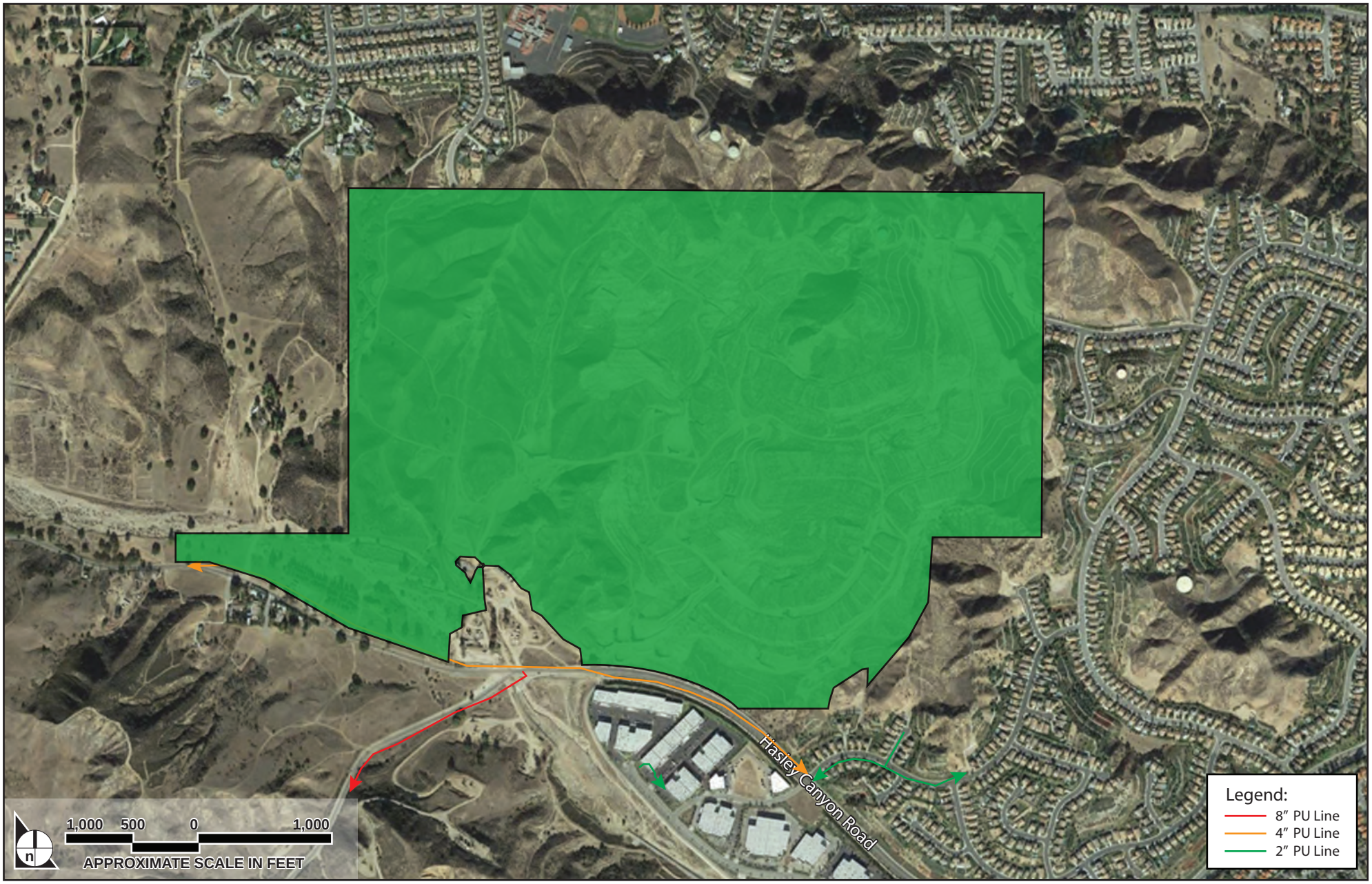
13 See http://www.energy.ca.gov/title24/2008standards/index.html, 2013.



SOURCE: Southern California Gas Company, July 2013

FIGURE **5.15.4-2**

Existing Natural Gas Lines Adjacent to the Project Site

1154.001•02/15

As indicated above, in addition to Title 24, AB 32 is anticipated to result in the future regulation of energy resources in California. (See **Section 5.7, Greenhouse Gas Emissions,** for additional information on AB 32.) In order to achieve these emission reductions, it is generally accepted that California will need to improve its overall energy efficiency, which includes the use of more renewable energy resources. Pursuant to AB 32, the California Air Resources Board (CARB) will work with other state agencies (including the CEC), to implement feasible programs and regulations that reduce emissions and improve energy efficiency.[14]

Additional operative energy conservation programs and policies within California are highlighted briefly below:

- Senate Bill 107: This legislation, which addresses California's Renewables Portfolio Standard (RPS), requires retail sellers of electricity to procure 20 percent of retail sales from renewable energy by 2010.
- Assembly Bill 1613: This legislation, also known as the Waste Heat and Carbon Emissions Reduction Act, was designed to encourage the development of new combined heat and power systems in California with a generating capacity of up to 20 MW.
- Senate Bill 1: This legislation enacted the Governor's Million Solar Roofs program and has an overall objective of installing 3,000 MW of solar photovoltaic systems.
- Senate Bill 1389: This legislation requires the California Energy Commission to prepare a biennial integrated energy policy report that contains an assessment of major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety.
- Executive Order S-14-08: This order, issued by Governor Schwarzenegger, established accelerated RPS targets—specifically 33 percent by 2020.
- Executive Order S-21-09: This order, also issued by Governor Schwarzenegger, requires CARB to adopt regulations, by July 31, 2010, increasing California's RPS to 33 percent by 2020.

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14 See http://www.arb.ca.gov/cc/ghgsectors/ghgsectors.htm#electric, September 13, 2013 (highlights targeted improvements for the energy sector).

- SB 350: This order, issued by Governor Brown in October 2015, requires that at least 50 percent of the state's energy portfolio to be comprised of renewable energy sources by the year 2030.[15]

Local

County General Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a consistency analysis of the Los Angeles County General Plan policies pertaining to energy. Refer to **Table 5.10-1** for a list of the energy policies included in the General Plan and the consistency analysis for each policy.

Santa Clarita Valley Area Plan

Section 5.10, Land Use and Planning, of this Draft EIR provides a consistency analysis of the Santa Clarita Valley Area Plan (SCVAP 2012) policies that pertain to energy. Refer to **Table 5.10-2** for a list of the policies included in the SCVAP 2012 that pertain to energy and the consistency analysis for each policy.

5.15.4.2 ENVIRONMENTAL IMPACTS

Methodology

Project impacts are evaluated according to the standards of significance set forth below by utilizing information on existing utility and service systems infrastructure provided by the SCE, California Energy Demand Forecast 2014-2024, SCGC, and 2012 California Gas Report. Electricity and natural gas impact analyses were based on the demand for these resources and services associated with the Project to determine whether sufficient capacity exists to meet that demand.

As discussed in **Section 4.0, Project Description**, the Project assumes construction of the planned channel improvements prior to the completion of grading for the Project. If the planned channel improvements are not completed, two Retention Basins would be constructed as an interim condition. 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 impacts related to electricity and natural gas, full buildout of the Project represents the most impactful scenario as it includes the greatest number of homes and therefore, the largest potential demand on services.

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15 California Officer of Governor Brown, "Governor Brown Signs Landmark Climate Legislation," https://www.gov.ca.gov/news.php?id=19153, accessed October 19, 2015.

Project Design Elements/Project Design Features

Project Design Elements

The Project would provide for the development of 497 single-family homes on lot sizes that would range from 8,300 square feet to 16,700 square feet with an average of approximately 12,672 square feet. The Project would also provide recreational amenities for residents and the public. Proposed amenities include a community recreation center for use of Project residents; a 7.45-acre neighborhood park site (which may be dedicated to the County) and surrounding open space, and six secondary park sites that would be available for active and passive recreational uses. Electricity and natural gas would be required for a variety of uses on the Project Site including, barbeques, pools, street lighting, and single-family electricity and heating requirements.

As discussed in **Section 5.7, Greenhouse Gas Emissions**, key features to reduce energy usage would include Energy Star appliances including "high efficacy" Energy Star rated light fixtures and lamps. This would ensure that the 2008 Title 24 standards would be exceeded by 25 percent to meet the 2013 Title 24 standards.

Project Design Features

Project design features to reduce electricity use include the following:

- **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.[16]

- **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.[17] 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.[18]

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16 LA County General Plan Policy LU 10.3.

17 LA County General Plan Policy LU10.1.

18 LA County General Plan Policy LU10.1

Reduce Heat Island Effect. Provide tree canopy cover, and utilize light colored paving and roofing materials to reduce heat island effect.[19] 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.[20]

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.[21]

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[22] 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).[23]

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.

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19 LA County General Plan Policy LU 10.2.

20 California Building Standards Code, Title 24, Part 6.

21 2013 CALGreen Residential Tier 1 Prerequisite.

22 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.

23 2013 CALGreen Residential Tier 2.

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[24]) 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.[25]

24 Zero Net Energy – Time Dependent Valuation.

Significance Threshold

The potential for the Project to result in impacts associated with energy is based on the CEQA significance thresholds specified by the Los Angeles County Department of Regional Planning. These significance thresholds are based on Appendices G of the *State CEQA Guidelines* and are as follows:

Threshold 5.15.4-1 **Would the project create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Impact Analysis

Threshold 5.15.4-1 **Would the project create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Construction Impacts

Electricity

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.

To meet the operational requirements of the Project, installation and extension of additional electricity lines would be required in the immediate vicinity of the Project Site. As shown on **Figure 5.15.4-1**, the closest electrical line is located directly south of the Project Site along Hasley Canyon Road. Electric facilities also exist to the north and west of the Project Site.[26] While the Project would require the

[26] Southern California Edison, Project Manager, Josh Yanez, written communication August 8, 2013.

extension of the existing electrical grid, construction would be minimal and finite, and would be conducted primarily by extending the existing path of electrical lines from surrounding streets. Design and sizing of all electrical infrastructures would meet all relevant engineering requirements to the satisfaction of SCE and the County of Los Angeles. Serving new areas is routine for SCE, and as SCE's long-term infrastructure planning takes local and regional general plans into account so that new developments are planned for, extending electrical 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.

Natural Gas

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. Natural gas used on-site would therefore be limited to the minor amounts of natural gas released during the installation and upgrade of natural gas facilities. The SCGC currently does not track or report the amount of natural gas released during the installation/upgrades of customer meters.[27] However, the amount of natural gas consumed by such activities would be minimal and is not considered to significantly impact natural gas supplies or infrastructure.

To meet the operational requirements of the Project, installation and extension of additional natural gas lines would be required in the immediate vicinity of the Project Site. As shown on **Figure 5.15.4-1**, the closest gas lines are located directly south of the Project Site along Hasley Canyon Road. While the Project would require the extension of the natural gas existing facilities, construction would be minimal and finite, and would be conducted primarily by extending the existing path of natural gas lines. Design and sizing of all natural gas infrastructures would support the Project and meet all relevant engineering requirements to the satisfaction of SCGC and the County of Los Angeles. Serving new areas and upgrading the size of existing gas mains is routine for SCGC. Because SCGC's long-term infrastructure planning takes local and regional general plans into account so that new developments are planned for, extending 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.

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[27] Written communication with James Chuang, Southern California Gas Company, Environmental Specialist, Land Planner, September 26, 2013.

Operation Impacts

Electricity

Table 5.15.4-2, Estimated Electricity Usage at Project Buildout, below, presents the projected electricity demand for the Project. As demonstrated in **Table 5.15.4-2**, the Project's electricity demands would be 2,885,620 kilowatt-hour (kWh) per year.

Table 5.15.4-2
Estimated Electricity Usage at Project Buildout

Source	Quantity	Generation Factor	Annual Consumption (kWh)	Annual Consumption (GWh)
Residential	497 du	5,626.50 kWh/du/y	2,796,371	2.8
Community Center	8,500 sf	10.50[1] kWh/sf/y	89,250	0.1
		Total	**2,885,620**	**2.9**

Source:
South Coast Air Quality Monitoring District (AQMD) CEQA Air Quality Handbook, 1993
Notes:
kWh/y-Kilowatt hour per year
du-dwelling unit
sf-square feet
y-year
[1] *A miscellaneous electricity generation factor was used as a proxy for the recreational buildings.*

SCE has provided a will serve letter to the Applicant, which is included in **Appendices 5.15.4-1 and 5.15.4-2**. 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. As previously discussed, SCE delivered approximately 87,000 GWh of electricity in 2013. For this analysis the delivery capability for SCE is conservatively estimated using the 2013 known electricity delivery of 87,000 GWh.[28] At buildout, the Project's electricity consumption would be 0.003 percent of the conservatively estimated delivery capacity. Consequently, the Project demand for electricity from SCE would be minimal. Additionally, in accordance with the PDFs, the Project would incorporate high efficiency lighting and energy efficient appliances. These PDFs would further reduce the electricity demand placed on SCE by the Project.

28 *Southern California Edison 'Who We Are' website:* https://www.sce.com/wps/portal/home/about-us/who-we-are/ accessed February 5, 2015.

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.

Natural Gas

Table 5.15.4-3, Estimated Natural Gas Usage at Buildout, below, presents the projected natural gas demand for the Project. As demonstrated in **Table 5.15.4-3**, 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).

Table 5.15.4-3
Total Natural Gas Usage at Buildout

Source	Quantity	Generation Factor	Daily Consumption (cf)
Residential	497 du	6,665 cf/du/m	108,904.27
Community Center	8,500 sf	4.8 cf/sf/m[1]	1,341.37
Gas BBQs	6	0.04 cf/sf/day[2]	0.24
		Total	**110,245.88**

Source:
[1] *South Coast Air Quality Monitoring District CEQA Air Quality Handbook, 1993*
Notes:
For a more accurate number, daily consumption was determined by calculating the yearly consumption using the monthly generation factor and dividing by the number of days in a year (365).
cf-cubic feet
du- dwelling unit
sf-square feet
m-month
[1] *The hotel/motel generation factor was used for the community center as there would potentially be similar uses including showers, washers for towels, restrooms, heating/cooling, and a pool.*
[2] *One gas BBQ is assumed for each of the six secondary parks; the generation factor is from Southern California Gas Company, Environmental Specialist/Land Planner, James Chuang, written correspondence July 29, 2013.*

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.[29] 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.[30] Therefore, impacts on natural gas resources would be less than significant.

5.15.4.3 CUMULATIVE IMPACTS

Electricity and Natural Gas Capacity

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.

The Related Projects are detailed in **Section 3.0, Environmental Setting, Table 3.0-1.** As shown in **Table 5.15.4-4, Cumulative Development Electricity and Natural Gas Consumption**, Related Projects would consume approximately 448 Gwh of electricity per year and 348 MMcf of natural gas per day.

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29 *2012 California Gas Report,* California Gas and Electric Utilities, 2013.

30 Southern California Gas Company, Environmental Specialist/Land Planner, James Chuang, written communication July 25, 2013.

Table 5.15.4-4
Cumulative Development Electricity and Natural Gas Consumption

Land Use[1]	Size/Units	Electricity			Natural Gas		
		Generation Factor	Annual Consumption (Kwh)	Annual Consumption (Gwh)	Generation Factor	Daily Consumption (cf)	Daily Consumption (MMcf)
Single-Family Detached Housing	11,301 du	5,626.5 Kwh/du/y	63,585,076	64	6,665.0 cf/du/m	75,321,165	75
Multi-Family Housing[2]	5,434 du	5,626.5 Kwh/du/y	30,574,401	31	4,0115.5 cf/du/m	217,987,627	217
Commercial[3]	12,610,887 sf	12.95 Kwh/sf/y	163,310,987	163	2.0 cf/sf/m	25,221,774	25
Office[4]	7,726,535 sf	21.70 Kwh/sf/y	167,665,810	168	2.0 cf/sf/m	15,453,070	15
Education Facilities[5]	430,000 sf	7.46 Kwh/sf/y	3,207,800	3	0.06 cf/sf/m	25,800	0.03
Industry[6]	3,046,763 sf	4.35 Kwh/sf/y	13,253,419	13	2.0 cf/sf/m	6,093,526	6
Prison[7]	1,156 beds	5,626.5 Kwh/du/y	6,504,234	6.5	6,665.0 cf/du/m	7,704,740	7.7
Subtotal (without Project)			448,101,727	448		347,807,703	348
Project			2,885,620	3		110,246	0.1
		Total	**450,987,347**	**451**		**347,917,949**	**348.1**

Source:
South Coast AQMD CEQA Air Quality Handbook, 1993, Table A9-11-A and A9-12-A:
2014 Los Valles Traffic Impact Study, prepared by Linscott, Law & Greenspan
2015 Traffic Study Addendum-Los Valles Project, prepared by Linscott Law & Greenspan.
Notes:
Numbers in table may not add due to rounding.
kWh/y-Kilowatt hour per year
cf/m-cubic feet per month
cf/y-cubic feet per year
1 *Includes all Related Projects located within 1.5 miles of the Project Site and proposed projects beyond the 1.5 mile radius which could create traffic impacts.*
2 *Includes apartments and condominiums*
3 *Includes commercial and shopping center (the office generation factor was used as a proxy for commercial electricity and natural gas consumption).*
4 *Includes general office, dental/medical office, business park, and office park*
5 *Includes high school and community college (Generation factor for education facilities is from Castaic High School Environmental Impact Report, SCH No. 2004031110, July 2012).*
6 *Includes warehouse and manufacturing (the warehouse generation factor was used as a proxy for industry electricity consumption; the office generation factor was used as proxy for industry natural gas consumption).*
7 *The residential generation factor was used as a proxy for prison electricity consumption; the multi-family generation factor was used as a proxy for prison natural gas consumption.*

As indicated above, the projected electricity delivery from SCE to customers in 2024 would be 120,745 GWh.[31] 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.

The projected natural gas demand within the SCGC service area in 2025 would be 2,599 MMcf/d as shown in **Table 5.15.4-1**. 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, as previously discussed, 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.

Electricity and Natural Gas Infrastructure and Facilities

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. In addition, developers of future projects would be required by Rule 15 to provide infrastructure required to provide electrical service to project sites.

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.

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31 *California Energy Demand 2014-2024 Final Forecast,* California Energy Commission, January 2014.

5.15.4.4 MITIGATION MEASURES

No mitigation measures are required.

5.15.4.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The projected-level and cumulative impacts related to electricity and natural gas resources would be less than significant.

6.0 PROJECT ALTERNATIVES

INTRODUCTION

State CEQA Guidelines Section 15126.6 requires an EIR to assess a range of reasonable alternatives to a project, or to the location of the project, which would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the proposed alternatives. This section of the Draft EIR analyzes Project alternatives and compares the potential environmental impacts of each alternative with the Project's potential environmental impacts.

As stated in the *State CEQA Guidelines*, project alternatives should be selected based on their ability to reduce significant impacts associated with the project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."[1] An EIR does not need to consider every conceivable alternative to a project, but rather the range of feasible alternatives should be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are evaluated.[2] In selecting project alternatives for analysis, the alternatives must be feasible. *State CEQA Guidelines* Section 15126.6(f)(1) states:

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries,… and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site*

The *State CEQA Guidelines* Section 15126.6(e)(2) requires the analysis of a "no project" alternative. This Section further states that if the environmentally superior alternative is the "no project" alternative, the EIR must identify an environmentally superior alternative among the other alternatives.

As discussed above, the intent of an alternatives analysis is to avoid or substantially reduce the significant and unavoidable impacts identified for the Project, which are as follows:

Air Quality: As evaluated in **Section 5.1, Air Quality**, the Project would exceed South Coast Air Quality Management District (SCAQMD) regional emissions thresholds for nitrogen oxide (NOx) during the first three years of construction. The Project would also result in localized (i.e., LST) air quality construction impacts related to respirable particulate matter (PM10), fine particulate matter (PM2.5) and NOx. In

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1 *State CEQA Guidelines* Section 15126.6(b)

2 *State CEQA Guidelines* Section 15126.6(f))

addition to these Project level impacts, the Project would result in a cumulatively considerable increase in construction air quality emissions related to NOx.

Noise: As evaluated in **Section 5.11, Noise**, the Project would temporarily exceed County noise standards and temporarily expose certain sensitive receptors to noise levels in excess of County standards during construction at Hayward Drive during Hayward Drive construction.

Solid Waste. As evaluated in **Section 5.15.2, Solid Waste**, the Project would result in Project level and cumulative operational solid waste impacts.

Based on the Project's potentially significant impacts, the established objectives of the Project (listed in **Section 4.0, Project Description**, in this Draft EIR), and consideration of the local plans and zoning designations that guide development of the Project Site, the following four alternatives to the Project were selected for analysis:

- Alternative 1 – No Project/No Development Alternative,
- Alternative 2 – Prior Entitlements Alternative,
- Alternative 3 – Alternate Grading/Reduced Density, and
- Alternative 4 – No Barcelona Road Extension Alternative

Table 6.0-1, Comparison of EIR Alternatives, is included below to provide a comparison of the major components associated with the Project and each alternative. This section describes and evaluates the four alternatives listed above. In addition, *State CEQA Guidelines* Section 15126.6(c) requires an EIR to identify any alternatives considered for analysis but dismissed as infeasible. These potential alternatives are described below.

6.1 ALTERNATIVES CONSIDERED BUT REJECTED FROM FURTHER CONSIDERATION

In accordance with Section 15126.6(c) of the *State CEQA Guidelines*, an EIR should identify alternatives considered for analysis but rejected as infeasible, and briefly explain the reasons for their elimination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR is failure to meet most of the basic project objectives, infeasibility, or inability to avoid or substantially reduce significant environmental impacts. Alternatives that have been initially considered and rejected as infeasible include:

Alternative Site Alternative

Under the Alternative Site Alternative, the Project would be constructed on a site other than the Project Site. The Applicant currently owns the Project Site and has no other land under ownership in the Santa Clarita Valley, and therefore would not be anticipated to construct the Project at an alternative site. In addition, an alternative site location would not meet the specific Project Objectives listed below:

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 to the west of the Project Site.

b. Provide development that is consistent with the land uses and other policies and goals of the 2012 update to the Santa Clarita Valley Area Plan (SCVAP 2012) and the regulations in the Castaic Community Standards District (CSD) applicable to the Project Site.

c. Provide a project that can help to accommodate projected regional growth in a location that is 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 SCVAP 2012.

f. Locate development in a manner that preserves regionally significant natural resource areas, sensitive habitat, and major landforms.

Economic Objectives

c. Provide a project that utilizes the existing grading and infrastructure completed from 2006 through 2008 to the extent feasible.

In addition, development at an alternative site would not avoid the Project's significant and unavoidable impacts. Specifically, the construction-related air quality impacts associated with regional emissions would likely occur with the development of any site since such impacts are not based on geography. In addition, it is expected that if there were a suitable alternative site available, depending on the availability of off-site infrastructure, the nature and extent of other future development in the surrounding vicinity, and the presence of nearby noise-sensitive uses such as residences, the Project's noise related impacts would merely be moved to another location. Similarly, solid waste impacts associated with the Project would occur at any location due to the lack of certain availability of solid waste disposal in the County. In addition, development of the Project at an alternative site could potentially produce other environmental impacts that otherwise would not occur at the Project Site. Specifically, development at an alternative site may have greater environmental impacts (e.g., traffic, cultural resources, land use compatibility,

aesthetics/views, etc.) than the Project Site. Thus, to the extent that another alternative site is available, Project impacts would likely shift to the alternative site and could be greater.

Based on the above, an alternative site is not considered a feasible alternative, as it is not expected that the Applicant can reasonably acquire, control, or have access to an alternative site that would provide for the residential development proposed by the Project. In addition, an alternative site would not avoid the significant impacts of the Project, nor would such an alternative meet the basic objectives of the Project. Thus, in accordance with Section 15126.6(f) of the *State CEQA Guidelines*, this alternative was rejected from further consideration.

Lastly, the Project Site has been designated in the SCVAP 2012 for urbanized residential development and has been entitled (through issuance of the Prior Entitlements) for construction of a residential community, including a golf course. As such, it is anticipated that the Project Site would be developed as a residential project under this or other development scenarios. Under the SCVAP 2012, numerous sites throughout the Santa Clarita Valley, including the Project Site, have been designated for residential uses to meet anticipated growth in the region. Because the Project is consistent with the County's existing plans, policies and zoning for the Project Site, consideration of an alternative site would suggest a need to reconsider the existing planning policies in the recently enacted SCVAP 2012, which is not required by CEQA. Finally, due to the location of the Project Site, its existing entitlements (the Prior Entitlements), the land use and zoning applicable to the Project Site and the substantial grading and infrastructure development that has taken place, it is likely that the Project Site will be developed at some point in the future and, therefore, development of an alternative site would not avoid future development at the Project Site. Therefore, this alternative was eliminated from further detailed consideration.

Multi-Family Development

A more dense development including a mix of 457 single family homes, 74 paired, alley-loaded homes and 86 townhomes in five to seven unit structures was also considered but 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. This proposal would be a more urbanized plan, with the intention of reducing broader area land use impacts by incorporating more density at the Project Site. Although this alternative would be consistent with SCVAP 2012 policies to provide a variety of housing types within the community, this alternative was also rejected as it would introduce multi-family housing into an area that is predominantly single-family housing and would be inconsistent with the zoning of the Project Site (A2-2) which permits R-1 single family development, but does not permit multi-family development. This alternative would also be inconsistent with the Castaic CSD goal of encouraging development that is compatible with adjacent uses

and the character of the neighboring community and with the specific CSD standards requiring single family development and an 'average' lot size of 10,000 square feet for subdivisions, with no more than 43 percent of the lots having the minimum size of 7,000 square feet.

In addition, a more dense development utilizing the same footprint and roadway connections as the Project would not avoid the Project's significant and unavoidable impacts. Specifically, the construction-related air quality impacts associated with regional emissions and the specific noise and local air quality construction impacts would likely occur since the Project footprint would be utilized for this alternative (less dense and reduced grading alternatives are considered below.) Similarly, solid waste impacts associated with the Project would occur at any location due to the lack of certain availability of solid waste in disposal the County and would be increased due to the overall increase in residents at the Project Site. This alternative would also result in an increase in operational impacts with respect to Air Quality, Energy Use, Public Services, Utilities and Transportation/Traffic as compared with the Project, due to the increase in the number of residents likely to reside at the Project Site and the increase in associated traffic trips. Therefore, this alternative was eliminated from further, detailed consideration.

Mixed-Use Development Alternative

The Mixed-Use Development Alternative would add approximately 15,000 to 50,000 square feet of retail space to the Project plan. In February of 2013, a study conducted by The Concord Group (TCG) evaluated the location and market area of the Project Site, and assessed the retail performance of the surrounding area and its impact on proposed commercial development at the Project Site.[3] The study was prepared to determine the potential viability of the Project Site to support mixed use or retail development. Based on the findings included in the study, retail is not viable on the Project Site for several reasons. First, the Project Site does not have suitable visibility due to its location on a less traveled portion of Hasley Canyon Road, second, several retail establishments located near the Project Site (and in more intensively traveled locations along the I-5 freeway corridor and adjacent) are struggling and there are numerous retail vacancies in the area, third, there is a lack of "critical mass" surrounding the Project Site and there would not be enough shoppers to support retail, even taking into account development of the Project.

