Disney | ABC Studios at The Ranch

Draft Environmental Impact Report

Volume II

SCH No. 2010011010
County Project No. TR071216-(5)
Plan Amendment No. 200900010
Zone Change No. 200900012
Vesting Tentative Tract Map No. 071216
Conditional Use Permit No. 200900126
Oak Tree Permit No. 200900041
Parking Permit No. 201000002
Environmental Review No. 200900112

Lead Agency:
County of Los Angeles
Department of Regional Planning
Impact Analysis Section
320 West Temple Street, Room 1348
Los Angeles, California 90012

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I. VISUAL QUALITIES

1. INTRODUCTION

This section of the Draft EIR analyzes the Project's potential impacts on aesthetics, views, light, and glare. The analysis is based, in part, on information provided in the Disney | ABC Studios at The Ranch Design Guidelines (Design Guidelines), prepared by Johnson Fain, Olin, Wylie Carter Architects, and LightVision, LLC in January 2011, provided as Appendix H.1 to this Draft EIR; the ambient light measurements and light projections (Light Memo) prepared by LightVision, LLC in December 2010, provided as Appendix H.2; and the Analysis of Potential Impacts to Wildlife due to Noise and Lighting Associated with Disney | ABC Studios at the Ranch, Newhall, California (Wildlife Impacts Analysis) prepared by Dudek in July 2011, provided as Appendix F.9 to this Draft EIR and updated in the Addendum to the Biological Resources Assessment, also prepared by Dudek in April 2012, provided as Appendix F.3.

Aesthetics refers to the overall visual quality of an area or given field of view, and, as such, the analysis of aesthetics focuses on the Project's visual relationship with existing and planned land uses in the Project area. The analysis considers aspects of visual character, such as design, size, shape, color, texture, and the general composition of aesthetic features, and the relationships between these elements. It also considers natural and human-made features with aesthetic value. The potential impacts considered within the analysis include the loss of existing aesthetic features of value and the introduction of contrasting features that contribute to a decline in overall visual character (e.g., the introduction of contrasting features that overpower familiar features, eliminate context or associations with history, or create visual incompatibility where there may have been apparent efforts to maintain or promote a thematic or consistent character). The analysis of the Project's potential impacts on aesthetics includes an assessment of the Project's consistency with applicable regulations and plans that address visual quality.

The analysis of views assesses the Project's potential impacts on visual access to visual resources (e.g., mountain ridgelines, natural features such as creeks or trees, historic structures, etc.). It considers the Project's distance from valued visual resources, the topography of the Project area, and existing view obstructions. The analysis considers focal views (i.e., views of a particular object, scene, setting, or feature of visual interest) and panoramic views or vistas (i.e., views of a large geographic area for which the view

may be wide and extend into the distance). Existing views of value, both of and across the Project site, particularly the Development Area, are identified and considered. Further, a number of issues pertaining to development projects, such as building height, mass, and floor area ratio (FAR), are considered as they directly relate to view obstruction.

The analysis of light impacts assesses the potential effects of the Project's nighttime light from both point sources (e.g., illuminated building façades, street light poles, vehicle headlights) and indirect sources (i.e., reflected light) on light-sensitive land uses such as residences. Such uses are recognized as light-sensitive because they are typically occupied by persons who have expectations of privacy during evening hours and who are subject to disturbance by bright light sources.

Glare is a primarily daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Daytime glare generation is more common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials from which the sun can reflect, particularly following sunrise and prior to sunset. Glare generation is typically related to sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use. The analysis of glare assesses potential impacts on glare-sensitive uses, such as residences and transportation corridors (i.e., roadways).

Shading is a common and expected occurrence in developed areas and is often considered a beneficial feature of the environment when it provides cover from excess sunlight and heat. However, shading can have an adverse impact if it substantially interferes with the enjoyment or performance of sun-related activities. While some incidental shading on shadow-sensitive uses is commonly acceptable, shading that occurs over extended periods of time can be considered a detriment. The analysis of shading impacts typically assesses several shade-related factors, including local topography, the height and bulk of a project's structural elements, the proximity and sensitivity of surrounding uses, the season of the year, and the duration of shadow projection. However, the Project would not cause any shading impacts as there are no existing buildings or shade-sensitive uses, such as residences, schools, or parks, located adjacent to the Development Area that could be shaded by new buildings within the Development Area. As such, shading is not evaluated further herein.

2. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) Aesthetics/Visual Quality

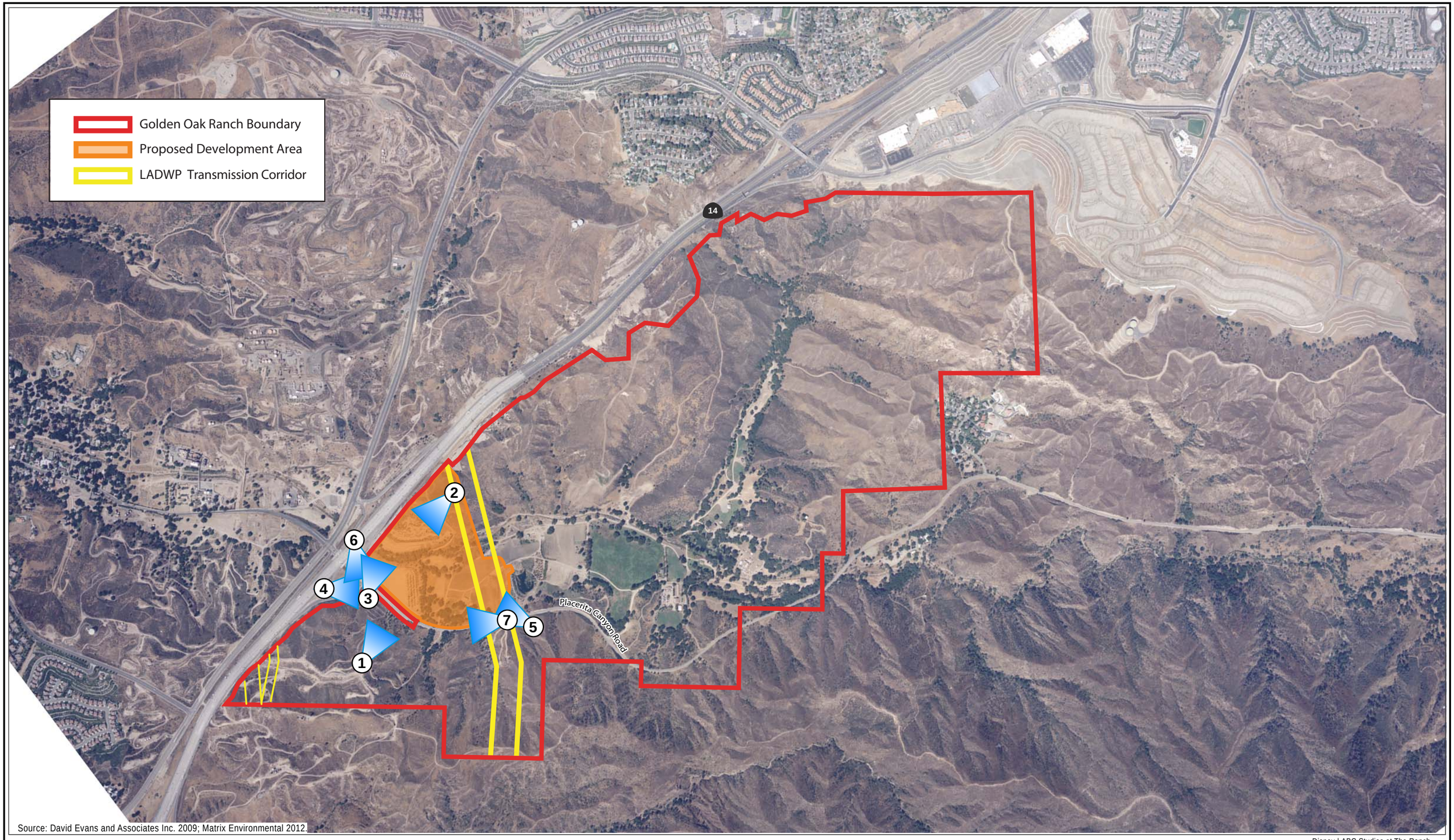
(a) Project Site

The Ranch comprises approximately 890 acres located in the Santa Clarita Valley in an unincorporated area of the County.[1] As described further below, the Ranch is situated at the bottom of Placerita Canyon, surrounded by relatively steep hillsides, and used primarily for film production and intermittent agricultural uses. The eastern portion of the Ranch includes private in-holdings within Angeles National Forest. The Development Area, in which the proposed studio development would occur, consists of approximately 58 acres in the westernmost portion of the Ranch, bounded by SR-14 to the west and northwest and Placerita Canyon Road, a secondary highway, to the south. In addition to the Development Area, the Project site includes the Water Tank Area, Trail Area, Conditional Parking Areas, and Potential Mobile Home Relocation Areas, all located within the Ranch, as well as the Off-Site Infrastructure Improvement Areas, each of which is described later in this section.

Primary access to the Ranch is via Placerita Canyon Road; unpaved roads provide internal circulation within the Ranch. Figure IV-1 in Section IV, Project Description, of this Draft EIR depicts the location of the Ranch and Development Area from both a regional and local perspective, with the City of Santa Clarita (City) bordering the Ranch to the west and northwest across SR-14. Figure V.I-1 on page V.I-4 provides a photo location map, and Figure V.I-2 through Figure V.I-7 on pages V.I-5 through V.I-10 present photos of the Development Area and portions of the Project site in the context of the Ranch and the surrounding area.

The Ranch has been used over the past several decades for motion picture and television film production and agriculture, horse breeding, cattle ranching, and some oil production activities. Currently, approximately 225 acres of the Ranch are used for outdoor filming/movie ranch uses with some intermittent agricultural uses. The remaining areas of the Ranch, which are mostly undeveloped hillsides, are used primarily as a filming

[1] *The western portion of the 890-acre Ranch includes an approximately 30-acre, 330-foot strip of land that traverses the Ranch in a generally northwest to southeast direction and is owned by the City of Los Angeles Department of Water and Power (referred to as the LADWP transmission corridor). The southwest corner of the Ranch also includes two smaller LADWP transmission corridors totaling approximately 4 acres. The Applicant holds an easement from LADWP to access and use the land within the LADWP transmission corridor.*



Source: David Evans and Associates Inc. 2009; Matrix Environmental 2012.

matrix environmental

0' 1500' 3000'
Approximate Scale in Feet

Figure V.I-1
Photo Location Map

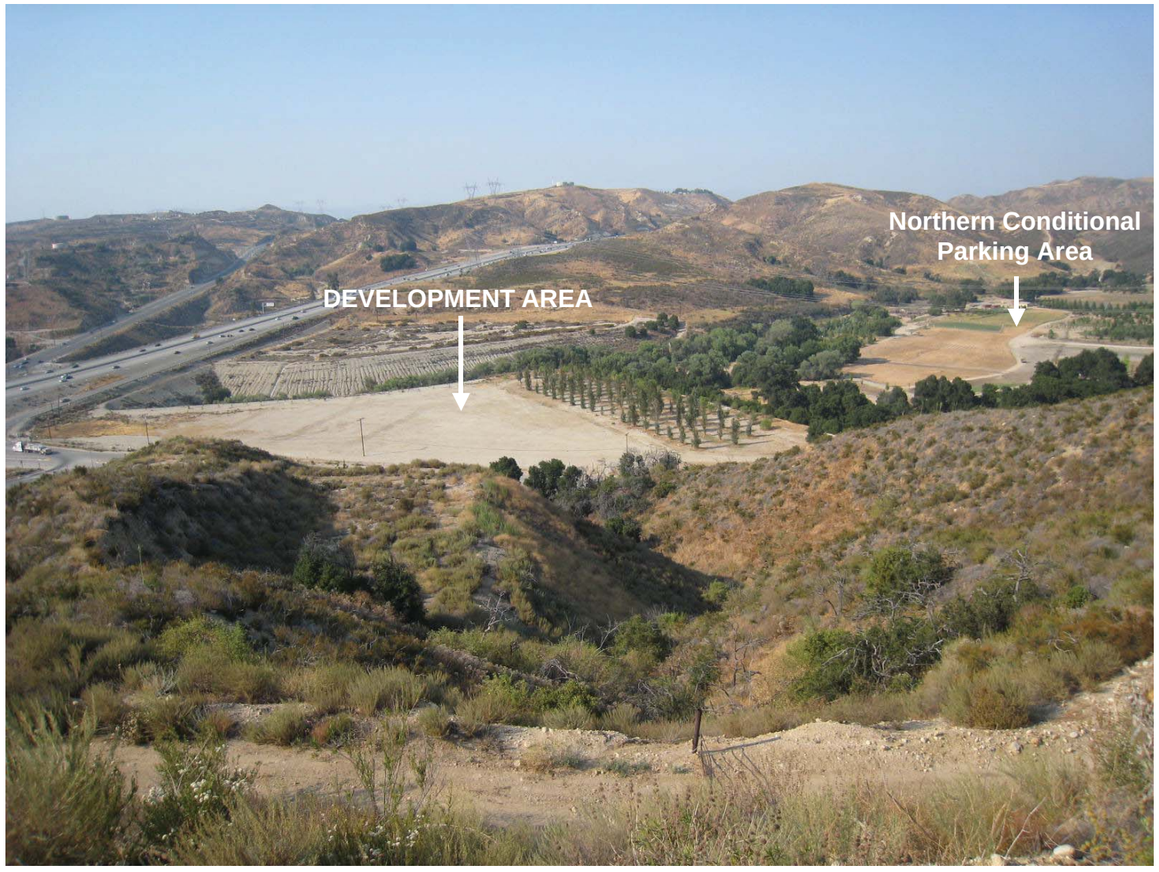


Photo 1: View of the Development Area and other areas of the Ranch, surrounding hillsides, and SR-14, as viewed from a hilltop south of Placerita Canyon Road, looking north.

Photo 2: View of the Development Area and other areas of the Ranch, surrounding hillsides, and SR-14, as viewed from a dirt road located north of the Development Area, looking south.

Source: Matrix Environmental 2009

Photo 3a: Existing view of the Development Area and surrounding hillsides and infrastructure, as viewed from SR-14 northbound off-ramp, looking north.

Photo 3b: Proposed view of Project main entrance and surrounding hillsides and infrastructure, as viewed from SR-14 northbound off-ramp, looking north.

Source: LJG Partners, Inc., 2010.

Photo 4a: Existing view of the Development Area and surrounding hillsides, as viewed from SR-14 northbound, looking northeast.

Photo 4b: Proposed view of the Development Area and surrounding hillsides, as viewed from SR-14 northbound, looking northeast.

Source: LJG Partners, Inc., 2010.

Photo 5a: Existing view of the Ranch and Development Area, as viewed from Placerita Canyon Road just east of existing Ranch entrance, looking west.

Photo 5b: Proposed view of the Ranch and Development Area, as viewed from Placerita Canyon Road just east of the proposed secondary driveway (existing Ranch entrance), looking west.

Source: LJG Partners, Inc., 2010.

Photo 6a: Existing view of Ranch hillsides and surrounding infrastructure located south of Placerita Canyon Road, as viewed from SR-14 southbound on-ramp looking southeast.

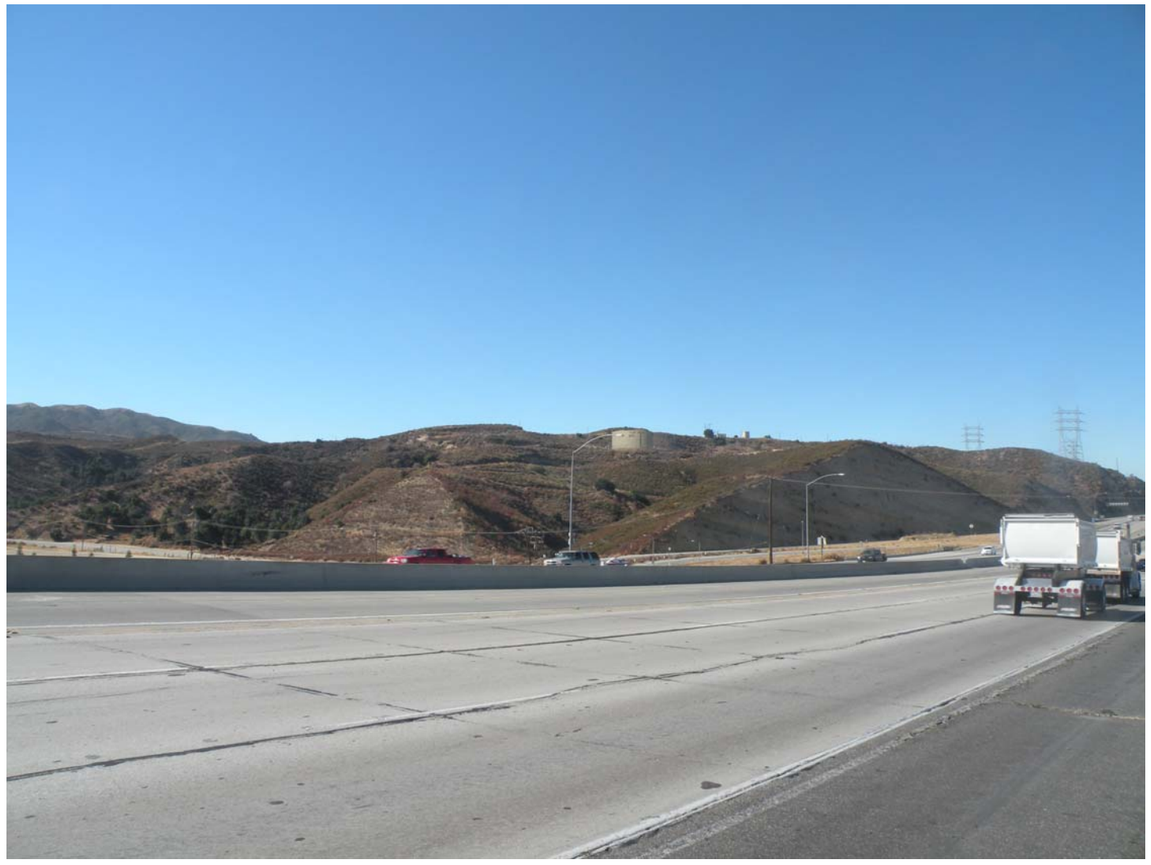


Photo 6b: Simulated view of proposed water tank to be located on the Ranch hillside south of Placerita Canyon Road, as viewed from SR-14 southbound on-ramp looking southeast.

Source: Disney CORE Services., 2010.

Photo 7a: Existing view of Ranch hillsides located south of Placerita Canyon Road, as viewed from the existing Ranch entrance on Placerita Canyon Road looking west.

Photo 7b: Simulated view of proposed water tank to be located on the Ranch hillside south of Placerita Canyon Road, as viewed from the proposed secondary driveway (existing Ranch entrance) on Placerita Canyon Road looking west.

Source: Disney CORE Services., 2010.

backdrop with some intermittent agricultural and oil production uses. The Ranch areas within which these existing uses occur are depicted in Figure IV-3 in Section IV, Project Description. Over the years, the approximately 225 acres used for filming have been modified continuously to provide areas for filming, including the construction of large film sets. Existing buildings within the Ranch include the Ranch manager's house, the Ranch foreman's mobile home, a guest house, uninhabited structures, a Ranch office, and various barns, stables and sheds. There are also several temporary filming sets on the Ranch, including a residential area, farm houses, cottages, mine entrances, and a rural bridge over a man-made water feature which is used as a set. The Ranch also includes another man-made water feature used for filming east of the Development Area, intermittent agricultural uses, meadows, and mature stands of trees, including heritage oak trees. Overall, however, the Ranch has retained a largely undeveloped and rural nature.

As discussed in greater detail in Section V.F, Biological Resources, of this Draft EIR, the Ranch includes a number of native scrub and woodland plant communities as well as disturbed and non-native plant communities. Many of the existing oaks within the Ranch have been planted by the Applicant over time as part of ongoing habitat restoration efforts. A recent survey of oaks identified over 3,000 oak trees on the Ranch. The trees and groves add a natural, wooded element to the largely rural appearance of the Ranch and are considered a visual asset.

Given its location within Placerita Canyon, the topography of the Ranch varies and includes relatively flat lowlands in the canyon bottom that descend gently toward the west, surrounded by relatively steep hillsides and ridgelines to the north, east and south, measuring approximately 600 feet in height. The Ranch includes two designated blue line streams: Placerita Creek, which traverses the Ranch as well as the Development Area in an east-west direction, and Heil Creek, which connects with Placerita Creek and extends to the north. Several small ephemeral drainage courses are located within the southern portion of the Development Area and on the Ranch south of Placerita Canyon Road. Placerita Creek represents the most prominent natural feature and visual resource within the Development Area. The creek is dominated by a mixed willow riparian woodland community that includes mature willows, black cottonwood, bigleaf maple, western sycamore, Fremont cottonwood, Mexican elderberry, and mulefat species.

Much of the Development Area is comprised of two large, mostly barren fill pads created when Caltrans deposited dirt and gravel from grading during the construction of SR-14 in the early 1970s. These two fill pads visually dominate the Development Area and are separated by Placerita Creek. The northern fill pad is approximately 12 acres in size and located approximately 10 to 20 feet below the elevated SR-14 to the northwest. The southern fill pad is approximately 11.6 acres in size and at its southern edge is at approximately the same grade as Placerita Canyon Road.

Due to the heavy gravel content of the fill, minimal vegetation exists within the fill pad areas of the Development Area. Much of the remainder of the Development Area is characterized as disturbed and is either barren or vegetated with non-native species and buckwheat scrub/chamise chaparral plant communities. A small portion of the Development Area includes coast live oak woodland, mixed willow riparian woodland, and a southern willow scrub plant community.

Like the Ranch as a whole, the topography of the Development Area varies, with the lowest elevation at approximately 1,400 feet above mean sea level (MSL) within Placerita Creek near SR-14 and the highest elevation at approximately 1,567 feet above MSL within the northernmost portion of the Development Area. There is a 60-foot drop in elevation on the eastern slope of the southern fill pad, extending into the remaining southern portion of the Development Area.

The Development Area is separated from the remainder of the Ranch by a 330-foot-wide strip of land that traverses the Ranch in a generally northwest to southeast direction and is used to support existing electrical transmission lines. Comprising roughly 30 acres, this area is owned by LADWP and referred to herein as the LADWP transmission corridor. Approximately 10 acres of the Development Area fall within the transmission corridor. The transmission towers that traverse the Ranch are a dominant visual feature and add an industrial character to the otherwise largely undeveloped and rural Ranch.

The Water Tank Area is located on the Ranch in hilly terrain south of the Development Area and Placerita Canyon Road. Elevations within the Water Tank Area range from approximately 1,470 feet above MSL at the bottom of an existing unpaved access road to 1,668 feet above MSL at the water tank pad. The footprint of the proposed water tank and access road improvements generally encompass areas previously disturbed by past and current oil drilling operations. These disturbances include prior clearing and grading to create level pads, which remain readily evident today and are largely devoid of native vegetation. South of the Water Tank Area, in the southernmost portion of the Ranch, oil production uses continue. Two small ephemeral tributaries to Placerita Creek have been delineated within the Water Tank Area, one of which flows within an incised drainage channel then sheet flows across the existing access road and reconnects to its historic channel. Additionally, the Water Tank Area is located within the designated critical habitat for the coastal California gnatcatcher.

Near the Water Tank Area, the Trail Area is also located in hilly terrain south of the Development Area and Placerita Canyon Road. The Trail Area extends from the SR-14 northbound off-ramp adjacent to Placerita Canyon Road to southeast of the Water Tank Area at the Ranch's southern property line and includes a trailhead/staging area of approximately 19,000 square feet at the base of the water tank access road. Elevations

within the Trail Area range from approximately 1,455 feet above MSL at the SR-14 off-ramp to approximately 1,755 feet above MSL at the crest of the proposed trail alignment. The Trail Area comprises generally undisturbed land containing native vegetation, including chamise chaparral, coastal sage scrub, and oak woodlands; the trailhead/staging area, however, has been previously disturbed to create access to the past and current oil production uses in the southern areas of the Ranch and mostly contains non-native grasses. The Trail Area also includes portions of two small ephemeral tributaries to Placerita Creek and is located within the designated critical habitat for the coastal California gnatcatcher.

The Conditional Parking Areas are located east of the Development Area in undeveloped, previously disturbed areas of the Ranch. These areas are generally flat with an average elevation of approximately 1,440 feet above MSL within the northern lot and ranging from 1,450 feet to about 1,470 feet above MSL within the southern lot. Much of the southern Conditional Parking Area is used for surface parking and staging for existing Ranch and filming operations.

The Potential Mobile Home Relocation Areas are situated in the southeast corner of the Ranch near an existing, developed area where the Ranch office, a barn, and a workshop are located. These areas are generally flat with elevations ranging from approximately 1,506 feet to 1,523 feet above MSL.

The majority of the Off-Site Infrastructure Improvement Areas is located within the City of Santa Clarita, west of the Ranch and SR-14. The utility alignments and SCE power pole replacements proposed within these areas are primarily located within existing road rights-of-way where conditions are either developed or disturbed by paved streets and/or existing residential and commercial development. Placerita Creek also flows through a portion of the Off-Site Infrastructure Improvement Areas. These areas are generally flat with elevations ranging from approximately 1,290 feet above MSL at the lowest point along the proposed sewer line alignment (Oak Orchard Alignment) to approximately 1,550 feet above MSL at the highest point along the Dockweiler Drive water line alignment (Alternative A).[2] In addition, Project Design Features and Mitigation Measures would require off-site roadway intersection improvements at the current Ranch main entrance/ Placerita Canyon Road intersection and at the following intersections: Sierra Highway/ SR-14 southbound ramps, Sierra Highway/Placerita Canyon Road, Placerita Canyon Road

[2] *The point of connection of these systems to the proposed on-site system is at an elevation of approximately 1,450 feet MSL.*

(new Ranch main entrance)/SR-14 northbound off-ramp, and the current Ranch main entrance/Placerita Canyon Road.

(b) Surrounding Uses

Land uses surrounding the Project site include residential subdivisions combined with a variety of agricultural, oil production, and industrial uses, and established park lands. In general, the existing topography, ridgelines, and SR-14 separate the Ranch from surrounding uses. Specifically, to the north of the Ranch, the 1,259-acre Golden Valley Ranch planned community is currently under construction. This development includes residential uses, a commercial shopping center, an elementary school, land for a County Fire Department station, and a passive trail system accessing substantial open space. These uses are separated from existing uses within the Ranch by steep ridgelines, with no direct line of sight to or from the Development Area or the remainder of the Ranch. To the east of the Ranch are undeveloped land and a small residential subdivision that consists of approximately 30 homes accessed from Placerita Canyon Road. Like lands to the north, these areas are separated from uses within the Ranch by steep intervening ridgelines. Areas to the south and southeast of the Ranch include U.S. Forest Service Land (Angeles National Forest) and State Park Land (Placerita Canyon State Park, known as Placerita Canyon Nature Center). To the west of the Ranch across SR-14 are oil production wells and industrial uses, with The Master's College and residential subdivisions further to the west. An aerial image of the Project site in the context of the greater Ranch vicinity, including the immediately surrounding uses and roadways, is shown in Figure IV-2 in Section IV, Project Description, of this Draft EIR. Portions of the surrounding area, particularly the surrounding hillsides, are also depicted in the photos provided in Figure V.I-2 through Figure V.I-7. While many of the nearby properties exhibit a rural, semi-developed character that is enhanced by the nearby forest and parklands, the area including and immediately west of SR-14 presents an industrial quality characterized by the freeway, large water/storage tanks, working oil pumps, and electrical transmission towers.

(2) Views

Given the varying topography of the Ranch and surrounding area, public views of the Project site and the hillsides surrounding the Ranch are available from a variety of vantage points. Representative views of and across the Development Area and other portions of the Project site and Ranch are presented in Figure V.I-3 through Figure V.I-7 on pages V.I-6 through V.I-10 (refer to the photo location map in Figure V.I-1). As shown, unobstructed long-range panoramic views of the Development Area, the other Project site areas within the Ranch, and the surrounding area are available from several segments of nearby roadways, with intermittent obstruction due to intervening topography and vegetation, particularly along Placerita Canyon Road. Views of the Ranch from northbound SR-14 are largely limited south of the Placerita Canyon Road off-ramp due to the

steep-sloped hillsides that line the eastern edge of the freeway. Portions of trails in Angeles National Forest to the southeast also may afford views of the Project site. In general, the long-range views in the area typically feature a rural foreground with a background of steep sloping hillsides, pockets of trees and landscaping, and from some vantages large-scale infrastructure such as LADWP's electrical transmission towers, water storage tanks, power poles, and oil pumps. Few private properties in the area surrounding the Ranch have clear views of the Project site (other than the Off-Site Infrastructure Improvement Areas located adjacent to residential uses) due to intervening hillsides and the elevated SR-14 roadway. Only from certain areas within the residential community west of SR-14 are long-range views available of limited portions of the fill pads in the Development Area, along with the adjacent LADWP transmission towers, the Water Tank Area, and portions of the Trail Area.

(3) Light and Glare

(a) Light

Very little existing lighting occurs within the Development Area and the adjacent portions of the Ranch. The only permanent light source within the Development Area is the Ranch foreman's mobile home. Temporary lighting is sometimes erected in conjunction with existing outdoor filming activities during evening and nighttime hours, and occasionally "stadium type" lighting is erected. Limited lighting from light fixtures and vehicular traffic on SR-14 and Placerita Canyon Road also causes some degree of ambient light, as do the residential areas further east, west, and northwest of the Development Area.

Ambient light levels were measured by LightVision, LLC, and most areas around the perimeter of the Development Area measured less than 0.1 foot-candle (fc) (i.e., approximate full-moon brightness).[3] The southwestern corner of the Development Area experiences light trespass or spillover from five street lights associated with the overpass and ramps at the SR-14 interchange with Placerita Canyon Road. These fixtures produce light levels of approximately 2.5 fc at ground level, while at the western edge of the Development Area, light was measured at 1.6 fc, fading to an undetectable level 30 feet from the Development Area boundary.

As for the other portions of the Project site within the Ranch, temporary lighting is occasionally used within or near the Conditional Parking Areas in conjunction with filming activities or associated parking; limited lighting occurs near the Potential Mobile Home

[3] *One foot-candle is a measure of illuminance defined as the light energy within a 1-square-foot surface 1 foot away from a standard candle.*

Relocation Areas from the existing office, barn, and workshop; and no lighting occurs within the Water Tank Area or Trail Area. Other than near the SR-14 interchange, there are no existing permanent light sources along Placerita Canyon Road, and little light spillover from SR-14 reaches the Development Area or the interior of the Ranch due to differences in elevation. Lighting surrounding the Ranch is similarly limited due to the rural nature of most of the surrounding area.

The Off-Site Infrastructure Improvement Areas are located primarily within existing road rights-of-way that pass by and through land developed with residential and commercial uses. Lighting in these areas is generally limited to streetlight fixtures along certain street segments, light from vehicular traffic, and light spillover from SR-14, with higher ambient light levels experienced along the more major roadways and intersections.

(b) Glare

Daytime glare is generally associated with reflected sunlight from buildings with highly reflective surfaces or from vehicles parked in surface parking areas. The lack of development within the Development Area and the remainder of the Ranch prevents regular glare conditions. However, the Development Area and the southern Conditional Parking Area are sometimes used for vehicle parking during filming activities with the potential for temporary glare conditions. Occasional and temporary bright light sources used for nighttime filming also may cause glare. The only potential for glare within the Off-Site Infrastructure Improvement Areas is associated with vehicles.

Sensitive receptors with respect to glare include motorists along SR-14 and Placerita Canyon Road. Residential uses within the Ranch are sufficiently distant from the Development Area and Conditional Parking Areas (i.e., the only two portions of the Project site with the potential to create glare conditions) so as not to be affected by any potential glare generated therein.

b. Regulatory Framework

Several local plans and regulatory documents guide development of the Project site. Among those analyzed herein are the Los Angeles County General Plan (General Plan) and the Santa Clarita Valley Area Plan (Area Plan), both of which are in the process of being updated, as discussed further in Section V.N, Land Use, of this Draft EIR. Additionally, the County protects hillsides and ridgelines, considered valued visual features, through the County Code requirements and the Hillside Design Guidelines, both described below.

(1) Los Angeles County General Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the General Plan policies that pertain to visual qualities. As discussed in the General Plan policy consistency analysis provided therein, the Project would be consistent with the applicable General Plan polices related to visual qualities.

(2) Santa Clarita Valley Area Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the Santa Clarita Valley Area Plan policies that pertain to visual qualities. As discussed in the policy consistency analysis provided therein, the Project would be consistent with the applicable Area Plan polices related to visual qualities.

(3) Los Angeles County Hillside Requirements

A variety of hillside requirements apply throughout the County. Within the General Plan, Appendix A of the Land Use Element provides Hillside Management/Performance Review procedures for non-residential development projects in hillside areas with natural slopes of 25 percent or greater. The review process is intended to ensure site suitability, public safety, and resource protection, as well as to protect scenic and open lands. Among the uses permitted in hillside areas are industrial, limited commercial, and "certain research, development, and product testing facilities requiring the seclusion afforded by hillside terrain," as well as various agricultural, mineral extraction, and utility uses. Appendix A specifies a method for calculating densities and identifies findings required for approval of hillside development. These findings specifically address public safety, resource protection, suitability for development, and quality of design.

In addition, as discussed above, the Conservation and Open Space Element of the General Plan addresses hillside issues and specifies Special Management Area designations, including Hillside Management, which applies to much of the Ranch. This designation is intended to protect the character and natural resource value of hillsides, including ridgelines, and minimize hazards associated with hillside development through innovative and sensitive design.

Additional hillside management regulations are set forth in Section 22.56.215 of the County Code. These regulations apply to residential development in non-urban hillside areas and require the filing of a hillside development CUP, thus allowing for limited development while protecting the natural topography, resources, and character of the hillsides. However, a hillside development CUP would not be required for the Project as it does not involve the development of hillside residential uses.

Finally, the County has prepared 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:

- Preservation of distinct natural features and the general existing topographical forms.
- Preservation of prominent skyline ridge silhouettes.
- Design that provides variable changes in elevation and siting of buildings to ensure views and avoid monotony.
- Preservation of steep hillsides by clustering buildings or use of other innovative approaches.
- Preservation of significant trees and habitat; natural watercourses; wildlife corridors and distinctive natural features.
- Placement of water tanks and other unsightly forms below ridgelines and in a bermed and landscaped area.
- Variation in the scale, form, placement, materials and treatment of designs.
- Minimal or no use of flat roofs.
- Provisions for a screen or other architectural solution around rooftop mechanical equipment.
- Landscaping of all graded slopes and manufactured open spaces. Native planting will require irrigation for plant establishment, permanent irrigation for other species.
- Illumination of streets with low intensity, unobtrusive lighting, as specified by the Department of Public Works.

Numerous additional guidelines specific to grading, drainage, circulation, and plant selection are provided within the Hillside Design Guidelines, along with an extensive suggested plant list.

(4) Los Angeles County Rural Outdoor Lighting District

On January 24, 2012, the Board of Supervisors initially approved a Rural Outdoor Lighting District ordinance with a request to County Counsel to make certain changes to the ordinance and return to the Board of Supervisors for final approval. The final ordinance will establish a Rural Outdoor Lighting District with 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 44.28-acre area covered by the Project's vesting tentative tract map would be exempt from the ordinance as it is not included within the Lighting District and the Project's application for a conditional use permit and vesting tentative tract map was deemed complete on May 4, 2010. While the portion of the Development Area and the remainder of the Ranch outside of the tract map area would be subject to the ordinance and included within the Lighting District, light trespass would not apply to the Project lighting on itself within the area covered by the Project's conditional use permit (i.e., the entire 890-acre Ranch) or the LADWP transmission corridor, as the intent of the ordinance is not to regulate a project's impacts on itself. In addition, existing operations within the Ranch covered by the existing CUP would not be subject to the Lighting District regulations; however, any future permanent lighting fixtures, including replacement fixtures, would need to comply with the Lighting District regulations. As indicated in the Light Memo included in Appendix H.2 (see Figure 4A therein), the Project would not create light trespass onto Placerita Canyon Road or any properties outside of the Project site.

3. ENVIRONMENTAL IMPACTS

a. Methodology

(1) Aesthetics/Visual Quality

The analysis of visual quality/aesthetics considers the visual quality of the area immediately surrounding the Development Area and the remainder of the Ranch and the Project's impacts on the existing aesthetic environment. The analysis considers the physical aspects of the Project and its associated design features (described below), and evaluates simulated composite photographs showing existing and future conditions at representative locations. The analysis is based on the following three-step process:

- Step 1: Describe the massing and general scale of Project buildings. Consider other factors such as setbacks and open space, which may be anticipated on the basis of the Project's design features. The maximum building heights and mass are assumed in the evaluation.

- Step 2: Compare the expected appearance of the Development Area and the Project site after Project implementation to the existing site appearance and character of adjacent uses, and determine whether and/or to what extent a change of the visual character of the area could occur, considering factors such as the blending/contrasting of new and existing buildings given the proposed uses, density, height, bulk, setbacks, signage, etc.; and

- Step 3: Compare the anticipated appearance of the Project to standards within existing plans and policies that apply to the Project, the Development Area, and the remainder of the Project site.

(2) Views

The views analysis evaluates the changes to existing views that may result from Project development to determine if valued view resources are visible in the Development Area and the remainder of the Project site, and, if so, whether visual access to such resources would be blocked or diminished as a result of the Project. The analysis further considers whether the Project would enhance viewing conditions through the creation of new resources.