In addition, for the same reasons stated in the alternative site evaluation above, this alternative would not reduce any of the significant impacts of the Project. Due to the grading necessary on the Project Site, air quality impacts would be expected, as would noise impacts. Retail uses may generate less solid waste

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3 TCG has provided market advisory services related to the Project Site dating back to 2004, and has completed several market analyses for other developments across the Santa Clarita Valley. The memorandum prepared by TCG, dated February 27, 2013 is included in **Appendix 6.0-1** of this EIR.

(depending on the type of retail) but due to the limited and uncertain nature of solid waste disposal in the County, it is likely impacts would remain significant and unavoidable.

Lastly, retail use on the Project Site would not be consistent with several of the key objectives of the Project including providing housing options and providing development that provides a land use transition between the planned communities to the east and the more rural residential development to the west, Therefore, this alternative was eliminated from further, detailed consideration.

All Commercial Development Alternative

This Alternative involving the development of the Project Site with all commercial and/or industrial land uses was dismissed as being infeasible because the Project Site is not zoned for such uses. Although commercial use could be consistent with the industrial uses to the south, it would not be consistent with existing residential and school land uses immediately adjacent to the Project Site to the north and the east. In addition, such uses would not meet any of the Project Objectives. An all-commercial alternative would also be inconsistent with the residential designation of the Project Site in SCVAP 2012. Further, to create a viable commercial development, it is assumed much of the Project Site would need to be developed with commercial uses. However, even if only the previously graded portions of the Project Site were developed with commercial, to develop the Project Site with the large buildings typically associated with commercial development, the Project Site would need to be generally flat requiring grading similar to or greater than the Project. As a result, this alternative would not be expected to reduce potential air quality impacts or noise impacts. Additionally, all traffic would need to enter and exit along Hasley Canyon, as it would not be feasible for commercial entrances through the neighborhoods. This could create potential queueing backups at the intersection of Hasley Canyon Road. Additional rationales for eliminating the consideration of the commercial-retail development are provided under the "Mixed-Use Development Alternative." Therefore, this alternative has been eliminated from further, detailed consideration.

6.2 ANALYSIS FORMAT

Consistent with *State CEQA Guidelines* Section 15126.6(d), each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the Project. Furthermore, each Alternative is evaluated to determine whether the Project objectives, identified in **Section 4.0, Project Description**, would be substantially attained by the alternative. The evaluation of each alternative follows the process described below:

- The net environmental impacts of the alternative after implementation of reasonable mitigation measures are determined for each environmental issue area analyzed in the EIR;

- Post-mitigation significant and non-significant environmental impacts of the alternative and the Project are compared for each environmental issue area. Where the net impact of the alternative would be less adverse or more beneficial than the impact of the Project, the comparative impact is said to be "less." Where the alternative's net impact would be more adverse or less beneficial than the Project, the comparative impact is said to be "greater." Where the impacts of the alternative and Project would be roughly equivalent, the comparative impact is said to be "similar"; and

- The comparative analysis of the impacts is followed by a general discussion of whether the purpose and basic Project objectives are feasibly and substantially attained by the alternative.

Table 6.0-17 at the end of this section provides a summary matrix that compares the impacts of the Project with the impacts of each of the analyzed alternatives for each environmental issue addressed in this Draft EIR.

6.3 PROJECT ALTERNATIVES

A summary of the primary project components of each of the alternatives is provided below with additional detailed description and analysis provided later in this section (at the introduction to each alternative. **Table 6.0-1 Comparison of EIR Alternatives,** is included below to provide a comparison between the major project components.

Table 6.0-1
Comparison of EIR Alternatives

	Proposed Project	Alternative 1: No Project / No Development	Alternative 2: Prior Entitlements	Alternative 3: Reduced Grading	Alternative 4: No Barcelona Road Extension
Use / Number of Units	497 single-family homes	None	209 single-family homes & 243 acre golf course	328 single-family homes	497 single-family homes
Total Grading (Combined Cut & Fill)[1]	7.6 million cy	None	10 million cy/a/	2.2 million cy	7.5 million cy (a reduction of 132,000 cy due to removal of Barcelona extension grading)
Water Use (normal year)	574 afy	None	740 afy	376 afy	574 afy
Westerly Ridgeline Graded?	Minor/Barcelona Road and related improvements only	Would remain in current partially graded state	Yes	Remedial grading to stabilize slope and former sand mining operation only.	Remedial grading to stabilize slope and former sand mining operation only.
Total Open Space (acres) /b/	225 acres	None	310 acres	307 acres	225 acres
Landscape Area (Irrigated)	137 acres	None	248 acres	88 acres	137 acres
Amenities	4.5 miles of pedestrian trails, multi-purpose trail, secondary park sites, 7.45 acre public park, community center, vineyard, orchard	None	Publicly accessible golf course	Three pocket parks	4.5 miles of pedestrian trails, multi-purpose trail, secondary park sites, 7.45 acre public park, community center, vineyard, orchard
Total Graded Area /c/	300 acres	None	365 acres	170 acres	296.6 acres

	Proposed Project	Alternative 1: No Project / No Development	Alternative 2: Prior Entitlements	Alternative 3: Reduced Grading	Alternative 4: No Barcelona Road Extension
Construction Schedule	• Grading (7.6M cy) - 36 weeks or 9 months based on 50,000 cy per day • Trenching and Backbone, Wet Utilities, Initial. Street Improvements – 64 weeks • Total: 100 weeks • Home construction – three to five years	None	• Grading (10M cy) - 40 weeks or 10 months based on 50,000 cy per day • Trenching and Backbone, Wet utilities, Street Improvements – 64 weeks • Total: 104 weeks • Home construction - two years	• Grading (2.2M cy) - 22 weeks or 6 months based on 20,000 cy per day • Trenching and Backbone, Wet Utilities, Initial Street Improvements – 51 weeks • Total: 73 weeks • Home construction - four years	• Grading (7.5M cy) - 36 weeks or 9 months based on 50,000 cy per day • Trenching and Backbone, Wet Utilities, Initial. Street Improvements – 64 weeks • Total: 100 weeks • Home construction – three to five years
Approvals Needed	• Revised Vesting Tentative Tract Map • Conditional Use Permits • Oak Tree Permit • Variance	None	None	• Revised Vesting Tentative Tract Map • Conditional Use Permits • Oak Tree Permit • Variance	• Revised Vesting Tentative Tract Map • Conditional Use Permits • Oak Tree Permit • Variance

du = dwelling units; cy = cubic yards; afy = acre-feet per year.
/a/ The Prior EIR assumed 13.8 million cy of cut and fill; however, based on the existing conditions on the Project Site, it is estimated that an additional 10 million cy of cut and fill would be necessary to construct this alternative.
/b/ open space acreage includes slopes, etc. and is not limited to "preserved" open space for Alternative 2 this includes the golf course. Therefore, open space as shown in this table may include graded areas.
/c/ includes parks, slopes and other graded areas.
[1] *Grading is from current condition and will be balanced on-site.*

Alternative 1: No Project/No Development Alternative (No Project Alternative)

Section 15126.6(e) of the *State CEQA Guidelines* provides guidance on consideration of the no project alternative. When examining a development project on a specific piece of property, the No Project/No Development Alternative is the circumstance under which the Proposed Project does not proceed. Under a No Project/No Development scenario, the discussion compares the environmental effects of the property remaining in its current state against the environmental effects that would occur if the Proposed Project were approved and constructed.

Under the No Project/No Development Alternative, the Project Site would remain in its present partially graded, highly disturbed condition. As described in **Section 4.0, Project Description**, a large portion of the Project Site has been graded and, therefore, is either in an otherwise disturbed state (e.g., building pads, street profiles, and/or oil/natural gas well pads), or is presently open space. Under the No Project/No Development Alternative, the potential project-related impacts associated with development of the Project Site and described in **Section 5.0, Environmental Impact Analysis** would not occur.

Aesthetics

Under Alternative 1, no impacts to aesthetics/visual qualities, views, light, or glare would occur since there would be no construction activities or new development. The Project Site would remain unchanged from the highly disturbed, graded, but vacant condition on the eastern portion and the previously disturbed but vacant and revegetated western portion of the Project Site. However, given the highly disturbed nature of the Project Site, some viewers may perceive existing conditions as being less aesthetically pleasing than the Project development and associated landscaping. Nonetheless, impacts associated with Alternative 1 would be less than that of the Project.

Air Quality

Alternative 1 would not alter the Project Site's existing uses or result in new construction and, therefore, would not generate additional air pollutant emissions. Construction impacts under Alternative 1 would not occur and operational impacts under Alternative 1 would be avoided. Specifically, Alternative 1 would not result in construction activities or new development and, therefore, would avoid the Project's significant unavoidable air quality impact that would occur due to construction activities. Potential impacts would be less than those of the Project.

Biological Resources

Since no new development would occur under Alternative 1, no associated construction or new uses would take place in areas where biological resources and sensitive habitats exist. Specifically none of the plant communities (including sensitive plant species) wildlife species (including sensitive wildlife species), wildlife corridors, nesting birds, regulated oak trees, "waters of the US/waters of the State" under jurisdiction of the US Army Corps of Engineers (USACE) and/or the Regional Water Quality Control Board (RWQCB), or streambed or habitat under the jurisdiction of the California Department of Fish and Wildlife (CDFW) that exist on the Project Site would be affected. New construction and operational impacts to biotic resources would not occur. However, the County drainage outlet from the northern housing development, which outlets to the north of the Project Site is gradually eroding land on the western portion of the Project Site, resulting in instability on the Project Site. During large storm events, erosion occurs at the bottom of the channel and this erosion could lead to loss of existing cherry woodlands. Although the Project's impacts would be less than significant, potential impacts associated with Alternative 1 would be less than those of the Project.

Cultural Resources

Under Alternative 1, development of new permanent structures and associated grading activities would not occur. Nonetheless, as the Project Site is vacant, there are no historical resources within or adjacent to the Project Site. Thus, similar to the Project, no impacts to historic resources would occur under Alternative 1. Such impacts would be similar to those under the Project.

Under Alternative 1, no grading or other earthwork activities would occur. Thus, Alternative 1 would have limited potential for uncovering archaeological or paleontological resources and no impacts to archaeological and paleontological impacts would occur. Under the Project, impacts associated with the potential discovery of unknown archaeological and paleontological resources would be less than significant with implementation of mitigation measures. However, because no grading or earthwork activities would occur under Alternative 1, potential impacts under Alternative 1 would be less when compared to the Project.

Energy

Under Alternative 1, new demand for electricity and natural gas would not be generated, and associated infrastructure improvements would not be constructed. As no energy use occurs on the Project Site, there would be no increase in the use of energy under Alternative 1. Although Project impacts would be less than significant, such impacts would be avoided under Alternative 1 and as a result, impacts under Alternative 1 would be less than the Project.

Geology and Soils

Alternative 1 would not alter the existing uses on the Project Site and would not introduce new uses or activities. As no structures exist on the Project Site, the potential for new impacts related to slope instability, sedimentation, erosion and landform alteration associated with construction activities would not occur. Furthermore, Alternative 1 would not expose additional people and/or structures to potential adverse effects associated with geologic and seismic hazards, such as fault rupture, seismic groundshaking, liquefaction, lateral spreading, subsidence, landslides or expansive soils. Thus, the Project's less than significant impact associated with geology and soils would be avoided, and no impact would occur. Although the Project's impacts would be less than significant, potential impacts of Alternative 1 would be less than under the Project.

Greenhouse Gas Emissions

There would be no new development or operations on the Project Site, so the only new greenhouse gas (GHG) emissions would be in relation to maintenance of the Project Site. As such, impacts associated with global climate change would be minimal under Alternative 1. Potential impacts would be less than those of the Project.

Hazards and Hazardous Materials

Under Alternative 1, construction of new permanent buildings and associated grading activities would not occur. Thus, Alternative 1 would not result in potential construction-related impacts associated with hazardous materials use, uncovering of unknown subsurface soil contamination, uncovering of unknown USTs, or development in proximity to active or abandoned oil wells. No impacts would occur, and the less than significant impacts that would occur under the Project would be avoided.

Alternative 1 would not introduce new residential uses on the Project Site. Although the Project Site is vacant, there is some limited weed abatement and maintenance that does occur on the Project Site. These would continue under this alternative. Thus, operations under Alternative 1 would not result in an increase in potential hazards. No impacts would occur, and the Project's less than significant impacts would be avoided.

The Project Site is located within a Very High Fire Hazard Severity (VHFHS) Zone. However, as no new development would occur under Alternative 1, no new structures or associated population would be exposed to potential fire hazards. No impacts would occur, and the Project's less than significant impacts would be avoided. Therefore, impacts under the No Project/No Development Alternative would be less than the Project.

Hydrology

Under Alternative 1, the existing uses on the Project Site would remain and no new development would occur. Alternative 1 would not introduce new impervious surfaces, new landscaped areas, or drainage improvements. However, as described in **Section 5.3, Biological Resources**, the streambed on the west is eroding resulting in increased sediment downstream. As no new drainage basins would be constructed to stabilize or improve conditions on the Project Site, hydrology impacts could be greater under this alternative. Although the No Project's impacts would likely be less than significant, potential impacts would be greater than those of the Project, which includes stabilization of the streambed and other improvements that will improve downstream water quality.

Water Quality

Under Alternative 1, the existing uses on the Project Site would remain and no new development would occur. Alternative 1 would not introduce new impervious surfaces, new landscaped areas, or drainage improvements. As discussed above, under this alternative downstream water quality would likely continue to degrade. Although the No Project's impacts would likely be less than significant, potential impacts would be greater than those of the Project.

Land Use and Planning

Under Alternative 1, the existing physical conditions of the Project Site would remain unchanged. No development would occur on the Project Site. The Project's requested discretionary actions, including a vesting tentative tract map, oak tree permit, a variance, and new CUP, would not be required.

Alternative 1 would not implement any of the beneficial policies or provisions set forth in the Los Angeles County Metropolitan Transit Authority's (Metro) Congestion Management Program (CMP). Impacts associated with consistency with land use regulations and plans would not occur. Project benefits, such as the public multi-use trail would not be achieved.

With regard to land use compatibility, Alternative 1 would not introduce new uses or new development on the Project Site. Thus, Alternative 1 would not affect existing on- or off-site land uses or existing land use relationships on the Project Site or the surrounding area. Therefore, no impacts relative to land use compatibility would occur. Although Project impacts would be less than significant, potential impacts associated with Alternative 1 would be less than those of the Project.

Noise

Under Alternative 1, construction of new permanent buildings and associated infrastructure improvements would not occur. Thus, no noise impacts associated with short-term construction would occur. Thus, the significant and unavoidable short-term noise impacts associated with construction activities would be avoided.

Under Alternative 1, no development would occur on the Project Site, no increase in traffic would occur, and no new noise sources would be introduced. As such, noise levels would remain at existing levels and no new or increased sources of noise within the project vicinity would occur as a result of Alternative 1. Therefore, Alternative 1 would result in a reduction of operational noise impacts as compared to the Project's less than significant operational noise impacts. Finally, Alternative 1 would not result in any vibration impacts during either construction or operation, and thus vibration impacts would be less than the Project's less than significant impacts.

Library Service

Alternative 1 would not result in new development or land uses and thus would not increase the population on the Project Site or generate an associated increase in the need for library service in the neighborhood. Therefore, the demand for library services in the area would remain generally unchanged from existing conditions. Although Project impacts would be less than significant, such impacts would be avoided under Alternative 1.

Education

Alternative 1 would not result in new development or land uses and thus would not increase the population on the Site resulting in additional school age children in the neighborhood. Therefore, the demand for school services in the area would remain generally unchanged from existing conditions. Although Project impacts would be less than significant, such impacts would be avoided under Alternative 1.

Sheriff Service

Alternative 1 would not result in new development or land uses and thus would not increase the population on the Project Site or generate an associated increase in calls for law enforcement services by the County Sheriff's Department (Sheriff's Department) or the California Highway Patrol (CHP). Therefore, the demand for law enforcement services in the area would remain generally unchanged from

existing conditions. Although Project impacts would be less than significant, such impacts would be avoided under Alternative 1.

Fire Service

Alternative 1 would not result in new development or land uses and thus would not increase the population on the Project Site or generate an associated increase in calls for fire protection and emergency medical services by the County Fire Department (LACFD). Therefore, the demand for fire protection and emergency medical services in the area would remain generally unchanged from existing conditions. However, Project benefits such as construction of the two water tanks, which would provide future fire flows for off-site properties within the Project vicinity, would not be provided. Nonetheless, although Project impacts would be less than significant, such impacts would be less under Alternative 1.

Recreation

Alternative 1 would not result in new development or land uses and thus would not increase the population on the Project Site or generate an associated increase in the need for recreational areas in the neighborhood. Therefore, the demand for recreational services in the area would remain generally unchanged from existing conditions. However, the Project provides a new 7.45-acre public park, 4.5 miles of pedestrian trails and a new multi-use trail and regional trail connection that would not be developed under Alternative 1. Nonetheless, although Project impacts would be less than significant, such impacts would be avoided under Alternative 1.

Transportation/Traffic

Although existing maintenance trips would continue to occur, no increase in traffic would result from Alternative 1 due to construction-related trips on the local or regional street system. Although construction-related traffic impacts under the Project would be less than significant with implementation of traffic management controls where necessary, the alternative would not result in any construction-related traffic impacts. Therefore, the impact of Alternative 1 would be less than that of the Project.

Since no new development or changes in land use would occur under Alternative 1, no increase in operational traffic would occur. As such, no impacts to local intersections or freeway segments, including Los Angeles County Congestion Management Program (CMP) intersections and freeways, would occur. Although Project impacts after mitigation would be less than significant, such impacts would be avoided under Alternative 1.

Water Supply

Under Alternative 1, new demand for domestic water would not be generated, and new water supply and distribution improvements would not be constructed. No water would be necessary for the Project Site, as the site would remain vacant. However, Project benefits such as the upgrade to the Castaic Lake Water Agency (CLWA) pipeline, would not be achieved. Nonetheless, although Project impacts would be less than significant, such impacts would be less under Alternative 1.

Solid Waste

Under Alternative 1, demolition of existing structures and construction of new permanent structures and associated infrastructure improvements would not occur. Therefore, no construction and demolition debris, wastes, or soil export would be generated for disposal at a County inert landfill. No impacts would occur and the Project's less than significant impacts would be avoided.

Since no new development would occur and existing on-site uses would remain under Alternative 1, solid waste generation associated with operation of Alternative 1 would remain consistent with existing levels. Therefore, no impacts on landfill capacity would occur under Alternative 1, and the Project's significant and unavoidable project level and cumulative impacts on landfill capacity would be avoided.

Electricity and Natural Gas

Under Alternative 1, new demand for electricity and natural gas would not be generated, and associated infrastructure improvements would not be constructed. As no energy use occurs on the Project Site, there would be no increase in the use of energy under Alternative 1. Although Project impacts would be less than significant, such impacts would be avoided under Alternative 1.

Wastewater

Under Alternative 1, new wastewater flows would not be generated, as the Project Site would remain vacant. Although Project impacts would be less than significant, such impacts would be avoided under Alternative 1.

Relationship of the Alternative to the Project Objectives

Alternative 1 would not meet the Project's purpose to provide housing on the previously graded and vacant Project Site. The Project Site would remain vacant and underutilized. Alternative 1 would not meet many of the basic objectives of the Project.

Specifically, Alternative 1 would 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 Proposed Project would also not occur. For example, the No Project/No Development Alternative would not 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

This alternative assumes development in accordance with the Prior Entitlements, which continue to remain effective, and retains the layout provided by the existing Tract Map adopted with the Prior Entitlements. This alternative is evaluated to identify alternate development that could take place on the Project Site as a practical result of the Project's non-approval. The project described by Alternative 2 was analyzed in the Final Environmental Impact Report for Hasley Canyon Project (State Clearinghouse No. 98071037) dated November 28, 2001 that was certified by the County in 2002 (the "Prior Final EIR"). As part of the 2002 approval process, development of such project was made subject to the mitigation measures described in the Prior Final EIR.

As shown on **Figure 6.0-1, Alternative 2 – Prior Entitlements Alternative**, this alternative would develop the 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). Alternative 2 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 facilities and parks; 35 acres would be graded for public and private streets, and 67 acres would remain open space.

The clubhouse would include meeting, dining and maintenance areas totaling 30,000 square feet, with parking for 150 vehicles located in the central area of the Project Site and accessed via a private driveway. A 1-acre lake would be located in the western portion of the Project Site, and a 2-acre lake would be located in the central portion of the Project Site. These lakes would contain on-site well water as irrigation reserve supply. Similar to the Proposed Project, Alternative 2 would also include the extension of

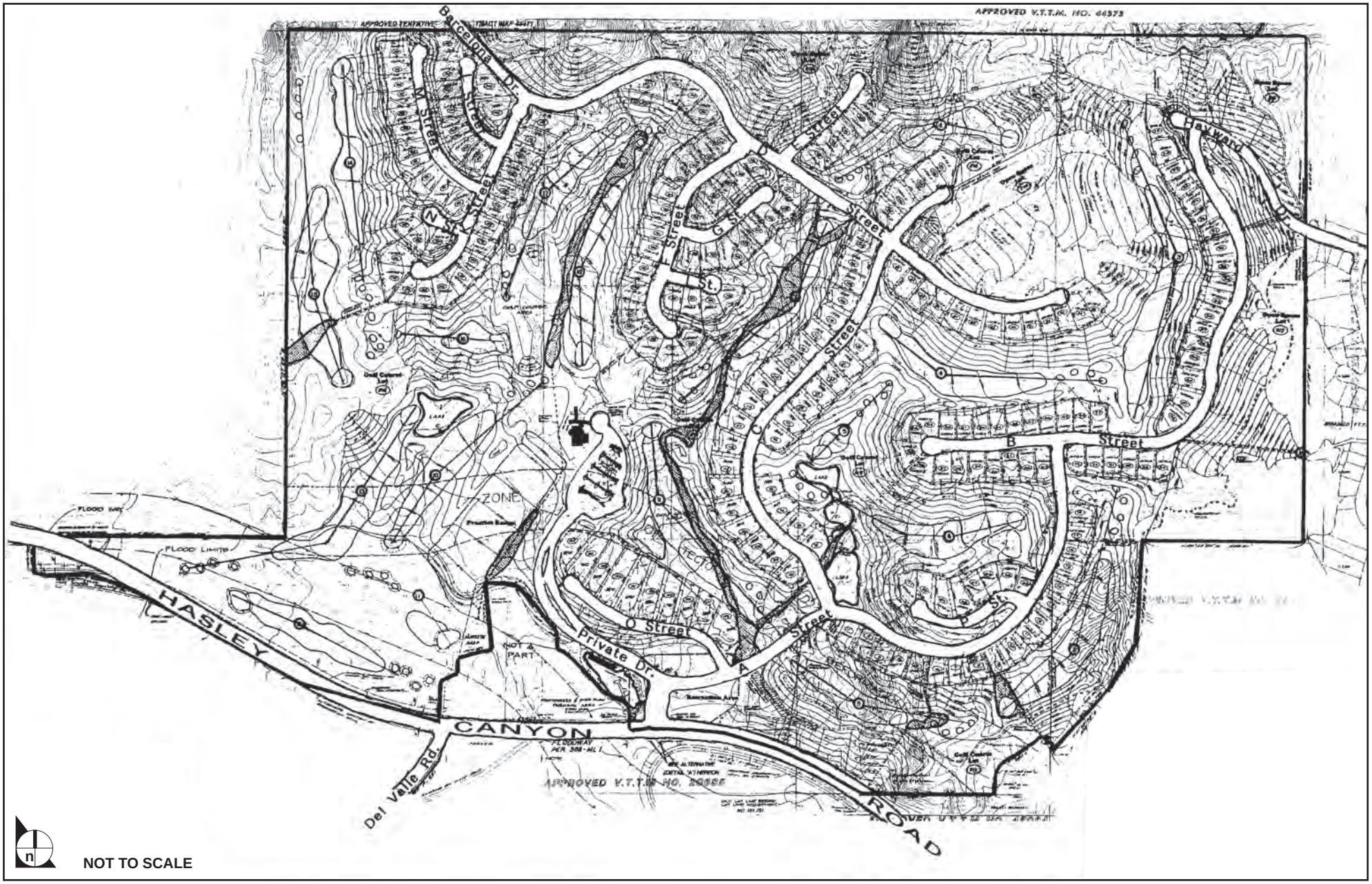
Barcelona Road from the north and Hayward Drive from the east through the Project Site. Two open space lots would provide a total of approximately 67 acres of undisturbed chaparral and grasslands located on the northeast portion of the Project Site.

The residential component under this alternative would be distributed across the Project Site specifically to permit the creation of the golf course. Approximately 38 of the 209 single family lots would be located on the westerly ridgeline that is mapped as significant primary and secondary ridgeline by the County and which would require extensive grading to construct. Completion of the golf course would require grading portions of Hasley Canyon Creek and Unnamed Drainage #1 (see **Section 5.9.1, Hydrology**), and would occupy land reserved as undeveloped open space under the Project. The Prior Final EIR estimated 13.6 million cy of cut and fill (balanced on site) would be necessary to complete this alternative. Approximately 12 million cy of grading has occurred. However, as mentioned, the westerly ridgeline has not been graded. 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. One 750,000-gallon water tank was required in connection with this alternative and it has been built on the Project Site. As a result, no further water tank construction would be required. In addition, this alternative required construction and dedication of a water well to Los Angeles County Waterworks District (LACWWD) 36, which has been completed, for potable water use. Irrigation of the golf course was proposed to be carried out using an on-site well. As such, no additional off-site water pipeline construction would be required for this alternative.

The following approvals were granted in 2002 for the project described by this alternative:

- Vesting Tentative Tract Map No. 52584 authorizing the creation of 209 single-family residence lots, two private and future street lots, two open space lots and one recreation lot for an 18-hole golf course and accessory uses with on-site alcohol sales on approximately 430 acres.
- A CUP authorizing development in compliance with hillside management and density controlled development criteria and permitting the golf course and on-site alcohol sales.
- An oak tree permit.

These approvals remain in effect. For purposes of this analysis, it is assumed that no further project approvals would be necessary to implement Alternative 2.



SOURCE: Taylor & Company, 2001

FIGURE **6.0-1**

Alternative 2 – Prior Entitlements Alternative

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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 this Draft EIR. This methodology allows a comparison between the Project and the Alternative 2 scenarios to better allow the reader to understand 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.

Aesthetics

The existing visual character of the Project Site is low, as the majority of the Project Site is either heavily graded or disturbed due to oil drilling and past use as a golf course. Development of Alternative 2 would alter the visual characteristics of the Project Site by replacing existing views of the currently vacant, disturbed Project Site with views of a golf course and clubhouse, residential development, roadways and other infrastructure. As with the Project, Alternative 2 would introduce residential and clubhouse uses into an undeveloped landscape.[4] Unlike the Project, Alternative 2 would develop a golf course in lieu of open space across much of the Project Site and the ridgelines and hillsides on the westerly portion of the Project Site would be developed with housing.