In general, views are closely tied to topography and distance from a view resource. The identification of available views within the Development Area and the Project site was accomplished through field surveys, photographic documentation, and topographic analysis. The analysis is based on the Project's characteristics, particularly building heights and massing, and an evaluation of simulated composite photographs showing existing and future conditions at representative locations, as viewed from a range of distances and variety of directions relative to the Development Area and the Project site.

To determine whether a potential view impact would occur, a five-step process is used to weigh several considerations, as follows:

- Step 1: Define the view resources that could be affected by Project development.

- Step 2: Identify the potential obstruction of view resources as a result of development of the Development Area and the Project site.

- Step 3: Evaluate whether a potential obstruction would substantially alter the view. The "substantiality" of an alteration in views is somewhat subjective and dependent on many factors. In this case, an obstruction in the view of a particular view resource is considered substantial if it exhibits all of the following traits: (1) the area viewed contains a valued view resource; (2) the obstruction of

the resource covers more than an incidental/small portion of the resource; and (3) the obstruction would occur along a public view area.

- Step 4: Consider whether the Project includes design features that offset the potential alteration or loss of views of a particular valued view resource.

- Step 5: Consider whether the view blockage is permanent, as viewed from a scenic vantage point; or whether the blockage would be momentary, as viewed from a moving vehicle.

(3) Light and Glare

The analysis of light and glare identifies the location of off-site light-sensitive land uses and describes the existing ambient lighting conditions in the Development Area and the remainder of the Project site. The analysis evaluates the Project's proposed light and glare sources and the extent to which Project lighting, including illuminated signage, may spill off the Development Area and the remainder of the Project site onto off-site light-sensitive uses. The analysis also describes the affected street frontages, the direction in which light would be focused, and the extent to which the Project would illuminate off-site sensitive land uses. In addition, the analysis considers the potential for sunlight to reflect off of building surfaces or vehicles and the extent to which such glare would interfere with the operation of motor vehicles or other activities.

b. Significance Thresholds

The potential for the Project to result in impacts associated with visual qualities 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 I-1: Would the project have a substantial adverse effect on a scenic vista?

Threshold I-2: Would the project be visible from or obstruct views from a regional riding or hiking trail?

Threshold I-3: Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings?

Threshold I-4: Would the project substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, character, or other features?

Threshold I-5: Would the project create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?

Threshold I-6: Is the project site located in an undeveloped or undisturbed area that contains unique aesthetic features?

As determined in the Initial Study prepared for the Project, provided as Appendix A to this Draft EIR, shading impacts would not occur as there are no existing buildings or shade-sensitive uses immediately surrounding the Project site that would be shaded by new buildings within the Development Area. As such, this issue is not evaluated further herein.

c. Project Design Elements

(1) Project Development

A complete description of the Project and associated development characteristics is provided in Section IV, Project Description, of this Draft EIR. Also therein, the layout of proposed development under the Soundstage Option, which would have twelve soundstages, is shown in the Conceptual Site Plan provided in Figure IV-6, while the proposed floor areas by land use are listed in Table IV-1. The Studio Office Option, which would have eight soundstages on the southern portion of the Development Area and a studio office on the northern portion of the Development Area, is illustrated in Figure IV-7 and its associated floor areas are indicated in Table IV-2, also both in Section IV, Project Description. Other than the Water Tank Area, Trail Area, one of the Potential Mobile Home Relocation Areas, and the Conditional Parking Areas if developed, the remainder of the Ranch would continue to be operated as a filming ranch.

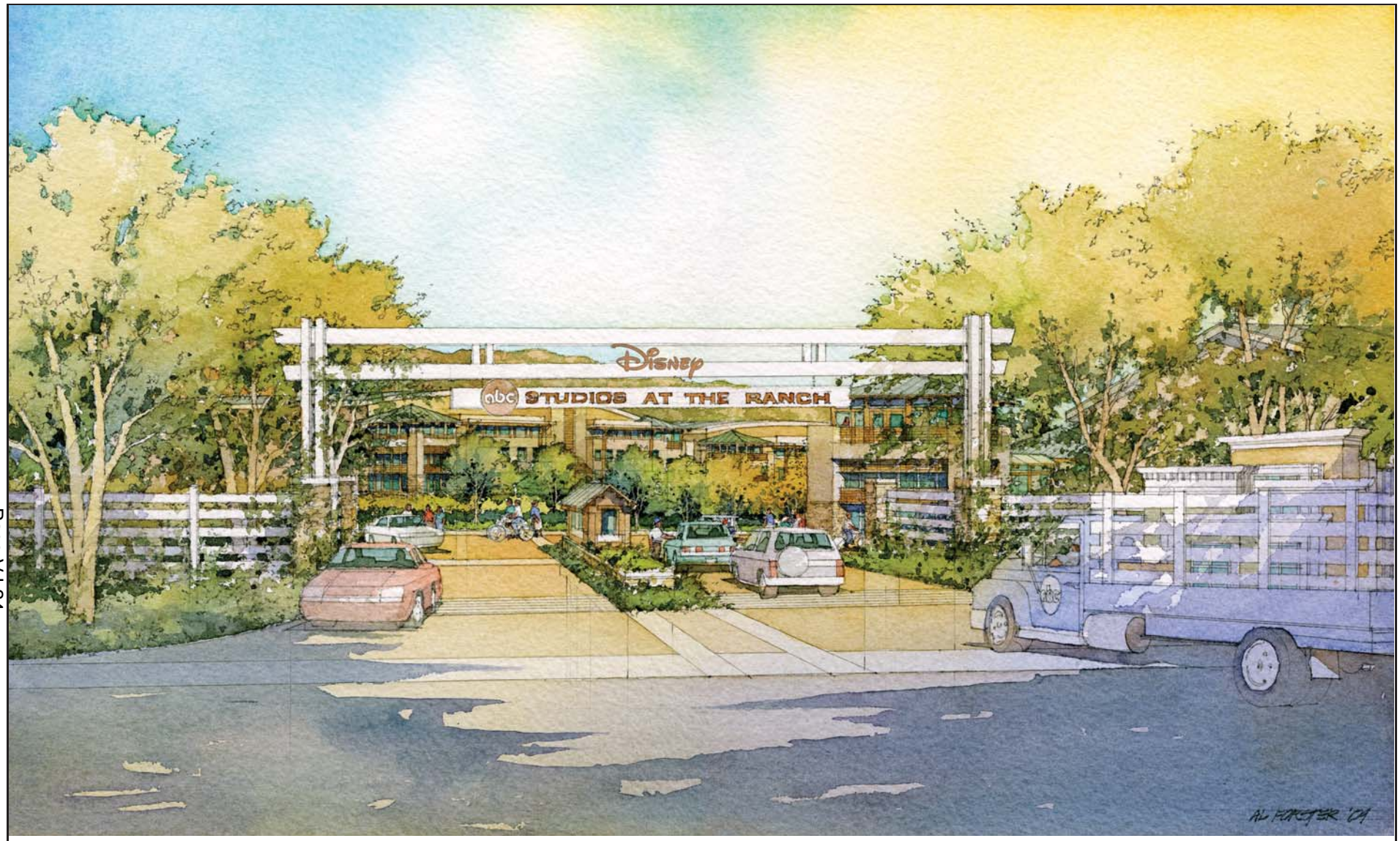
As it relates to visual character, the proposed buildings would be designed to reflect the existing agrarian and rustic character of the Ranch. The new buildings would be integrated into the topography of the site with rounded roofs on the soundstage buildings to blend the new development with the surrounding hillsides and mountains. Building heights would range from approximately 20 to 60 feet in height, with the soundstages being the tallest features.[4] Building materials are expected to include wood, brick, stucco, metal panels, concrete, and glass. The buildings located within the western portion of the Development Area would be screened from Placerita Canyon Road and SR-14 by a vegetation barrier heavily planted with trees and shrubs, while existing landscaping along

[4] *Per Los Angeles County Code Section 22.08.080 H, building height is defined as the plumb line distance from the point being measured to the grade.*

Placerita Canyon Road, which includes mature native trees and oak trees, would provide additional screening of the development.[5] Colored gravel would be used as a binder course ("chip and seal") for asphalt in order to make the paved areas more visually compatible with the color of the native landscape rocks, and pervious pavement (e.g., gravel, decomposed granite, pervious concrete, interlocking pavers, geogrid/grass pavers, or porous asphalt) may be used in certain areas (i.e., pedestrian walkways along the bungalows, the administration building, and the commissary, as well as within the Conditional Parking Areas, if developed) to preserve the natural look and hydrology of the site. Design Guidelines, described below, would be implemented in conjunction with the Project and would address such issues as site planning, urban design principles, building design, building heights, setbacks, site circulation, landscaping, and lighting. Refer to Figure V.I-3 through Figure V.I-5 for visual simulations of the proposed studio development from a variety of off-site vantage points. Additionally, Figure V.I-8 through Figure V.I-12 on pages V.I-24 through V.I-28 depict conceptual illustrations of proposed development and associated views of the Development Area.

In addition to the main Project buildings and uses, which are described further below in the context of the proposed Design Guidelines, other specific Project elements relating to this visual qualities analysis include the proposed surface parking lots, detention and debris basins, the electrical substation to be located within the Development Area, and the water tank to be located on the Ranch south of Placerita Canyon Road (i.e., the Water Tank Area). The Project's parking supply would be provided in parking spaces located adjacent to the soundstages, mills, and other buildings, along with two large surface lots in the southeastern corner of the Development Area within the LADWP transmission corridor. These two lots would have limited perimeter landscaping due to LADWP prohibitions on trees within the transmission corridor; however, trees would line the access driveway immediately east of the lots (i.e., the existing Ranch entrance), and portions of the oak groves south of the parking lots along Placerita Canyon Road would be retained and supplemented with new landscaping, thus serving to screen views of the lots from the public roadway. Similarly, the Conditional Parking Areas proposed east of the Development Area, which would only be constructed if LADWP were to revoke the parking license agreement for the lots within its transmission corridor, would have limited improvements made in order to retain the natural, rustic character of that area of the Ranch. Specifically, grading would be limited and would follow existing contours, permeable paving materials would be used surrounded by downstream bioswales, landscaping would be introduced along the perimeter of the parking areas to reduce light

[5] *In addition, as part of the Project's security features, eight-foot high decorative fencing would be introduced around portions of the Development Area bordering SR-14 and Placerita Canyon Road (refer to MM F-9 in Section V.F, Biological Resources).*



Source: Al Forster, 2010.

Disney | ABC Studios at The Ranch

matrix environmental

Figure V.I-8
Conceptual Rendering of Project Main Entrance

Source: Al Forster, 2010.

Disney | ABC Studios at The Ranch

matrix environmental

Figure V.I-9
Conceptual Rendering of Proposed Soundstages

Source: Al Forster, 2010.

matrix environmental

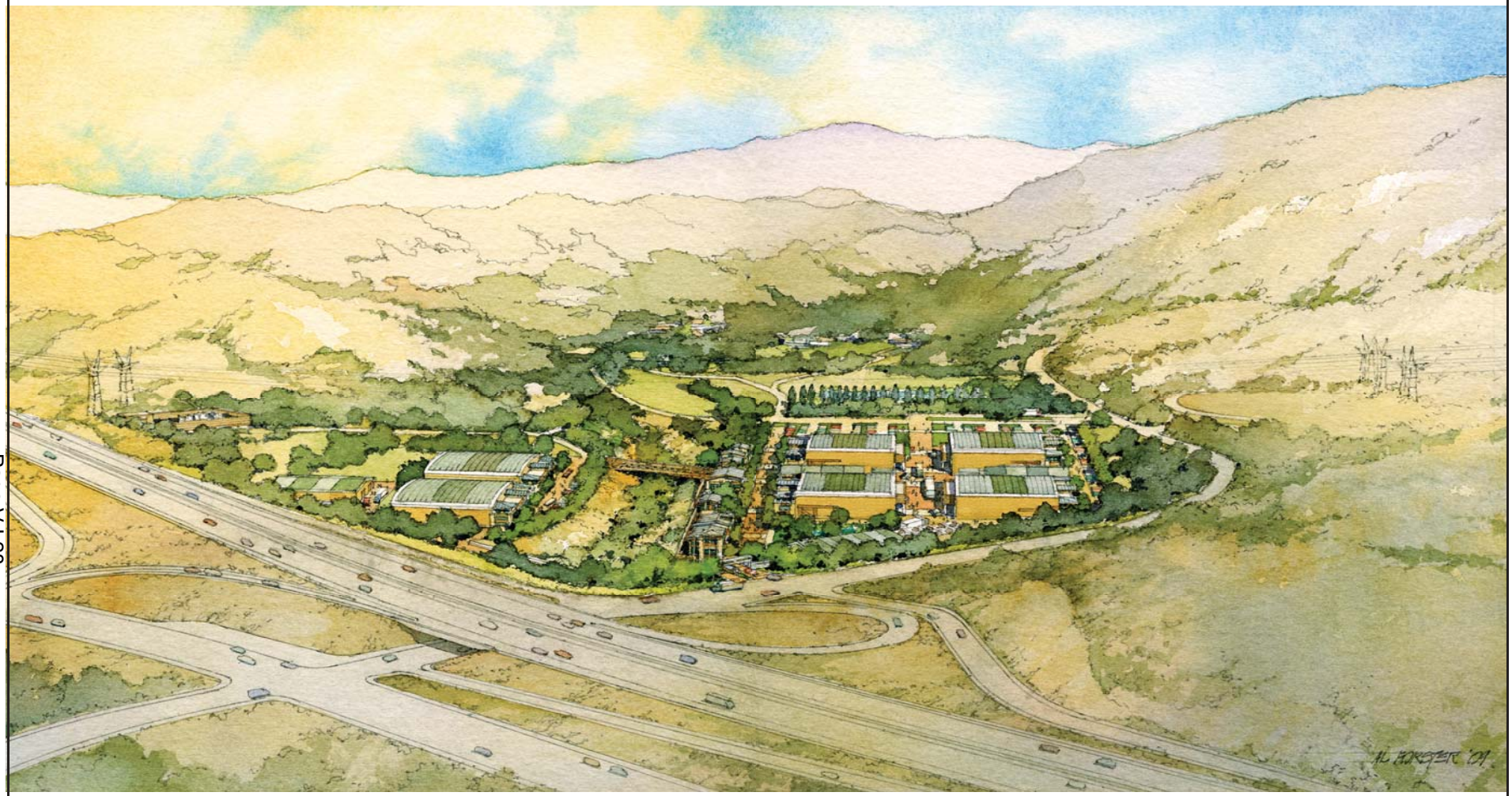
Figure V.I-10
Conceptual Rendering of Proposed Plaza

Source: Al Forster, 2010.

Disney | ABC Studios at The Ranch

matrix environmental

Figure V.I-11
Conceptual Rendering of Creek View



Source: Al Forster, 2010.

Disney | ABC Studios at The Ranch

matrix environmental

Figure V.I-12
Conceptual Rendering of Aerial View of Project

visibility and spillover onto other areas of the Ranch, and existing surrounding trees, landscaping, and/or intermittent agricultural uses would be retained.

The Project would involve the construction of a system of detention and debris basins to control runoff flows into Placerita Creek from the Development Area. Portions of the aboveground areas of the detention basins would be vegetated to screen the basins from view. The debris basins near Placerita Canyon Road would be concrete-lined with a cement access ramp. Vegetation would be provided along Placerita Canyon Road to screen these basins from off-site areas. In addition, Project development would necessitate the use of retaining walls ranging in height from 2 to 12 feet throughout the northern fill pad area, along portions of Placerita Creek, and adjacent to portions of SR-14, as shown in Figures IV-13 and IV-14 in Section IV, Project Description. In most instances only the upper few feet of the retaining walls would be exposed, and along SR-14 the tops of the walls would be located at lower elevations than the adjacent roadway, thus limiting their visibility. However, a retaining wall ranging in height from 4 to 18 feet would be located along the south side of Placerita Canyon Road across from the current Ranch main entrance to shore up an existing steep hill.

The water tank to be located within the Water Tank Area south of Placerita Canyon Road would measure 40 feet in height and 90 feet in diameter. The tank would be developed at an elevation of 1,668 feet above MSL, within an existing graded clearing that is generally flat. The steel tank would be ringed by a 20-foot perimeter road and an 8-foot-high chain link fence with gated access. As shown in the visual simulations shown in Figure V.I-6 and Figure V.I-7, the water tank would be placed below an existing surrounding ridgeline. The water tank would be painted a neutral color that is predominant in the surrounding area so as to blend with the surrounding landscape. In addition, the area disturbed during construction immediately surrounding the water tank's ring road and fencing would be revegetated with native plants.

Within the Trail Area, the Applicant would dedicate a variable-width, 12- to 20-foot-wide easement for a proposed trail, referred to as the Placerita Canyon Connector Trail, which would be constructed as a public, multi-use trail for hiking, mountain-biking, and equestrian use and would connect to existing trails within Angeles National Forest.[6] The trail would extend from the SR-14 northbound off-ramp adjacent to Placerita Canyon Road to southeast of the Water Tank Area at the Ranch's southern property line, incorporating

[6] *The trail would replace a County proposed Placerita Creek Connector Trail, which is designated within the Santa Clarita Valley Area Plan's Trails Plan, as well as the new Conservation and Open Space Element and aligned along Placerita Creek.*

switchbacks as the route climbs in elevation to the Firebreak (Viper) Trail, which in turn connects to existing trails within Placerita Canyon Nature Center to the east. The proposed trail alignment is shown in Figure IV-12 in Section IV, Project Description, of this Draft EIR. Elevations would range from approximately 1,455 feet above MSL at the SR-14 off-ramp to approximately 1,755 feet above MSL at the crest of the proposed trail alignment, with a varying trail tread width of 3 to 5 feet and varying grades of up to 30 percent over the course of the approximately 4,600-foot-long trail.[7] Short segments of the trail would remain unimproved in order to avoid grading beneath any oak tree canopies, and a segment would follow a portion of the water tank access road. Retaining walls of up to 3 feet in height would be required to maintain trail width and stability along some segments of the trail and would include wood and/or rock materials, consistent with the County of Los Angeles Trail Manual, so as to blend into the surrounding landscape. The Placerita Canyon Connector Trail would also include a trailhead/staging area near the existing access road to the Water Tank Area, which would consist of an approximately 19,000-square-foot dirt or gravel surface with un-striped parking for up to four vehicles and horse trailers, a kiosk for way-finding, regulatory and directional signage, horse ties, an entry gate, and potentially lodge pole fencing where needed. As the trail would be for daytime use, no lighting would be provided at the trailhead or along the trail.

In order to meet the Project's power needs, a 46,300-square-foot electrical substation would be located in the northernmost portion of the Development Area. The substation would occupy an approximate area of 130 feet by 110 feet, enclosed by a 10-foot-tall concrete block wall and surrounded by a 20-foot-wide perimeter access road. The substation would receive power from an existing Southern California Edison (SCE) overhead line for conversion to an underground distribution system within the Development Area. Infrastructure included within the substation would include two power transformers located at the center of the substation, several circuit breakers, and a 16-foot by 20-foot electrical/control room that would house the protective relays, controls, and communication equipment for the substation. The tallest structure in the substation would be a 29-foot-high by 22-foot-wide steel structure installed at a setback of about 12 feet from the wall. A good portion of the ground surface would be left clear with a gravel base to create a safe clearance between the high voltage equipment and the perimeter wall. While the Project would involve grading of the hillside in the far northern portion of the Development Area in order to create a development pad for the substation, this area does not contain any major ridgelines, and finished grades would include a steep slope rising up from the substation to the northeast, similar to existing conditions. New landscaping along the Ranch boundary

[7] *A trail width of 3 feet would be provided where necessary to avoid impacts to sensitive habitat, such as oak trees or a water course, and along sections of the trail that traverse steep terrain.*

next to SR-14 would be introduced to visually shield the electrical substation from off-site views. See Figure IV-10 and Figure IV-11 in Section IV, Project Description, for images of the proposed landscaping concepts, described further below, including the landscape screening to be introduced along the site perimeter.

As part of the substation improvements, SCE would replace an estimated nine existing overhead distribution wood poles within existing road rights-of-way along Sierra Highway and possibly Placerita Canyon Road with galvanized tubular steel poles and taller wood poles, and install two power poles within the Development Area, likely in the northern portion just east of SR-14, in order to access the substation. The exact location of the replacement poles has not been determined by SCE, but the poles are expected to be placed in approximately the same locations as the existing poles. The existing pole heights along Sierra Highway (steel poles) range from approximately 65 to 80 feet and along Placerita Canyon Road (wood poles) are approximately 35 feet, whereas the new pole heights would range from 60 to 70 feet depending upon the spacing, terrain, and road crossings. The pole relocation areas are considered part of the Off-Site Infrastructure Improvement Areas.

To accommodate Project construction, the uninhabited structure in the western portion of the Ranch would be removed and the Ranch foreman's mobile home would be relocated to another portion of the Ranch. The two the Potential Mobile Home Relocation Areas are situated in the southeast corner of the Ranch near an existing, developed area where the Ranch office, a barn, and a workshop are located.

While approximately 30 acres of the existing 225-acre outdoor filming area fall within the proposed Development Area, the remaining areas of the Ranch would continue to operate as a working filming ranch, with some intermittent agricultural uses. Approximately 637 acres of the Ranch would continue to be used primarily as a filming backdrop with some intermittent agricultural and oil production uses.

The proposed off-site utility improvements would occur within the Off-Site Infrastructure Improvement Areas located west of the Ranch. As previously indicated, the utility alignments and SCE power pole replacements proposed within these areas are primarily located within existing road rights-of-way where conditions are either developed or disturbed by paved streets and/or existing development. Other than limited aboveground infrastructure such as a booster pump station and a sewer crossing of the LADWP aqueduct, the utility improvements would involve underground pipelines that would not be visible following installation and repaving of the roadways. Similarly, the off-site roadway improvements proposed as Project Design Features and Mitigation Measures would involve the reconfiguration of four existing intersections where conditions are developed

and disturbed. As part of these improvements, the existing engineered slope adjacent to the SR-14 northbound off-ramp would be modified within the Caltrans right-of-way.

(2) Landscaping, Lighting, and Signage

As part of the Project, a comprehensive landscaping plan would be implemented to enhance the existing natural features in the vicinity of the Development Area. Conceptual landscape plans for the Soundstage Option and Studio Office Option are provided in Figure IV-10 and Figure IV-11, respectively, in Section IV, Project Description, of this Draft EIR. As illustrated in Figure V.I-11, Placerita Creek would continue to serve as an integral natural amenity and focal point for the Development Area and the Ranch, enhanced by implementation of a habitat restoration plan (i.e., the Habitat Mitigation and Monitoring Program (HMMP), described in detail in Section V.F, Biological Resources). In accordance with the County's Drought-Tolerant Landscaping ordinance, at least 75 percent of the Project's landscaped area would contain plants from the Los Angeles County Drought-Tolerant Plant List. In addition, consistent with existing practices on the Ranch, mature native trees, including oak trees, would be planted and enhanced with complementary native vegetation. The steep slopes to the creek along the southern fill pad would be stabilized, terraced and planted with native grasses and other native riparian vegetation. Native trees, such as oaks, and other plantings along the existing main entrance road would create a landscaped "gateway" to the Ranch. Landscaping would be integrated into the design of the Project structures, as shown in Figure V.I-9.

Project implementation would require the removal of approximately 158 oak trees, including 16 heritage oak trees, and encroachment on 82 other oak trees, including 3 heritage oak trees.[8] As such, the Project would require the planting of 444 new oak trees of 15-gallon size per the County's Oak Tree Ordinance and current County practices. In order to better replace the community of the oak woodland habitat and the oak tree canopy within the Project site, the Project includes a comprehensive mitigation program that would involve the planting of at least 1,600 oak trees of a variety of sizes on approximately 10 acres of the Ranch east of the Development Area.[9] Refer to Section V.F, Biological Resources, for further discussion.

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[8] *An additional 86 oak trees, including 31 heritage oak trees, would be encroached upon as a result of the proposed off-site utility improvements. Replacement of these trees would not be necessary.*

[9] *Per the Project's Oak Tree and Woodland Mitigation and Monitoring Plan (see MM F-3), the Applicant would be required to ensure the survival of 1,144 oak trees through the seven-year monitoring period (monitoring to begin once individual trees grow to measure 1 inch in diameter at 1 foot above the base of the trunk).*

Project lighting would be designed to ensure visibility and safety while providing flexibility for Project operations. Light fixtures and the associated light levels would be specific to the various outdoor functions occurring on-site, including the assembling of sets, loading and unloading of trucks, walking, dining, and parking. As part of the Project's security features, entryways, lobbies, and parking areas would be well illuminated and designed to eliminate areas of concealment. Lighting would be used to add interest and drama to the character of the Development Area, and measures would be implemented (e.g., light control devices on fixtures and careful fixture placement, as described further below in the discussion of the proposed Design Guidelines) to ensure minimal light spillover onto adjacent native habitat areas, including Placerita Creek, as well as adjacent public roadways. Fixtures may include post lights, building mounted fixtures, and landscape lighting, all of which would be carefully placed and directed to reduce glare and maximize comfort, security, and visibility. The fixtures would incorporate the use of control devices, such as lenses, louvers, barn doors, and snoots, to provide optimum beam control and minimize glare. Limited lighting would be introduced in the other areas of the Project site, such as emergency lighting around the electrical substation, the water tank, and the booster pump station. Additional information regarding lighting is provided below in the discussion of the proposed Design Guidelines.

Project signage would be limited primarily to general ground-level and wayfinding pedestrian/vehicular signage and building identification signage. The new main entrance would have an illuminated signage feature, a conceptual rendering of which is provided in Figure V.I-8. Project signage would be in keeping with the character of the Project site and the remainder of the Ranch and the surrounding landscape, and any associated lighting would be kept to the minimum sufficient to provide visibility and interest without creating bright light spots or light spillover.

(3) Design Guidelines

Design Guidelines would be implemented as part of the Project to address site planning, urban design principles, building design, building heights, setbacks, site circulation, landscaping, and lighting. In accordance with the Design Guidelines, new on-site development would be limited to less than 10 percent of the Ranch and designed to protect and enhance Placerita Creek as the Development Area's main natural feature. A pedestrian-friendly scale would be established through the use of staggered building masses and rooflines, articulated building façades, and architectural devices, such as balconies, porches, terraces, loggias, verandas, and courtyards, as illustrated in Figure V.I-10. Building setbacks along the public street rights-of-way would be a minimum of 20 feet, with minimum setbacks of 5 feet from the top of the slopes along Placerita Creek. The edges of the main entry drives would be lined with native shade trees inspired by tree-lined country lanes, except where prohibited below the existing LADWP transmission corridor, and under the Studio Office Option, the northern parking lot would be

designed to complement the ranch-like setting by creating orchard grove planting patterns. Building colors would be chosen to complement the predominant hues on the Ranch with earth tones of brown, green, and gold. The use of roof mounted equipment would be minimized to the extent possible and screened from public view. In addition, the Conditional Parking Areas, if needed, would use compacted natural soil or native grasses as a surface material to allow permeability and maintain the rural character of the Ranch.

The Design Guidelines reflect urban design principles to be incorporated into the Project's design that would achieve the following: distinguish between active production zones and pedestrian-friendly zones within the Development Area; establish view corridors between green spaces both from and across the Development Area; recognize important viewpoints located on- and off-site from which scenic views of the Ranch and the creek would be available (as illustrated in Figure V.I-11); identify landmarks/focal points within the Development Area; designate areas for landscaping and vegetation barriers to be used to screen views from off-site (including landscaping around the proposed electrical substation and the central utility plant's exterior cooling towers); designate entry gateways where rows of trees would be introduced; and specify areas where existing and enhanced natural features, as well as natural-looking improvements (e.g., the proposed detention basins, which would appear as water features), would occur. Refer to the Design Guidelines, provided in Appendix H.1, for further discussion, additional conceptual illustrations of site development and Project features, and sample images of structures and architectural elements representative of those that could be introduced on-site.

The Design Guidelines include general lighting guidelines to direct the design and implementation of lighting within the Project site, as follows:

- There would be minimal light trespass on adjacent native habitat areas, including groves of trees and Placerita Creek. Fixtures would be carefully placed and directed to reduce glare. For example, along the southern bank of Placerita Creek (Zone B, described below), the brightest lighting would be located furthest from the creek. The lighting along the creek-side of Project buildings would be located primarily on outdoor decks and consist of surface-mounted fixtures facing down with full light cutoff to confine light to the balconies.

- The use of control devices on fixtures, such as lenses, louvers, barn doors, and snoots would provide optimum beam control and minimize glare. The locations of fixtures would be carefully selected based on desired angles of light and intended use.

- Along bridges, certain small parking areas, and some of the mill areas (Zone C, described below), lighting would have a defined optical system to project lumens downward to minimize light trespass with no backlight on the creek below. In

particular, bridges would be lit by low focused light located on the side walls or railings and aimed at the road.

- Within the main parking areas (i.e., the two parking lots within the LADWP transmission corridor), post lights would have optimum beam control including sharp cut off with no uplight component. The fixtures would be located at the perimeters of parking areas. Beam patterns would be asymmetric with the majority of light aimed at parking, and reduced light falling behind post lights. A minimum amount of light would trespass on surrounding foliage.

- Landscaping, including low-lying shrubs and groundcover, would be used within the LADWP transmission corridor, between the southern main parking lot and Placerita Canyon Road, to reduce light visibility and spillover onto Placerita Canyon Road. (See Figure IV-10 and Figure IV-11 in Section IV, Project Description, for images of the proposed landscaping concepts.)

- Only emergency lighting would be placed around the electrical substation and at the water tank. These would only be used in cases of emergency and not during normal operations.

- Lighting for the Conditional Parking Areas, if developed, would consist of soft light adequate for visibility and security, like that in Zone C (described below).

In addition, specific guidelines have been established for four distinct zones within the Development Area and the Conditional Parking Areas, based on the proposed land use activities and their associated lighting needs. These light zones are defined as follows:

- Zone A—Perimeter of soundstages, mills, and most of the parking areas that surround them (except the areas nearest to Placerita Canyon Road); light levels would range from 1.0 to 1.5 fc. Fixtures would include metal halide or LED wall-mounted fixtures for even illumination and metal halide or LED wall-mounted flood lights for key activity areas.

- Zone B—Administration buildings, bungalows, commissary, and entryways (with 4.0 fc light levels limited to the areas directly adjacent to these buildings); light levels would range from 1.0 to 4.0 fc. Types of lighting would include feature tree uplighting and/or backlighting to create silhouetting, bollards and/or residential scale post lights for soft light along streets and paths, lighting from trees for moonlighting effects, sconces for warm comfortable light at gathering areas, and downlighting at entries.

- Zone C—Various small parking areas by some of the mills and soundstages (including the areas nearest to Placerita Canyon Road and the Conditional Parking Areas, if developed), some areas adjacent to mills, and creek crossings; light levels would range from 0.7 to 1.0 fc. Lighting would include classic or

industrial-style fixtures that complement the character of the Ranch and provide soft illumination sufficient for access and visibility. Bridges would be lit by low focused light located on the side walls or railings and aimed at the road, and the light would have a defined optical system to project lumens downward to minimize light trespass with no backlight on the creek below

- Zone D—Main parking areas (i.e., the two parking lots within the LADWP transmission corridor); light levels would range from 0.6 to 1.2 fc. The fixtures would consist of post lights with optimum beam control including sharp cut-offs with no uplight component and would be located at the perimeters of parking areas. Beam patterns would be asymmetric, with the majority of light aimed at the parking areas and reduced light falling behind the post lights. A minimum amount of light would trespass on surrounding foliage.

Detailed lighting plans specifying fixture types and locations would be reviewed by the County as part of the plan check process. Refer to the lighting discussion provided in the Design Guidelines for additional details.

d. Impact Analysis

Threshold I-1: Would the project have a substantial adverse effect on a scenic vista?

Threshold I-2: Would the project be visible from or obstruct views from a regional riding or hiking trail?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

Publicly available long-range panoramic views of the Project site, including the Development Area, Potential Mobile Home Relocation Areas, Conditional Parking Areas, Trail Area, and Water Tank Area, are available from segments of nearby roadways including Placerita Canyon Road, with intermittent obstruction due to intervening topography and vegetation. Few private properties in the vicinity have clear views of the Development Area or the remainder of the Ranch due to intervening hillsides and the elevated SR-14 roadway. Nonetheless, views of and across the Project site would be expected to change with the Project. Refer to Figure V.I-3 through Figure V.I-7 for views of pre- and post-Project conditions from various vantage points in the Project vicinity (refer to the photo location map in Figure V.I-1). As shown in the figures, the Project would not block views of the surrounding hillsides to the north, south, east, and west, and perimeter landscaping along SR-14 and portions of Placerita Canyon Road would largely obscure views of the new structures from the adjacent roadways. Public views would continue to feature a largely rural environment with a background of rolling hills, pockets of trees and landscaping, and from

some vantages large-scale infrastructure such as LADWP's electrical transmission towers, water storage tanks, and oil pumps.

With respect to the proposed Water Tank Area, as shown in Figure V.I-6 and Figure V.I-7, views of the adjacent ridgeline would be maintained, and the visual quality of the tank would not be out of character with other infrastructure (e.g., large water/storage tanks, working oil pumps, and electrical transmission towers) located throughout the surrounding area, as previously described. As also shown in the figures, to a large extent, the neutral-toned water tank would blend with the adjacent hillside and would barely be noticeable from a distance (for example, Figure V.I-7 illustrates the view from the current Ranch main entrance, from where the proposed water tank would be visible but difficult to distinguish). In views from closer vantage points, the water tank would be noticeably visible but its neutral color and perimeter landscaping to be introduced as part of the Project (see Project Design Feature (PDF) I-3 below) would soften the visual effect on views. Equally, the substation in the northern portion of the Development Area would be screened from view through the use of site perimeter landscaping including the vegetation barrier along SR-14, as shown in Figure V.I-12 (aerial view). The substation may be seen briefly from some locations along SR-14 northbound and some hillsides southwest of the Development Area. Similarly, portions of some retaining walls may be visible from off-site vantages. Eight-foot high decorative fencing and perimeter landscaping would be used to screen views from Placerita Canyon Road, including views of the exterior cooling towers associated with the central utility plant. However, much of the 4- to 18-foot wall located along the south side of Placerita Canyon Road across from the current Ranch main entrance would be visible, particularly to those exiting the Ranch. As the wall would be used to shore up an existing steep hill, drivers along Placerita Canyon Road would experience limited visual change given their travel speeds (i.e., the wall would only be visible for a brief duration while traveling on Placerita Canyon Road). The aesthetic design of the retaining wall would be subject to review and approval by the County of Los Angeles Department of Regional Planning. As such, view impacts associated with these Project elements would be less than significant.

Project implementation would not affect views along a designated scenic highway as none exist in the vicinity. However, Placerita Canyon Road between SR-14 and Sand Canyon Road and SR-14 between I-5 and SR-138 are classified as Second Priority Scenic Routes, indicating that they are proposed for further study. In addition, portions of the Project site may be visible from vantages along public trails located south of the Ranch, including segments of the proposed Placerita Canyon Connector Trail. Specifically, much of the Development Area would be visible from some of the elevated switchbacks along the proposed trail, as would the Conditional Parking Areas, if developed, and the proposed water tank. However, the Project has been designed to support the County's scenic highway and open space policies by protecting and enhancing aesthetic resources within

the Project site and maintaining the rural character of the Ranch, as described above. As such, similar to other public views of and across the Project site (analyzed above), the Project would not block views of the surrounding hillsides, and trail views would continue to feature a largely rural environment with a background of rolling hills, pockets of trees and landscaping, and from some vantages large-scale infrastructure such as LADWP's electrical transmission towers, water storage tanks, and oil pumps. Views of other portions of the Ranch would remain unchanged. Therefore, the Project would not have a substantial adverse effect on a scenic vista and would not substantially alter views from a public trail, and view impacts would be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

No scenic highways or corridors run though the Off-Site Infrastructure Improvement Areas, although the Second Priority Scenic Routes noted above are located in the vicinity of these areas. Additionally, significant ridgelines identified by the City of Santa Clarita exist adjacent to portions of the Off-Site Infrastructure Improvement Areas. Specifically, significant ridgelines are found west of Deputy Jake Drive, north of Oak Orchard Road, east and west of portions of Sierra Highway, south and west of Golden Valley Road, and west of Centre Pointe Parkway. In addition, there are several trails within the Off-Site Infrastructure Improvement Areas including proposed Class III bike routes along Sierra Highway and Placerita Canyon Road, proposed Class II bike lanes along Dockweiler Road and Centre Pointe Parkway, a proposed multi-use trail along Oak Orchard Road, an existing and proposed Class I bike path along Golden Valley Road, and an existing Class I bike path along Golden Triangle Road.

Development of the utility improvements proposed within the Off-Site Infrastructure Improvement Areas would not substantially affect views nor specifically views of nearby ridgelines, as the improvements would occur primarily within existing roadways. Other than limited aboveground infrastructure such as a booster pump station and a sewer crossing of the LADWP aqueduct, the utility improvements would involve underground pipelines that would not be visible following installation and repaving of the roadways. Replacement of nine power poles would not substantially affect views as the poles would replace existing poles and would be located within existing public rights-of-way. Similarly, the two new poles within the Development Area would not block views given their slim profile and in light of the nearby electrical transmission towers and associated power lines that traverse the Ranch and much of the surrounding vicinity. In addition, the off-site roadway improvements would involve the reconfiguration of existing intersections where conditions are developed and disturbed, and operation of the improved intersections would not represent a change in use from existing conditions. Although construction activities would disrupt the visual character of certain street segments, such impacts would be temporary in nature and would not generally involve valued views. Therefore, off-site impacts on a scenic vista or from regional trails would be less than significant.

Threshold I-3: Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings?

Threshold I-4: Would the project substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, character, or other features?

Threshold I-6: Is the project site located in an undeveloped or undisturbed area that contains unique aesthetic features?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Construction

Construction activities can disrupt the general order and aesthetic character of an area. Although temporary in nature, construction activities may cause a visually unappealing quality in a community.