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4 The Prior Final EIR examined three viewsheds from which the Project Site would most frequently be viewed: (1) the Hasley Canyon Road westbound corridor, (2) the Hasley Canyon Road residence and eastbound corridor and (3) the Del Valle Road at Hasley Canyon Road corridor. These views are similar to views from the south and west examined by this EIR for the Project. The Prior Final EIR did not examine views from the north or east of the Project Site. The Prior Final EIR determined that views from the first two viewpoints would be less than significant, but concluded that changes in views from the third viewpoint could be significant, and incorporated the following mitigation measures to reduce the impact to a less than significant level: preservation of 67 acres of open space, landscaping emphasizing native vegetation to screen existing off-site petroleum operations and provide rapid revegetation of slopes, and oak tree planting. With these mitigation measures, viewshed impacts were found to be less than significant in the Prior Final EIR.

While the Project would include more housing than would Alternative 2, the Project does not include development of the westerly ridgeline. Thus, housing in Alternative 2 would be more visible and the westerly ridgeline would be significantly graded as compared with the Project. In addition, the public clubhouse under Alternative 2 is of much greater size than the clubhouse proposed for the Project. As such, compared to the Project, Alternative 2 would have greater impacts with respect to views, although both have been determined to have less than significant impacts.

Development under either the Project or Alternative 2 would introduce some glare, including reflected light from the Project Site. While this is a change from the existing condition, given the residential and recreational nature of Alternative 2, including the provision of landscaping and trees, daytime glare produced by the development would be similar to the Project and would be less than significant. This is consistent with the finding of less than significant impact with respect to glare in the Prior Final EIR, after imposition of landscaping mitigation measures.

As with the Project, under Alternative 2, lighting for clubhouse operations, home security, automobile lights, streetlights, and parking lot lighting associated with the operation of the clubhouse would be added to a currently undeveloped site, and would be most visible during the nighttime. Given that the Project Site is currently vacant and does not produce nighttime light, the impact on the surrounding area under this alternative would be a change over the present condition and would transform this undeveloped area into that of a developed community similar to the neighboring communities to the east and north. Due to the configuration of housing development under Alternative 2, as described above, residential and street lighting would be spread across a broader area of the Project Site than with the Project. Lastly, the housing located on the slopes and ridges under Alternative 2 would increase the potential for intrusive nighttime illumination to be visible from off-site. However, the Prior Final EIR introduced mitigation measures requiring street and yard lighting to be low-intensity, directed luminary units, and directed away from natural areas. As with the mitigation measures imposed in this EIR for the Project, such measures would minimize the outward and upward migration of nighttime light and would reduce lighting impacts to a less than significant level by control the placement and orientation of lighting fixtures to prevent glare or light intrusion into adjacent areas. However, even following mitigation, given the development of the westerly ridgeline with home sites, the introduction of nighttime lighting would be more visible from adjoining areas and would have a greater effect on nighttime views near the Project Site as compared with the Project. Further, since adoption of the Prior Final EIR, the County has implemented its Dark Skies ordinance that would be applicable to the Project and could serve to further mitigate the impact of the Project as compared with Alternative 2 development. Thus, while both alternatives have been determined to have less than significant impacts with respect to nighttime lighting

after mitigation, due to the location of homes on the hillside, nighttime lighting associated with the Alternative 2 would appear to have greater impact than the Project.

Air Quality

Construction

As indicated in **Table 6.0-1**, Alternative 2 is estimated to require an additional 10 million cy of combined cut and fill, as compared to the 7.6 million cy estimated for the Project. This volume includes grading for the golf course and the residential units and clubhouse. It is assumed the total construction activity that would occur on a daily basis would be the same as with the Project and it is assumed grading approximately 10 million cy (balanced on site) would take approximately 40 weeks or 10 months based on a volume of 50,000 cy per day. Trenching and backbone infrastructure wet utilities and initial street improvements are anticipated to take approximately 64 weeks. As more grading would be required, the duration of grading would be longer (approximately 10 months) and total construction emissions associated with grading, trenching and other backbone improvements would be increased compared to the Project. Emissions associated with home construction would be less as 209 single-family units would be built compared to the 497 single-family dwellings for the Project.

The Prior Final EIR assessed air quality impacts for this alternative and determined (based on, among other things, emissions factors, including diesel truck emissions in then prevalent machinery, and the amount of grading proposed to be performed) that SCAQMD thresholds for NOx and PM10 would be exceeded during construction.[5] The Prior Final EIR concluded that these impacts would remain significant and unavoidable during construction, even with implementation of recommended mitigation measures including compliance with SCAQMD Rule 403 and maintaining clean fuel operations to reduce PM10 and NOx emissions, respectively. Consistent with methodologies then in use, a localized impacts analysis (i.e., LST) was not performed in the Prior Final EIR. As with the Project, long-term operational impacts were found to be below significance thresholds for criteria pollutants.

To allow a comparison of impacts for construction of Alternative 2 under existing conditions (including current, less emission intensive construction equipment), for information purposes only, this EIR assesses the construction related air quality impacts for Alternative 2 applying current standards of analysis and

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5 Air quality calculations in the Prior Final EIR were not calculated using the current industry accepted model, CalEEMod. Additionally, overall fleet mix has changed substantially since the preparation of the Prior EIR. For these reasons, direct comparisons of air quality results for the Prior Entitlements as set forth in the Prior Final EIR and as analyzed for the Project using current standards are not comparable. As such, the comparison of air quality impacts of the Prior Entitlements and the Project are conducted using current standards.

assumes that air quality mitigation measures from the Prior EIR requiring compliance with SCAQMD rules would be performed in accordance with current SCAQMD guidelines and utilizing current equipment. Applying these guidelines, construction emissions are estimated and evaluated on the basis of maximum daily emissions, which are shown in **Table 6.0-2 Unmitigated Construction** Emissions. Maximum daily grading emissions under this alternative would be similar to the maximum daily grading emissions that would result under the Project, as the same amount of activity would occur on a daily basis (i.e., number of trucks, grading amount per day, etc.). However, it is anticipated that the overall period for grading for the alternative would be greater as compared with the Project, as 10 percent or more grading would be required overall. Due to the shorter timeframe, and different mix of equipment on the Project Site, Alternative 2 would also exceed the regional emissions threshold for CO. However, this impact could be avoided by extending the period over which the grading occurs (for example 13 months rather than 10 months). This would require fewer than 50,000 cy of dirt movement per day, but would not result in the same CO impact.

Table 6.0-2
Unmitigated Construction Emissions - Alternative 2

	Maximum Emissions in Pounds per Day					
Construction Year	**VOC**	**NOx**	**CO**	**SOx**	**PM10[1]**	**PM2.5[1]**
Year 1	47.0	396.2	562.1	0.3	33.7	22.2
Year 2	43.3	374.5	528.0	0.3	30.5	20.9
Year 3	40.1	350.5	498.9	0.3	30.3	20.2
Year 4	11.6	58.6	56.1	0.1	5.2	3.8
Year 5	9.2	40.1	41.6	0.1	3.8	2.5
Year 6	8.9	35.6	40.8	0.1	3.5	2.3
Maximum Emissions in Any Year	47.0	396.2	562.1	0.3	33.7	22.2
SCAQMD Threshold:	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	NO	**YES**	**YES**	NO	NO	NO

*Source: Impact Sciences, Inc., 2014. Emissions calculations are provided in **Appendix 5.2**.*
Note: Totals in table may not appear to add exactly due to rounding in the computer model calculations.
[1] *As mandated by the SCAQMD dust suppression measures have been included as part of the Project, consequently PM10 and PM2.5 emission estimates are based on compliance with SCAQMD requirements.*

For the Project, implementation of **Mitigation Measures MM 5.2-1** and **MM 5.2-2** would reduce combustion-based emissions of NOx through the use of alternative fuels and electric-powered equipment on-site. However, the availability of such equipment is limited, and consequently it is likely that diesel and gasoline-powered equipment will be used extensively during construction. Restricting the use of such equipment and ensuring that it is properly maintained will also reduce emissions, but not sufficiently to bring NOx emissions under the thresholds developed by the SCAQMD for the Project.

As the latest Rule 403 and fleet maintenance requirements would be applied to both the Project and Alternative 2 and the amount of grading is assumed to be the same on a daily basis, impacts from construction emissions (NOx) associated with the alternative would be incrementally greater than the Project, and as such would be significant and unavoidable.

Unlike the Project, the Prior Final EIR also found that significant and unavoidable PM10 impacts would occur during the construction phase for the Prior Entitlement Alternative. However, as shown above, using the current methodology no PM10 impact would occur. This change can largely be attributed to cleaner fleets and model refinements.

As discussed above, Alternative 2 did not include an LST analysis in the Prior Final EIR. For the LST analysis, background factors such as meteorology and topography remain the same for both Alternative 2 and the Project. Since this is the case, localized concentrations would change roughly proportionally to the rate of emissions, so that similar emissions between this alternative and the Project would result in similar localized pollutant concentrations. The LST analysis is based on daily emissions and, based on the assumptions above, as emissions from Alternative 2 would be similar to those of the Project during the period of maximum activities (i.e., grading), so would the localized concentrations. However, as total grading and the period for conducting grading would be longer under this alternative than for the Project, the total number days of exposure would be increased under this alternative. Nonetheless, as LST impacts are evaluated based on daily emissions and the daily efforts would be similar for both projects, LST impacts would be similar for Alternative 2 and the Project and would be significant for NOx, PM10 and PM2.5. Lastly, as described above, the estimates used for purposes of this analysis (i.e., assuming the same amount of dirt moved per day as the Project) would also result in a significant and unavoidable CO impact for this alternative.

Construction traffic during peak construction periods (while grading and backbone infrastructure development is being constructed) would be substantially similar for the Project and this alternative. As such, construction traffic and air quality impacts from mobile emissions related to such trips would be expected to be substantially similar in each case and less than significant. Overall, the number of days of construction is expected to be greater under Alternative 2 during grading, due to the additional grading work required for that alternative, and less during home construction, as Alterative 2 includes fewer homes, when compared with the Project.

Operation

Mobile sources comprise the majority of daily emissions for both the Project and the alternative. Alternative 2 would include fewer residential trips, due to the reduction in housing units, as compared

with the Project, but would include more commercial trips, since the alternative would include a golf course and clubhouse/dining facility open to the public. As described in the traffic analysis below, Alternative 2 would generate 3,225 daily trips (1,612 inbound and 1,613 outbound trips) during a typical weekday, resulting in decrease of 1,531 trips when compared to the Project (4,756 daily trips). Therefore, as with the Project, operational air quality impacts would be less than significant; however, operational air quality impacts for Alternative 2 would be less than for the Project.

Biological Resources

Under Alternative 2, completion of the golf course would require the grading of the westerly ridgeline and portions of Hasley Canyon Creek and Unnamed Drainage #1, and would occupy land reserved as undeveloped open space under the Project. As such, there would be an increase in disturbance to biological resources on the Project Site.

The Prior Final EIR determined that Alternative 2 would result in the loss of native vegetation, loss of Mainland cherry habitat, loss of native oak trees, loss of potential habitat for four sensitive species, and loss of foraging and roosting habitat for four sensitive raptors and four sensitive bats. This Alternative would also disturb wildlife populations and corridors near the Project Site. Mitigation measures for Alternative 2 included development of a habitat preservation plan for the loss of foraging and roosting habitat for raptors and bats and the loss of sensitive species and planting of 64 oak trees to replace 24 oak trees that have been removed. Mitigation measures were found to reduce potential impacts of Alternative 2 to less than significant.

As discussed in **Section 5.3, Biological Resources**, the Retention Basins on the Project Site resulting from the installation of anti-erosion Best Management Practices (BMPs) on the previously graded portion of the Project Site provide suitable breeding pools for the Western spadefoot toad (*Spea hammondii*), a CDFW species of special concern, when there is enough rain to fill them, and Western spadefoot toad has been identified on the Project Site. Although much of the Project Site has been graded, which effectively eliminated most of the suitable non-breeding habitat on-site; there are still some pockets of vegetation on-site that would be suitable for the non-breeding periods of time when spadefoot toads spend much of their time underground. Under Alternative 2, the golf course would be located within the existing spadefoot habitat. As a result, to mitigate potential impacts to spadefoot toad, habitat would need to be developed either on- or off-site. As a result, Alternative 2 would result in potentially significant but mitigable impacts to the Western spadefoot toad. The Project would also provide mitigation for the Western spadefoot toad, as well as all other potentially significant biological resources impacts.

As such, although impacts related to biological resources would be less than significant under both the alternative and the Project, impacts would be comparatively greater with Alternative 2 because it removes potential habitat in the western area of the Project Site that is retained with the Project.

Cultural Resources

As discussed in **Section 5.4, Cultural Resources**, the Project Site does not contain any known significant historic, archaeological, or paleontological resources, and there are no known cemeteries or burial grounds on the Project Site. The Prior Final EIR did not evaluate cultural resources. Under Alternative 2, 209 single-family dwelling units, an approximately 243-acre private golf course facility, and ancillary facilities would be developed, which could have the potential to unearth previously unknown significant cultural resources, or disturb previously unknown human remains. However, disturbance of any cultural, archeological, or paleontological resources would be required to be handled in accordance with existing state law. The Project includes **Mitigation Measures MM 5.4-1** through **MM 5.4-3**, as set forth in **Section 5.4, Cultural Resources** that put procedures in place in the event of an archeological, paleontological or Native American find to ensure that impacts to cultural resources would be less than significant. In addition, as Alternative 2 would require disturbance across more of the Project Site, thereby increasing the chance of uncovering a buried resource, impacts associated with Alternative 2 would be comparatively greater than the Project but would remain less than significant.

Energy

The Project would not result in the wasteful or inefficient use of energy. The Prior Final EIR did not evaluate energy use. It is expected that the Prior Entitlements would be constructed in accordance with Title 24 requirements and would comply with current building code requirements. Therefore, Alternative 2 would include some energy saving measures, though not as many as the Project, which through incorporation of PDFs exceeds current building code requirements and which also incorporates shade trees to reduce cooling needs. Nonetheless, it is expected impacts associated with both Alternative 2 and the Project would be less than significant. However, as it is assumed this alternative would not include all of the energy reduction measures included in the Project, impacts of Alternative 2 would be comparatively greater than the Project.

Geology and Soils

Alternative 2 would involve more grading than the Project to complete the housing and golf course development on the western portion of the Project Site; specifically, the grading of the westerly ridgeline and the canyon areas. The Prior Final EIR determined impacts related to geotechnical hazards would be less than significant with incorporation of mitigation measures, including by requiring all grading to

occur in accordance with County of Los Angeles Grading Codes and recommendations of the geologist/soils engineer.

All improvements constructed on the Project Site would be subjected to the forces of ground movement during seismic events. Impacts related to geology and soils would be less than significant without mitigation due to compliance with existing codes. To the extent that Alternative 2 would result in fewer homes when compared to the Project, direct geotechnical hazards to people would be incrementally reduced. Therefore, although both Alternative 2 and the Project would result in less than significant impacts related to geologic and soils, these impacts would be less under this alternative when compared to the Project.

Greenhouse Gas Emissions

The Prior Final EIR mentioned but did not evaluate greenhouse gas emissions generated by development in accordance with the Prior Entitlements. However, as Alternative 2 would result in a smaller level of development (i.e., 288 fewer residential units) than the Project, and fewer daily trips (which comprise a major component of operational GHG emissions) the alternative would result in fewer GHG emissions than the Project during operation. The golf course would not be a large source of GHG emissions, especially in comparison to the residential units as it would generate relatively few trips and would not itself generate emissions. Construction activities would also result in GHG emissions, though in general construction-related GHG emissions are a very small part of total GHG emissions over the project lifetime and therefore would not result in a substantial variation in GHG emissions compared to the Project. The Project's significance with respect to GHG emissions is evaluated based on its consistency with applicable GHG reduction strategies in the County of Los Angeles CCAP. There are 26 local actions included in the CCAP. The local actions are grouped into five strategy areas: green building and energy; land use and transportation; water conservation and wastewater; waste reduction, reuse, and recycling; and land conservation and tree planting. It is expected that the Prior Entitlements would be constructed in accordance with Title 24 requirements and would comply with current building code requirements, including Title 31 and Low Impact Development Standards. Therefore, Alternative 2 would include some GHG reduction measures, though not as many as the Project, which through incorporation of PDFs exceeds current building code requirements and includes options for zero net energy, solar orientation, pedestrian networks, waste reduction programs and additional GHG reducing features. Nonetheless, it is expected impacts associated with both Alternative 2 and the Project would be less than significant as Alternative 2 would be able to demonstrate consistency with the CCAP. However, as it is assumed this alternative would not include all of the GHG reduction measures included in the Project, impacts of Alternative 2 would be comparatively greater than the Project.

Hazards and Hazardous Materials

Under Alternative 2, 209 single-family dwelling units, an approximately 243-acre private golf course facility, and ancillary facilities would be developed. Golf Course operations would require the use of toxic and hazardous materials, including, but not limited to, herbicides, pesticides, fertilizers, paints, gasoline and/or diesel fuels (to power grounds-keeping equipment), lubricants and large batteries (to power on-site golf carts). The Project includes a vineyard and orchard and residential yards that could also require pesticide usage, but that would operate on a much smaller scale than the golf course development under Alternative 2 and would not require tractors or other large maintenance vehicles. The Prior Entitlements Alternative would also include aboveground fuel storage for golf course grooming tractors and mowers. Storage of fuel on-site would be required to comply with state and federal regulations, and storage and dispensing permits would be obtained, as necessary. Any accidental release of fuel or hazardous material would be required to be immediately reported to the local fire department and appropriate County departments and state agencies. For any reportable spill, the County Public Health Department and State Office of Emergency Services must be contacted. For a spill affecting water resources, the United States Environmental Protection Agency (US EPA) and Regional Water Quality Control Board must be contacted. However, the Prior Final EIR imposed the following mitigation measures that were determined to reduce the potential impacts from a fuel spill or other hazardous materials release to less than significant:

- Public access to hazardous golf facilities storage areas will be prohibited. Such areas will be fenced with posted warning signs, security illumination, and locks.
- Golf facility storage and containment areas will provide material segregation area controls and personnel training for potentially hazardous and incompatible materials, with off-site disposal of hazardous wastes.
- Regulated hazardous materials associated with golf operations will be manifested, labeled, and secured per federal Material Safety Data Sheet (MSDS) requirements.

Potential environmental safety issues associated with the Prior Entitlements Alternative golf facilities, including public health risks associated with accidental releases of fuels or hazardous materials in areas of public access would be less than significant, but would be greater than under the Project, as the Project would not have impacts associated with the use of hazardous materials for golf operations.

At the time of the Prior Entitlements, various oil well and related facilities were present on the Project Site. These have subsequently been removed and all oil wells have been capped. The presence of 10 abandoned oil wells on the Project Site has the potential to expose residents and the general public to methane hazards. However, compliance with Section 110.4 of the County of Los Angeles Building Code,

which requires that all new buildings or enclosed structures be setback at least 300 feet away from active, abandoned, or idle oil or gas wells unless designed according to recommendations prepared by a licensed Civic Engineer and approved by the County Building Official, would reduce impacts to less than significant. Similarly, Alternative 2 would be required to comply with County Code with respect to location and design of and all structures on the Project Site. Therefore, impacts would be similar under the Project and Alternative 2 and less than significant.

The Project Site is located in VHFHS Zone. However, as with the Project, and as analyzed in the Prior Final EIR, Alternative 2 would not result in a significant impact related to fire risk. The Prior Final EIR found, with payment of fees, sufficient on-site fire flow, and compliance with fire codes for VHFHS Zone impacts would be less than significant. The alternative would be required to comply with County requirements related to fire protection and fuel modification (the same requirements as demonstrated in **Mitigation Measures MM 5.12.4-1** through **MM 5.12.4-8).** However, as the Project could result in a greater number of people living on the Project Site (although, the Prior Entitlements would have visitors on the Project Site in addition to residents), more people could be exposed to potential fire hazards under the Project. Therefore, impacts under Alternative 2 would be less when compared to the Project.

In sum, Alternative 2 would result in greater impacts than the Project with respect to hazards and hazardous materials, specifically with regard to the potential for the accidental release of hazardous materials. However, this alternative would result in less impact than the Project with respect to fire hazards. The Prior Entitlements Alternative would have similar impacts to the Project with respect to hazards associated with the capped, abandoned on-site oil wells.

Hydrology and Water Quality

Hydrology

As discussed in the description of this alternative above, no new approvals would be needed to construct this alternative as it remains subject to a vesting tract map and this alternative would not be subject to Los Angeles County hydromodification requirements. As such, construction of this alternative could result in additional downstream impacts due to the lack of adequate stormwater detention until such time as the planned channel improvements are constructed. As such, impacts would be greater with this alternative. Nonetheless, the Prior EIR determined impacts would be less than significant.

Water Quality

The Prior Final EIR found impacts of Alternative 2 related to water quality would be less than significant with mitigation. Mitigation measures included compliance with National Pollutant Discharge Elimination

System (NPDES) requirements. As described above, the alternative would not be subject to hydromodification requirements. Due to the potential for downstream water quality impacts to occur until planned channel improvements are completed, impacts would be greater than with the Project.

Land Use and Planning

Under Alternative 2, the Project Site would be developed with 209 single-family dwelling units, an approximately 243-acre private golf course facility, and ancillary facilities. The Prior Final EIR found the project to be consistent with the Los Angeles County General Plan and then current Santa Clarita Area Plan land use designation. As with the Project, a CUP was required for hillside grading and density controlled permit was required to permit the proposed layout of the residential uses.

Although the Prior Entitlements were approved prior to the time that the County mapped the easterly and westerly ridgelines on the Project Site as significant ridgelines, to the extent that development under the Prior Entitlements Alternative would require the full grading of the westerly significant ridgeline, the alternative would be inconsistent with a number of current policies in the SCVAP 2012 discouraging development on ridgelines (specifically Land Use Element Policies LU-1.3.3, LU-1.1.4, LU-1.3.2, LU-1.3.3, and LU-6.1.1, Open Space and Conservation Element Geological Resources Goal CO-2, and Open Space and Conservation Element Policies CO-2.2.3, CO-6.1.2, and CO-10.1.5). As the Prior Entitlements Alternative would result in more extensive grading of the westerly ridgeline than is proposed with the Project and would be inconsistent with a number of current SCVAP 2012 Policies, the impacts of this alternative with respect to grading of significant ridgelines would be greater as compared to the Project. However, as the alternative would be fully consistent with planning and land use documents applicable under the Prior Entitlements, and no new entitlements or approvals would be needed for the alternative, Alternative 2 would not result in significant land use impacts.

Noise

Under either the Prior Entitlements Alternative or the Project, development of the Project Site would involve clearing and grading of the ground surface, installation of utility infrastructure, and the building of the proposed improvements. These activities typically involve the temporary use of heavy equipment, smaller equipment, and motor vehicles, which generate both steady static and episodic noise. Under both the Project and the alternative, the Barcelona Road and Hayward Drive extensions would be constructed, however, under the alternative, no water tank and no off-site water line construction would be required. While the water tank construction would not create significant noise impacts, the construction of the off-site water line would cause significant noise impacts, which would not occur with the alternative. Under Alternative 2, the Prior Final EIR found impacts related to construction noise to be less than significant

with compliance with County noise standards. As the alternative would not result in the water line, noise impacts related to off-site infrastructure would be less than the Project.

Construction noise would primarily affect the occupants of adjacent housing developments. As discussed in the noise analysis for the Project, the extension of Hayward Drive could result in significant and unavoidable impacts to the residences located within 50 feet of the roadways. Although the Prior Final EIR identified less than significant impacts related to noise, construction of this alternative also includes the extension of Hayward Drive. Due to the proximity of residential uses to Hayward Drive impacts related to construction noise would be significant and unavoidable similar to the Project.

The Prior Final EIR determined operational noise, including noise from golf course maintenance activities, would be less than significant. With respect to operational noise impacts, under either Alternative 2 or the Project, residents on and off the Site would be subject to traffic noise along both internal and off-site roadways, as well as noise from day-to-day activities at the Project Site. However, to the extent Alternative 2 would reduce the number of vehicle trips and associated roadway noise when compared to the Project, there would be less noise impact. Both the Prior Entitlements Alternative and the Project would result in less than significant operational impacts, however, Alternative 2 would result in lesser impacts than the Project relative to operational noise.

Public Services

Library Services

Based on the adopted County library planning guideline of 0.50 square foot of library facilities per capita and the adopted County library planning standard of 2.75 material items (books, magazines, periodicals, audio, video, etc.) per capita for new libraries, development of the Project would require a total of 880 square feet of library facilities and 4,840 items (books, magazines, periodicals, etc.). In addition, the County Library uses a service level guideline of one public access computer per 1,000 people served; therefore, the Project would require two computers. In comparison, Alternative 2 would require a total of 370 gross square feet of library facilities, 2,032 additional items for the library system's collection and one new computer based on 739 residents[6] and impacts would be less than significant with payment of appropriate fees.

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6 The Prior Final EIR used a population estimate of 3.09 persons per household for a total of 646 persons. However, this analysis uses the 3.54 population estimate used for the Project to create a direct comparison between the two scenarios.

The County has adopted a Library Developer Fee ($857.00 per residential unit as of July 1, 2013) which will be paid by Applicant and that will mitigate impacts of development on library services to a less than significant level. While both the Prior Entitlements Alternative and the Project would result in less than significant impacts, the Project would result in an incrementally greater demand on library services due to greater population. As a result, the Prior Entitlements Alternative would result in lesser impacts than the Project relative to library services.

Education

The Project would generate an estimated 159 elementary students, 68 middle school students, and 94 senior high school students for the two affected school districts (the Castaic School District and the William S. Hart Union High School District) at buildout. Alternative 2 would reduce the number of dwelling units by 288 compared to the Project; therefore, fewer students would be generated. Applying then effective school district methodology, the Prior Final EIR found the Prior Entitlements Alternative would result in 167 elementary school students, 84 middle school students, and 40 high school students. Application of current methodology used by Castaic School District and Hart School District to calculate likely attendance would likely yield lower attendance counts. Development of either the Project or Alternative 2 would be subject to the funding agreements established between the Applicant and the affected school districts. Given that all future development must comply with existing school facilities funding agreements and other mechanisms (e.g., Senate Bill 50, the Valley-Wide Joint Fee Resolution, and/or new school facilities funding agreements), the Prior Entitlements Alternative would result in a less than significant impact with respect to education. However, as Alternative 2 would result in fewer additional schoolchildren, impacts under the alternative would be less compared to the Project.

Sheriff Services

During construction, both the Project and this alternative would require similar limited amounts of law enforcement related services. The Project would result in a resident population of approximately 1,760 persons, which would increase the demand for law enforcement related services in terms of personnel and equipment. The Project would require the services of two additional sworn officers. Based on the average size of a County household of 3.54 persons per single-family household, Alternative 2 would result in a population of 740 persons. Given the Sheriff's Department's preferred ratio of 1 officer per 1,000 persons, this alternative would require the services of one additional officer; one officer less than the Project. Both Alternative 2 and the Project would result in less than significant impacts with payment of fees.