During Project construction, the visual appearance of the Development Area would be altered due to the removal of the limited existing structures and existing vegetation during mass grading. Other construction activities, including site preparation, the staging of construction equipment and materials (i.e., bulldozers, portable toilets, and offices), and the construction of foundations, new buildings, parking lots, and outdoor open space areas would also alter the visual quality of the Development Area. These construction activities would be visible to pedestrians and motorists on adjacent streets, although they would not be visible from any adjacent properties due to intervening topography, vegetation, and/or development (i.e., the elevated SR-14 freeway). Temporary green screen construction fencing 6 to 8 feet tall would be placed around the periphery of the Development Area to screen much of the construction activity from view at the street level.

Similarly, construction activities within the Water Tank Area, the Trail Area, and the Conditional Parking Areas (if developed), as well as limited work within one of the two Potential Mobile Home Relocation Areas, would temporarily disrupt the visual appearance of portions of the Project site. However, the geographic extent of construction activities in these areas would be limited, and other than portions of the Water Tank Area and Trail Area, would not be visible from adjacent properties due to intervening topography, vegetation, and/or development (i.e., the elevated SR-14 freeway). Construction activities associated with the Conditional Parking Areas, if developed, would be visible from elevated segments of the proposed trail, but such activities would be limited as minimal grading would occur. Any freeway views of such areas would be brief due to travel speeds.

The removal of some existing trees and vegetation along Placerita Canyon Road would temporarily reduce the visual quality along the roadway during Project construction. As previously discussed, however, some existing landscaping along Placerita Canyon Road, which includes mature native trees and oak trees, would be retained. Ultimately, substantial new landscaping would be introduced, including a vegetation barrier heavily planted with trees and shrubs. Given the limited views of the Project site, the developed character of the surrounding areas, and the temporary nature of the loss of roadway vegetation, which would ultimately be replaced and enhanced, the Project would not substantially degrade the existing visual character of the vicinity.

Visible construction activities would include truck traffic to and from the Project site. However, the impact of construction trucking would not significantly degrade the visual quality of the area, since major roadways are intended to accommodate a range of vehicle types, including trucks incidental to construction and deliveries. Furthermore, as construction activities would be temporary (completion as early as 2015 or phased through 2020), the visual impacts associated with construction would cease after completion. Based on the above, the Project's construction activities would not substantially degrade the existing visual character of the Project site or the surrounding area. Therefore, visual quality impacts associated with construction would be less than significant.

(b) Operation

As the Development Area is almost entirely undeveloped, comprised largely of the two barren fill pads with limited undisturbed native vegetation and only two existing structures, Project development would occur on a generally vacant, underutilized, and somewhat unattractive site. New buildings would be carefully located to avoid and maintain environmentally sensitive areas, such as Placerita Creek. Placerita Creek would continue to serve as an integral natural amenity and focal point for the Development Area and the remainder of the Ranch, as illustrated in Figure V.I-11, and would be enhanced by implementation of a habitat restoration plan (described in detail in Section V.F, Biological Resources). The Water Tank Area, the Conditional Parking Areas, and the Potential Mobile Home Relocation Areas are located on disturbed land surrounded by areas containing oak trees. Project development would be concentrated in the disturbed areas, and care would be taken to minimize impacts to trees. Implementation of the comprehensive landscaping program would renew the Development Area and introduce landscaped buffers along Placerita Canyon Road and SR-14, and the extensive oak tree planting program (also described in detail in Section V.F, Biological Resources) would serve to maintain and create oak woodlands throughout the Project site and remaining portions of the Ranch and thus enhance the Ranch's native, rural character.

While building designs have not yet been finalized, the buildings would reflect the existing agrarian and rustic character of the Ranch, as described above. The existing

grades of the two existing fill pads would be lowered, which would reduce the visibility of new buildings from off-site areas. The new buildings would be integrated into the Ranch topography with rounded roofs on the soundstages to blend the new development with the surrounding hillsides and mountains. Building heights would range from approximately 20 to 60 feet in height, with the soundstages being the tallest features. New development would be subject to the general construction and design parameters described above and the associated Design Guidelines, which would serve to improve the environment both aesthetically and physically. These guidelines address site planning, urban design principles, building design, building heights, setbacks, site circulation, landscaping, and lighting. As specified therein, the mass of and relationships between the new buildings would address pedestrian scale, and the design of specific structures would be articulated to provide variation and enhance visual interest. Building materials and architectural elements would be employed to provide texture, interest, and variety to the building façades. Refer to Figure V.I-8 through Figure V.I-12 for conceptual illustrations of proposed development and associated views of the Development Area.

While the removal of existing oak trees within the Project site would represent a loss of scenic resources, the planting of at least 1,600 oak trees of a variety of sizes on approximately 10 acres of the Ranch east of the Development Area (with the guaranteed survival of 1,144 oak trees through the seven-year monitoring period), the landscaping proposed within the Development Area, and the habitat restoration plan for the creek would maintain and enhance the overall rural character of the Project site and the remainder of the Ranch. Similarly, as ridgelines and hillsides are considered valued scenic resources, Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Ranch. While the Project would involve grading and lowering of the hillside in the far northern portion of the Development Area from the existing average elevation of 1,561 feet above MSL to create a development pad for the substation at an average elevation of 1,540 feet above MSL, this area does not contain any major ridgelines, and finished grades would include a steep slope rising up from the substation to the northeast, similar to existing conditions. No designated significant ridgelines are identified within the Project site or the Ranch. Further, to visually screen views of the substation from off-site, particularly from SR-14 which offers the only close-range views of the substation area, a vegetation barrier heavily planted with trees and shrubs would be introduced along SR-14, including the area adjacent to the substation. In general, the new buildings would be developed at grades that minimize visibility from SR-14 and Placerita Canyon Road, adjacent off-site areas, and other portions of the Ranch. The proposed water tank would also be carefully sited to make use of an existing graded clearing that is generally flat and located below an existing adjacent ridgeline, and the visual quality of the tank itself would not be out of character with other infrastructure in the surrounding area, which includes storage tanks, oil pumps, and large electrical towers. Further, the water tank would be painted a neutral color that is predominant in the surrounding area so as to blend with the surrounding landscape, and the area disturbed

during construction immediately surrounding the water tank's ring road and fencing would be revegetated with native plants.

While the presence of new development with building heights of up to 60 feet would invariably alter the aesthetic character of the Development Area, adherence to the proposed Design Guidelines would ensure the Project would provide for a visually appealing, high quality environment. Changes in the visual context of the Development Area and other portions of the Project site would be tempered by the introduction of landscaping and landscaped open space areas, such as pedestrian courtyards and the revitalized creek. Further, the Project would provide for a cohesive site design in part by ensuring architectural compatibility and integration with the surrounding natural environment, thus creating a new, positive visual identity within the western portion of the Ranch.

In summary, the Project would not substantially and irreversibly damage existing scenic resources or substantially degrade the existing visual character or quality of the Project site and its surroundings. Aesthetic/visual quality impacts would therefore be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

As previously indicated, development within the Off-Site Infrastructure Improvement Areas would occur primarily within existing roadways on largely disturbed or developed land. Other than limited aboveground infrastructure such as a booster pump station and a sewer crossing of the LADWP aqueduct, the utility improvements would involve underground pipelines that would not be visible following installation and repaving of the roadways. No oak trees would be removed in conjunction with the utility trenches, as further discussed in Section V.F, Biological Resources, and no other important scenic resources would be affected. Replacement of nine power poles would not substantially affect scenic resources or visual character as the poles would replace existing poles. Similarly, the two new poles within the Development Area would not be out of character with the area given the nearby electrical transmission towers and associated power lines that traverse the Ranch and much of the surrounding vicinity. In addition, the off-site roadway improvements would involve the reconfiguration of existing intersections where conditions are developed and disturbed, and operation of the improved intersections would not represent a change in use from existing conditions. As such, the off-site improvements would not substantially damage scenic resources, substantially degrade the existing visual character or quality of the area, or affect an undeveloped or undisturbed area that contains unique aesthetic features. Off-site impacts would be less than significant.

Threshold I-5: Would the project create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Light

(i) Construction

Substantial lighting is not anticipated during construction within the Project site areas located within the Ranch, as most construction activities would occur during daylight hours. However, the Project may include nighttime hauling for soil export activities; if implemented, this second work shift would occur from approximately 7:00 or 8:00 P.M. to approximately 2:00 or 3:00 A.M. During these nighttime hours, hauling activities would primarily occur within the interior portions of the site to avoid impacting sensitive areas such as Placerita Creek. Night lighting would be required and would be similar in nature to that currently used within the Ranch for filming activities. Mitigation Measure (MM) F-6 provided in Section V.F, Biological Resources, would ensure that night lighting, if needed, would be placed and directed away from sensitive habitat, including the creek and any retained oak woodlands. Any required security lighting would focus on construction equipment or materials and not on surrounding light-sensitive areas. Additionally, temporary green screen construction fencing of between 6 and 8 feet tall would be placed around the periphery of the Development Area to screen much of the construction activity from view at the street level. Given these project features, the Project's potential on-site, short-term lighting impacts during construction would be less than significant.

(ii) Operation

As discussed above, the Project's Design Guidelines include general lighting guidelines to direct the design and implementation of lighting, as well as specific guidelines for four distinct zones identified within the Development Area and the Conditional Parking Areas, based on the proposed land use activities and their associated lighting needs. Based on this lighting plan, very little light would spill over beyond the perimeter landscape components of the Project. Foot-candle projections are provided in the Light Memo included in Appendix H.2, and additional foot-candle impact diagrams are provided in the Wildlife Impacts Analysis included in Appendix F.9 of this Draft EIR. As shown in the latter in Figures 4 through 4c, only four locations adjacent to the Development Area would experience minor light trespass, and almost no light (i.e., less than 0.1 fc) would fall within Placerita Creek. Very little light would spill over into the remaining stands of oak trees in the southern portion of the Development Area, and no light would trespass south of Placerita Canyon Road (i.e., within and near the Water Tank Area and Trail Area) or east of

the proposed electrical substation. While the Wildlife Impacts Analysis focused on potential lighting impacts to wildlife and associated habitat areas within and adjacent to the Development Area, it nonetheless demonstrates that Project lighting would have little impact beyond the limits of the Development Area and therefore would not be expected to affect off-site light-sensitive areas or uses, including motorists on Placerita Canyon Road and SR-14. Similarly, the low light levels of 0.7 to 1.0 fc to be used within the Conditional Parking Areas, if necessary, would have limited potential for light spillover onto adjacent areas of the Ranch.

Project lighting would be consistent with guidelines established by the Dark Sky Society (provided in Appendix A of the Wildlife Impacts Analysis), whose international mission is to "preserve and protect the nighttime environment and our heritage of the dark skies through quality outdoor lighting." Proposed lighting would be kept to the minimum amount necessary to adhere to planning guidelines and would implement a series of measures to protect adjacent resources from light pollution. The Project would use downcast and shielded lights as discussed above, which would result in minimal light escaping into the surrounding landscape. In no case would areas beyond the Development Area footprint be subject to light levels exceeding twilight (i.e., the period between full night and sunset, or sunrise where the sun is below the horizon; 1 fc), and in most cases, the levels would be far less, closely mirroring a night under full moon to quarter-moon phases (0.01 to 0.001 fc). Due to the minimal light encroachment areas, minimal off-site light levels, and measures employed to minimize light pollution, the Project would not create a new source of substantial light which would adversely affect day or nighttime views in the area, and the long-term impacts related to Project lighting would be less than significant.

(b) Glare

(i) Construction

Daytime glare could potentially occur during construction activities if reflective construction materials were positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of specific construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are not typically an element of construction activities. Further, the placement of 6- to 8-foot-tall green screen construction fencing around the Development Area would reduce any glare effects otherwise experienced along adjacent roadways or at other nearby off-site locations. The potential for nighttime glare associated with construction is unlikely as most construction activities would occur during the day, and any nighttime construction work would be limited and temporary. Further, night lighting for nighttime hauling, if conducted, would be similar in nature to that currently

used within the Ranch for filming activities and would be reduced by the green screen perimeter fencing. As such, the Project would not result in a significant impact related to construction glare.

(ii) Operation

The Project would not create substantial glare effects. As described above, building materials would likely include wood, brick, stucco, metal panels, concrete, and glass. All exterior windows, glass, and metal used on building surfaces would be non-reflective or treated with a standard low-reflective or non-reflective glazing. Sunlight reflected from these surfaces would not be expected to generate substantial daylight glare during most of the year.

Although glass and other polished surfaces have the potential to produce glare during late afternoons in winter months, such effects are primarily a nuisance to motorists on eastbound roadways when placed on upper-story western façades of high-rise buildings. The Project does not include any high-rise structures, and the tallest buildings to be introduced, the soundstages, would not have windows in the upper portions of the façades. Additionally, the primary roadway that could be affected, SR-14, runs southwest-northeast in the vicinity of the Development Area and thus does not represent an opportunity for eastbound motorists (i.e., the most likely to experience glare conditions) to be affected. Acute glare conditions that hazardously interfere with driving are typically rare. Furthermore, the proposed landscaping around the perimeter of the Development Area would obscure views of the buildings and thus limit glare conditions affecting drivers on either SR-14 or Placerita Canyon Road. Reflective glare would not be expected during winter morning hours or during the other seasons of the year due to the respective positions of the sun. Additionally, the other portions of the Project site on the Ranch would not contain structures with the potential to generate glare.

The Project's adherence to the Design Guidelines would also ensure that new light sources would be shielded and directed onto the intended surfaces, away from adjacent roadways, thus minimizing opportunities for nighttime glare to affect motorists. While surface parking within the Development Area and potentially within the Conditional Parking Areas, if developed, could present the potential for sunlight to reflect off of automobiles, these areas are sometimes used for vehicle parking under existing conditions, in addition to nighttime filming that occasionally uses bright light sources. The perimeter vegetation barrier, which would be heavily planted with trees and shrubs, in combination with the portions of the oak groves south of the parking lots along Placerita Canyon Road that would be retained and supplemented with new landscaping, would serve to screen views of the Development Area, the two main parking lots, and the Conditional Parking Areas. As such, surface parking areas would be largely shielded from off-site sensitive uses. Overall, the Project would not cause glare that would substantially interfere with the performance of

an off-site activity or sensitive uses or adversely affect day or nighttime views. Therefore, glare impacts would be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

Construction hours for the off-site infrastructure improvements would depend on the governing jurisdiction of the different segments of the proposed water and sewer line alignments. Specifically, for segments within the jurisdiction of the County of Los Angeles or the City of Santa Clarita, construction would be permitted from 7:00 A.M. to 7:00 P.M. Monday through Friday and 8:00 A.M. to 6:00 P.M. on Saturday. No construction activities would occur on Sundays and holidays. For segments under Caltrans' jurisdiction, construction hours would be from 11:00 P.M. to 5:00 A.M. Monday through Friday.

(a) Light

Construction associated with roadway improvements and the off-site utilities located within Caltrans' jurisdiction, including replacement of the SCE power poles (if such activities occur at night), would require lighting due to nighttime construction hours; however, those areas currently experience lighting from street lights and passing vehicles, and such activities would be temporary. Nighttime lighting would not be necessary for construction in other portions of the Off-Site Infrastructure Improvement Areas. Additionally, the proposed improvements would consist primarily of underground pipelines which would not require operational lighting. The proposed booster pump station would require minimal lighting for security, and streetlight lighting at the improved intersections would remain unchanged. As such, development within the Off-Site Infrastructure Improvement Areas would not create a new source of substantial light that would adversely affect day or nighttime views in the area, and lighting impacts would be less than significant.

(b) Glare

The use of nighttime lighting during construction of the proposed utilities within Caltrans' jurisdiction would not be expected to introduce substantial glare as such areas currently experience lighting from street lights and passing vehicles. Further, the proposed improvements involve limited aboveground infrastructure that would not include reflective surfaces with the potential to cause glare. As such, development within the Off-Site Infrastructure Improvement Areas would not create a new source of substantial glare that would adversely affect day or nighttime views in the area, and glare impacts would be less than significant.

4. CUMULATIVE IMPACTS

The geographic context for the cumulative impact analysis of aesthetics, views, light, and glare is the immediate Project vicinity, as such impacts are typically localized. In general, only development within the same viewshed has the potential for cumulative effects. While projects located at a distance from one another may appear within the same panoramic view, the overall effect that a particular development or structure(s) has on aesthetics, views, light, and glare generally decreases with distance. Therefore, of future development through 2020 (i.e., the Project buildout year) in the surrounding area, only those projects sufficiently close to influence the visual character of the immediate Project area or affect the same off-site sensitive uses could pose cumulative effects in conjunction with the Project. As indicated in Table III-1 and mapped in Figure III-1 within Section III, Environmental Setting, of this Draft EIR, there are 14 Related Projects in the general Project vicinity, and only one project is located within the immediate area. Related Project No. 3 is a proposed mixed-use commercial development located at the southwest corner of Placerita Canyon Road and Sierra Highway, across SR-14 from the Development Area.

a. Aesthetics/Visual Quality

Like the Project, development of Related Project No. 3 is expected to occur in accordance with adopted plans, regulations, and guidelines. It is reasonable to expect that this development would be designed to create a visually appealing, high quality environment and that new aesthetic elements considered out of scale or character with the existing visual environment would not be introduced, as ensured through the County's and the City's environmental review processes. Furthermore, the area west of SR-14 presently exhibits a more industrial character due to the presence of oil pumps and other infrastructure, which lacks the rural, more pristine quality of the Ranch to the east. Therefore, cumulative impacts relative to aesthetics/visual quality would be less than significant.

b. Views

Given that Related Project No. 3 is located on the opposite side of SR-14 as the Project, development associated with these projects would have limited potential to affect the same views. In general, only long-range views from elevated vantage points would have opportunities for viewsheds that include both sites. The distance between the sites and the intervening freeway would limit the effect new buildings could have on views of the surrounding hillsides. It is extremely unlikely that structural elements of the two projects combined would have the potential to substantially obstruct views of any single given visual resource. Further, Related Project No. 3 would be expected to comply with adopted plans, regulations, and guidelines regarding the protection of scenic views. As such, cumulative impacts relative to views would be less than significant.

c. Light and Glare

(1) Light

Development of the Project in combination with Related Project No. 3 would introduce new sources of artificial light and thus could contribute to increased nighttime light levels as experienced by off-site sensitive uses. While Related Project No. 3 is located sufficiently close to existing residential uses to the west as to potentially pose impacts to them, only the adjacent roadways (SR-14 and Placerita Canyon Road) have the potential to be affected by both the Related Project and the Project. As previously indicated, the Project would have limited light spillover beyond the limits of the Development Area, in part due to the introduction of substantial perimeter landscaping. Related Project No. 3 would be expected to implement similar measures to reduce light trespass. Moreover, the intervening presence of SR-14 and Sierra Highway, which exhibit moderate lighting levels due to streetlights and vehicular traffic, limit the potential for combined lighting effects from the two project sites. Any lighting impacts along Placerita Canyon Road would occur on different street segments on opposite sides of SR-14. Therefore, cumulative impacts relative to light would be less than significant

(2) Glare

With regard to glare, only related development immediately adjacent to Project structures would have the potential to create glare that could collectively pose impacts affecting a given off-site use, property, or activity. As Related Project No. 3 is located on the opposite side of SR-14 and Placerita Canyon Road as the Project, it is extremely unlikely that glare could have a combined effect from a particular vantage point. In addition, it is anticipated that all future development projects would be subject to discretionary review to ensure that significant sources of glare are not introduced. As such, cumulative glare impacts would be less than significant.