While Alternative 2 would reduce the demand for law enforcement equipment and personnel related to residential uses (as fewer residents would be located on the Project Site), there would be a concomitant reduction in tax revenue from homes to fund ongoing law enforcement efforts. The golf course component of this alternative would provide additional tax revenue that could potentially close the gap between the two alternatives. However, the addition of the golf course and clubhouse introduce a commercial use on the Project Site including sale of alcohol that could increase the need for sheriff's services as compared with the Project. Overall, therefore, from a sheriff's services standpoint, the Prior Entitlements Alternative would likely have different impacts on sheriff's services, but overall impacts would be mitigated under both this alternative and the Project to less than significant and impacts under the Prior Entitlements Alternative would be slightly less than the Project.

Fire Services

The Project Site is located in an area that has been designated as a VHFHS Zone by LACFD, which denotes the County Forester's highest fire hazard potential. The Prior Final EIR found Alternative 2 impacts related to fire protection services would be less than significant with payment of fees and the expanded tax base provided by the residents and the golf course. Since the number of housing units and residents would be reduced under this alternative, the number of fire protection service calls to the Project Site presumably would also be reduced relative to the Project. Although this alternative would provide a tax base from fewer homes, the additional revenue generate by the golf course would provide additional funding. Therefore, although both this alternative and the Project would result in less than significant impacts, as the Prior Entitlements Alternative would generate less demand for service and additional tax revenue, impacts under the Prior Entitlements Alternative would be slightly less than the Project.

Recreation

The Project includes a community recreation center, six privately maintained active/passive recreational lots (all controlled by a homeowner's association), a 7.45-acre neighborhood park, approximately 4.5 miles of pedestrian trails, and a multi-use trail. This is greater than the Quimby Act requirements of 3.0 acres of parkland per 1,000 persons and the County of Los Angeles Department of Parks and Recreation local parkland standard of 4.0 acres per 1,000 persons.

The Prior Final EIR did not evaluate impacts to parks and recreation for Alternative 2. However, Alternative 2 would develop a privately owned, but publicly accessible 243-acre golf course and public clubhouse. Although this alternative does not include specific public parks, with payment of appropriate in lieu Quimby Fees to the County of Los Angeles Department of Parks and Recreation, impacts would be

reduced to less than significant. As both the Project and Alternative 2 would provide publically accessible recreational uses, impacts would be less than significant. However, the Project would result in an incrementally greater demand on recreation due to greater population. As a result, the Prior Entitlements Alternative would result in lesser impacts than the Project relative to recreation.

Transportation/Traffic

The Prior Final EIR evaluated 10 intersections for Alternative 2. Nine of these intersections were found to result in incremental but not significant impacts. One intersection, The Old Road and Hasley Canyon Road, was found to result in a significant impact. Mitigation that included restriping Hasley Canyon Road to provide one left turn lane, two through lanes and one free lane at the eastbound and westbound approaches to The Old Road, as well as fair share contribution to a traffic signal would mitigate potential impacts to less than significant. These mitigation measures would not be applicable to Alternative 2 due to the construction of roundabouts that has occurred since the Prior Final EIR was prepared. These roundabouts improved LOS in the area reducing project specific impacts.

To provide a meaningful comparison between the Project and Alternative 2, the quantitative analysis below was undertaken. This analysis includes the same methodology as that used to determine impacts for the Project.

Alternative 2 Traffic Impact Analysis and Methodology

Alternative 2 was evaluated using the same access points as the Project (i.e., access at Barcelona Road, Hayward Drive and Hasley Canyon Road). The same five signalized study intersections, as well as the unsignalized intersection at Del Valle Road/Hasley Canyon Road evaluated for the Project were evaluated for this alternative using the Intersection Capacity Utilization (ICU) method of analysis based on the County's Traffic Study Guidelines. Specifically, the ICU method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at the six study intersections. The related impact of the added traffic volumes to be generated by Alternative 2 was evaluated based on analysis of existing and future operating conditions at the study intersections without and with Alternative 2. Each study intersection was evaluated for potential traffic impacts using the County's significant traffic impact thresholds. Calculation worksheets for all the Project Alternatives traffic analyses using the ICU and Highway Capacity Manual (HCM) methodology are included as **Appendix 6.0-2**.

Alternative 2 Trip Generation

The trip generation forecast for Alternative 2 is summarized in **Table 6.0-3**. As presented in **Table 6.0-3**, this alternative is expected to generate 77 inbound trips and 131 outbound trips during the weekday AM

peak hour. During the weekday PM peak hour, Alternative 2 is expected to generate 158 inbound trips and 126 outbound trips. Over a 24-hour period, this alternative is forecast to generate 1,612 inbound trips and 1,613 outbound trips during a typical weekday.

Table 6.0-3
Alternative 2 Trip Generation

Land Use	Size	Daily Trip Ends Volumes	AM Peak Hour Volumes			PM Peak Hour Volumes		
			In	Out	Total	In	Out	Total
Single-Family Housing	209 du	2,000	39	118	157	133	78	211
Golf Course	243 acres	1,225	38	13	51	25	48	73
Net Increase		**3,225**	**77**	**131**	**208**	**158**	**126**	**284**

du = dwelling unit
Source: Linscott Law & Greenspan, Project Alternatives Traffic Analysis, 2014, Table 4A.

Alternative 2 Traffic Impact Analysis

The traffic impact analyses were prepared for the Existing With Alternative 2 and Future Cumulative With Alternative 2 conditions. Calculation worksheets for Alternative 2 traffic analyses are included as **Appendix 6.0-2**. Summaries of the traffic impact analyses for Alternative 2 are provided below:

- Existing With Alternative 2 Condition: As shown in **Table 6.0-4**, application of the County's threshold criteria to the "Existing With Alternative 2" condition indicates that Alternative 2 is not expected to create a significant impact at any of the eight study intersections during the weekday AM and PM peak hours. Incremental but not significant impacts are noted at all the study intersections.

- Future Cumulative With Related Projects Condition: As summarized below in **Table 6.0-4**, application of the County's threshold criteria to the "With Related Projects" scenario indicates that Alternative 2 is expected to contribute to a significant impact at the intersection of Commerce Center Drive/Henry Mayo Drive (SR-126) during the weekday PM peak hour. Incremental but not significant impacts are noted at the remaining study intersections.

Table 6.0-4
Summary of Volume to Capacity Ratios and Level of Service - AM and PM Peak Hour – Alternative 2

			Existing Conditions		Existing with Alternative 2				Year 2023 with Related Projects				Future with Grade Separated Interchange			
Map Ref.	Intersection	Peak Hour	V/C or Seconds of Delay	LOS	V/C or Seconds of Delay	LOS	Change V/C or Delay	Significant ?	V/C or Seconds of Delay	LOS	Change V/C or Delay	Significant ?	V/C or Seconds of Delay	LOS	Change V/C or Delay	Mitigated ?
1	Del Valle Road/Hasley Canyon Road	AM	0.383 V/C	A	0.393 V/C	A	0.010	No	0.497 V/C	A	0.114	No				
		PM	0.369 V/C	A	0.382 V/C	A	0.013	No	0.486 V/C	A	0.117	No				
2	Commerce Center Drive/Hasley Canyon Road	AM	0.379 V/C	A	0.421 V/C	A	0.042	No	0.469 V/C	A	0.090	No				
		PM	0.340 V/C	A	0.372 V/C	A	0.032	No	0.470 V/C	A	0.130	No				
3	Commerce Center Drive/Franklin Parkway	AM	0.374 V/C	A	0.380 V/C	A	0.006	No	0.667 V/C	B	0.293	No				
		PM	0.552 V/C	A	0.559 V/C	A	0.007	No	0.834 V/C	D	0.282	No				
4	Commerce Center Drive/ Henry Mayo Drive (SR-126)	AM	0.482 V/C	A	0.494 V/C	A	0.012	No	1.276 V/C	F	0.794	No	*			
		PM	0.744 V/C	C	0.751 V/C	C	0.007	No	1.845 V/C	F	1.101	**Yes**	*			**Yes**
4a	Commerce Center Drive/SR-126 Westbound Ramps	AM											0.631 V/C	B		
		PM											0.500 V/C	A		
4b	Commerce Center Drive/Henry Mayo Drive	AM											0.418 V/C	A		
		PM											0.389 V/C	A		

Map Ref.	Intersection	Peak Hour	Existing Conditions V/C or Seconds of Delay	Existing Conditions LOS	Existing with Alternative 2 V/C or Seconds of Delay	Existing with Alternative 2 LOS	Existing with Alternative 2 Change V/C or Delay	Existing with Alternative 2 Significant ?	Year 2023 with Related Projects V/C or Seconds of Delay	Year 2023 with Related Projects LOS	Year 2023 with Related Projects Change V/C or Delay	Year 2023 with Related Projects Significant ?	Future with Grade Separated Interchange V/C or Seconds of Delay	Future with Grade Separated Interchange LOS	Future with Grade Separated Interchange Change V/C or Delay	Future with Grade Separated Interchange Mitigated ?
5	The Old Road/Hillcrest Parkway	AM	0.745 V/C	C	0.750 V/C	C	0.005	No	0.777 V/C	C	0.032	No				
		PM	0.538 V/C	A	0.545 V/C	A	0.007	No	0.567 V/C	A	0.029	No				
6	The Old Road/I-5 Freeway SB Ramps – Sedona Way	AM	0.733 V/C	C	0.742 V/C	C	0.009	No	0.758 V/C	C	0.025	No				
		PM	0.539 V/C	A	0.550 V/C	A	0.011	No	0.571 V/C	A	0.032	No				
7	The Old Road – I-5 Freeway SB Onramp/Hasley Canyon Road/a/	AM	9.88 SOD/b/	A	11.71 SOD/b/	B	1.83	No	13.94 SOD/b/	B	4.06	No				
		PM	11.32 SOD/b/	A	13.44 SOD/b/	B	2.12	No	14.09 SOD/b/	B	2.77	No				
8	I-5 Freeway NB Ramps/Hasley Canyon Road/a/	AM	7.92 SOD/b/	A	8.27 SOD/b/	A	0.35	No	9.75 SOD/b/	A	1.83	No				
		PM	9.92 SOD/b/	A	11.47 SOD/b/	B	1.55	No	12.12 SOD/b/	B	2.20	No				

* *Cumulative mitigation will result in the intersection of Commerce Center Drive and Henry Mayo Drive (SR-126) to be a grade-separated intersection under future conditions. See Intersection Nos. 4A and 4B.*
/a/ Roundabout Intersection. Delay shown in seconds per vehicle.
/b/ Seconds of Delay.
Source: Linscott Law & Greenspan, Traffic Impact Study, 2015, Table Alt 2.

As indicated in **Table 6.0-4** and discussed above, Alternative 2 is expected to contribute to a significant impact at the intersection of Commerce Center Drive/Henry Mayo Drive (SR-126) during the weekday PM peak hour in the year 2023 Future Cumulative With Related Projects conditions. Therefore, Alternative 2 would result in a significant traffic impact at the same study intersection (Commerce Center/Henry Mayo Drive (SR-126)) as the Project. Thus, Alternative 2 would not result in the identification of any impacts that were not previously disclosed. Completion of the improvements at this location would reduce intersection impacts associated with Alternative 2 to less than significant. Although both the Project and Alternative 2 would result in less than significant impacts with mitigation, Alternative 2 would result in fewer overall trips. Therefore, compared to Alternative 2, the Project would result in greater impacts.

Utilities and Service Systems

Water Supply

The Project would generate a water demand of approximately 574 acre-feet per year (afy) in normal years and 662 afy in dry years. The Project's water demands are anticipated to be wholly met through water provided by LACWWD 36. The water demand for Alternative 2 has been estimated at approximately 740 afy with approximately 251 afy of potable water to be obtained from LACWWD 36, and approximately 509 afy used for the landscaping and golf course which was to be obtained from groundwater wells on-site.[7] This alternative would not require off-site infrastructure construction (other than of the water well, which is already complete). In addition, this alternative would not require construction of an additional water tank.

The Prior Final EIR found impacts related to water service would be less than significant with implementation of mitigation measures which require payment of fees, drought tolerant landscaping, obtaining a will serve letter and project conservation measures. As discussed above, the Project would generate water demand of approximately 574 afy, therefore Alternative 2 would result in an increase in water usage by 193 afy compared to the Project. In addition, the Project would rely less on groundwater supplies as it would utilize water exclusively from LACWWD 36, which would include a mix of groundwater and CLWA water. To the extent Alternative 2 would utilize more water than the Project, impacts with respect to water use and service, as well as groundwater, would be greater than those of the Project, but like the Project would be less than significant.

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7 Source: Draft Environmental Impact Report for Hasley Canyon Project (SCH# 98071037), page 140, Water Availability Impacts.

Solid Waste

For Alternative 2, the Prior Final EIR concluded that impacts related to solid waste would be less than significant with implementation of source reduction strategies such as recycling programs. During operation, the Project is anticipated to generate approximately 346 tons of solid waste per year, assuming 75 percent of the waste stream is recycled (a best-case scenario that is consistent with County recycling goals). In comparison, as shown in **Table 6.0-5, Alternative 2–Projected Daily Solid Waste Generation**, and using the same criteria, this alternative would generate approximately 288.6 tons of solid waste per year, which is a decrease of approximately 57.4 tons per year compared to the Project.

Table 6.0-5
Alternative 2 – Projected Daily Solid Waste Generation

Land Use	Units	Generation Rates	Total Waste Generation (pounds/day)	Total Waste Generation (tons/year)
Single-Family Detached	209 du	11.4/du	2,382.6	434.8
Clubhouse	30,000 sf	3.12/100 sf	936.0	170.8
Golf course/Open Space	310 acres [a]	9.70 lbs/acre	3,007.0	548.8
Total			**6,325.6**	**1,154.4**
Total with 75 percent recycling			**1,581.4**	**288.6**

Source: CalRecycle Estimated Solid Waste Generation Rates, http://www.calrecycle.ca.gov/wastechar/wastegenrates/Residential.htm, (2013).
du = dwelling unit, sf = square feet
[a] *243 acres of golf course + 67 acres of open space = 310 acres*

Under the Project, implementation of **Mitigation Measure MM 5.15.1-1** would reduce the amount of operational solid waste generated. However, as the County has not identified sufficient landfill capacity beyond 2027, Project impacts would remain significant and unavoidable. Since Alternative 2 would generate less solid waste than the Project, impacts under this alternative would be less as compared to the Project. However, as with the Project, Alternative 2 would also result in significant and unavoidable impacts relative to solid waste due to lack of identified sufficient landfill space.

With regard to cumulative solid waste impacts, the County of Los Angeles anticipates sufficient landfill capacity through the year 2027. However, as discussed in **Section 5.15.2, Solid Waste**, land suitable for landfill development or expansion is finite and limited due to various environmental and regulatory constraints. Therefore, until the County and other jurisdictions that accept solid waste can demonstrate that landfill space will be adequate to serve existing and future uses, cumulative solid waste impacts associated with the Project and Alternative 2 were considered significant and unavoidable. As Alternative

2 would generate less solid waste compared to the Project, impacts under this alternative would be less than the Project.

Electricity and Natural Gas

As discussed in **Section 5.15.3, Electricity and Natural Gas**, projections for energy supply and demand by Southern California Edison and the Southern California Gas Company indicate that the utilities would have sufficient electricity and natural gas supply, respectively, to serve the Project or this alternative. In addition, all development on the Project Site would be required, under the statewide code known as CALGreen, to exceed 2008 Title 24 energy conservation requirements by 15 percent. The Project also incorporates a PDF that the Project's residences would be designed to meet an overall efficiency goal of exceeding 2008 Title 24 by 25 percent.

The Prior Final EIR did not evaluate impacts related to electricity. The Project's electricity demands would be 2,885,620 kilowatt-hours (kWh) per year (with incorporation of the above PDF.) In order to meet the goal of a 25 percent reduction from 2008 Title 24 requirements with respect to electrical usage, the Applicant would provide Energy Star appliances, "high efficacy" Energy Star-rated light fixtures and lamps, energy efficient windows, and permit on-site renewable energy resources, reducing the Project's demand for electricity. As described above, the Project would have a less than significant impact with respect to electricity. Alternative 2 would not be subject to the PDF described above, but would be subject to existing building code requirements including CALGreen. Further, as the number of housing units would be reduced by 288 units when compared to the Project, the electricity demand under the alternative would also be reduced by more than 40 percent as compared to the Project. Thus, even if the Project reduced electricity by 25 percent over Title 24, the electricity usage for the Project would still exceed the usage for alternative. As such, impacts would be less than significant for both the Project and Alternative 2.

The Prior Final EIR did not evaluate impacts related to natural gas. The Project's natural gas demands would be 110,245.88 cubic feet per day (cf/d) or 0.1 million cubic feet per year (MMcf/y) and as discussed above would be less than significant. Alternative 2's natural gas demands would be less than half that amount, due to the overall reduction in housing units as compared with the Project. Although both the Project and Alternative 2 would have less than significant impacts with respect to natural gas, alternative would have fewer overall impacts due to the reduction in housing units as compared with the Project.

Wastewater

As shown in **Table 6.0-6,** wastewater generation under Alternative 2 would be approximately 57,340 gallons per day (gpd), which represents a decrease of 74,430 gpd when compared to the Project (131,770 gpd). As such, impacts under Alternative 2 would be incrementally less when compared with the Project and, as with the Project, less than significant.

Table 6.0-6
Alternative 2 Wastewater Generation

Land Use	Quantity	Generation Factor (gpd per designated unit)	Wastewater Generation (gpd)	Wastewater Generation (mgd)
Single-Family Residential	209 du	260.00	54,340	0.0543
Golf Course (including clubhouse, structures and improvements)	--	100.00	3,000	0.003
Total			57,340	0.057

du = dwelling units; gpd = gallons per day; mgd = million gallons per day.
Source: Draft Environmental Impact Report for Hasley Canyon Project (SCH# 98071037), page 114, Table 22 and County Sanitation Districts of Los Angeles Loadings and Unit Rates. 2013.

Summary of Comparative Impacts

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), 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). A summary comparison of impacts associated with the Project Alternatives is provided later in this section in **Table 6.0-17, Alternatives Impact Comparison Matrix**.

Relationship of the Alternative to the Project Objectives

The Prior Entitlements Alternative does not meet several of the basic project objectives, which are set forth in this EIR in **Section 4.0, Project Description**. Project objectives not fully met or impeded by the Prior Entitlements Alternative are listed below.

Land Use Planning Objectives

f. Locate development in a manner that preserves regionally significant natural resource areas, sensitive habitat, and major landforms.

Alternative 2 would not meet this objective, as development would occur on all but 67 acres (84 percent) of the Project Site. Further, as discussed above, under Alternative 2, major landforms (i.e., the westerly ridgeline) would be removed to accommodate development.

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.

Alternative 2 would provide a publically accessible golf course; however, there would be no secondary park and recreation areas, pedestrian and multi-purpose trails.

i. Provide a project that is compliant with the County's Healthy Design Ordinance.

Alternative 2 would provide a publicly accessible golf course but would not provide other day-to-day use recreational amenities such as bike, pedestrian trails and open space and parkland; neither would it provide a vineyard or an orchard.

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.

Although Alternative 2 would provide a golf course open to the public, it would not provide a range of recreational amenities.

Mobility Objectives

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.

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 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.

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. The inclusion of a golf course would not be consistent with drought tolerant landscaping due to the amount of water necessary to maintain greens and fairways.

b. Restore and minimize impacts to important biotic resources and mitigate degraded habitat areas.

Alternative 2 would mitigate impacts to biotic resources but does not include any specific provisions for the restoration of the existing resources on the Project Site.

Alternative 3: Alternate Grading Plan/Reduced Density 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. This alternative 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 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. Refer to **Figure 6.0-2, Alternative 3 – Reduced Grading Alternative**. Residential development under the Alternate Grading Plan/Reduced Density Alternative would be limited to that portion of the Project Site within the limits of grading previously undertaken for the Prior Entitlements.

To construct this alternative, housing would be developed along two primary roadways through the Project Site with a series of cul-de-sacs extending from these roadways. As depicted in **Figure 6.0-2,** those areas of the Project Site in which the entry, clubhouse, park, vineyard, and orchards were planned would

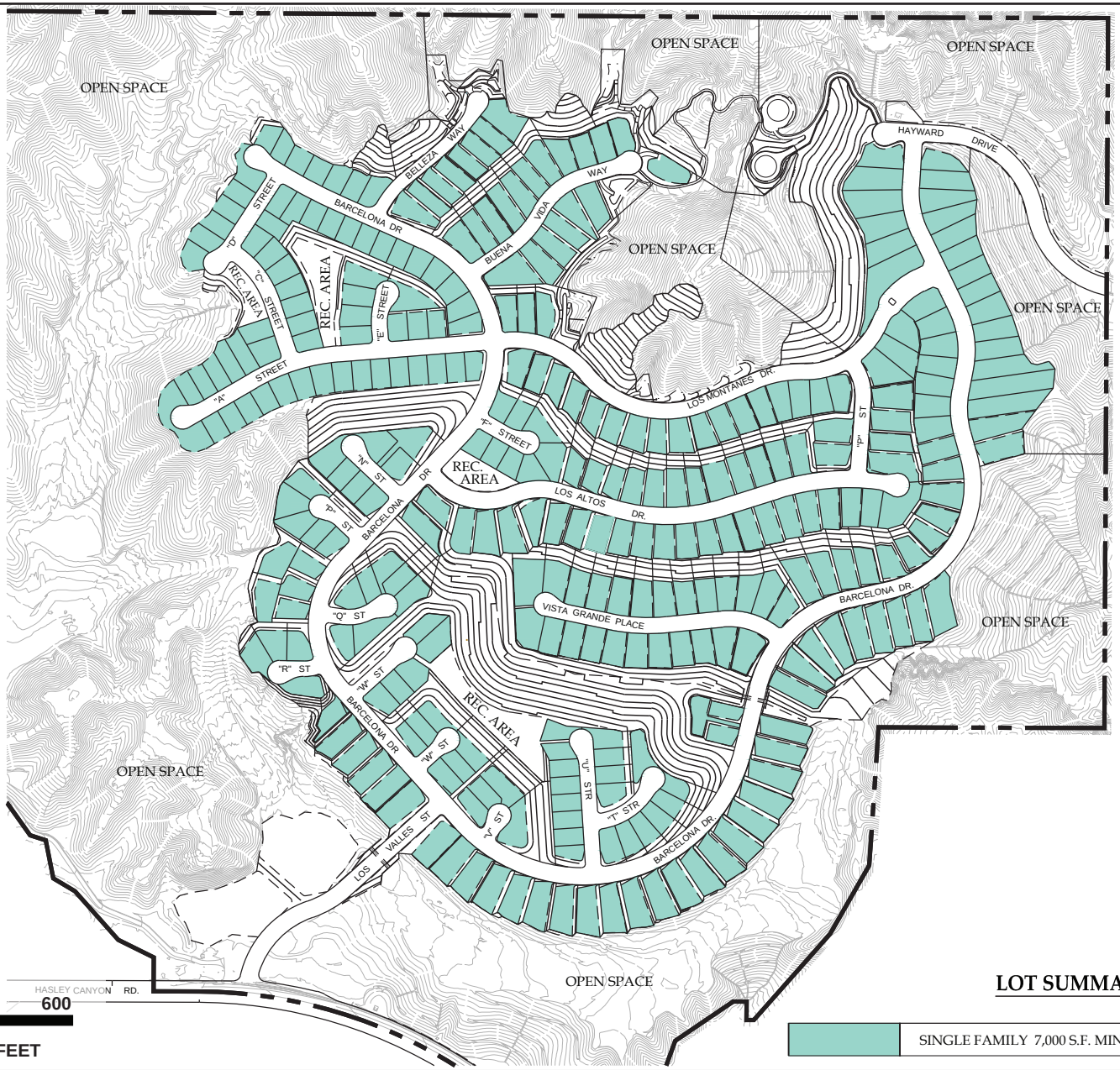
be used for housing while leaving the degraded areas adjacent to the westerly ridgeline as open space. In order to preserve the integrity of the westerly ridgeline, the northern access roadway from Barcelona Road would not be built. As with the Project and Alternative 4 described below, the property to the west of the westerly ridgeline would be maintained as private open space. As with Alternative 4, the only grading on the westerly ridgeline would be remedial grading to stabilize the slope and former sand mining operation.

Alternative 3 would include three privately maintained (i.e., homeowner's association maintained) pocket park recreation areas. Other community serving amenities that are included in the Project, such as the community center, a 7.45-acre neighborhood park, additional secondary parks, pedestrian trails, multi-purpose trail, orchard, and vineyard would be eliminated to accommodate the proposed 328 housing units within the more limited development footprint. The Applicant would satisfy recreation/park space obligations through payment of Quimby fees.

Aesthetics

As discussed in **Section 5.1, Aesthetics**, development of the Project Site would be subject to County policies as adopted in the SCVAP 2012, the Hillside Management Ordinance, the Hillside Management Conditional Use Permit, and the Castaic CSD. These regulations and guidelines address grading, lighting, fencing, landscaping, signage, architecture, and site planning, including significant ridgeline protection, protection of native vegetation, and screening of water tanks, for development within the SCVAP 2012. As with the Project, Alternative 3 would alter the visual characteristics of Project Site, as existing views of the currently vacant, highly disturbed Project Site would be replaced with views of a residential development of 328 single-family homes.

Development under either the Project or this alternative would increase the amount of light generated during the night. Nighttime sources of light would include lights fixed to poles in recreation and residential areas, and the headlights of automobiles. Given that the Project Site presently produces no light, the light impact on the surrounding area under Alternative 3 would be a substantial change over the present condition. The combined effect of all the light generated by the Project Site would transform this undeveloped area into that of a developed community similar to the neighboring communities to the east and north. As with the Project, under the Reduced Grading/Reduced Density Alternative the introduction of additional lighting for home security, automobile lights, streetlights, and parking lot lighting would be the most visible during the nighttime. However, as compared with the Project, removal of the Barcelona extension would also result in removal of required street lighting along the path of that extension, which would reduce overall night lighting on the Project Site. As such, Alternative 3 would have lesser impacts than would the Project with respect to nighttime lighting, although in each case the impacts would be less than significant.



600 300 0 600

APPROXIMATE SCALE IN FEET

LOT SUMMARY

	SINGLE FAMILY 7,000 S.F. MIN.	328	100%

SOURCE: Land Design Consultants, Inc., December 2014

FIGURE **6.0-2**

Alternative 3 – Alternate Grading – Reduced Density

1154.001•03/15

However, to ensure that such impacts are minimized, as with the Project, Project Design Features (PDFs) would be implemented to control the placement and orientation of lighting fixtures to prevent 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), "Guidelines for Good Outdoor Lighting Practices". Such measures would minimize the outward and upward migration of nighttime light.

Given the residential nature of the Reduced Grading/Reduced Density Alternative, including the provision of landscaping, such as street trees, it is unlikely that the development would introduce a significant source of daytime glare into the area. However, to further ensure the potential for daytime glare is minimized, as with the Project, PDFs would be implemented to require that only low-reflective building materials be used on building exteriors.