5. PROJECT DESIGN FEATURES AND MITIGATION MEASURES

Refer to Section V.F, Biological Resources, and Section V.K.2, Public Services—Fire Protection, of this Draft EIR for additional Project Design Features and Mitigation Measures regarding the Project's Habitat Mitigation and Monitoring Program, Oak Tree Mitigation and Monitoring Plan, and fuel modification plan.

a. Project Design Features

PDF I-1: Project buildings shall have a maximum building height of 60 feet.

PDF I-2: A vegetation barrier heavily planted with trees and shrubs shall be introduced along portions of Placerita Canyon Road and State Route 14 adjacent to the Development Area.

PDF I-3: The proposed water tank shall be painted a neutral color that is predominant in the surrounding area so as to blend with the surrounding landscape. The water tank color shall be submitted to the County of Los Angeles Department of Regional Planning for approval prior to issuance of a building permit. In addition, the area disturbed during construction immediately surrounding the water tank's ring road and fencing shall be revegetated with native plants, upon approval of plant selection(s) from the County of Los Angeles Department of Regional Planning, Los Angeles County Fire Department, Newhall County Water District, and California Department of Fish and Game.

In addition, some of the Project Design Features and Mitigation Measures provided in Section V.F, Biological Resources, of this Draft EIR, particularly those pertaining to the use of drought-tolerant plants, would serve to reduce impacts to visual resources.

b. Mitigation Measures

Project-level and cumulative impacts on aesthetics/visual qualities, views, light, and glare would be less than significant. Nonetheless, the following mitigation measures would be implemented as part of the Project:

MM I-1: Prior to issuance of a building permit, the Applicant shall submit the Project's final design drawings, including a lighting plan to the County of Los Angeles Department of Regional Planning for review and approval, consistent with the County's established codes and procedures.

MM I-2: The Applicant shall submit detailed lighting plans including fixture types and locations to the County of Los Angeles Department of Regional Planning for review and approval consistent with the County's established codes and procedures prior to issuance of a building permit.

MM I-3: To ensure minimal light trespass on sensitive habitat within Placerita Creek, bridges shall be lit by low focused light located on the side walls or railings and aimed at the road. The lighting along the creek-side of Project buildings shall be located primarily on outdoor decks and consist of surface-mounted fixtures facing down with full light cutoff to confine light to the balconies and prevent spillover of light onto habitat areas. Lighting in these areas shall be consistent with the approved lighting plan.

In addition to the Mitigation Measures listed above, Section V.F, Biological Resources, includes Mitigation Measures pertaining to construction lighting that would serve to reduce impacts on visual resources.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the Project Design Features and Mitigation Measures, the Project would not result in significant impacts with respect to aesthetics/visual qualities, views, light, and glare.

V. Environmental Impact Analysis

J. Traffic, Access, and Parking

V. ENVIRONMENTAL IMPACT ANALYSIS

J. TRAFFIC, ACCESS, AND PARKING

1. INTRODUCTION

This section of the Draft EIR analyzes the Project's potential impacts associated with traffic, access, and parking. Information for the analysis is based on the Transportation Study for Disney I ABC Studios at The Ranch (Traffic Study) prepared by Gibson Transportation Consulting, Inc. in May 2010 and included in Appendix I of this Draft EIR. The Los Angeles County Department of Public Works (LACDPW) reviewed the Traffic Study prior to circulation of this Draft EIR and approved it on October 28, 2010. In general, this section focuses on conditions and development proposed within the Development Area, as operation of the Project elements proposed in other areas of the Project site would not generate any vehicular trips. The analyses of construction impacts, access during construction, and parking, however, address other areas of the Project site, as appropriate. A supplemental analysis of the Project's impacts relative to existing (2010) conditions was conducted based on the decision in *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* (2010) 190 Cal.App.4th 1351, and is provided in Appendix M of this Draft EIR.

2. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) Regional and Local Access

The Ranch comprises approximately 890 acres located in the unincorporated Santa Clarita Valley area of the County.[1] Primary regional access to the Ranch is provided by SR-14, which provides four travel lanes in each direction in the vicinity of the Ranch. SR-14 connects with Interstate 5 (I-5), which runs generally northwest-southeast, approximately 3 miles south of the Ranch. I-5 connects with other freeways in the region

[1] *The western portion of the 890-acre Ranch includes an approximately 30-acre strip of land that traverses the Ranch in a generally northwest to southeast direction and is owned by the City of Los Angeles Department of Water and Power (referred to as the LADWP transmission corridor). The southwest corner of the Ranch also includes two smaller LADWP corridors totaling approximately four acres that are used for transmission purposes. The Applicant holds an easement from LADWP to access and use the land within the LADWP transmission corridors.*

including the Foothill Freeway (I-210), which runs generally northwest-southeast, approximately 5 miles south of the Ranch; the San Diego Freeway (I-405), which runs generally north-south, approximately 7 miles south of the Ranch; and the Ronald Reagan Freeway (SR-118), which runs generally east-west, approximately 9 miles south of the Ranch.

Local access to the Ranch is provided by Sierra Highway and directly from Placerita Canyon Road. Near the intersection of these two streets, full freeway access is provided to SR-14 via on- and off-ramps. The Development Area is comprised of approximately 58 acres in the westernmost portion of the Ranch, bordered to the west and northwest by SR-14 and to the south by Placerita Canyon Road, as shown in Figure IV-1 in Section IV, Project Description, of this Draft EIR.

(2) Public Transit Service

Public transit service in the vicinity of the Ranch is provided by the City of Santa Clarita (City). Specifically, the City operates Route 1, a local line that travels from Whites Canyon Road in Canyon Country to Lake Hughes Road in Castaic. This line provides service to McBean Regional Transit Center in Valencia, the Valencia Commerce Center in Val Verde, Newhall, and Saugus. In addition, Route 2 is a local line that travels from Whites Canyon Road in Canyon Country to the Valencia Commerce Center in Val Verde. This line provides service to McBean Regional Transit Center in Valencia, Newhall, and Saugus. Both Route 1 and Route 2 travel along Sierra Highway less than 0.5 mile from the western side of the Ranch. Given the limited transit service and frequency in the Project area, it is anticipated few Project construction workers, Project employees, or Project visitors would use public transit to travel to and/or from the Development Area. The Traffic Study did not account for trip reductions due to a transit mode-split. Therefore, no further analysis of public transit is provided herein. Nonetheless, the Project includes Project Design Features (PDFs) intended to encourage transit use such as the provision of information on transportation alternatives (transit schedules, maps, etc.).

(3) Parking

The Development Area consists of generally undeveloped land, a substantial portion of which is located on two large, mostly barren fill pads. One uninhabited structure and the Ranch Foreman's mobile home are currently located within the Development Area, and existing uses include periodic agricultural production and frequent construction of filming sets and outdoor filming activities. While vehicles park within the Development Area as needed in conjunction with filming uses, no designated parking is currently provided within the Development Area.

(4) Roadway Levels of Service

In consultation with LACDPW, a Study Area was defined to ensure the Traffic Study evaluated all intersections that could potentially be significantly impacted by the Project. As a result, a total of four intersections in the vicinity of the Ranch were selected for analysis in the Traffic Study, as listed in Table V.J-1 on page V.J-4. Two of the intersections are located within the County, one is located in the City, and another, though physically located in the City, is under the sole jurisdiction of Caltrans. Of the four study intersections, the intersection at Sierra Highway and Placerita Canyon Road is controlled by traffic signals, while the remaining three study intersections are currently unsignalized and controlled by stop signs. Figure V.J-1 on page V.J-5 depicts the location of the study intersections.

Existing traffic volumes at the four study intersections were established via traffic counts conducted in June 2008 during the A.M. (7:00 A.M. to 9:00 A.M.) and P.M. (4:00 P.M. to 6:00 P.M.) peak hours. An ambient growth rate of 3.8 percent per year, as identified for this region in the Los Angeles County Congestion Management Program (CMP) for the year 2010, was applied to these counts to develop 2010 traffic volumes. Figure 4 in the Traffic Study depicts the calculated existing 2010 traffic volumes at each study intersection for both the A.M. and P.M. peak hours.

Per LACDPW policy, the Traffic Study used the Intersection Capacity Utilization (ICU) method of intersection capacity calculation to analyze intersection conditions. The ICU methodology determines the intersection volume-to-capacity (V/C) ratio and corresponding level of service (LOS) based on the turning movements and intersection characteristics. Per LACDPW and CMP guidelines, lane capacities of 1,600 vehicles per hour per lane (VPHPL) and a clearance factor of 0.10 in V/C ratio were assumed at all of the intersections.

Similar to LACDPW, the City also requires the use of ICU methodology to determine intersection operations. However, the City allows the use of higher lane capacities of 1,750 VPHPL, which results in lower V/C ratios at the study intersections. Additionally, the suggested clearance factors per City guidelines are either lower or equal to the 0.10 clearance factor specified by LACDPW and CMP. As a result, the signal parameters (lane capacities and clearance factors) required by LACDPW and the CMP guidelines result in higher V/C ratios than derived using the City's methodology. The LACDPW and CMP guidelines are used herein in order to present a more conservative analysis.

Levels of service (LOS) are used to describe traffic flow conditions and range from LOS A to LOS F. LOS A through D are generally considered acceptable levels (with definitions ranging from excellent to fair), while LOS E and F are generally considered

Table V.J-1
Study Intersection Summary and Existing (2010) Levels of Service

No.	Intersection	Traffic Control	Jurisdiction	Peak Hour	V/C	LOS
1	Sierra Highway & SR-14 SB Ramps	Stop-Controlled	Caltrans	A.M. P.M.	0.704 0.728	C C
2	Sierra Highway & Placerita Canyon Road	Signalized	City of Santa Clarita/Caltrans	A.M. P.M.	0.605 0.687	B B
3	SR-14 NB Off-Ramp & Placerita Canyon Road	Stop-Controlled	County of Los Angeles/Caltrans	A.M. P.M.	0.229 0.210	A A
4	Current Ranch main entrance & Placerita Canyon Road	Stop-Controlled	County of Los Angeles	A.M. P.M.	0.226 0.217	A A

SB = southbound; NB = northbound

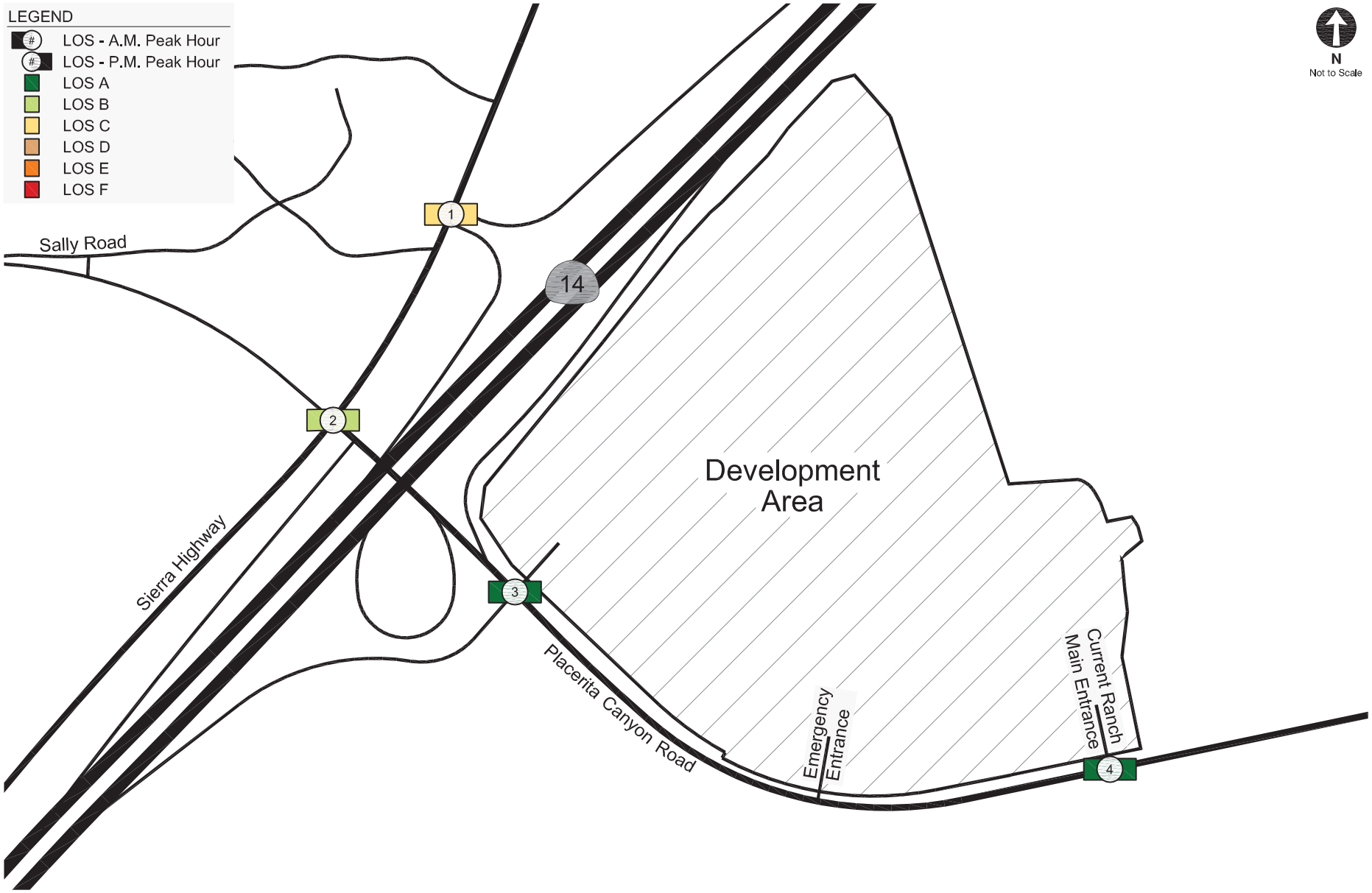
Source: Gibson Transportation Consulting, Inc., May 2010.

unsatisfactory (defined as poor and failure, respectively). Refer to Table 4 in the Traffic Study for complete definitions of the levels of service based on ICU methodology.

Table V.J-1 provides the existing V/C ratio and corresponding LOS for each study intersection. As shown, all study intersections are currently operating at LOS C or better during the A.M. and P.M. peak hours. Specifically, two of the intersections (SR-14 Northbound Off-Ramp/Placerita Canyon Road and current Ranch main entrance/Placerita Canyon Road) operate at LOS A during both the A.M. and P.M. peak hours, while the intersection at Sierra Highway/Placerita Canyon Road operates at LOS B during the A.M. and P.M. peak hours, and the intersection at Sierra Highway/SR-14 Southbound Ramps operates at LOS C during both peak hours. These conditions are depicted in Figure V.J-1.

(5) Freeway Levels of Service

Based on the methodology described further below, existing freeway operating conditions in the vicinity of the Ranch were analyzed per the CMP guidelines. This assessment included the SR-14, I-5, and I-210 freeways. Refer to Table 21 in the Traffic Study for the specific freeway segments analyzed. The existing traffic volumes on these freeways, derived from Caltrans traffic counts, are shown in Table 21 and Figure 25 in the Traffic Study. Table 21 therein also summarizes the existing V/C ratios and LOS during the peak hours at the analyzed locations. As shown, two of the eight analyzed freeway segments are currently operating at LOS F in one direction during at least one peak hour (I-210 eastbound, east of Yarnell Street Interchange, during the A.M. and P.M. peak hours; and I-210 eastbound, east of Roxford Street Interchange, during the A.M. peak hour).



matrix environmental

Figure V.J-1
Existing Conditions (2010)
Peak Hour Levels of Service

Source: Gibson Trasportation Consulting, Inc., 2012.

b. Regulatory Framework

(1) Congestion Management Program

The CMP is a State-mandated program enacted by the California legislature in 1990 to address the increasing concern that urban congestion is affecting the economic vitality of the State and diminishing the quality of life in some communities. The CMP provides the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP). The Los Angeles County Metropolitan Transportation Authority (Metro) is the local CMP agency and has established a County-wide approach to implement the statutory requirements of the CMP in Metro's 2004 CMP for Los Angeles County.[2] This approach includes designating a highway network that includes all State highways and principal arterials within the County, monitoring traffic conditions on the designated transportation network, specifying performance measures to evaluate current and future system performance, promoting alternative transportation methods, analyzing the impact of land use decisions on the transportation network, and developing mitigation to reduce impacts on the network. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan in conformance with the County-wide plan.

Based on Metro's 2004 CMP for Los Angeles County, a Transportation Impact Analysis (TIA) must be conducted at all CMP arterial monitoring intersections where a project would add 50 or more trips during the weekday A.M. or P.M. peak hours. A TIA also must be conducted at all CMP freeway monitoring locations where a project would add 150 or more trips in either direction during the weekday A.M. or P.M. peak hours. The following CMP arterial monitoring locations are in the vicinity of the Ranch:

- Sierra Highway and Placerita Canyon Road (located within the Project study area)
- Sierra Highway and Soledad Canyon Road (located approximately 4 miles north of the Ranch)
- Sierra Highway and Newhall Avenue (located approximately 1.7 miles south of the Ranch)

[2] *The Metro Board adopted the 2010 CMP for Los Angeles County on October 28, 2010. However, the Project is subject to the adopted CMP in effect at the time of the Notice of Preparation (NOP), which was the 2004 CMP.*

(2) Los Angeles County General Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the General Plan policies that pertain to traffic, access, and parking. As discussed in the General Plan policy consistency analysis provided therein, the Project would be consistent with the applicable General Plan polices related to traffic, access, and parking.

(3) Santa Clarita Valley Area Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the Santa Clarita Valley Area Plan policies that pertain to traffic, access, and parking. As discussed in the policy consistency analysis provided therein, the Project would be consistent with the applicable Area Plan polices related to traffic, access, and parking.

(4) Los Angeles County Code

With regard to construction traffic, the County Code prohibits noise-generating construction activities between the hours of 7:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, and anytime on Sundays or legal holidays if such noise would create a noise disturbance across a residential or commercial real-property line.

In addition, the Project site is located within the County's Eastside Bridge and Major Thoroughfare District.

(5) City of Santa Clarita Municipal Code

City of Santa Clarita Municipal Code Section 11.44.080 prohibits construction work requiring a building permit on sites within 300 feet of a residentially zoned property except between the hours of 7:00 A.M. and 7:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on Saturday. Construction work is prohibited on Sundays, New Years Day, Independence Day, Thanksgiving Day, Christmas Day, Memorial Day, and Labor Day. The Planning and Building Services Department of the City of Santa Clarita may issue a permit for work to be done outside of these hours provided construction noise is contained.