Development of Alternative 3 requires grading of the easterly ridgeline, while the westerly ridgeline would remain intact but for remedial grading to stabilize the slope and former sand mining operation. As discussed in **Section 5.1, Aesthetics**, although the remains of the easterly ridgeline would be removed to provide a flat surface for roadways and home pads, the existing visual condition of the ridgeline in its partially graded condition is poor, and therefore is not considered as a valuable scenic resource. Further, under this alternative, the westerly ridgeline would remain intact but for remedial grading to stabilize the slope and former sand mining operation.[8] This alternative would not include the Barcelona Road extension that is included in the Project. As such, impacts would be less than significant and reduced compared to the Project as the westerly ridgeline would not be further impacted.

Regarding the change in visual character, the existing visual character of the Project Site is low, as the majority of the Project Site is either heavily graded or disturbed due to oil drilling and past use as a golf course. The finished condition under this alternative would represent a visual change that would be similar in configuration to the residential developments to the north and east. Compared to the Project, this alternative would not provide any of the visual quality features that would enhance the overall character of the site and soften views from nearby viewpoints. Specifically, the orchard and vineyard, which are located at the southern boundary of the Project Site with the Project and would be one of the primary viewsheds from Hasley Canyon Road, would not be included in the alternative. As a result, views of the Project Site from Hasley Canyon Road and other nearby viewpoints would consist of the

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8 The westerly ridgeline, under the grading permit granted under the Prior Entitlements, was subject to 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.

homes. As the vineyard and orchard would not be included, visual quality impacts under this alternative, although less than significant, would be greater than the Project.

Air Quality

Under Alternative 3, the overall amount of earthmoving would involve 2.2 million cy of cut and fill as compared to 7.6 million cy required under the Project. As less grading would be required, the duration of grading would be shorter. Further, this alternative, due to the reduction in developable area, would result in less material being moved on the Project Site on a daily basis. As such, it is assumed that under this alternative 20,000 cy of soil would be moved daily compared to 50,000 cy per day with the Project. Grading (2.2M cy) is assumed to take approximately 22 weeks or 6 months based on 20,000 cy of earth moved per day, trenching and backbone, installation of wet utilities and initial street improvements are anticipated to last 51 weeks. Therefore, overall emissions would be reduced compared to the Project. As construction emissions are estimated and evaluated on the basis of maximum daily emissions, maximum daily grading emissions under this alternative would be less than with the Project. Maximum emissions are shown in **Table 6.0-7, Unmitigated Construction Emissions**. As with the Project, the Reduced Grading Alternative would result in exceedance of the localized NOx emissions threshold, although emissions would be comparatively reduced as compared with the Project.

Home construction and associated total and maximum daily emissions under this alternative would also be less than with the Project. The period for home construction under this alternative would be approximately three to five years, which is the same time over which the Project would be constructed, and like the Project development, is dependent on marketing issues. Therefore, maximum daily emissions under this alternative during the years of home construction would be less than the Project, as fewer units would be constructed in the same time frame.

Overall, daily construction emissions for this alternative would be less than for the Project during grading and earthmoving but would still be significant and unavoidable for NOx. The same mitigation measures would apply, but the construction-phase regional impact would remain significant and unavoidable.

Table 6.0-7
Unmitigated Construction Emissions

Construction Year	Maximum Emissions in Pounds per Day					
	VOC	NOx	CO	SOx	PM10[1]	PM2.5[1]
Year 1	10.5	126.0	86.7	0.1	25.4	15.3
Year 2	15.4	119.8	82.9	0.1	25.1	15.0
Year 3	14.7	51.0	70.7	0.1	9.6	4.4
Year 4	13.8	44.7	66.6	0.1	9.2	4.0
Year 5	13.1	40.0	63.4	0.1	8.8	3.7
Year 6	12.7	36.4	61.0	0.1	8.6	3.5
Maximum Emissions in Any Year	15.4	126.0	86.7	0.1	25.4	15.3
SCAQMD Threshold:	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	NO	**YES**	NO	NO	NO	NO

*Source: Impact Sciences, Inc., 2014. Emissions calculations are provided in **Appendix 5.2**.*
Note: Totals in table may not appear to add exactly due to rounding in the computer model calculations.
[1] *As mandated by the SCAQMD dust suppression measures have been included as part of the Project, consequently PM10 and PM2.5 emission estimates are based on compliance with SCAQMD requirements.*

For the LST analysis, background factors such as meteorology and topography remain the same for both Alternative 3 and the Project. Since this is the case, localized concentrations would change roughly proportionally to the rate of emissions, so that similar emissions between alternative and the Project would result in similar localized pollutant concentrations. Furthermore, the LST analysis is based on daily emissions. As the maximum daily construction emissions under this alternative would be less than those resulting from the Project, the localized concentrations experienced by receptors near the Project Site would also be reduced. Nonetheless, as LST impacts are based on daily emissions, LST impacts would be less for this alternative as compared to the Project, but would remain significant and unavoidable. Emissions for the Project are shown in **Table 5.2-7** of **Section 5.2, Air Quality**.

Long-term (i.e., operational) emissions from this alternative would be reduced when compared to the Project due to the decreased number of dwelling units and associated vehicle traffic. As the Project would not result in any operational air quality exceedances, neither would the alternative.

In summary, during construction Alternative 3 would result in construction emissions that would exceed both regional thresholds for NOx during construction and would exceed localized (LST) thresholds for PM10, PM2.5 and NOx during construction. Construction air quality impacts would be significant and unavoidable. Implementation of **Mitigation Measures MM 5.2-1** and **MM 5.2-2**, as included in the Project would also be applicable to this alternative and will reduce combustion-based emissions of NOx through the use of alternative fuels and electric-powered equipment on-site where feasible. However, as with the

Project, these measures will not reduce emissions sufficiently to bring them below the SCAQMD regional or localized thresholds. Therefore, while the impacts under this alternative would be less than the Project, impacts from construction emissions associated with this alternative would still be significant and unavoidable.[9]

Neither the Project nor the alternative would result in significant operational air quality impacts.

Biological Resources

As discussed in **Section 5.3, Biological Resources**, the Retention Basins on the Project Site resulting from the installation of anti-erosion BMPs on the previously graded portion of the Project Site provide suitable breeding pools for the Western spadefoot toad (*Spea hammondii*), a California Department of Fish and Wildlife Species of Special Concern, when there is enough rain to fill them. Although much of the Project Site has been graded, which effectively eliminated most of the suitable non-breeding habitat on-site; there are still some pockets of vegetation on-site that would be suitable for the non-breeding periods of time when spadefoot toads spend much of their time underground and western spadefoot has been observed on the Project Site. Under this alternative, development would occur in areas that provide spadefoot habitat. Similar to the Project, on-site habitat enhancement as provided in MM 5.3-1 could be provided for the preservation and protection of Western spadefoot toads and/or their habitat. Consequently, this alternative would have similar direct biological impacts, specifically to protected species, when compared to the Project.

Indirect impacts to biological resources such as increased light and glare, and human presence as a direct result of housing development would be similar under Alternative 3 when compared to the Project. The Project would result in 1,759 residents as compared to 1,161 residents under the alternative. The reduction in 598 residents on site would not be sufficient to lessen indirect impacts to biological resources substantially compared to the Project. Both the Project and Alternative 3 would result in grading on the majority of the Project Site (300 acres under the Project and 170 acres under this alternative). However, much of the acreage that makes up the difference between the Project and the alternative is not comprised of natural or undisturbed open space. As discussed in the description for this alternative, above, these areas had previously been disturbed for golf course uses in the 1960s and for oil well development.

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9 Project features that could reduce emissions to below a level of significance would require reducing the amount of grading substantially. Substantial grading is necessary on the Project Site to accommodate homes as well as infrastructure including streets, utilities, and building pads. As Alternative 3 represents the smallest amount of grading that could be done on the Project Site, due to the topography of the Project Site and amount of earthwork necessary to construct a project, no feasible alternative to the Project is available that would reduce construction related air quality impacts to a level of less than significant.

No significant biological resources are known to exist on the westerly ridgeline and as a result, removal of the Barcelona Road extension will not reduce any biological impacts in that area. For these reasons, Alternative 3 would result in similar impacts to biological resources as the Project.

Cultural Resources

As discussed in the environmental analysis in **Section 5.4, Cultural Resources**, the Project Site does not contain any known significant historic, archaeological, or paleontological resources, and there are no known cemeteries or burial grounds on the Project Site. Under Alternative 3, 328 residential units would be constructed which could have the potential to unearth previously unknown significant cultural resources, or disturb previously unknown human remains. However, implementation of **Mitigation Measures MM 5.4-1** through **MM 5.4-3**, as set forth in **Section 5.4** would ensure that impacts to cultural resources would be less than significant. Because the alternative would include less grading compared to the Project impacts would be incrementally reduced compared to the Project.

Energy

The Project would not result in the wasteful or inefficient use of energy. It is expected that Alternative 3 would comply with mandatory CalGreen measures and be designed to exceed 2008 Title 24 requirements by 25 percent. However, as necessitated by the overall cost of the infrastructure spread among fewer homes, this alternative would not include many of the voluntary measures proposed for the Project such as the community center, a 7.45-acre neighborhood park, additional secondary parks, pedestrian trails, and the multi-purpose trail (to reduce vehicle travel within the Project Site), site and building orientation to optimize solar, EV charging and local agriculture. The reduction in total number of homes under this alternative would reduce overall vehicle trips arriving at and leaving the Project Site, but would not reduce the number of trips per household. In light of the implementation of code required energy features, it is expected that impacts associated with Alternative 3 would be similar to the Project and, as with the Project, would be less than significant.

Geology and Soils

Implementation of Alternative 3 would require less grading because the development would not extend beyond the existing limits of the graded areas. To the extent this alternative would result in decreased density on the Project Site when compared to the Project (i.e., 328 single-family homes as opposed to 497 single-family homes), potential geotechnical hazards to people and structures would be decreased. All improvements constructed on the Project Site would be subjected to the forces of ground movement during seismic events similar to the Project and would also be subject to the same construction requirements as the Project, including compliance with existing codes and stabilization measures. .

Therefore, as this alternative result in fewer people exposed to geologic risk at the site, Alternative 3 would result in incrementally less impact with respect to geology and soils.

Greenhouse Gas Emissions

Alternative 3 would result in a smaller development footprint and fewer residential units than the Project. As such, this alternative would result in fewer total GHG emissions than the Project. Construction activities would also result in GHG emissions, though in general construction-related GHG emissions are a very small part of total GHG emissions over the project lifetime and as a result would not substantially change compared to the Project. The Project's significance with respect to GHG emissions was evaluated based on its consistency with applicable GHG reduction strategies in the County of Los Angeles CCAP. There are 26 local actions included in the CCAP. The local actions are grouped into five strategy areas: green building and energy; land use and transportation; water conservation and wastewater; waste reduction, reuse, and recycling; and land conservation and tree planting. It is expected that Alternative would be constructed in accordance with Title 24 requirements and would comply with current building code requirements, including Title 31 of the Los Angeles County Code and Low Impact Development Standards. Therefore, Alternative 3 would include some GHG reduction measures, though not as many as the Project, which through incorporation of PDFs exceeds current building code requirements and includes options for zero net energy, solar orientation, pedestrian networks, waste reduction programs and additional GHG reducing features. Nonetheless, it is expected impacts associated with both Alternative 3 and the Project would be less than significant as Alternative 3 would be able to demonstrate consistency with the CCAP. However, as it is assumed this alternative would not include all of the voluntary GHG reduction measures included in the Project, impacts of Alternative 3 would be comparatively greater than the Project.

Hazards and Hazardous Materials

Under Alternative 3, the Project Site would be developed with a total of 328 residential dwelling units, roadways, small pocket parks and related infrastructure. The types of potentially hazardous materials associated with construction and operation of this alternative would be similar to the Project and would include such materials typically necessary for construction of a residential development (i.e., paints, building materials, cleaners, fuel for construction equipment, etc.) and operationally those used for cleaning purposes, materials used for landscaping, and materials used for maintenance. Examples of such materials could include but are not limited to cleaning solvents, fertilizers, pesticides and herbicides for landscaping, and painting supplies. There would be no orchard or vineyard development under Alternative 3, and impacts related to pesticides for such uses would therefore be reduced as compared with the Project. However, similar to the Project, all potentially hazardous materials transported, stored, or used on-site for construction purposes and subsequently for the upkeep of public facilities, parkland

and open space areas by the construction and 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. With contractor and resident compliance with the County, state and federal regulations, impacts related to accidental release or upset due to the use of hazardous materials or hazardous waste disposal by the construction and operation under Alternative 3 would be less than the Project due to less grading and a slightly smaller scale, and less than significant.

The presence of 10 abandoned oil wells on the Project Site has the potential to expose residents and visitors to methane hazards. Under this alternative, four of the 10 abandoned capped oil wells on the Project Site would be located outside of the area proposed for development. Similar to the Project, implementation of the Project Design Feature in this Draft EIR which requires that, in accordance with Section 110.4 of the County of Los Angeles Building Code, that all structures be setback at least 300 feet away from active, abandoned, or idle oil or gas wells unless designed according to recommendations prepared by a licensed Civic Engineer and approved by the County Building Official, would ensure impacts with respect to the other abandoned wells in the development footprint would be less than significant.

Similar to the Project, Alternative 3 would result in an increase in population at the Project Site, and there would be a corresponding increase in the need for fire protection services, including paramedic services. The proposed residential and recreational uses are expected to create the typical range of fire service calls that other such uses create, including kitchen/house fires, garbage bin fires, car fires, electrical fires, etc. 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 and participation in community events. While fire service impacts would be less than significant under both the alternative and the Project, due to the reduced population under the alternative, impacts would be incrementally less when compared to the Project.

The Project Site is located in a VHFHS Zone. Therefore, similar to the Project, development under this alternative would be subject to various governmental codes, guidelines, and programs aimed at reducing the potential fire hazard risks to an acceptable level; including, but not limited to, County of Los Angeles Fire Code Section 1117.2.1 which includes building standards and landscape criteria for all new construction relating to fuel modification planning to help reduce the threat of fires in high hazard areas. Both the Project and the alternative would result in less than significant impacts with respect to location in a fire hazard zone. However, due to the reduction in the number of residential structures in the zone, impacts associated with the alternative would be incrementally less when compared to the Project. For these reasons, Alternative 3 would result in impacts similar to the Project, although incrementally reduced, with respect to hazards and hazardous materials.

Hydrology and Water Quality

Hydrology

Alternative 3 would result in 170 graded acres compared to 300 graded acres with the Project. As such, there would be more opportunities for infiltration with this alternative. As with the Project, urban runoff that is generated under this alternative would be conveyed and discharged into the local storm drain system via Hasley Canyon Creek and/or Castaic Creek in a similar manner. Local and state storm water requirements include stringent standards on the amount of runoff that may be discharged into the local storm water system. Compliance with NPDES and local and state storm water requirements would ensure that if necessary BMPs and/or mitigation measures including Retention Basins and hydromodification would be constructed on the Project Site to reduce potential impacts until the planned channel improvements are constructed. As such, impacts would be less than significant and would be similar to the Project.

Water Quality

Under either this alternative or the Project, PDFs incorporated into the development to address water quality and hydrologic impacts would include site design, source control, treatment control, and hydromodification control BMPs. In addition, flow control BMPs would be incorporated into the PDFs in order to comply with the Los Angeles Countywide Standard Urban Stormwater Mitigation Plan (SUSMP) and County Interim Peak Flow Standard. The flow control BMPs for either development of the Project or this alternative would include both source control and detention. While a smaller amount of overall land would be graded, resulting in less disturbed soil compared to the Project, the PDFs combined with the implementation of recommended mitigation measures would reduce water quality and hydromodification impacts to less than significant levels under either development scenario until the planned channel improvements are constructed. For this reason, Alternative 3 would result in similar impacts to the Project from a water quality perspective.

Land Use and Planning

Under Alternative 3, the Project Site would be developed with a total of 328 single-family residences on minimum 7,000 square foot lots, three privately (homeowners association (HOA) maintained) pocket parks, roadways, and related infrastructure.

This alternative would generally be consistent with the policies of the SCVAP 2012 that relate to housing. However, this alternative would not include the pedestrian trails associated with the Project and, as such, would not increase walkability compared to the Project. As with the Project, Alterative 3 would require a

Conditional Use Permit (CUP) authorizing (1) density-controlled development; (2) development in accordance with the County's urban hillside management criteria; and (3) an on-site grading project involving more than 100,000 cy of combined cut/fill; and a Variance to authorize the non-exempted development of the easterly ridgeline, which is a mapped significant ridgeline pursuant to the Castaic CSD located on the Project Site, as the alternative would require removal of the remaining portions of the easterly secondary significant ridgeline to complete grading within this area. This alternative would not require an exception to the Castaic CSD with respect to the grading of the westerly ridgeline for access purposes because no grading other than remedial grading would take place on the westerly ridgeline, but would require a CUP, for use of the two water tanks (existing and proposed). This alternative would be consistent with the requirements of the Castaic CSD which requires that lot sizes for single-family homes exceed 7,000 square feet and have no more than 43 percent of total lots at this minimum size and under specified circumstances, have an average lot size of at least 10,000 square feet for the subdivision

Similar to the Project, with the granting of the requested discretionary approvals as listed above and in **Section 4.0, Project Description**, impacts to land use and planning would be less than significant under this alternative and similar as compared to the Project.

Noise

Similar to the Project, development of the Project Site under Alternative 3 would involve clearing and grading of the ground surface, installation of utility infrastructure, and the building of the proposed improvements. These activities typically involve the temporary use of heavy equipment, smaller equipment, and motor vehicles, which generate both steady static and episodic noise. As discussed in **Section 5.11, Noise**, this noise would primarily affect sensitive receptors comprised of occupants of nearby residential developments to the north and east when construction activities would occur on the northern and eastern portion of the Project Site. Receptors with an uninterrupted line-of-sight to the construction noise sources could be exposed to noise levels in excess of the County's Noise Ordinance standards during construction of the alternative. Grading duration would be reduced from nine months for the Project to six months under this alternative. Therefore, compared to the Project, the significant noise impacts from on-site construction activities would be experienced by nearby residents for a shorter duration. This Alternative would not include the extension of Barcelona Road, and therefore construction noise impacts to residents near the Barcelona Road extension, which are not significant impacts, would be avoided. However, this alternative includes the construction of the Hayward Drive extension, the water line extension, and the sewer replacement. As a result, the significant and unavoidable noise impact to residents near the Hayward Drive extension would occur under this alternative, as they would under the Project. In summary, Alternative 3 would result in significant and unavoidable construction noise impacts although at fewer locations and for a shorter duration than the Project. As a result, the duration

and extent of significant and unavoidable noise impacts with respect to the Project and the alternative are likely to be similar, but overall noise impacts would be reduced as compared to the Project.

With respect to operational noise impacts, as with the Project, under Alternative 3 residents of the Project Site and off-site sensitive land uses would be subject to increases in traffic noise along roadways, as well as noise from day-to-day activities at the Project Site. Alternative 3 would result in 169 fewer single-family residences on the Project Site. As a result of the smaller number of dwelling units, this alternative would generate fewer daily and peak hour trips than the Project. In addition, this alternative would not include construction of the northern access at Barcelona Road. Accordingly, there would be a localized redistribution of traffic volumes with the majority of the traffic under this alternative using Hasley Canyon Road to travel to and from the Project Site. Existing traffic volumes on the highest noise-generating segment (Hasley Canyon Road and Commerce Center Drive) are 13,244 daily trips. Conservatively assuming that 90 percent of the 3,139 daily trips under this alternative were to use the Hasley Canyon driveway, this alternative would increase the existing traffic volumes Hasley Canyon Road by 21.3 percent. According to FTA guidance, a 2 A-weighted decibel (dB(A)) change in noise exposure results from a 40 percent change in traffic volume. As stated in the Noise Section, 3 dB(A) increase in noise levels would be perceptible and would be considered a significant impact. As the traffic volume increase on the most affected roadway segment would be less than 40 percent, the increase in noise levels along the study roadways under this alternative would be less than 2 dB(A), and thus below the 3 dB(A) threshold. Therefore, as with the Project, this alternative would also result in less than significant traffic noise impacts. In addition, as the total number of daily trips and peak hour trips utilizing Hasley Canyon under this alternative would not exceed the total number under the Project, the impacts under the alternative would be less.

Public Services

Library Services

Based on the adopted County library planning guideline of 0.50 square foot of library facilities per capita and the adopted County library planning standard of 2.75 material items (books, magazines, periodicals, audio, video, etc.) per capita for new libraries, development of the Project would require a total of 880 square feet of library facilities and 4,840 items (books, magazines, periodicals, etc.). In addition, the County Library uses a service level guideline of one public access computer per 1,000 people served; therefore, the Project would require two computers.

In comparison, to service the projected population of 1,161 residents, this alternative would require a total of 580 gross square feet of library facilities, 3,193 additional items for the library system's collection and one computer. While both Alternative 3 and the Project would result in less than significant impacts, the

Project would result in an incrementally greater demand on library services due to greater population. As a result, this alternative would result in lesser impacts than the Project relative to library services.

The County has adopted a Library Developer Fee ($857.00 per residential unit as of July 1, 2013) which will be paid by Applicant and that will mitigate impacts of development of the Project on library services to a less than significant level. Therefore, as Alternative 3 would result in reduced demand for space and items than would the Project, this alternative would result in incrementally less impact than the Project. However, under either the Project or Alternative 3, the demand for space and items would be met by payment of the Library Developer Fee, as required by the County and would be less than significant.

Education

The Project would generate an estimated 159 elementary students, 68 middle school students, and 94 senior high school students for the two affected school districts (the Castaic School District and the William S. Hart Union High School District) at buildout. Alternative 3 would develop 328 single-family units. As shown in **Tables 6.0-8,** Alternative 3 would generate an estimated 104 elementary students, 44 middle school students, and 61 senior high school students.

Table 6.0-8
Projected Student Population of Alternative 3

Type of School	Student Generation Rate for Single-Family Units	Number of Related Single-Family Units	Number of Students Generated
Kindergarten-5th grade[1]	0.319	328	104
Middle School 6th–8th grade[1]	0.135	328	44
High School 9th–12th grade[2]	0.1874	328	61
Total			**209**

Sources:
[1] *Jamie Garcia Director of Facilities, Castaic Union School District, written communication August 21, 2013.*
[2] *Lorna Baril, Senior Administrative Assistant, William S. Hart Unified High School District, written communication December 2, 2012.*

Development of either the Project or Alternative 3 would be subject to the funding agreements established between the Applicant and the affected districts. Given that all future development, including the Project or Alternative 3, must comply with existing school facilities funding agreements and other mechanisms (e.g., SB 50, the Valley-Wide Joint Fee Resolution, and/or new school facilities funding agreements), Alternative 3 would result in less than significant impact similar to the Project with respect to education. However, as fewer students would be generated overall, impacts would be less with this alternative.

Sheriff Services

The Project would result in a resident population of approximately 1,760 persons, which would increase the demand for law enforcement related services on the Project Site and the local vicinity in terms of personnel and equipment. The Project would require the services of an additional two sworn officers. Based on the average size of a county household of 3.54 persons per single-family and 2.88 persons per multi-family household, Alternative 3 would result in a population of 1,161 persons. Given the Sheriff's Department preferred ratio of 1 officer per 1,000 persons, this alternative would require the services of one additional officer. While Alternative 3 would increase the demand for law enforcement equipment and personnel, there would be an increase in tax revenue to fund ongoing law enforcement efforts. Overall, impacts with respect to both Alternative 3 and the Project would be less than significant, however, as Alternative 3 would result in less demand overall for sheriff services, its impacts would be incrementally less than the Project.

Fire Services

The Project Site is located in an area that has been designated as a VHFHS Zone by the LACFD, which denotes the County Forester's highest fire hazard potential. Any land use constructed on the Project Site would be required to meet all County codes and requirements relative to providing adequate fire protection services to the Project Site during both the construction and operational stages of the Project.

Since the number of housing units would be reduced under Alternative 3, the number of fire protection service calls to the Project Site presumably would also be reduced relative to the Project. This alternative would not include the Barcelona Road extension, which would limit fire department access to the Hayward Drive access and the primary access along Hasley Canyon Road. However, any potential for impacts related to the lack of the Barcelona Road extension would be evaluated in consultation with LACFD during the project development phase to ensure that there would be adequate emergency access to the Project Site if this roadway extension were removed. Overall, as population on the Project Site would be reduced, impacts to response times would be less than the Project. As such, impacts would be less than significant and Alternative 3 would result in impacts incrementally less when compared to the Project with respect to fire protection services.

Recreation

The Project includes a community recreation center, secondary park sites, a 7.45-acre park, approximately 4.5 miles of pedestrian trails, and a multi-use trail. This is greater than the Quimby Act requirements of 3.0 acres of parkland per 1,000 persons.

As discussed in **Section 5.13, Parks and Recreation**, there is a deficit of local parkland in unincorporated areas of the County. While Alternative 3 would include the development of three privately maintained pocket parks, other community serving amenities such as the pedestrian and multi-use trails, the community center, the 4.5 miles of pedestrian trails and the 7.45-acre park would be eliminated to accommodate the residential units. As such, this alternative does not achieve the County standard of 3.0 acres of parkland per 1,000 residents, or 4.8 acres of parkland. If the alternative did not include sufficient parkland (4.8 acres), the Applicant would have the option to pay fees to meet Quimby obligations. For this reason, recreation impacts under Alternative 3 would be less than significant. Alternative 3 would generate less demand on area parks as it would have fewer residents overall. As such, impacts would be incrementally reduced with Alternative 3 as compared to the Project although no new park area would be introduced into the community, which could be perceived as a beneficial impact of the Project.

Transportation/Traffic

Alternative 3 represents a reduced grading development program. Under Alternative 3, the number of residential units would be reduced from 497 to 328 single-family dwelling units. Primary vehicular access to the Project Site under this alternative would continue to be via Hasley Canyon Road. However, Alternative 3 would eliminate the secondary access connection to Barcelona Road. The proposed connection to Hayward Drive for secondary access would be maintained.

Alternative 3 Trip Generation

The trip generation forecast for Alternative 3 is summarized in **Table 6.0-9, Alternative 3 Trip Generation**. As presented in **Table 6.0-9**, Alternative 3 is expected to generate 246 trips (62 inbound, 184 outbound) during the weekday AM peak hour. During the weekday PM peak hour, Alternative 3 is expected to generate 331 trips (209 inbound, 122 outbound trips). Over a 24-hour period, Alternative 3 is forecast to generate 3,139 trips (approximately 1,570 inbound, 1,570 outbound) during a typical weekday. Thus, Alternative 3 would generate approximately 34 percent fewer weekday daily and peak hour trips as compared to the Project.