3. ENVIRONMENTAL IMPACTS

a. Methodology

(1) Construction

Four types of temporary construction traffic impacts were considered in the Traffic Study, including traffic or roadway impacts, loss of access, loss of bus stops or bus rerouting, and loss of on-street parking. The analysis of construction traffic included a determination of the number of construction-related trips (i.e., construction worker trips and truck trips) that would occur as a result of the Project. The impacts of these construction-related trips on the existing roadway system were then assessed. The analysis also considered lane closures that could be necessary in conjunction with the installation of off-site infrastructure improvements proposed in conjunction with Project development.

(2) Operation

(a) Intersections

As discussed above, per LACDPW policy, the Traffic Study used the ICU method of intersection capacity calculation to analyze intersections under all scenarios. The ICU methodology determines the intersection V/C ratio and corresponding LOS based on the turning movements and intersection characteristics at the study intersections. As indicated above, per LACDPW and CMP guidelines, the Traffic Study assumed a lane capacity of 1,600 VPHPL and a clearance factor of 0.10 in V/C ratio at all of the intersections.

Traffic impacts were evaluated by: (1) analyzing the future 2020 "without Project" traffic conditions, referred to herein as Existing plus Ambient Growth Conditions (i.e., existing 2010 conditions plus ambient growth through 2020 without consideration of the Project); (2) determining the trip generation for the Project based on the types of uses proposed; (3) assigning Project trips to the roadway network; (4) evaluating the service condition of the roadways with the addition of the Project trips; and (5) comparing Existing plus Ambient Growth Conditions with future 2020 "with Project" conditions, referred to herein as Existing plus Ambient Growth plus Project Conditions (i.e., existing 2010 conditions plus ambient growth through 2020 plus Project trips), to determine the change in service levels caused by the Project. These changes were compared to the significance thresholds set by LACDPW to determine whether significant impacts would occur. Finally, Related Projects were added to Existing plus Ambient Growth plus Project (with Mitigation) to assess cumulative impacts.

(i) Existing plus Ambient Growth Traffic Volumes

While Project completion is expected to occur as early as 2015 or as late as 2020, in order to provide a conservative analysis, the Traffic Study assumed buildout of the Project in 2020 in order to reflect the greatest amount of anticipated ambient growth in the Project area. To simulate future traffic conditions at intersections without the Project, an ambient growth rate of 2.74 percent per year, as identified for this region in the CMP for the year 2020, was added to the existing intersection traffic volumes for years 2011 through 2020. Therefore, the total adjustment applied for the 10-year period extending from existing conditions to the buildout year was 27.4 percent.

A supplemental analysis of the Project's impacts relative to existing (2010) conditions was conducted based on the recent decision in the case *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* (2010) 190 Cal.App.4th 1351, and is provided in Appendix M of this EIR.

(ii) Project Trip Generation

The Institute of Transportation Engineers' (ITE) 2008 Trip Generation Manual (8th Edition) is typically used in the traffic engineering profession to estimate the number of trips expected to be generated by most common land uses. Due to the Project's unique nature, empirical data collected for similar uses at other motion picture and television studios within the Los Angeles region were used to develop equivalency factors that convert the Project land uses to a standard land use identified in the ITE 2008 Trip Generation Manual. While the trip generation equivalency factors vary slightly between the A.M. and P.M. peak hours, the P.M. peak-hour factors are higher and represent a more conservative analysis. The Traffic Study therefore used the P.M. peak-hour factors for the A.M. and the P.M. trip generation estimates.

As described in Section IV, Project Description, of this Draft EIR, the Project would provide up to 12 soundstages, production offices, six mills, a warehouse, writers/producers bungalows, a commissary, an administration building, a central utility plant, and an electrical substation. This is referred to as the Soundstage Option. The Project also includes an option to develop studio office uses in lieu of four soundstages, two mills, and production offices within the northern portion of the Development Area. This is referred to as the Studio Office Option. While the Traffic Study includes full analysis of the Soundstage and Studio Office Options, the Studio Office Option would yield a slightly higher trip generation and would therefore result in slightly greater impacts, representing a worst-case scenario. The discussion below, however, summarizes the impacts of both options.

In addition, land uses such as the proposed commissary, central plant, and electric substation would be accessory and ancillary uses for associated employees/guests on-site. These uses would not be stand-alone uses, would not be open to the public, and would generate few outside trips. The few outside trips that would be generated in conjunction with such uses, such as food deliveries to the commissary, are included in the trip generation rates for the proposed studio uses.

(iii) Project Trip Distribution and Assignment

Project-generated traffic was assigned to the street network based on a trip-distribution pattern developed using SCAG's regional transportation model and refined in consultation with LACDPW. The distribution pattern allocated 80 percent of Project traffic to/from the south via SR-14, 15 percent of traffic to/from the north via Sierra Highway and SR-14, 4 percent of traffic to/from the west via Placerita Canyon Road, and 1 percent of traffic to/from the east via Placerita Canyon Road. The trip distribution from the Development Area would be the same under both the Soundstage and Studio Office Options.

(iv) Existing plus Ambient Growth plus Project Traffic Volumes and Levels of Service

The Project traffic volumes were added to the Existing plus Ambient Growth traffic volumes to determine Existing plus Ambient Growth plus Project traffic volumes. Using the ICU methodology, each study intersection's V/C ratio and corresponding LOS was determined based on the Existing plus Ambient Growth plus Project traffic levels.

(v) Identification of Project Impacts

Once the V/C ratios and corresponding LOS were identified for each intersection under the without Project and with Project conditions, a comparison at each intersection was made. The resulting change at each intersection was then compared with the significance thresholds identified by LACDPW to determine whether significant impacts would result.

(vi) Cumulative Impacts

While future 2020 conditions inherently take anticipated ambient growth into account, trips associated with known development projects expected to be constructed in the vicinity of the Project were also considered for the cumulative impacts analysis. Thus, an evaluation of Existing plus Ambient Growth plus Project (with Mitigation) plus Related Projects Conditions was conducted, based on the Related Projects identified in Section III, Environmental Setting, of this Draft EIR. Estimated traffic volumes to be generated by the related projects were estimated based on SCAG's regional transportation model, and the

traffic volumes were then assigned to the street network based on a variety of trip-distribution factors. Using the ICU methodology, each study intersection's V/C ratio and corresponding LOS was determined, and a comparison was made to Existing plus Ambient Growth Conditions to determine the impacts attributable to the Project in conjunction with the Related Projects. Further discussion of the Related Projects is provided in the cumulative impact analysis below.

(b) Caltrans Analysis

As discussed above, three of the four study intersections (Sierra Highway/SR-14 Southbound Ramps, Sierra Highway/Placerita Canyon Road, and SR-14 Northbound Off-Ramp/Placerita Canyon Road) are under the jurisdiction of Caltrans. Caltrans requires that all intersections of ramps or State highways be analyzed using the 2000 Highway Capacity Manual (HCM) methodology. Thus, a traffic impact analysis based on Caltrans guidelines was also conducted. The 2000 HCM methodology determines the average stopped delay experienced per vehicle (measured in seconds) and corresponding LOS for the turning movements and intersection characteristics at signalized and unsignalized intersections based on specific LOS definitions (specified below in the Significance Thresholds discussion).

The Caltrans intersection analysis was conducted for the following scenarios: Existing, Future without Project, Future with Project, Future with Project with Mitigation, and Future with Project with Mitigation with Cumulative Mitigation Conditions, for both the Soundstage and Studio Office options. Analysis of on-ramps was conducted for Existing, Future without Project, and Future with Project Conditions; analysis of off-ramps was conducted for Existing, Future without Project, Future with Project, Future with Project with Mitigation, and Future with Project with Mitigation with Cumulative Mitigation Conditions.[3] These various Future scenarios represent the conditions anticipated in 2020 as a result of regional growth along with development of the identified related projects, or essentially Existing plus Ambient Growth plus Related Projects Conditions (plus the Project and specified mitigation scenarios). A detailed comparison of each of the Future scenarios used in the Caltrans analysis with the corresponding scenario analyzed elsewhere throughout this report (i.e., Existing plus Ambient Growth plus [various conditions]) is provided in Chapter 7 of the Traffic Study.

[3] *With respect to the on-ramps analysis, since the number of lanes on the SR-14 southbound on-ramp and the traffic volumes accessing the on-ramp would not be affected by the Project's or cumulative mitigation measures, the results for the Future with Project with Mitigation Conditions and the Future with Project with Mitigation with Cumulative Mitigation Conditions would be the same as that for the Future with Project Conditions. Such scenarios were therefore not evaluated further.*

(c) Access

The analysis of the Project's potential access impacts included a review of all project access points, internal circulation, parking access, as well as the proposed roadway improvements. The two proposed access locations to the Development Area (Intersections 3 and 4) were analyzed for queuing using the 2000 HCM to ensure backups would not occur onto Placerita Canyon Road. Access impacts were based on whether adequate vehicular capacity would be provided to ensure that the 95th percentile queue length would not be exceeded. The 95th percentile queue length implies the actual queue length experienced would not be higher (exceeded) than that calculated more than 5 percent of the time. Analysis of the access locations was conducted for Existing plus Ambient plus Project with Mitigation and Existing plus Ambient plus Project with Mitigation plus Related Projects Conditions.[4]

At the request of LACDPW, a sight distance analysis was conducted for the two proposed main access points and the emergency access driveway along Placerita Canyon Road. Sight distances at each of these locations were calculated per the 2000 HCM.

(d) CMP Intersections and Freeways

(i) Intersections

For the CMP intersection and freeway monitoring locations meeting the threshold criteria outlined in Metro's 2004 CMP for Los Angeles County, a TIA was prepared to determine the potential impacts of the Project. Of the three CMP monitoring locations within the greater Project area, only the intersection of Sierra Highway and Placerita Canyon Road is expected to meet the CMP threshold for analysis of 50 or more trips during peak hours.

The CMP guidelines require that intersection LOS calculations use either the ICU methodology or the Critical Movement Analysis (CMA) methodology; for consistency, the Traffic Study used the ICU methodology. Refer to Table 4 in the Traffic Study for complete definitions of the LOS based on ICU methodology. The CMP guidelines also require that a project's impact be determined by comparing the Future with Project Conditions and Future

[4] *Since the cumulative mitigation measures would not affect the lane configurations and operations at the access locations, the results for the Existing plus Ambient plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions would be the same as that for the Existing plus Ambient plus Project with Mitigation plus Related Projects Conditions. Therefore, this scenario is not evaluated further.*

with Project with Mitigation Conditions with the Future without Project Conditions for the project's buildout year.

(ii) Freeways

Similar to intersections, LOS is used to describe traffic conditions for freeway segments. The LOS for freeways is based on the measured flow past a point on a "screenline" compared to the estimated capacity of that section of the freeway. Capacity is calculated by multiplying the lane capacity by the number of lanes in each segment. In accordance with CMP guidelines, the lane capacities are assumed to be 2,000 vehicles per hour (vph) per freeway mainline lane and 1,000 vph for high-occupancy vehicle (HOV) and auxiliary lanes. Freeway LOS definitions are provided in Table 20 in the Traffic Study. For freeway segments, LOS F is further divided into LOS F(0) through F(3), which represent varying degrees of severe congestion.

Similar to the methodology described above for Project intersection impacts, to simulate future traffic conditions on freeway segments in 2020 without the Project, an ambient growth rate was added to the existing traffic volumes through the year 2020, plus the addition of traffic generated from those Related Projects not included in the SCAG model (Related Project Nos. 5 and 8). The resulting Future without Project traffic volumes were added to the Project traffic volumes to determine Future with Project traffic volumes on each freeway segment. The Future without Project traffic levels were then compared to the Future with Project traffic levels to determine whether significant impacts would result based on the significance thresholds identified in Metro's 2004 CMP.

(e) Parking

To analyze whether sufficient parking would be provided by the Project, the number of required spaces was compared to the number of spaces proposed under the Project. The Code-required parking for the Project was computed using rates approved by the LACDPW for use by other studios with similar land uses as the Project. Since Code parking requirements represent the minimum supply that a project needs to provide and are based on average day conditions, an analysis of demand requirements was also conducted using rates developed from similar sites. The demand rates represent design day conditions, which account for fluctuations in studio activities and typically represent the 10th to 20th busiest hour of the year. Such conditions are considered worst-case in terms of parking needs.

As the Soundstage and Studio Office Options would have different parking requirements based on the variations in land use, which would be met through varied parking configurations, both development scenarios are evaluated below.

(f) Consistency with Regulatory Framework

The regulatory analysis includes a review of relevant transportation regulations, plans, and policies and a determination of whether the Project would be consistent with such.

b. Significance Thresholds

The potential for the Project to result in impacts associated with traffic, access, and parking 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 J-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 J-2: Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways?

Threshold J-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 J-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 J-5: Would the project result in inadequate emergency access?

Threshold J-6: Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Threshold J-7: Would the project result in parking problems with a subsequent impact on traffic conditions?[5]

The Project is not located in close proximity to any airports. As building heights would range from approximately 20 to 60 feet in height, with the soundstages being the tallest features, they are not anticipated to affect air traffic. As such, no further analysis of Threshold J-4 is necessary. In addition, as discussed above, given the limited transit service and frequency in the Project area, it is anticipated that few Project construction workers, employees, or visitors would use public transit to travel to and/or from the Development Area. Therefore, no further discussion of transit services or facilities is provided herein.

c. Project Design Elements

(1) Construction

(a) Development Area

Construction of the Project may occur in phases, with completion as early as 2015 or as late as 2020. The initial construction activities would include the removal of existing uses, mass grading of the Development Area, and construction of the southern pad (i.e., the area south of Placerita Creek), while the next phase would include construction of the northern pad (i.e., north of Placerita Creek). Existing uses to be removed include the Ranch foreman's mobile home, which would be relocated to another area of the Ranch east of the Development Area, an approximately 1,000-square-foot uninhabited structure, which would be removed, and existing plants and trees within the grading limit for the Project. For the purpose of this analysis, initial construction is expected to commence in November 2012 and end in February 2015 under both development options. Construction of the next phase is expected to commence in August 2018 and end in March 2020 under the Soundstage Option or to commence in October 2018 and end in June 2020 under the Studio Office Option. If construction were phased through 2020, a break in construction activity would occur between the construction phases. The Project would require approximately 700,000 cubic yards of cut and 350,000 cubic yards of fill within the Ranch. Thus, approximately 350,000 cubic yards of soil export would be necessary and would occur over a period of approximately six months (not taking into account possible nighttime hauling, which could reduce the total duration of earthwork activities) during the initial phase of construction.[6] The proposed trail improvements would not be developed

[5] *This threshold is no longer included in the current County of Los Angeles Initial Study Checklist; however, as parking was addressed in the Initial Study for the Project (see Appendix A), it is addressed herein.*

[6] *However, to be conservative, soil export of up to 500,000 cubic yards has been evaluated herein.*

concurrently with earthwork activities elsewhere within the Ranch (refer to Mitigation Measure (MM) E.1-9 in Section E.1, Air Resources—Air Quality) and are expected to last up to three months.

During the construction phase of the Project, a temporary unpaved construction road would be developed around the base of the fill pad slopes into Placerita Creek, with a temporary creek crossing located approximately midway between the eastern and western sides of the Development Area (in the location of an existing unpaved crossing), in order to provide access between the northern and southern portions of the Development Area and to stabilize the creek slopes. This crossing would be removed and this portion of the creek would be restored after the completion of grading and slope stabilization. In addition, the stabilized slopes would be replanted with native plant species.

In accordance with the County's Noise Control Ordinance, building construction activities within the Development Area would be limited to 7:00 A.M. to 7:00 P.M. Monday through Friday and 8:00 A.M. to 6:00 P.M. on Saturday.[7] No construction activities would occur on Sundays. Typical weekday construction hours would be from 7:00 A.M. to 3:30 P.M. Based on this schedule, construction workers would be on-site before 7:00 A.M. and most would leave the site before 4:00 P.M. on weekdays. Therefore, construction workers would typically arrive before the weekday morning commute peak period and would typically leave before the weekday afternoon commute peak period. To expedite soil export activities, a second work shift from approximately 7:00 or 8:00 P.M. to approximately 2:00 or 3:00 A.M. may occur.[8] Activities scheduled during this night shift would be limited to loading trucks with soil and hauling off-site. Based on this schedule, construction workers would also arrive and depart the site outside of the weekday morning and afternoon commute peak periods.

Designated haul routes would be used during Project construction that would require construction trucks to approach the Development Area by exiting SR-14 at either the Sierra Highway southbound off-ramp or the Placerita Canyon Road northbound off-ramp; haul trucks would similarly exit the Development Area via Placerita Canyon Road and proceed to the nearby SR-14 on-ramps at Placerita Canyon Road or Sierra Highway. The disposal site(s) for the excess soil would depend on which sites are accepting fill dirt at the time of

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[7] *Per Los Angeles County Code Section 12.08.440, "operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekday hours of 7:00 P.M. and 7:00 A.M., or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line… is prohibited."*

[8] *Refer to Section V.C, Noise, of this Draft EIR for a discussion of the nighttime hauling activity's compliance with the noise regulations contained within the County Code.*

export. Landfills in Lancaster or Sun Valley likely would be used, thus requiring travel from the Development Area along Placerita Canyon Road to SR-14 north or south, respectively.

(b) Off-Site Infrastructure Improvements

The Project includes on- and off-site utility infrastructure improvements, specifically sanitary sewer and water lines, a new water tank, and replacement of nine SCE power poles and installation of two new poles, as described in detail in Section IV, Project Description, of this Draft EIR, as well as roadway improvements at four nearby intersections, described below.[9] Construction of the off-site utility infrastructure improvements is likely to start in 2013, would last approximately 9 to 12 months, and may occur concurrently with on-site improvements. Replacement of the power poles is expected to occur in late 2013, concurrent with construction of the substation. Overall, the replacement activities are anticipated to last several weeks, with the installation of wood poles lasting approximately one day and the installation of steel poles lasting one to two weeks due to the need for concrete foundations, plus a few weeks to remove the old poles and move (i.e., reconnect) the power lines. Construction hours for the off-site infrastructure improvements would depend on the governing jurisdiction of the different segments of the water and sewer line alignments. Specifically, for segments within the jurisdiction of the County or the City, construction would be permitted from 7:00 A.M. to 7:00 P.M. Monday through Friday and 8:00 A.M. to 6:00 P.M. on Saturday. For segments under Caltrans' jurisdiction, construction hours would be from 11:00 P.M. to 5:00 A.M. Monday through Friday. The various street segments along which utility lines would be installed are summarized below with the corresponding jurisdiction and expected general construction hours. Refer to Figure V.L.1-1 in Section V.L.1, Utilities and Service Systems—Water Supply, and Figures V.L.2-1 and V.L.2-2 in Section V.L.2, Utilities and Service Systems—Wastewater/Sewage Disposal, for depictions of the proposed and alternative alignments for the off-site utilities.