Table 6.0-9
Alternative 3 – Trip Generation

Land Use	Size	Daily Trip Ends Volumes	AM Peak Hour Volumes In	AM Peak Hour Volumes Out	AM Peak Hour Volumes Total	PM Peak Hour Volumes In	PM Peak Hour Volumes Out	PM Peak Hour Volumes Total
Single Family Housing	328 du	3,139	62	184	246	209	122	331
Net Increase		**3,139**	**62**	**184**	**246**	**209**	**122**	**331**

du = dwelling unit
Source: Linscott Law & Greenspan, Project Alternatives Traffic Analysis, 2015, Table 2A

Alternative 3 Traffic Impact Analysis

A traffic impact analysis of Project Alternative 3 was prepared for the 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 approximate 10 percent of Project-generated trips originally assigned to the Barcelona Road access to the Hasley Canyon Road access (5 percent) and Hayward Drive access (5 percent).

Table 6.0-10 Traffic Impact Summary provides the summary of the traffic analysis prepared for the study intersections for Alternative 3. As shown on the table, the direct traffic impacts of Alternative 3 are forecast to be less than significant. Alternative 3 is calculated to contribute to a cumulative traffic impact at the Commerce Center Drive/Henry Mayo Drive intersection. This impact is similar to the Project although the contribution from Project-generated traffic is slightly less. As with the Project, the cumulative traffic impact is completely mitigated at the intersection based on the grade-separated interchange project. In summary, the Alternative 3 would have no residual traffic impacts and impacts would be less than significant similar to the Project. However, as impacts would be incrementally reduced, impacts for Alternative 3 would be less than the Project.

Table 6.0-10
Summary of Volume to Capacity Ratios and Levels of Service – AM and PM Peak Hours– Alternative 3

			Existing Conditions		Existing with Project				Year 2023 with Related Projects				Future with Grade Separated Interchange			
Map Ref.	Intersection	Peak Hour	V/C or Seconds of Delay	LOS	V/C or Seconds of Delay	LOS	Change V/C or Delay	Significant ?	V/C or Seconds of Delay	LOS	Change V/C or Delay	Significant ?	V/C or Seconds of Delay	LOS	Change V/C or Delay	Mitigated ?
1	Del Valle Road/Hasley Canyon Road	AM	0.383 V/C	A	0.393 V/C	A	0.010	No	0.497 V/C	A	0.114	No				
		PM	0.369 V/C	A	0.383 V/C	A	0.014	No	0.487 V/C	A	0.118	No				
2	Commerce Center Drive/Hasley Canyon Road	AM	0.379 V/C	A	0.428 V/C	A	0.049	No	0.483 V/C	A	0.104	No				
		PM	0.340 V/C	A	0.393 V/C	A	0.053	No	0.491 V/C	A	0.151	No				
3	Commerce Center Drive/Franklin Parkway	AM	0.374 V/C	A	0.385 V/C	A	0.011	No	0.667 V/C	B	0.293	No				
		PM	0.552 V/C	A	0.560 V/C	A	0.008	No	0.835 V/C	D	0.283	No				
4	Commerce Center Drive/ Henry Mayo Drive (SR-126)	AM	0.482 V/C	A	0.497 V/C	A	0.015	No	1.280 V/C	F	0.798	No	*			
		PM	0.744 V/C	C	0.751 V/C	C	0.007	No	1.845 V/C	F	1.101	**Yes**	*			**Yes**
4a	Commerce Center Drive/SR-126 Westbound Ramps	AM											0.631 V/C	B		
		PM											0.500 V/C	A		
4b	Commerce Center Drive/Henry Mayo Drive	AM											0.418 V/C	A		
		PM											0.389 V/C	A		

Map Ref.	Intersection	Peak Hour	Existing Conditions V/C or Seconds of Delay	Existing Conditions LOS	Existing with Project V/C or Seconds of Delay	Existing with Project LOS	Existing with Project Change V/C or Delay	Existing with Project Significant ?	Year 2023 with Related Projects V/C or Seconds of Delay	Year 2023 with Related Projects LOS	Year 2023 with Related Projects Change V/C or Delay	Year 2023 with Related Projects Significant ?	Future with Grade Separated Interchange V/C or Seconds of Delay	Future with Grade Separated Interchange LOS	Future with Grade Separated Interchange Change V/C or Delay	Future with Grade Separated Interchange Mitigated ?
5	The Old Road/Hillcrest Parkway	AM	0.745 V/C	C	0.748 V/C	C	0.003	No	0.774 V/C	C	0.029	No				
		PM	0.538 V/C	A	0.544 V/C	A	0.006	No	0.567 V/C	A	0.029	No				
6	The Old Road/I-5 Freeway SB Ramps – Sedona Way	AM	0.733 V/C	C	0.743 V/C	C	0.010	No	0.760 V/C	C	0.027	No				
		PM	0.539 V/C	A	0.552 V/C	A	0.013	No	0.573 V/C	A	0.034	No				
7	The Old Road – I-5 Freeway SB Onramp/Hasley Canyon Road/a/	AM	9.88 SOD/b/	A	11.71 SOD/b/	B	1.83	No	14.51 SOD/b/	B	4.63	No				
		PM	11.32 SOD/b/	A	13.44 SOD/b/	B	2.12	No	14.29 SOD/b/	B	2.97	No				
8	I-5 Freeway NB Ramps/Hasley Canyon Road/a/	AM	7.92 SOD/b/	A	8.27 SOD/b/	A	0.35	No	9.71 SOD/b/	A	1.79	No				
		PM	9.92 SOD/b/	A	11.47 SOD/b/	B	1.55	No	12.44 SOD/b/	B	2.52	No				

* *Cumulative mitigation will result in the intersection of Commerce Center Drive and Henry Mayo Drive (SR-126) to be a grade-separated intersection under future conditions. See Intersection Nos. 4A and 4B.*
/a/ Roundabout Intersection. Delay shown in seconds per vehicle.
/b/ Seconds of Delay.
Source: Linscott Law & Greenspan, Traffic Impact Study, 2015, Table 3-2.

Utilities and Service Systems

Water Supply

The Project would generate a water demand of approximately 574 afy. The Project's water demands are anticipated to be wholly met through water provided by LACWWD 36.

As shown in **Table 6.0-11,** below, the water demand for Alternative 3 has been estimated at approximately 376 afy, which represents a decrease in water usage of 198 afy as compared with the Project.

Table 6.0-11
Alternative 3 Water Demand

Land Use	Units	Quantity	Generation Factor (afy)	Water Use (afy)
Single-Family Residential	du	322	0.83	272.24
Landscape Areas /a/	acres	88	1.18	103.84
Total				**376.08**

afy= acre-feet per year du = dwelling units
/a/ Landscape area includes a mix of slopes, park sites, flat areas and areas required to be irrigated for fuel mod.
Source: Los Angeles County Water Works District 36, Los Valles Project Water Supply Assessment, Appendix A, June 2014.

Previous water demand planned for the Project Site was estimated to be 769 afy, and would be supplied through imported water sources provided by CLWA and from groundwater from the Saugus Formation, which are similar to the water supply sources for the Project. As the projected water use associated with Alternative 3 would not exceed existing planned supplies (769 afy) as set forth in the Urban Water Management Plans (UWMP) or the water requirements of the Project (of 574 afy in normal years), impacts would be less than significant. As Alternative 3 would utilize less water than the Project; this alternative would result in less impact with respect to water use and service as compared to the Project. As the water usage required for the Project is less than significant, water usage associated with this alternative is also less than significant.

Solid Waste

The Project would generate approximately 346 tons of solid waste per year, assuming 75 percent of the waste stream is recycled as required by state law. In comparison, as shown in **Table 6.0-12, Alternative 3 – Projected Daily Solid Waste Generation**, this alternative would generate 268.9 tons of solid waste per year resulting in a decrease of 77.1 tons per year compared to the Project.

To the extent this alternative would generate less solid waste than the Project, this alternative would result in incrementally less impact relative to project-level solid waste services. However, as sufficient landfill capacity has not been identified impacts remain significant and unavoidable with Alternative 3.

Table 6.0-12
Alternative 3 – Projected Daily Solid Waste Generation

Land Use	Units	Generation Rates (pounds/day)	Total Waste Generation (pounds/day)	Total Waste Generation (tons/year)
Single-Family Dwelling	322 du	11.4/du	3,739.2	682.4
Recreation/Open Space[1]	222 acres	9.70/acre	2,153.4	393.0
Total			**5,892.6**	**1,075.4**
Total with 75 percent recycling			**1,473.2**	**268.9**

Source: CalRecycle Estimated Solid Waste Generation Rates, http://www.calrecycle.ca.gov/wastechar/wastegenrates/Residential.htm, (2013).
[1] - CalRecycle does not have a published parkland generation rate. The golf course rate from the State of California 'Solid Waste Generation, Disposal, and Diversion Measurement Guide for State Agencies and Large State Facilities' was used as a proxy.
du = dwelling unit,

With regard to cumulative solid waste impacts, the County of Los Angeles anticipates sufficient landfill capacity through the year 2027. However, as discussed in **Section 5.15.2, Solid Waste**, land suitable for landfill development or expansion is quantitatively finite and limited due to various environmental and regulatory constraints. Therefore, until the County and other jurisdictions that could potentially accept solid waste can demonstrate that approved landfill space or other disposal alternatives will be adequate to serve existing and future uses for the foreseeable future, cumulative solid waste impacts are considered significant and unavoidable. Therefore, similar to the Project, this alternative's contribution to cumulative impact would be significant and unavoidable, although less than the Project.

Electricity and Natural Gas

The Project would consume approximately 2,885,620 kWh/year of electricity and 110,245.88 cubic feet per day (cf/d) or 40 million cubic feet per year (MMcf/y) of natural gas. As shown in **Tables 6.0-13** and **6.0-14**, Alternative 3 would result in 1,384,148.1 kWh/year of electricity and 71,872.68 cubic feet per day (cf/d) or 26 million cubic feet per year (MMcf/y) of natural gas.

However, as discussed in **Section 5.15.3, Electricity and Natural Gas,** of this Draft EIR, projections for energy supply and demand by Southern California Edison and the Southern California Gas Company indicate that the utilities would have sufficient electricity and natural gas supply to serve the Project Site.

Based on the above, Alternative 3 would result in less impact compared to the Project with respect to electrical and natural gas utilities and be less than significant.

Table 6.0-13
Alternative 3 Electricity Usage at Buildout

Source	Generation Factor kWh/unit/year	Number of Units	Total kWh/year for the Project without Design Features	Improvement	Total kWh/year with Project Design Features
Residential	5,626.50	328	1,845,492.00	25%	1,384,119.0
Recreation Lot	12.95	3	38.85	25%	29.1
Total			**1,845,530.85**		**1,384.148.1**

Source: South Coast AQMD CEQA Air Quality Handbook, 1993
Notes:
An office electricity generation factor was used as a proxy for the recreational buildings.
It is assumed that each of the 3 recreational lots will include a small building (restrooms, etc.) and other electricity consuming uses such as security lighting.
kWh= Kilowatt hour

Table 6.0-14
Alternative 3 Natural Gas Usage at Buildout

Source	Quantity	Generation Factor	Daily Consumption (cf)
Residential	328 du	6,665 cf/du/m	71,872.44
Gas BBQs	3	0.04 cf/day [1]	0.24
		Total	**71,872.68**

Source: South Coast Air Quality Monitoring District (SCAQMD) CEQA Air Quality Handbook, 1993 & Impact Sciences 2015
Notes:
For a more accurate number, daily consumption was determined by calculating the yearly consumption using the monthly generation factor and dividing by the number of days in a year (365).
cf = cubic feet; du = dwelling unit; sf = square feet
[1] *One gas BBQ is assumed for each of the recreational lot sites; the generation factor is from Southern California Gas Company, Environmental Specialist/Land Planner, James Chuang, written correspondence July 29, 2013.*

Wastewater

As shown in **Table 6.0-15**, wastewater generation under Alternative 3 would be approximately 85,280 gallons per day (gpd), which represents a decrease of 78,942 gpd when compared to the Project 164, 222 gpd) and takes into account the reduction in overall housing units and the removal of the clubhouse. However, as discussed in **Section 5.15.4 Wastewater**, the sewer system and the Santa Clarita Valley Joint

Sewerage System (SCVJSS) Water Reclamation Plants (WRPs) could accommodate all projected wastewater flows from the Project, although upgrades may be necessary to the County maintained portions of the sewer system. **Mitigation Measure 5.15.3-**1 would apply to Alternative 3. Therefore, impacts associated with Alternative 3 would be less than significant and would be incrementally less than the Project.

Table 6.0-15
Alterative 3 Wastewater Generation

Land Use	Units	Quantity	Generation Factor (gpd per designated unit)	Wastewater Generation (gpd)	Wastewater Generation (mgd)
Single-Family Residential	du	328	260.00	85,280	0.085
Total				**85,280**	**0.085**

Source: County Sanitation Districts of Los Angeles Loadings and Unit Rates. 2013.
du = dwelling units;; gpd = gallons per day; mgd = million gallons per day.

Summary of Comparative Impacts

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.

A summary comparison of impacts associated with the project alternatives is provided later in this section in **Table 6.0-17, Alternatives Impact Comparison Matrix** (later in this section).

Relationship of Alternative 3 to the Project Objectives

Alternative 3 would not achieve several of the basic project objectives, as summarized below.

Land Use and Planning Objectives

c. 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.

This objective would be achieved, although to a lesser extent than the Project, as this alternative would accommodate 1,161 residents on the Project Site. This would accommodate 598 fewer residents on the Project Site.

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 SCVAP 2012.

This objective would be achieved, although to a lesser extent than the Project, as 328 housing units would be provided on the Project Site. This would provide 169 fewer housing units than the Project.

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.

This objective would not be achieved as 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. The features would necessarily be eliminated to maximize the number of single-family homes within the smaller area, as described under Economic Objectives below.

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.

This objective would be achieved partially. The alternative would provide open space but does not include amenities such as the neighborhood and secondary park and recreation areas, and pedestrian and multi-purpose trails.

i. Provide a project that is compliant with the County's Healthy Design Ordinance.

This alternative would be partially achieved as the alternative would not include pedestrian trails and the multi-use trail included in Project. The alternative would provide three small pocket parks for recreation.

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.

This alternative would not be achieved as the clubhouse, pool and related recreational opportunities, publically accessible park and walking trails would not be provided.

Mobility Objectives

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.

This objective would not be achieved as the pedestrian-friendly amenities such as the pedestrian trails, as well as the multi-use trail would not be included as part of the alternative.

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.

This objective would be partially achieved as Hayward Drive would be extended to the east. However, this alternative would not include the Barcelona Road extension, therefore this objective would not be met to the same extent as the Project.

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.

This objective would be partially met as this alternative would provide construction business opportunities. However, as 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.

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 objective 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 onsite 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.

Alternative 4: No Barcelona Road Extension

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 as described in **Section 4.0, Project Description**.

Aesthetics

Because Alternative 4 includes all elements of the Project, with the exception of the extension of Barcelona Road, impacts related to light, glare, visual character and views generally would be as described in **Section 5.0, Environmental Impact Analysis**. However, as the alternative would not include the Barcelona Road extension, views from the north of the project (viewpoint 1) would not change from the current condition. Impacts under this alternative would remain less than significant. Therefore, Alternative 4 would result in similar impacts relative to aesthetics and visual quality with the exception of viewpoint 1 where impacts would be less than significant but reduced compared to the Project. However, as compared with the Project, removal of the Barcelona extension would also result in removal of required street lighting along the path of that extension, which would reduce overall night lighting on the Project Site. As such, Alternative 4 would have lesser impacts than would the Project with respect to nighttime lighting, although in each case the impacts would be less than significant.

Air Quality

Alternative 4 would require approximately the same amount of grading as would the Project. Therefore, under this alternative, grading and earthmoving activities would be similar to those of the Project, including the schedule for their completion. Due to the large volume of earthwork required for the Project (3.8 million cy of cut and 3.8 million cy of fill balanced on site) the minimal reduction in earthwork due to the Barcelona Road extension would not be enough to reduce significant impacts. However, there would be an approximate reduction of 49,500 cy of cut and 82,500 cy of fill, reducing the overall grading on the Project Site to 3.79 million cy of cut and 3.75 million cy of fill, balanced on site.

Operational impacts would not change and the same number of vehicle trips would be generated. Compared to the Project, this alternative would result in similar although incrementally reduced short-term construction-phase impacts. Impacts would remain significant and unavoidable.

Biological Resources

This alternative would not include any grading on the westerly ridgeline associated with Barcelona Road, but would include remedial grading to stabilize the slope and former sand mining operation. No significant biological resources are known to exist on the westerly ridgeline. Therefore, this alternative would have similar direct biological impacts, specifically to protected species, when compared to the Project. Further, indirect impacts to biological resources such as increased light and glare, and human presence as a direct result of housing development would be similar under this alternative when compared to the Project. However, the Barcelona Road extension would not be constructed, therefore, under Alternative 4 impacts to biological resources would be less than significant and slightly reduced compared to the Project.

Cultural Resources

As discussed in the environmental analysis in **Section 5.4, Cultural Resources**, the Project Site does not contain any known significant historic, archaeological, or paleontological resources, and there are no known cemeteries or burial grounds on the Project Site. Under Alternative 4, 497 dwelling units, a community center and neighborhood park, pedestrian trails, roadways, and infrastructure would be developed, which could have the potential to unearth previously unknown significant cultural resources, or disturb previously unknown human remains. However, implementation of **Mitigation Measures 5.4-1** through **5.4-3**, as set forth in **Section 5.4, Cultural Resources,** would ensure that impacts to cultural resources would be less than significant. As slightly less of the Project Site would be developed, impacts would be incrementally reduced as compared to the Project.

Energy

Energy consumption associated with Alternative 4 would be substantially similar as with the Project as the same number of residential units and uses would be developed on the Project Site. The number of vehicle trips would be the same under this alternative as with the Project, although the duration of trips may be slightly increased without the Barcelona Road extension, as cars traveling to Castaic Middle School from the Project Site would need to travel along Hasley Canyon and access Hillcrest Parkway from the east, increasing energy usage incrementally. Construction emissions may be slightly reduced due to the elimination of the Barcelona Road extension, resulting in incrementally reduced energy usage. With these variations, impacts associated with Alternative 4 would nonetheless be substantially similar as those for the Project and would be less than significant.

Geology and Soils

Alternative 4 would result in substantially the same amount of grading (with the exception of a reduction of approximately 49,500 cy of cut and 82,500 cy of grading for the Barcelona Road extension that would not be required under this alternative) as the Project. The same number of residential units (497) and the same community amenities (7.45 acre park, pocket parks, community center, vineyard, citrus grove, multi-use and pedestrian trails) would be developed on the Project Site. As such, impacts associated with Alternative 4 would be the same as those for the Project and would be less than significant.

Greenhouse Gas Emissions

Alternative 4 would result in a similar development footprint and the same number of residential units as the Project. Vehicle trips would be the same under this alternative, although the duration of trips may be slightly increased without the Barcelona Road extension, as cars traveling to Castaic Middle School from the Project Site would need to travel along Hasley Canyon and access Hillcrest Parkway from the east. Construction emissions may be slightly reduced due to the elimination of the Barcelona Road extension, however any associated reduction in GHG emissions would be minimal. With these variations, impacts associated with Alternative 4 would nonetheless be substantially similar as those for the Project and would be less than significant.

Hazards and Hazardous Materials

Under Alternative 4, the Project Site would be developed with a total of 497 residential dwelling units, a community center and neighborhood park, six privately (HOA) maintained pocket parks, pedestrian trails, an orchard and vineyard, roadways and related infrastructure. The types of potentially hazardous materials associated with construction and operation of this alternative would be identical to the Project and would include such materials typically necessary for construction of a residential development (i.e.,

paints, building materials, cleaners, fuel for construction equipment, etc.) and operationally those used for cleaning purposes, landscaping, and maintenance. Examples of such materials could include but are not limited to cleaning solvents, fertilizers, pesticides and herbicides for landscaping, and painting supplies. Similar to the Project, all potentially hazardous materials transported, stored, or used on-site for construction purposes and subsequently for the upkeep of public facilities, parkland and open space areas by the construction and 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. Similar to the Project, with contractor compliance with the County, state, and federal regulations, impacts related to accidental release or upset due to the use of hazardous materials or hazardous waste disposal would be less than significant.

The presence of 10 abandoned oil wells on the Project Site has the potential to expose residents and visitors to methane hazards. However, similar to the Project, implementation of the Project Design Feature in this Draft EIR which requires, in accordance with Section 110.4 of the County of Los Angeles Building Code, that all structures be setback at least 300 feet away from active, abandoned, or idle oil or gas wells unless designed according to recommendations prepared by a licensed Civic Engineer and approved by the County Building Official, impacts would be less than significant.

Alternative 4 would result in an increase in population 1,760 residents at the Project Site, and there would be a corresponding increase in the need for fire protection services, including paramedic services. The proposed residential and recreational uses are expected to create the typical range of fire service calls that other such uses create, including kitchen/house fires, garbage bin fires, car fires, electrical fires, etc. 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 and participation in community events. As population would be the same under this alternative and the Project, impacts would be less than significant and similar to the Project.

The Project Site is located in a VHFHS Zone. Therefore, similar to the Project, development under this alternative would be subject to various governmental codes, guidelines, and programs aimed at reducing the potential fire hazard risks to an acceptable level; including, but not limited to, County of Los Angeles Fire Code Section 1117.2.1 which includes building standards and landscape criteria for all new construction relating to fuel modification planning to help reduce the threat of fires in high hazard areas. The extension of Barcelona Road would provide a secondary access for the fire department and residents in the event of an emergency. An additional secondary access would be available with the extension of Hayward Drive. As secondary access would still be provided without the Barcelona Road extension, similar to the Project, impacts would be less than significant. Further, LACFD would review all plans and

access points prior to Project approval to ensure adequate safety of the resident and adequate access for LACFD.

For these reasons, this alternative would result in impacts similar to the Project with respect to hazards and hazardous materials and would be less than significant.

Hydrology and Water Quality

Hydrology

Alternative 4 would result in similar storm runoff and infiltration as the Project because the same land area would be developed (with the exception of the westerly ridgeline). Drainage patterns would not be substantially different under this alternative as compared to the Project. Landscape irrigation needs of this alternative would be similar to the Project due to similar landscaped acreage. The urban runoff that is generated under this Alternative would be conveyed and discharged into the local storm drain system via Hasley Canyon Creek and/or Castaic Creek in a similar manner as the Project. Similar to the Project, if planned channel improvements at the Valencia Commerce Center are not in place at the time Project Site grading is complete, this alternative would include Interim Controls, comprised of construction of two Retention Basins in the location where otherwise 13 homes and portions of the vineyard would occur. Once the planned channel improvements are constructed, the Retention Basins would be removed and the vineyard and 13 homes constructed. Consequently, to the extent this alternative would result in similar storm runoff as the Project, this alternative would result in similar impacts from a hydrology perspective as the Project and impacts would be less than significant.

Water Quality

Under either Alternative 4 or the Project, PDFs incorporated into the development to address water quality and hydrologic impacts would include site design, source control, treatment control, and hydromodification control BMPs. Similar to the Project, if planned channel improvements are not in place at the time Project Site grading is complete, this alternative would include Interim Controls, comprised of construction of two Retention Basins, in the location where otherwise 13 homes and portions of the vineyard would occur. Once the planned channel improvements are constructed, the Retention Basins would be removed and the vineyard and 13 homes constructed. In addition, flow control BMPs would be incorporated into the PDFs in order to comply with the Los Angeles Countywide SUSMP and County Interim Peak Flow Standard. The flow control BMPs for either development of the Project or this alternative would include both source control and detention. The PDFs combined with the implementation of recommended mitigation measures would reduce water quality and hydromodification impacts to less than significant levels under either development scenario. For this

reason, Alternative 4 would result in similar impacts to the Project from a hydrology and water quality perspective.

Land Use and Planning

Under Alternative 4, the Project Site would be developed with a total of 497 single-family units, a community center and a neighborhood park, an orchard and vineyard, roadways and related infrastructure. As with the Project, this alternative would require a Conditional Use Permit (CUP) authorizing (1) density-controlled development; (2) development in accordance with the County's urban hillside management criteria; and (3) on-site grading involving more than 100,000 cy of combined cut/fill; (4) construction of a water tank and use of the current and proposed water tank; a Variance to authorize the non-exempted development of the easterly ridgeline. As the Barcelona Road extension would not be constructed, this alternative would require an exception to the Castaic CSD, if at all, only with respect to remedial grading of the westerly ridgeline. As such, impacts would be less than the Project and, as with the Project, would be less than significant with the granting of approvals.

Noise

Under either Alternative 4 or the Project, development of the Project Site would involve clearing and grading of the ground surface, installation of utility infrastructure, and the building of the proposed improvements. These activities typically involve the temporary use of heavy equipment, smaller equipment, and motor vehicles, which generate both steady static and episodic noise. This noise would primarily affect occupants of nearby residential developments to the north and east when construction activities would occur on the northern and eastern portion of the Project Site. Receptors with an uninterrupted line-of-sight to the construction noise sources could be exposed to noise levels that would exceed the County's Noise Ordinance standards during construction regardless of the development alternative selected. However, as with the Project, episodic impacts at Hayward Drive during Hayward Drive construction and along Hasley Canyon Road during construction of the water line extension, would remain significant and unavoidable. As a result, significant unavoidable impacts would be the same under the Project and this alternative. However, there would be a reduction in noise at residences adjacent to Barcelona Road, as no construction would take place in the vicinity. As such, the impacts of the alternative with respect to noise are incrementally reduced as compared with the Project.

With respect to operational impacts, under either Alternative 4 or the Project, building occupants and off-site land uses would be subject to traffic noise along both internal and off-site roadways, as well as noise from day-to-day activities at the Project Site. Alternative 4 would generate the same number of trips as the Project. Without Barcelona Road, trips would be distributed to Hayward Drive and Hasley Canyon Road. Ultimately, trips would be distributed across the same eight intersections as the Project. As total

trips would remain the same, no associated increase in noise on area roadways would occur. Therefore, the increase in traffic noise would not be substantial and would not result in significant impacts. Therefore, operational impacts would be less than significant and similar to the Project.

Public Services

Library Services

Alternative 4 would include the same population as the Project. Therefore, the same demand would be placed on library services. As Project impacts were determined to be less than significant, Alternative 4 impacts would be the same as the Project and would be less than significant.

Education

Alternative 4 would include the same population as the Project. Therefore, the same demand would be placed on Castaic School District for elementary and middle school students and the Hart School District with respect to high school students. As Project impacts were determined to be less than significant, Alternative 4 impacts would be the same as the Project and would be less than significant.

Sheriff Services

Alternative 4 would result in the same increase in population on the Project Site. As a result, this alternative would require the same two-officer increase in staffing to meet the Department's preferred ratio. Therefore, from a sheriff services standpoint, this alternative would result in impacts similar to the Project with respect to law enforcement and would be less than significant.

Fire Services

The Project Site is located in an area that has been designated as a VHFHS Zone by LACFD, which denotes the County Forester's highest fire hazard potential. Any land use constructed on the Project Site would be required to meet all County codes and requirements relative to providing adequate fire protection services to the Project Site during both the construction and operational stages of the Project. As this alternative would not include the extension of Barcelona Road, it would eliminate a potential access point in the event of an emergency such as a fire. Similar to the Project, LACFD would provide input on the need for Barcelona Road. With approval by LACFD, impacts related to this access point would be less than significant. Further, similar to the Project, Alternative 4 would implement **Mitigation Measures MM 5.12.4-1 through MM 5.12.4.8** as set forth in **Section 5.12.4, Fire Services**. Since the number of housing units would be identical to the Project, the number of fire protection service calls to the Project Site presumably would also be the same. As such, Alternative 4 would result in impacts

similar to the Project with respect to fire protection services and would be less than significant, however, emergency access under this alternative would be less effective for fire services support than under the Project.

Recreation

The Project includes a community recreation center, six privately (HOA) maintained active/passive recreational lots, an approximately 7.45-acre neighborhood park, approximately 4.5 miles of pedestrian trails, and a multi-use trail. This is greater than the Quimby Act requirement to dedicate or fund 3.0 acres of parkland per 1,000 residents. Alternative 4 would include the same population as the Project. Therefore, the same demand would be placed on recreational areas. As Project impacts were determined to be less than significant, Alternative 4 impacts would be similar to the Project and would be less than significant.

Transportation/Traffic

Under Alternative 4, the number of residential units would be 497 single-family dwelling units, which is the same as the Project. Primary vehicular access to the Project Site under this Alternative would continue to be via Hasley Canyon Road. However, Alternative 4 would eliminate one of the secondary access connections, namely access from the Project Site to the existing Barcelona Road roadway located north of the Project Site. The proposed connection to Hayward Drive for secondary access would be maintained.

Alternative 4 Trip Generation

The number of residential units and site population proposed for Alternative 4 is the same as the Project. Therefore, there are no differences in the number of site-generated trips in comparing the Alternative 4 to the Project.

Alternative 4 Traffic Impact Analysis

A traffic impact analysis of Project Alternative 4 was prepared for the 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. Similar to Alternative 3, the primary change was shifting the approximate 10% of site-generated trips originally assigned to the Barcelona Road access as part of the Project to the Hasley Canyon Road access (5%) and Hayward Drive access (5%).

Table 6.0-16 provides the summary of the traffic analysis prepared for the study intersections for Project Alternative 4. As shown on the table, the direct traffic impacts of the Project Alternative 4 are forecast to be less than significant. Alternative 4 is calculated to contribute to a cumulative traffic impact at the

Commerce Center Drive/Henry Mayo Drive intersection. This impact is similar to the Project. As with the Project, the cumulative traffic impact is completely mitigated at the intersection based on the grade-separated interchange project. In summary, the Project Alternative 4 would have no residual traffic impacts and similar to the Project impacts would be less than significant.

Table 6.0-16
Summary of Volume to Capacity Ratios and Level of Service - AM and PM Peak Hour – Alternative 4

Map Ref.	Intersection	Peak Hour	Existing Conditions V/C or Seconds of Delay	LOS	Existing with Project V/C or Seconds of Delay	LOS	Change V/C or Delay	Significant ?	Year 2023 with Related Projects V/C or Seconds of Delay	LOS	Change V/C or Delay	Significant ?	Future with Grade Separated Interchange V/C or Seconds of Delay	LOS	Change V/C or Delay	Mitigated ?
1	Del Valle Road/Hasley Canyon Road	AM	0.383 V/C	A	0.398 V/C	A	0.015	No	0.503 V/C	A	0.120	No				
		PM	0.369 V/C	A	0.391 V/C	A	0.022	No	0.494 V/C	A	0.125	No				
2	Commerce Center Drive/Hasley Canyon Road	AM	0.379 V/C	A	0.452 V/C	A	0.073	No	0.514 V/C	A	0.135	No				
		PM	0.340 V/C	A	0.436 V/C	A	0.096	No	0.534 V/C	A	0.194	No				
3	Commerce Center Drive/Franklin Parkway	AM	0.374 V/C	A	0.391 V/C	A	0.017	No	0.669 V/C	B	0.295	No				
		PM	0.552 V/C	A	0.564 V/C	A	0.012	No	0.839 V/C	D	0.287	No				
4	Commerce Center Drive/ Henry Mayo Drive (SR-126)	AM	0.482 V/C	A	0.505 V/C	A	0.023	No	1.288 V/C	F	0.806	No	*			
		PM	0.744 V/C	C	0.758 V/C	C	0.014	No	1.848 V/C	F	1.104	**Yes**	*			**Yes**
4a	Commerce Center Drive/SR-126 Westbound Ramps	AM											0.635 V/C	B		
		PM											0.502 V/C	A		
4b	Commerce Center Drive/Henry Mayo Drive	AM											0.421 V/C	A		
		PM											0.389 V/C	A		

Map Ref.	Intersection	Peak Hour	Existing Conditions V/C or Seconds of Delay	Existing Conditions LOS	Existing with Project V/C or Seconds of Delay	Existing with Project LOS	Existing with Project Change V/C or Delay	Existing with Project Significant ?	Year 2023 with Related Projects V/C or Seconds of Delay	Year 2023 with Related Projects LOS	Year 2023 with Related Projects Change V/C or Delay	Year 2023 with Related Projects Significant ?	Future with Grade Separated Interchange V/C or Seconds of Delay	Future with Grade Separated Interchange LOS	Future with Grade Separated Interchange Change V/C or Delay	Future with Grade Separated Interchange Mitigated ?
5	The Old Road/Hillcrest Parkway	AM	0.745 V/C	C	0.749 V/C	C	0.004	No	0.776 V/C	C	0.031	No				
		PM	0.538 V/C	A	0.548 V/C	A	0.010	No	0.570 V/C	A	0.032	No				
6	The Old Road/I-5 Freeway SB Ramps – Sedona Way	AM	0.733 V/C	C	0.749 V/C	C	0.016	No	0.766 V/C	C	0.033	No				
		PM	0.539 V/C	A	0.558 V/C	A	0.019	No	0.580 V/C	A	0.041	No				
7	The Old Road – I-5 Freeway SB Onramp/Hasley Canyon Road/a/	AM	9.88 SOD/b/	A	11.71 SOD/b/	B	1.83	No	16.04 SOD/b/	C	6.16	No				
		PM	11.32 SOD/b/	A	13.44 SOD/b/	B	2.12	No	15.35 SOD/b/	C	4.03	No				
8	I-5 Freeway NB Ramps/Hasley Canyon Road/a/	AM	7.92 SOD/b/	A	8.27 SOD/b/	A	0.35	No	9.87 SOD/b/	A	1.95	No				
		PM	9.92 SOD/b/	A	11.47 SOD/b/	B	1.55	No	13.17 SOD/b/	B	3.25	No				

* *Cumulative mitigation will result in the intersection of Commerce Center Drive and Henry Mayo Drive (SR-126) to be a grade-separated intersection under future conditions. See Intersection Nos. 4A and 4B.*
/a/ Roundabout Intersection. Delay shown in seconds per vehicle.
/b/ Seconds of Delay.
Source: Linscott Law & Greenspan, Traffic Impact Study, 2015, Table 4-1.

Utilities and Service Systems

Water Supply

The Project would generate a water demand of approximately 574 afy in normal years and 662 afy in dry years. The Project's water demands are anticipated to be wholly met through water provided by LACWWD 36. Water demand under this alternative would include the same uses as the Project in the same layout, with the exception of the Barcelona Road extension. As such, water demand would be expected to be the same as for the Project although incrementally reduced as there would be no landscaping along Barcelona Road. As discussed in **Section, 5.15-1, Water Supply**, water supply impacts would be less than significant.

Solid Waste

Alternative 4 would include the same population as the Project. Therefore, the same solid waste would be generated on the Project Site. As Project impacts were determined to be significant and unavoidable for both project level and cumulative impact, Alternative 4 impacts would be the same as the Project and would be significant and unavoidable.

Electricity and Natural Gas

Alternative 4 would include the same population as the Project. Therefore, it would result in the same demand for electricity and natural gas as the Project, with a slight reduction due to no requirement for street lighting along the Barcelona Road extension. As Project impacts were determined to be less than significant, Alternative 4 impacts would be similar to the Project and would be less than significant.

Wastewater

Alternative 4 would include the same population as the Project. Therefore, it would generate the same amount of wastewater as the Project. As Project impacts were determined to be less than significant, Alternative 4 impacts would be similar to the Project and would be less than significant.

Summary of Comparative Impacts

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. However, there would be an incremental reduction in various impacts, including with respect to land use (as a lesser or no CSD exception required), air quality and noise (through reduction in the overall amount of grading and infrastructure construction at the Project Site) and aesthetic impacts associated with the Project (through

the removal of the Barcelona Road extension across the westerly ridgeline) and 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 redistribution of trips to the Hasley Canyon Road and Hayward Drive roadways. All other impacts would be the same. A summary comparison of impacts associated with the project alternatives is provided later in this section in **Table 6.0-17, Alternatives Impact Comparison Matrix**.

Relationship of Alternative 4 to the Project Objectives

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 with the exception of the following:

Land Use and Planning Objectives:

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.

This objective would be partially achieved with location of trails and the multi-purpose trail, but 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 would be diminished as compared with the Project. Therefore, while this objective would be met, it would not be to the same extent as the Project.

Mobility Objectives:

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.

This objective 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.

Alternatives Impact Comparison Matrix

A summary comparison of impacts associated with the project alternatives is provided in **Table 6.0-17**, **Alternatives Impact Comparison Matrix**. The table lists each of the project alternatives, each of the

environmental impact categories, and notes whether the respective alternative's impacts are greater than, similar to, or less than those of the Project.

Table 6.0-17
Alternatives Impact Comparison Matrix

Environmental Topic	Proposed Project	Alternative 1 No Project / No Development	Alternative 2 Prior Entitlements	Alternative 3 Reduced Grading	Alternative 4 No Barcelona Road Extension
Aesthetics	LTS	LTS-G	LTS-G	LTS-G	L
Air Quality - Construction	S/U	LTS-L	S/U-G	S/U-L	S/U-L
Air Quality - Operational	LTS	L	L	L	S
Biological Resources	LTS	L	LTS-G	S	S
Cultural Resources	LTS	L	LTS-G	L	S
Energy	LTS	L	LTS-G	S	S
Geology and Soils	LTS	L	L	L	S
Greenhouse Gas Emissions	LTS	L	LTS-G	LTS-G	S
Hazards and Hazardous Materials	LTS	L	LTS-G	L	S
Hydrology and Water Quality	LTS	L	LTS-G	S	S
Land Use and Planning	LTS	L	LTS	S	L
Noise - Construction	S/U	LTS-L	S/U-L	S/U-L	S/U - L
Noise - Operational	LTS	L	L	L	S
Library Services	LTS	L	L	L	S
Education	LTS	L	L	L	S
Sheriff Services	LTS	L	S	L	S
Fire Services	LTS	L	L	L	S
Parks and Recreation	LTS	L	L	L	S
Transportation/Traffic	LTS	L	L	L	S
Electricity and Natural Gas	LTS	L	L	L	S
Water Supply	LTS	L	LTS-G	L	S
Solid Waste - Construction	LTS	L	L	L	S
Solid Waste - Operational	S/U	LTS-L	S/U-L	S/U - L	S
Solid Waste - Cumulative	S/U	LTS-L	S/U-L	S/U - L	S
Wastewater Disposal	LTS	L	L	L	S

LTS = Less than Significant
S/U = Significant and Unavoidable
L = Less than the Project
S = Similar to the Project
G = Greater than the Project

6.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Under Section 15126.6(e)(2) of the *State CEQA Guidelines*, an analysis of project alternatives must identify an environmentally superior alternative among the alternatives evaluated in an EIR. This section also states that if the no project alternative is determined to be the environmentally superior alternative, the EIR shall also identify another environmentally superior alternative among the remaining alternatives.

Table 6.0-17 provides a comparative summary of the anticipated environmental impacts under each alternative in relation to the Project's environmental impacts. Pursuant to the *State CEQA Guidelines* Section 15126.6(c), the discussion below addresses the ability of the alternatives to avoid or substantially reduce one or more significant effects of the Project.

Of the alternatives evaluated in this Draft EIR, Alternative 1, No Project/No Development Alternative, is considered the environmentally superior alternative as it would avoid all the significant and unavoidable impacts under the Project. However, as discussed above, the No Project/No Development Alternative would not meet the objectives established for the Project.

With respect to the *State CEQA Guidelines* requirement to identify an environmentally superior alternative other than the No Project/No Development Alternative, none of the alternatives would reduce any of the significant and unavoidable impacts associated with the Proposed Project to a less than significant level.

Alternative 2 is considered environmentally inferior to the Proposed Project as it would result in greater impacts with respect to aesthetics (westerly ridgeline), air quality (construction), water use and land use (inconsistency with SCVAP 2012 policies on ridgeline development) than the Project. Further, this alternative 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 and would incrementally increase (though not to a level of significance) impacts with respect to biological resources, cultural resources, hazards, hydrology and water quality. Further, as compared with the Prior Entitlement, (1) the Project reduces impacts to the westerly ridgeline by relocating the Barcelona Road extension to avoid removing the crest of ridgeline and avoiding development in the ridgeline setback areas and along the westerly ridgeline and the areas to the west including the Hasley Canyon Creek drainage area, (2) mitigating impacts caused by erosion from drainage flows to flora in the drainage area, (3) creating a site plan focused on internal walkability and meeting other healthy design guidelines criteria and (4) by linking the Project Site to the multi-use trail system. As a result of these and other modifications and PDFs, the Project does not result in significant unavoidable environmental impacts in areas other than air quality (construction), noise (construction) and solid waste disposal (operational, project and cumulative).

As compared with the Project, Alternative 3 would 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. As such, this alternative would be environmentally superior to the Project. However, this alternative would not meet several basic project objectives, including providing a high quality design, providing amenities for the residents, providing a project that is compliant with the County's Healthy Design Ordinance, providing a pedestrian friendly environment and enhancing roadway connections. Further, by reducing the overall unit count on the Project Site, this alternative would be less able than the Project to accommodate projected regional growth in a location that is adjacent to existing and planned infrastructure, services, transportation corridors, and major employment centers and would not achieve the basic economic objectives of the Project. On a regional basis, this alternative would shift housing units and impacts from housing at the Project Site to alternative locations at which regional housing needs would be met, thereby spreading impacts over a broader area.

Alternative 4 would incrementally reduce the significant and unavoidable air quality impact associated with the extension of Barcelona Road, would reduce impacts to aesthetics and land use by eliminating further grading (other than remedial grading) on the westerly ridgeline and would meet all but one of the key project objectives. Therefore, although Alternative 3 would be environmentally superior, because it would not meet the basic objectives of the Project, Alternative 4 is the preferred alternative.

7.0 OTHER ENVIRONMENTAL CONSIDERATIONS

7.1 GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the *State CEQA Guidelines* requires a discussion of the ways in which a proposed project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 15126.2(d) of the *State CEQA Guidelines* states:

> *Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

Generally, a project may foster economic or population growth in a geographic area if it meets any one of the criteria identified below:

- Removal of an impediment to growth (e.g., expansion of a wastewater treatment plant or the provision of new access to an area) or other characteristics which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.
- Economic expansion or growth (e.g., changes in revenue base or employment expansion, etc.)

Should a project meet any one of these criteria, it can be considered growth inducing. An evaluation of the Project versus these two growth-inducing criteria is provided in the sections below.

The *State CEQA Guidelines* also require that consideration also be given to potential impacts on community service facilities resulting from increases in population. The Project Site is designated in the SCVAP 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 SCVAP 2012. **Sections 5.12, Public Services,** and **5.15, Utilities and Service Systems,** of this 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.

Removal of an Impediment to Growth

Growth in an area may result from the removal of physical impediments or restrictions to growth. In this context, physical growth impediments may include nonexistent or inadequate access to an area or the lack or insufficiency of essential public services, such as sewer and water service. Impediments may also include land use or zoning restrictions. Removal of these land use, access or service impediments in the context of a project can result in additional growth in the surrounding area as access or services are made available.

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 SCVAP 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.[1] 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. An existing 4-inch natural gas service line is located in Hasley Canyon Road to the south, an existing 2-inch service line in Gibraltar Lane to the

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1 The Santa Clarita Valley Area Plan, One Valley One Vision, 2012, Land Use Designation Descriptions, H2–Residential 2 (UR1–Urban Residential 1), page 52.

southeast, and an 8-inch service line in Del Valle Road to the south. Gas service to the Project would be extended to the Project Site from one or all of these existing sources, 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. The Project will tie into existing 8-inch sewer line main located in Hasley Canyon Road, with a secondary connection to an existing 8-inch main located to the northeast of the Project Site in Hayward Drive. These infrastructure improvements would serve the Project only and would not be growth inducing. However, if the Los Angeles Department of Public Works (LADPW) 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)**, 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.

As discussed in **Section 5.15.1, Water Supply**, Los Angeles County Waterworks District 36 (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 primarily obtains water supplies through purchase of imported water from Castaic Lakes Water Agency (CLWA). LACWWD 36 also extracts groundwater from the Saugus Formation. LACWWD 36 currently receives imported water supplies through an existing pipeline that consists of 8-inch, 10-inch, and 12-inch diameter portions from its 6-inch connection with CLWA with a rated capacity of approximately 3,500 gallons per minute (gpm).

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. It is anticipated the upgraded pipeline will be installed prior to water deliveries commencing to the Project Site[2] and that the Applicant will construct the pipeline, with reimbursement from future developments or from water connection fees and impact fees received by LACWWD 36.[3] The Project will tie into the existing 16-inch water main located in Hasley Canyon Road, with a secondary connection to an existing 14-inch main located to the northwest in Barcelona Road; two water tanks located on the Project Site will also provide water to the Project Site and surrounding areas for fire protection. The Project would also require the construction of a booster pump station to be located on the Project Site. As such, 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. Refer to **Appendix 5.15.1, Water Supply Assessment,** for 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 existing development and the Project to Hasley Canyon Road. 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.

Economic Growth

Project amenities include a community recreation center and secondary park sites, a clubhouse, a vineyard, citrus orchard and undeveloped open space, 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.

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2 Stetson Engineers Inc., *Los Angeles County Waterworks District No. 36 Draft Los Valles Project Water Supply Assessment,* June 2014

3 However, final negotiations with LACWWD 36 would determine the Applicant's fair share as well as any other fees required from other developments.

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 SCVAP 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 SCVAP 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.

7.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

According to Section 15126.2(c) of the *State CEQA Guidelines*, an EIR must evaluate significant irreversible environmental changes that would be caused by implementation of a Project. Uses of nonrenewable resources during the initial and continued phases of a Project may be irreversible if a large commitment of these resources makes their removal or non-use thereafter unlikely. As stated in the *State CEQA Guidelines* Section 15126.2(c), the irretrievable commitment of such resources is to be evaluated to assure that such current consumption by a Project is justified. In addition, this section must also identify any irreversible damage that can result from environmental accidents associated with the Project.

Irreversible Commitment of Non-Renewable Resources

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 **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 **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 **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 **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.[4] 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.

Irreversible Damage from Environmental Accidents

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 **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 **Section 5.8, Hazards and Hazardous Materials**).

Given the above, no significant risk to human health or safety is expected to occur.

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4 The California Department of Finance considers 'Southern California' as including San Luis Obispo, Santa Barbara, Kern, San Bernardino, Ventura, Los Angeles, Orange, Riverside, San Diego, and Imperial counties. California Department of Finance, New Population Projections bulletin, website: *http://www.dof.ca.gov/research/demographic/reports/projections/P-/documents/Projections_Press_Release_2010-2060.pdf*, accessed June 3, 2014.

7.3 SIGNIFICANT UNAVOIDABLE IMPACTS

State CEQA Guidelines Section 15126.2(b) requires an EIR describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less than significant level. The following is a summary of the impacts associated with the Project that would be significant and unavoidable. These impacts are also described in detail in **Section 5.0, Environmental Impact Analysis**, of this Draft EIR.

Air Quality

As discussed in **Section 5.2, Air Quality,** during construction of the Project, specifically during the first three years of grading and trenching, emissions of nitrogen oxides (NOx) would exceed the South Coast Air Management District's (SCAQMD) thresholds of significance for regional impacts. Further, due to the Project's construction emissions, NO_2, PM10 and PM2.5 concentrations near the Project Site would exceed SCAQMD local (LST) emission levels **(Threshold 5.2-2).** These criteria air pollutants are mostly unavoidable products of fuel combustion. **Project Design Features** and **Mitigation Measures MM 5.2-1** and **MM 5.2-2** would be implemented to reduce combustion-based emissions of NOx and PM2.5 through the use of alternative fuels and electric-powered equipment on-site where feasible. However, the availability of such equipment is limited, and consequently it is likely that diesel and gasoline-powered equipment will be used extensively during construction. Restricting the use of such equipment and ensuring that it is properly maintained will also reduce emissions, but not sufficiently to bring emissions under the thresholds developed by the SCAQMD. The impacts from construction emissions associated with the Project would be significant and unavoidable.

Construction of the Project would result in daily construction emissions that would exceed the thresholds of significance recommended by the SCAQMD. As the Basin is non-attainment for ozone, and NOx is an ozone precursor, by emitting NOx emissions in excess of the significance thresholds, the Project would result in a cumulatively considerable net increase of criteria pollutants for which the region is in non-attainment under an applicable federal or state ambient air quality standard. As discussed **Section 5.2, Air Quality**, and shown in **Table 5.2-5**, mitigation would not be sufficient to reduce the impact to a less than significant level. Cumulative regional air quality impacts associated with construction of the Project (NOx emissions) would remain significant.

Noise

With implementation of **Mitigation Measure MM 5.11-1**, potential noise impacts associated with the mass grading, installation of infrastructure, and extension of Hayward Drive would be substantially reduced at nearby single-family homes. However, these Best Management Practices (BMPs) are not likely

to reduce ambient noise levels below the County's 65 dB(A) threshold for activities that last longer than ten days. Instead, ambient noise levels at the nearest residences on Hayward Drive are likely to average 65.0 to 68.7 dB(A) during the key phases of roadway construction. As a result, noise impacts from the extension of Hayward Drive would be considered significant and unavoidable. All other construction noise impacts would be reduced to less than significant with implementation of **Mitigation Measure MM 5.11-1**.

Solid Waste

The County has not planned for solid waste disposal beyond a 15-year timeframe, thus operational impacts related to landfill capacity would be potentially significant. In addition, the Project, in combination with related projects, could result in a cumulatively considerable impact related to the demand for solid waste disposal facilities, resulting in the need for new or expanded facilities. Implementation of BMPs that include developing a recycling program would reduce operational cumulative impacts, however, cumulative impact related to solid waste during operations would remain significant and unavoidable as they relate to the available capacity of landfills in the region and are not project specific.

Irreversible Damage from Environmental Accidents

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 **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 **Section 5.8, Hazards and Hazardous Materials**).

Given the above, no significant risk to human health or safety is expected to occur.

7.4 SIGNIFICANT BUT MITIGATED IMPACTS

State CEQA Guidelines Section 15126.4 requires an EIR discuss the mitigation measures proposed to minimize the Project's significant impacts. The following is a summary of the impacts associated with development of the Project that would initially be significant but mitigatable with the following measures in place.

Aesthetics

As discussed in **Section 5.1, Aesthetics,** the introduction of new light sources, including decorative lighting, lighting of high activity areas, street and trail lighting, and the lighting of public/community spaces on the Project Site could result in glare and/or light intrusion into adjacent areas. However, implementation of **Mitigation Measure MM 5.1-1** would require the Applicant to submit a lighting plan to the County of Los Angeles Department of Regional Planning to ensure the Project's lighting is consistent with the County's established codes and procedures. Implementation of **Mitigation Measure MM 5.1-1** would minimize light spillover and reduce the impacts to a less than significant impact.

Biological Resources

As discussed in **Section 5.3, Biological Resources,** construction of the Project would require the removal of the existing detention basins and rainpools where western spadefoot were detected. As such, impacts to western spadefoot from construction grading would be significant without mitigation. **Mitigation Measure MM 5.3-1** would require a new breeding pool and adjacent non-breeding season habitat. With **Mitigation Measure MM 5.3-1** impacts to the western spadefoot would be reduced to a less than significant level.

Several bird species, including the Cooper's hawk, White-tailed kite, Southern California rufous-crowned sparrow, and Bell's sage sparrow are known to nest and forage in the Project region. If present on-site, the loss of on- or off- site individuals or active nests of these species resulting from grading and/or construction activities would be a potential violation of the Migratory Bird Treaty Act of 1918 and the California Fish and Game Code and therefore, a potentially significant impact. Implementation of **Mitigation Measure MM 5.3-3** would reduce impacts to all migratory nesting bird species to a less than

significant level through avoiding construction during the nesting season and, when avoidance is not possible, through the implementation of nesting bird surveys.

Limited suitable habitat for the San Diego desert woodrat remains on the Project Site as it currently exists. However, there is still a moderate potential for desert woodrats to utilize habitats within drier areas of scrub on the Project Site, and within the 123.25 acres of natural open space that will be retained. If present, the loss of individuals of this species from the Project Site or off-site parcels could contribute to the reduction of a local population. As such, it would be considered a potentially significant impact. Implementation of **Mitigation Measure MM 5.3-4** which involves live-trapping and relocation of woodrats off-site and on-site biological monitoring during initial grading would reduce impacts to San Diego desert woodrat to a less than significant level.

The combined impacts to the non-wetland jurisdictional resources from the previously approved project and the current project would then be 0.44 acre of federal jurisdictional areas and 2.15 acres of state jurisdictional areas. Therefore, impacts to non-wetland jurisdictional features would be considered a significant impact. 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.

Cultural Resources

Construction of the Project could result in significant impacts to archaeological and paleontological resources, including human remains. If archeological and paleontological resources, including human remains are uncovered on the Project Site during construction of the Project, impacts could be significant. Implementation of **Mitigation Measures MM 5.4-1** and **MM 5.4-2** would require a qualified archaeologist and/or paleontologist to recover any archaeological and/or paleontological resources uncovered during construction of the Project. In addition, under **Mitigation Measure MM 5.4-3,** if human remains are discovered during construction of the Project, the California Native American Heritage Commission would be notified. No adverse significant impacts would result with implementation of **Mitigation Measures MM 5.4-1** through **MM 5.4-3,**

Hazards and Hazardous Materials

While extensive site grading (in excess of 12 million cubic yards of combined cut and fill) has been carried out on the Project Site, no evidence of additional soil contamination has been found. If further soil contamination were discovered, in adherence with **Mitigation Measure MM 5.8-3,** all contaminated soil would be disposed of in accordance with local, state, and federal regulations. Therefore, impacts related to risk of upset soil contamination from prior activities occurring on the Project Site would be less than

significant. Implementation of **Mitigation Measure MM 5.8-1** and **MM 5.8-2** would ensure that the significant impacts to single-family residences associated with the potential for unknown abandoned wells would be reduced to a less than significant level.

Noise

The paving of Barcelona Road would elevate ambient noise levels to approximately 69.1 dB(A) at nearby receptors during the grading and paving phases. In addition, construction of off-site infrastructure includes the grading along Hasley Canyon Road for the installation of the upgraded water line, additional grading may be necessary for installation of a sewer line. During construction of the off-site infrastructure the closest residential unit to the construction zone would be approximately 50 feet from the roadway at the intersection of Hasley Canyon Road and Cambridge Avenue. This residential unit would be exposed to noise levels up to 81.5 dB(A) during peak construction periods when the construction activities take place within 50 feet of a property. Implementation of **Mitigation Measure MM 5.11-1** would restrict construction hours and provide specifications for notification, reducing the significant construction impacts associated with off-site infrastructure to a less significant.

Public Services

Library

Buildout of the Project would result in a population increase which could result in significant impacts to library services. **Mitigation Measure MM 5.12.1-1** is a procedural measure requiring the payment of fees to the library. This is a procedural action and no significant impacts that require mitigation would occur.

Education

Buildout of the Project would result in a population increase which could result in significant impacts to education services. **Mitigation Measure MM 5.12.2-1** is a procedural measure requiring the payment of school mitigation fees. No significant impacts that require mitigation would occur.

Sheriff

Buildout of the Project would result in a population increase which could result in significant impacts to Sheriff services. **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. With implementation of **Mitigation Measures MM 5.12.3-1** and **MM 5.12.3-2** impacts would be less than significant.

Fire Service

As discussed in **Section 5.12.4, Fire Services, Mitigation Measure MM 5.12.4-1** would require clearance of vegetated areas on the Project Site prior to the start of construction. This is a safety measures that would reduce the significant impacts associated with potential for fires on the Project Site to a less than significant level.

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 and reduce impacts to a less than significant level.

Transportation/Traffic

As discussed in **Section 5.14, Transportation and Traffic,** future traffic volumes (and other factors determined by the Department of Public Works) could trigger the need for the installation of a traffic signal at the intersection of the Project Site/Hasley Canyon Road. **Mitigation Measure MM 5.14-1** would require the Applicant to monitor peak hour traffic volumes at the Project Site access intersection with Hasley Canyon Road. With mitigation in the form of monitoring the Project Site access for the need for a traffic signal, and installation of a signal if warranted, impacts would be less than significant.

Utilities

Water Supply

As discussed in **Section 5.15.1, Water Supply,** water demand associated with the Project would be served by existing LACWWD 36 supplies under normal, single dry and multiple dry years, for 20 years, and the development of the Project would not result in the need for new or expanded water supply entitlements over those allocated for development of the Project in the existing CLWA Urban Water Management Plans (UWMP). **Mitigation Measure MM 5.15.1-1** is a procedural action that requires the Application to demonstrate the water district's commitment to serve the Project Site. No significant impacts that require mitigation would occur.

Wastewater

As discussed in **Section 5.15.3, Wastewater,** 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. **Mitigation Measure MM 5.15.3-1** is a procedural action that requires the Applicant to upsize local sewer segments as specified in the approved sewer area study to accommodate Project flows if necessary. No significant impacts that require mitigation would occur.

7.5 EFFECTS NOT FOUND TO BE SIGNIFICANT

In accordance with Section 15128 of the *California Environmental Quality Act (CEQA) Guidelines*, an Environmental Impact Report (EIR) must contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant. Based on the Initial Study prepared for the Project, and included in **Appendix 1.0-1**, the County has determined that the Project would not have the potential to cause significant adverse effects associated with the issues identified below. These topics have not been addressed in detail in this EIR for the reasons set forth in the Initial Study and for the additional reasons listed below.

Agricultural and Forest Resources

The Project Site is located in a suburban area surrounded by residential uses, light industrial and manufacturing uses, equestrian uses and undeveloped open space. The Project Site is not mapped as a part of the Farmland Mapping and Monitoring Program of the California Resources Agency and is not a designated Agricultural Opportunity Area or a Williamson Act contract. 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.

Biological Resources

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.

Cultural Resources

No known historical resources are located on the Project Site. No impacts would occur.

Geology and Soils

The Project will not use septic tanks or alternative wastewater disposal measures. Impacts would be less than significant and no mitigation measures are required.

Hazards and Hazardous Materials

The Project is not within the vicinity of a private air strip, within two miles of a public airport, or located within the boundaries of an airport land use plan. Thus, impacts would be less than significant.

Hydrology and Water Quality

Hydrology

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. Thus no impacts would occur.

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 Standard Urban Stormwater Mitigation Plan (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 impact is identified for this issue.

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. Implementation of the Project would not result in the loss of an available known mineral resource with value to the region. Therefore, no impact is identified for this issue.

Noise

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. No mitigation measures are required and no impacts would occur.

Population and Housing

The Project is consistent with the uses allowed and anticipated under the SCVAP 2012 and also consistent with the official regional and local population projections. No housing units or people would be displaced by the Project. Therefore, no impact is identified for this issue.

Transportation and Traffic

Development of the Project would not result in the construction of roadways that include sharp curves or dangerous intersections. 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, no adverse impacts would be expected.

Utilities and Service Systems

Electricity and Natural Gas

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. 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. No mitigation measures are required and impacts would be less than significant.

7.6 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 following provides a discussion of the potential secondary impacts that could occur as a result of the implementation of the Project mitigation measures.

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 secondary impacts would occur.

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.

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 California Department of Fish and Wildlife (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.

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.

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.

Energy

Impacts on energy resources would be less than significant and no mitigation measures would be required. Therefore, no secondary impacts would occur.

Geology and Soils

Impacts related to geology and soils would be less than significant and no mitigation measure would be required. Therefore, no secondary impacts would occur.

Greenhouse Gas Emissions

Impacts on greenhouse gas emissions would be less than significant and no mitigation measures would be required. Therefore, no secondary impacts would occur.

Hazards and Hazardous Materials

Mitigation Measures MM 5.8-1, **MM 5.8-2** and **MM 5.8-3** 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.

Hydrology

Impacts on hydrology would be less than significant and no mitigation measures would be required. Therefore, no secondary impacts would occur.

Land Use and Planning

Impacts on land use would be less than significant and no mitigation measures would be required. Therefore, no secondary impacts would occur.

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.

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.

Recreation

Impacts on recreation would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

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.

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 secondary impacts would occur.

Wastewater

Impacts from wastewater generation would be less than significant; **Mitigation Measure MM 5.15.3-1** is a procedural action that requires the Applicant to upsize local sewer segments as specified in the approved sewer area study to accommodate Project flows if necessary. No 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 secondary impacts would occur.

7.7 REASONS WHY PROJECT IS BEING PROPOSED NOTWITHSTANDING SIGNIFICANT UNAVOIDABLE IMPACTS

In addition to identification of the Project's significant unavoidable impacts, CEQA Guidelines Section 15126.2(b) requires an explanation of why the project is being proposed, notwithstanding these impacts. The following provides this required explanation.

While a lead agency must contemplate the implications of adverse environmental impacts, the fundamental purpose of land use planning and development is to supply an array of land uses while optimizing environmental and economic realities. The benefits of the Project would outweigh the few unavoidable significant environmental impacts remaining after implementation of numerous Project design features and mitigation measures.

As described in detail in **Section 4.0, Project Description**, the Applicant is proposing a new residential development in the northwesterly portion of the Santa Clarita Valley. The 430.4-acre Project Site is located west of Golden State Freeway 5 (I-5), north of Hasley Canyon Road and northeast of where Hasley Canyon Road and Del Valle Road intersect, between Gibraltar Lane and Sloan Canyon Road. The Project Site is currently undeveloped, but approximately 300 acres have been graded in association with the Prior Entitlements, and other prior uses on the Project Site. The easterly ridgeline on the Project Site was substantially graded under the Prior Entitlements, such that the entire primary portion of the ridgeline

(within the grading limits) was removed and only two, non-contiguous portions of the secondary ridgeline remains.

The Project consists of a residential development of 497 single-family detached dwelling units on lot sizes averaging approximately ranging from 8,300 square feet to 16,700 square feet. Proposed amenities include a community recreation center (for use by Project residents); a 7.45-acre public park (which may be dedicated to the County); approximately 123 acres of natural open space; secondary park sites; vineyard and citrus grove; approximately 4.5 miles of pedestrian trails, which will be available for public use; a multi-use trail (that will be dedicated to the County); and accompanying infrastructure, including a new 850,000 gallon water tank to be located adjacent to the existing 750,000 gallon water tank (west of Hayward Drive) and storm drain improvements to comply with County flow requirements; and public and private roadways.

The Project would locate development of the new homes largely in the areas previously graded under the Prior Entitlement, leaving approximately 225 acres of the Project Site set aside as open space for both active and passive recreational uses. Overall, the layout of the Project would be designed to provide a transition between the suburban, smaller-lot subdivisions to the east and north and the open space and rural residential uses to the west. To accomplish this, the plan for the Project emphasizes open space and connections to natural areas. 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. The meandering streets would be landscaped with a variety of trees and other landscaping features to give the community a natural feel.

As previously noted, the development would be located on a Project Site that is highly disturbed that would be transformed by enhanced landscaping and architecture and which would be compatible with the residential development to the north and east.

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[5]; the Los Angeles County's Healthy Design Ordinance; the SCVAP 2012 and applicable Castaic Area Community Design Standards. The Project will also meet or exceed all 2013 CALGreen Residential Mandatory measures in Chapter 4,

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5 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, was adopted on November 25, 2013 by the Los Angeles County Board of Supervisors under Ordinance 2013-0003.

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, sustainable features of the Project are highlighted below:

- **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 123.25 acres 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 Community Standards District (CSD) and other applicable requirements.[6]
- **Hillside Management.** Contour grading, curvilinear street design, terraced drains, terraced slopes and related project design features have been incorporated as project best management practices.[7]
- **Significant Ridgeline Protection.** To minimize grading, existing pads will be used to the extent feasible. The Project plan emphasizes open space and connections to adjoining areas by maintaining approximately 123.25 acres of land as natural open space. The Barcelona Road extension would not cross the primary portion of the ridgeline and except where it crosses the secondary ridgeline, would run generally parallel to and not on the crest of the ridgeline.
- **Link to Transit.** A bus stop is located within a quarter mile. 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, 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.** Buildings will be oriented to optimize solar access, passive (such as daylighting).[8]
- **Solar Photovoltaics (PV)** systems are to be installed in the common areas and Clubhouse structure to help offset Project energy use.

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6 Trails, Castaic Area Community Standards District (Castaic CSD).

7 Hillsides, Castaic Area Community Standards District (Castaic CSD).

8 LA County General Plan Policy LU 10.3.

- **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[9] by incorporating passive solar techniques, high efficiency technologies, ENERGY STAR appliances, solid state LED adaptive lighting; coupled with solar PV to offset electrical loads.

- **Outdoor Water Use**. 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.

- **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[10]) 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 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

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9 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.

10 Zero Net Energy – Time Dependent Valuation.

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.[11]

- **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 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.

A full menu of both required compliance measures and sustainable features of the Project is provided in **Section 5.5, Energy.**

The Project is designed to achieve a mix of land use and planning, mobility, resources conservation and economic objectives. The land use and planning objectives fulfilled by the Project include, but are not limited to, providing a development that is compatible with surrounding communities which provides 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; providing a development that is consistent with the land uses and other policies and goals of the SCVAP 2012 and the regulations in the Castaic CSD; providing 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; locating development within the Project Site to preserve regionally significant natural resource areas, sensitive habitat, and major landforms; providing a residential development with substantial recreational opportunities and common amenities such as pedestrian and bike trails, open space, parkland, and landscaping; and improving upon the current aesthetics of the partially graded, visually degraded Project Site.

There would be several public benefits as a result of Project implementation, such as the construction of the two water tanks, which would provide future emergency fire flows for both the Project and off-site properties within the Project vicinity, the Project's fuel modification plan, which would require the

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11 LA County General Plan Policy C/NR 9.2.

maintenance of vegetation to reduce wildfire hazards, a 7.45 acre public park, 4.5 miles of public trails, the dedication of a public multi-use trail and the installation of a 16-inch water pipeline and pump which will allow LACWWD 36 to serve both the Project and other portions of LACWWD 36's service area and reduce the use of groundwater. In addition, the extension of Barcelona Road and Hayward Drive would improve the local street network allowing for improved local access, potentially reducing vehicle miles traveled and also improving emergency vehicle access throughout the vicinity.

The Project has been designed with community input that would: (1) reduce impacts to the westerly ridgeline by relocating the Barcelona Road extension to avoid removing the crest of ridgeline, (2) avoid development in the setback areas and along the westerly ridgeline and the areas to the west including the Hasley Canyon Creek drainage area, (3) mitigate impacts caused by erosion from drainage flows to flora in the drainage area, (4) create a site plan focused on internal walkability and meeting other healthy design guidelines criteria and (5) link the Project Site to the multi-use trail system. As a result, the Project does not result in significant environmental impacts in areas other than air quality (construction), noise (construction) and solid waste disposal (operation).

Several alternatives to the Project were considered as discussed in **Section 6.0, Alternatives**. Among those alternatives, no feasible alternative was identified that would reduce all of the significant unavoidable impacts of the Project. Moreover, none of the alternatives would achieve all of the Project's objectives.

The No Project/No Development Alternative would avoid the Project's significant impacts and would be the environmentally superior alternative. However, the Project Site would remain vacant and underutilized and in an unstable state. The No Project/No Development Alternative would not meet many of the basic objectives of the project. Specifically, this Alternative would not meet any of the Project's land use and planning, mobility, or economic objectives.

As compared with the Proposed Project, the Prior Entitlements Alternative would result in significant and unavoidable impacts related to, air quality (construction), construction noise, and cumulative and project level solid waste (operations). As with the Project, the remaining impact areas would be less than significant (with mitigation) under the Prior Entitlements Alternative. 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. Exceptions would be water supply, as the inclusion of the golf course would result in greater water demand and greater impacts on groundwater than the Project. In addition, development of this alternative would not require compliance with requirements put in place after approval of the alternative; as a result, impacts to hydrology would be greater as the alternative could be developed without hydromodification. Impact categories such as cultural resources and hazards and hazardous materials

would also be greater without the implementation of mitigation measures and compliance PDFs included in the Project. Further, this Alternative 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.

The Prior Entitlements Alternative does not meet several of the basic project objectives, as discussed in **Section 6.0, Alternatives**, including objectives related to land use and planning, mobility and resources conservation.

Similar to the Project, the Alternate Grading/Reduced Density Alternative results in significant and unavoidable impacts related to air quality (construction) and noise (construction), however, construction noise impacts would decrease due to the reduction in overall grading associated with this Alternative and the fact that the Barcelona Road extension would not be constructed, but temporary construction noise impacts associated with the extension of Hayward Drive would remain significant and unavoidable. Construction related air quality would be reduced overall due to the shorter time frame to complete the grading. In addition, land use impacts (i.e., consistency with policies related to the ridgelines) although less than significant under the Project, would be incrementally reduced with this alternative as no grading would occur on the westerly ridgeline reducing the need for an exception. As with the Project, project level and cumulative solid waste disposal during operations would remain significant and unavoidable under the Alternate Grading/Reduced Density Alternative.

Because the Alternate Grading/Reduced Density Alternative would result in a reduction in the number of residents on the Project Site, operational impacts for topic areas that vary based on population (i.e., water consumption, wastewater generation, traffic, electricity, etc.) would all be incrementally reduced compared to the Project. However, even with substantially reduced unit counts, significant unavoidable impacts remain with respect to air quality, noise and solid waste disposal (all of these would be incrementally reduced).

In addition, while the total number of trips would be reduced as fewer units are constructed, under this Alternative there remains a significant (but mitigated) cumulative impact at the intersection of Henry Mayo Drive and Commerce Drive.

The Alternate Grading/Reduced Density Alternative does not meet several of the basic project objectives, as discussed in **Section 6.0, Alternatives**, including objectives related to land use and planning, economics, and mobility, providing a high quality design, providing amenities for the residents, providing a project that is compliant with the County's Healthy Design Ordinance, providing a pedestrian friendly environment and enhancing roadway connections. Further, by reducing the overall unit count on the Project Site, this alternative would be less able than the Project to accommodate projected regional growth in a location that is adjacent to existing and planned infrastructure, services,

transportation corridors, and major employment centers and would not achieve the basic economic objectives of the Project. On a regional basis, this alternative would shift housing units and impacts from housing at the Project Site to alternative locations at which regional housing needs would be met, thereby spreading impacts over a broader area.

The No Barcelona Extension Alternative would result in significant and unavoidable impacts related to air quality (construction), noise (construction) and project level and cumulative solid waste (operations). Biological resources and aesthetic impacts would be incrementally reduced. All other impacts would be the same. Because the Barcelona Road extension would be eliminated from the Project, noise impacts that would occur as a result of construction of that roadway would not occur. However, as with the Project, significant and unavoidable construction noise impacts would occur at Hayward Drive.

Because the No Barcelona Extension Alternative would include 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 with the exception of one of the mobility objectives related to the enhancement of the roadway network, which would only be partially met.

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10.0 ACRONYMS AND ABBREVIATIONS

µg/m3	Microns per cubic meter
aam	Annual arithmetic mean
ACCM	Asbestos-Containing Construction Materials
AEO	Alabama Essential Oil
AEP	Annual exceedance probability
af	Acre-feet
afy	Acre-Feet per Year
Applicant	Project Applicant, SFI Los Valles LLC
AQMP	Air Quality Management Plan
ATCM	Airborne Toxic Control Measure
AVR	Average Vehicle Ridership
Basin	South Coast Air Basin
BAAQMD	Bay Area Air Quality Management District
BAT/BCT	Best Available Technology/Best Conventional Control Technology
BAU	Business as usual
Bcf	Billion Cubic Feet
BMPs	Best Management Practices
BOS	Board of Supervisors
BVWSD	Buena Vista Water Storage District
CAA	United States Clean Air Act

CAAQS	California Ambient Air Quality Standards
CALGreen Code	California Green Building Standards Code
CalEEMod	California Emissions Estimator Model
Cal EPA	California Environmental Protection Agency
CalFire	California Department of Forestry and Fire Protect
CALINE 4	A modeling program to assess air quality impacts near transportation facilities.
CAL OES	California Office of Emergency Services
Cal-OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling and Recovery
capital flood	50 year capital flood
CARB	California Air Resources Board
Castaic Area CSD	Community Standard District for unincorporated Castaic area of Los Angeles County
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CC&Rs	Covenants, Conditions and Restrictions
CDC	California Department of Corrections
CDFW	California Department of Fish and Wildlife
CDMG	California Department of Mines and Geology
CDPH	California Department of Public Health
CDPR	California Department of Parks and Recreation

CEC	California Energy Commission
CED	California Energy Demand
CEGE	California Environmental Geologists & Engineers
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
cfs	Cubic Feet per Second
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	Methane
CHP	California Highway Patrol
County Code	Los Angeles County Code
CIF	Capital Improvement Fund
CIWMA	Countywide Integrated Waste Management Act
CIWMP	Countywide Integrated Waste Management Plan
CLAOTO	County of Los Angeles Oak Tree Ordinance
CLOMR	Conditional Letter of Map Revision (FEMA flood control map)
CLWA	Castaic Lake Water Agency
CMP	Congestion Management Program
CMP Guidelines	Congestion Management Program Traffic Impact Assessment Guidelines
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society

CNRA	California Natural Resources Agency
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_{2e}	Emissions of the six main greenhouse gases
County	County of Los Angeles
CPI	Consumer Price Index
CRHR	California Register of Historic Resources
CRHR	Colorado River Hydrologic Region
CSD	Community Standards District
CSGEMP	California Statewide Groundwater Elevation Monitoring Program
CSMD	Consolidated Sewer Maintenance District
CSMP	Construction Site Monitoring Program
CUP	Conditional Use Permit
CWA	Clean Water Act
DEIR	Draft Environmental Impact Report
DOT	United States Department of Transportation
DPM	Diesel Particulate Matter
DOGGR	California Department of Conservation Division of Oil, Gas, and Geothermal Resources
Draft EIR	This draft environmental impact report
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources

East Subbasin	Santa Clara River Valley East Groundwater Subbasin
EFZ	Earthquake Fault Zones
EIR	Environmental Impact Report
EMFAC	Emissions Factor Model
EMT	Emergency Medication Technician
EOC	Emergency Operations Center
ESA	Environmental Site Assessments
ETo	Evapotranspiration - 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.
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment
FEMA	Federal Emergency Management Agency
Final EIR	Final environmental impact report
FF	Fire Factor
FIRM	Flood Insurance Rate Map
Fps	Feet per second
GBSC	Green Building Standards Code
GCM	Global Climate Model
GHG	Greenhouse Gases
gpm	Gallons per Minute
GSP	Groundwater Sustainability Plan

GWh	Gigawatt Hours
GWMP	Ground Water Management Plan
GWP	Global Warming Potential
H_2S	Hydrogen Sulfide
HAP	Hazardous Air Pollutants
HazMat	Hazardous Materials
HCM	Highway Capacity Manual
HDO	Healthy Design Ordinance
HFC	Hydrofluorocarbon
HOA	Homeowners' Association
HHW	Household Hazardous Waste
HHWE	Household Hazardous Waste Element
HMTA	Hazardous Materials Transportation Act
HOA	Homeowner Association
HRA	Health Risk Assessment
HSWA	Federal Hazardous and Solid Waste Act
HWCL	California Hazardous Waste Control Law
I-5	Interstate 5
IBC	International Building Code
ICU	Intersection Capacity Utilization

Interim Controls	Should planned channel improvements downstream of the Project Site not be 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.
IPCC	United Nations Intergovernmental Panel on Climate Change
IRIS	Integrated Risk Information System
IS	Initial Study
ITE	Institute of Transportation Engineers
JAA	Joint Administration Agreement
KCWA	Kern County Water Agency
kw	Kilowatt
LACBC	Los Angeles County Building Code
LACC	Los Angeles County Code
LACDPW	Los Angeles County Department of Public Works
LACDRP	Los Angeles County Department of Regional Planning
LACFD	Los Angeles County Fire Department
LACFCD	Los Angeles County Flood Control District
LACSD	Sanitation Districts of Los Angeles County
LACWWD	Los Angeles County Water Works District
LACWWD 36	Los Angeles County Water Works District 36
LAFCO	Los Angeles County Local Agency Formation Commission
LCFS	Low Carbon Fuel Standard
LDC	Land Design Consultants

Lead Agency	County of Los Angeles
LED	Light-emitting diode
LID	Low Impact Development
LOMR	Letter of Map Revision (FEMA flood control map)
LOS	Level of Service
LST	Localized Significance Threshold
MACT	Maximum Achievable Control Technology
MATES IV	Multiple Air Toxics Exposure Study Draft Report
MBAS	Methylene Blue Activated Substances
Metro	Los Angeles County Metropolitan Transportation Authority
mgd	Million Gallons per Day
mg/l	Milligrams per Liter
MM	Million
MMCF/d	Million Cubic Feet per Day
$MMTCO_{2e}$	Million metric tons of carbon dioxide
mph	Mile per Hour
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer Systems
MS4 Permit	General Construction Permit for MS4
MSW	Municipal Solid Waste
$MTCO_{2e}$	Metric tons of carbon dioxide

MW	Megawatt
MW/h	Megawatt hours
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAT	No Action Taken (in context of GHG)
NCP	National Contingency Plan
NCWD	Newhall County Water District
NFIP	Natural Flood Insurance Program
NHTSA	National Highway Transportation Safety Administration
NMFS	National Marine Fisheries Service
N/N	Nitrate-Nitrogen
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NO_x	Oxides of Nitrogen, an atmospheric pollutant
NPS	National Park Service
NPL	National Priorities List
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory

O_3	Ozone
OES	Office of Emergency Services
OEHHA	Office of Environmental Health Hazard Assessment
OFFROAD	Emissions Inventory Program Model
OHP	Office of Historic Preservation
OPR	California Office of Planning and Research
Pb	Lead
PCB	Polychlorinated Biphenyls
PCR	Planning Consultants Research
PDF	Project Design Feature
PFC	Perfluorocarbon
PHMSA	Pipeline and Hazardous Materials Safety Administration
PM2.5	Fine Particulate Matter (up to 2.5 micrometers)
PM10	Course Respirable Particulate Matter (p to 10 micrometers)
Ppm	Parts per million
PRC	California Public Resources Code
Prior Entitlements	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), which allowed the development of 209 single-family lots and a private 243-acre golf course on the Project Site.
Prior Final EIR	Final Environmental Impact Report for Hasley Canyon Project (State Clearinghouse No. 98071037) dated November 28, 2001.
Project	Project evaluated in this EIR
Project Site	Project site evaluated in this EIR

psi	Pounds per square inch
PV	Solar photovoltaic
Qburn	Burned Flow
Qcap	50-year Capital Flood
QSD	Qualified SWPPP Developers
QSP	Qualified SWPPP Practitioners
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
Related Projects	Other known development projects within the vicinity of the Project Site
Retention Basin	An area where excess stormwater is stored
Retention Basin Area	The Interim Controls would consist of construction and maintenance of two water retention basins on approximately 6.2 acres of land in two locations on the Project Site.
Revised VTTM	Revised Vesting Tentative Tract Map 52584
RPS	Renewable Portfolio Standard
RRBWSD	Rosedale Rio-Bravo Water Storage District
RSPA	Research and Special Provisions Administration
RTIP	Los Angeles County Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Community Strategy
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments and Reauthorization Act

SAMP	Strategic Asset Management Plan
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coast Information Center
SCGC	Southern California Gas Company
SCE	Southern California Edison
SCHR	South Coast Hydrologic Region
SCS	Sustainable Community Strategy
SCWD	Santa Clarita Water Division
SCVJSS	Santa Clarita Valley Joint Sewerage System
SCVAP	Santa Clarita Valley Area Plan
SCVAP 2012	2012 Update to Santa Clarita Valley Area Plan
SCVSD	Santa Clarita Valley Sanitation District
SDWA	Safe Drinking Water Act
SEA	Significant Ecological Area
SEMS	Standardized Emergency Management System
SERA	Sensitive Environmental Resource Areas
SFC	Sulfur Hexafluoride
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SMMNRA	Santa Monica Mountains National Recreation Area

SO_2	Sulfur Dioxide
SR	State Route
SRA	Source Receptor Area
SRRE	Source Reduction and Recycling Element
SUSMP	Standard Urban Stormwater Mitigation Plan
SWRCB	State Water Resources Control Board
SWQD	Stormwater Quality Design
SWP	State Water Project
SWPPP	Stormwater Pollution Prevention Plans
SWRCB	California State Water Resources Control Board
TAC	Toxic Air Contaminants
TDS	Total Dissolved Solid
THP	Total Petroleum Hydrocarbon
TMDL	Total Maximum Daily Load
TOC	Total Organic Carbon
TPH	Total Petroleum Hydrocarbon
TSCA	Toxic Substances Control Act
USACE	United States Army Corps of Engineers
US EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey

UST	Underground Storage Tank
UWMP	Urban Water Management Plan
v/c	Volume to Capacity
VHFHSZ / VHFHS Zone	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Travelled
VOC	Volatile Organic Compound
VT	Vehicle Trips
VTTM	Vesting Tentative Tract Map
VWC	Valencia Water Company
WSA	Water Supply Assessment
WDI	Waste Discharge Identification
WDR	Waste Discharge Requirement
WQCP	Water Quality Control Plan
WRMWSD	Wheeler Ridge-Maricopa Water Storage District
WRP	Water Reclamation Plant
ZNE-TDV	Zero Net Energy-Time Dependent Valuation