- Placerita Canyon Road east of SR-14—County (daytime hours).
- Placerita Canyon Road between SR-14 and Sierra Highway—Caltrans (nighttime hours).
- Placerita Canyon Road west of Sierra Highway—City (daytime hours).

[9] *The off-site sewer line improvements located within the City would be performed by the City as part of the City's approved Placerita Canyon Sewer Backbone Project.*

- Placeritos Boulevard between Quigley Canon Road and Meadview Avenue, and segments of nearby residential streets (e.g., Golden Oak Lane, Oak Orchard Road, Quigley Canyon Road)—City (daytime hours).

- Sierra Highway between Placerita Canyon Road and Dockweiler Drive—Caltrans (nighttime hours).

- Sierra Highway between Placerita Canyon Road and Golden Valley Road—Caltrans (nighttime hours).

- Dockweiler Drive west of Sierra Highway—City (daytime hours).

The daytime construction hours would require workers to be on-site before the weekday morning commute peak period and allow them to leave before the weekday afternoon commute peak period. Similarly, the construction hours for any nighttime hauling activities within the Development Area or for segments under Caltrans' jurisdiction would require workers to be on-site after the weekday afternoon commute peak period and allow them to leave before the weekday morning commute peak period. Thus, all construction worker trips associated with the off-site utility improvements would be expected to occur at off-peak times.

Installation of the water and sewer lines and replacement of nine SCE power poles would require temporary lane closures along segments of certain roadways. With respect to the power pole replacements, the staging area is estimated at less than 1,000 square feet per pole, located next to each pole and the adjacent roadway. Lane closures would require approval of the governing jurisdictions and would depend on the final precise utility alignments. All lane closures would be conducted per the Project's Construction Traffic Management Plans described below in MM J-1. Adequate emergency access would be provided to all residences 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. The following lane closures may be required for construction of the water and sewer lines and replacement of the power poles based on the proposed the alignments:

Placerita Canyon Road east of SR-14—water and wastewater lines: The utility lines would be placed along the north side of the street. Placerita Canyon Road currently has one travel lane in each direction along this segment. Construction of the utility lines may require temporary closure of one travel lane, in which case Placerita Canyon Road would operate with one lane. Temporary traffic control in the form of a flag person and/or detours would be provided during the construction activities to ensure safe traffic operations.

Placerita Canyon Road between SR-14 and Sierra Highway—water and wastewater lines and power pole(s): The utility lines and power pole(s) would be placed along the north side of the street. Placerita Canyon Road currently has two travel lanes in each direction along this segment. Construction of the utility lines may require temporary closure of one westbound travel lane, in which case Placerita Canyon Road would operate with one lane in the westbound direction and two lanes in the eastbound direction.

Placerita Canyon Road west of Sierra Highway—water (alternate alignment) and wastewater lines: The wastewater line would be placed along the north side of Placerita Canyon Road up to the west side of the AES Pacific Inc. property and then travel along a proposed easement on the AES property to Placeritos Boulevard. For the alternate water line alignment, the proposed water line would be placed near the centerline and connect with an existing water line located on this segment of Placerita Canyon Road. Placerita Canyon Road currently has one travel lane in each direction along this segment. Construction of the utility lines may require temporary closure of one travel lane, in which case Placerita Canyon Road would operate with one lane. Temporary traffic control in the form of a flag person would be provided during the construction activities to ensure safe traffic operations.

Placeritos Boulevard between Quigley Canyon Road and Meadview Avenue—wastewater line: The proposed sewer line would run north along a proposed easement within the AES Pacific Inc. property to Placeritos Boulevard, west on Placeritos Boulevard to Golden Oak Lane, north on Golden Oak Lane to Oak Orchard Road, west on Oak Orchard Road to Quigley Canyon Road, south on Quigley Canyon Road to rejoin Placeritos Boulevard, and then west on Placeritos Boulevard to join the City of Santa Clarita's existing local sewer system at Meadview Avenue. As the wastewater line travels north from Placerita Canyon Road within the AES Pacific Inc. property, it would not travel along paved streets until it reaches the intersection of Quigley Canyon Road and Placeritos Boulevard.

The wastewater line would be placed in the middle of the street along Placeritos Boulevard between Quigley Canyon Road and Meadview Avenue. Placeritos Boulevard currently has one travel lane in each direction along this segment. Construction of the sewer line may require temporary closure of one travel lane, in which case Placeritos Boulevard would operate with one lane. Temporary traffic control in the form of a flag person would be provided during the construction activities to ensure safe traffic operations.

Sierra Highway between Placerita Canyon Road and Dockweiler Drive—water line: The water line would be placed along the east side of the street. Sierra Highway currently has two travel lanes in each direction and a center median island along this segment.

Construction of the water line may require temporary closure of two travel lanes, in which case Sierra Highway would operate with one lane in each direction.

Dockweiler Drive west of Sierra Highway—water line: The water line would be placed along the north side of the street. Dockweiler Drive currently has two travel lanes in the westbound direction, one travel lane in the eastbound direction, and a two-way center left-turn lane along this segment. Construction of the water line may require temporary closure of one travel lane in the westbound direction, in which case Dockweiler Drive would operate with one lane in each direction.

Sierra Highway between Placerita Canyon Road and Golden Valley Road—SCE power pole replacement: The SCE power pole replacements would occur within the public rights-of-way. Sierra Highway currently has two travel lanes in each direction and a center median island along this segment. Replacement of the power poles may require temporary closure of one travel lane for a limited length, in which case Sierra Highway would operate with one lane in that direction.

Construction of the proposed water tank would occur entirely within the Ranch, with all construction staging occurring on the Ranch. Associated construction worker trips would be similarly concentrated during off-peak periods based on the Project's typical construction hours of 7:00 A.M. to 3:30 P.M. No lane closures or other aspects of construction that could potentially affect traffic conditions would be expected.

(c) Construction Traffic Management Plans

Detailed Construction Traffic Management Plans would be implemented during Project construction to minimize traffic interference, minimize travel on congested streets, and ensure that adequate and safe access remains available to and within the Development Area and off-site improvement areas. Refer to MM J-1 below for further discussion.

(2) Operation

(a) Site Access and Roadway Improvements

To improve access to the Development Area and the Ranch as a whole, the Applicant proposes to reconfigure and signalize the SR-14 northbound off-ramp at Placerita Canyon Road (see MM J-8 below). The reconfiguration would allow for northbound vehicles exiting SR-14 to cross Placerita Canyon Road and directly enter the Development Area via the Ranch's new main entry driveway. Although the current primary driveway east of the northbound off-ramp would continue to be used, primary ingress to the Development Area would be provided via the new entry directly across from the SR-14 northbound

off-ramp. In the event that the proposed improvements to the off-ramp are not approved by Caltrans, Project traffic ingress would be restricted to the current Ranch main entrance, which may require additional future environmental review under CEQA.[10] In addition, the Ranch's gated entrance on Placerita Canyon Road west of the current Ranch main entrance would continue to be gated and restricted to emergency access.

As part of the Project's mitigation for potential traffic impacts (see MMs J-5 through J-7 below), the Project would also include roadway improvements such as street widening, signalization or dedicated turn lanes at nearby intersections, including the following:

- Sierra Highway/State Route 14 Southbound Ramps
- Sierra Highway/Placerita Canyon Road
- Current Ranch main entrance/Placerita Canyon Road

Additionally, the Project would pay its fair share toward the cost of cumulative traffic improvements (see MMs J-J-9 and J-10 below) at the following intersections:

- Sierra Highway/State Route 14 Southbound Ramps
- Sierra Highway/Placerita Canyon Road

Construction of the roadway improvements is expected to start in June 2014 and last approximately seven months. For intersections under Caltrans' jurisdiction, which include those located along Sierra Highway and at the SR-14 ramps, construction hours would be from 11:00 P.M. to 5:00 A.M. Monday through Friday. For the intersection under the County's jurisdiction (Current Ranch main entrance/Placerita Canyon Road), construction would be permitted from 7:00 A.M. to 7:00 P.M. Monday through Friday and 8:00 A.M. to 6:00 P.M. on Saturday. Encroachment permits would be sought from Caltrans for the improvements within their jurisdiction, as needed, and no right-of-way takes would be required. As with the other Project components, construction worker trips would be concentrated during off-peak periods based on the required nighttime construction hours within Caltrans' jurisdictional areas and the Project's typical construction hours of 7:00 A.M. to 3:30 P.M. for areas within the County's jurisdiction.

[10] *The Traffic Study also evaluated use of a different proposed main entrance in the event that Caltrans does not approve the proposed improvements to the off-ramp. Refer to Appendix I for discussion.*

Construction of the improvements would require temporary lane closures along segments of the roadways near these intersections. Lane closures would require approval of the governing jurisdictions. All lane closures would be conducted per the Project's Construction Traffic Management Plans described below in MM J-1. Adequate emergency access would be provided to all residences and businesses adjacent to the roadways during all phases of construction. The roadway segments near the four intersections do not have on-street parking; therefore, no impact to street parking is expected as a result of the lane closures.

In addition, an access road crossing over Placerita Creek within the existing fill next to SR-14 would be constructed to improve access between the southern and northern portions of the Development Area. A bridge crossing over Placerita Creek also would be provided further to the east within the Development Area.

(b) Pedestrian and Bicycle Access

Pedestrian and bicycle access would be provided throughout the Development Area to enhance non-motorized circulation within the Ranch. Also as part of the Project, the Applicant would dedicate a variable width 12- to 20-foot-wide easement for a proposed trail, referred to as the Placerita Canyon Connector Trail, which would be constructed as a public, multi-use trail for hiking, mountain-biking, and equestrian use and would connect to existing trails within Angeles National Forest.[11] The trail would extend from the SR-14 northbound off-ramp adjacent to Placerita Canyon Road to southeast of the Water Tank Area at the Ranch's southern property line, incorporating switchbacks as the route climbs in elevation to the Firebreak (Viper) Trail, which in turn connects to existing trails within Placerita Canyon Nature Center to the east. This area is referred to herein as the Trail Area, and the proposed trail alignment is shown in the context of the other surrounding trails in Figure IV-12 in Section IV, Project Description. The Placerita Canyon Connector Trail would also include a trailhead/staging area near the existing access road to the Water Tank Area, which would consist of an approximately 19,000-square-foot dirt or gravel surface with un-striped parking for up to four vehicles and horse trailers, a kiosk for way-finding, regulatory and directional signage, horse ties, an entry gate, and potentially lodge pole fencing where needed.

[11] *The trail would replace a County proposed Placerita Creek Connector Trail, which is designated within the Santa Clarita Valley Area Plan's Trails Plan as well as the new draft Conservation and Open Space Element and aligned along Placerita Creek.*

(c) Parking

The majority of the Project's parking supply would be provided within surface lots adjacent to the soundstages and buildings on both the northern and southern pads. Parking for production-related vehicles also would be provided adjacent to the soundstages and mills. Additional parking of at least 500 spaces would be provided in two surface lots located beneath utility lines within the LADWP transmission corridor pursuant to a parking license agreement between LADWP and the Applicant. Figure V.J-2 on page V.J-24 and Figure V.J-3 on page V.J-25 depict the proposed parking configurations for the Project (Soundstage Option and Studio Office Option). As shown, the Soundstage Option would provide at least 1,228 parking spaces within the Development Area (with up to 260 spaces in the northern pad area including 88 tandem spaces, up to 507 spaces in the southern pad area, and up to 569 spaces within the parking lots located in the LADWP transmission corridor), and the Studio Office Option would provide at least 1,162 parking spaces within the Development Area (with up to 460 spaces in the northern pad area, up to 507 spaces in the southern pad area, and up to 569 spaces within the parking lots located in the LADWP transmission corridor).

LADWP has indicated the proposed parking lots within the LADWP transmission corridor may not be used to satisfy Code-required parking on a permanent basis, as LADWP would need to retain the ability to revoke any parking license agreement in the event the parking areas were needed for LADWP's transmission operations. As a result, the Project has proposed two Conditional Parking Areas located east of LADWP's transmission corridor within the Ranch, for use if LADWP were to revoke the parking license agreement for parking within the transmission corridor. All Code-required parking could be supplied on the Ranch, within the northern and southern pads and, if needed, the Conditional Parking Areas east of the Development Area. The additional parking beneath the utility lines of the LADWP transmission corridor would provide surplus parking to meet demand requirements and give the Project flexibility regarding parking around the soundstages and office buildings. If LADWP were to revoke all or part of the authorization for use of the LADWP property as a parking lot, the Applicant would replace the number of parking spaces lost from the LADWP transmission corridor with the same number of spaces within the tract map area or the Conditional Parking Areas. The replacement spaces in the conditional parking areas would be paved with permeable paving materials, striped, and landscaped within 60 days of LADWP's revocation of the parking license agreement. The Conditional Parking Areas are also depicted in Figure V.J-2 and Figure V.J-3. As shown, the northern Conditional Parking Area (Lot 2) could provide 295 parking spaces, and the southern Conditional Parking Area (Lot 1) could provide 482 parking spaces.

NOTES

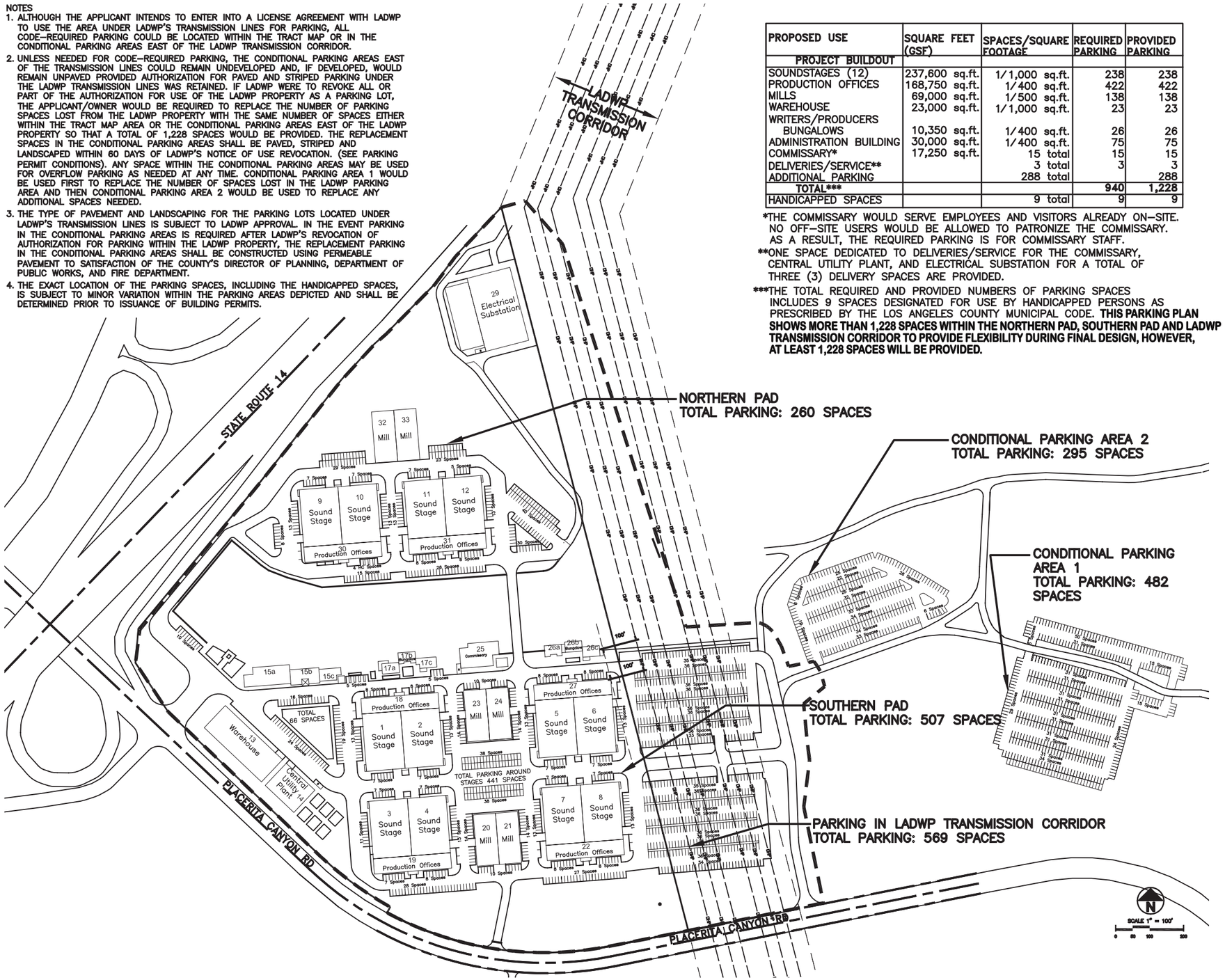
1. ALTHOUGH THE APPLICANT INTENDS TO ENTER INTO A LICENSE AGREEMENT WITH LADWP TO USE THE AREA UNDER LADWP'S TRANSMISSION LINES FOR PARKING, ALL CODE–REQUIRED PARKING COULD BE LOCATED WITHIN THE TRACT MAP OR IN THE CONDITIONAL PARKING AREAS EAST OF THE LADWP TRANSMISSION CORRIDOR.
2. UNLESS NEEDED FOR CODE–REQUIRED PARKING, THE CONDITIONAL PARKING AREAS EAST OF THE TRANSMISSION LINES COULD REMAIN UNDEVELOPED AND, IF DEVELOPED, WOULD REMAIN UNPAVED PROVIDED AUTHORIZATION FOR PAVED AND STRIPED PARKING UNDER THE LADWP TRANSMISSION LINES WAS RETAINED. IF LADWP WERE TO REVOKE ALL OR PART OF THE AUTHORIZATION FOR USE OF THE LADWP PROPERTY AS A PARKING LOT, THE APPLICANT/OWNER WOULD BE REQUIRED TO REPLACE THE NUMBER OF PARKING SPACES LOST FROM THE LADWP PROPERTY WITH THE SAME NUMBER OF SPACES EITHER WITHIN THE TRACT MAP AREA OR THE CONDITIONAL PARKING AREAS EAST OF THE LADWP PROPERTY SO THAT A TOTAL OF 1,228 SPACES WOULD BE PROVIDED. THE REPLACEMENT SPACES IN THE CONDITIONAL PARKING AREAS SHALL BE PAVED, STRIPED AND LANDSCAPED WITHIN 60 DAYS OF LADWP'S NOTICE OF USE REVOCATION. (SEE PARKING PERMIT CONDITIONS). ANY SPACE WITHIN THE CONDITIONAL PARKING AREAS MAY BE USED FOR OVERFLOW PARKING AS NEEDED AT ANY TIME. CONDITIONAL PARKING AREA 1 WOULD BE USED FIRST TO REPLACE THE NUMBER OF SPACES LOST IN THE LADWP PARKING AREA AND THEN CONDITIONAL PARKING AREA 2 WOULD BE USED TO REPLACE ANY ADDITIONAL SPACES NEEDED.
3. THE TYPE OF PAVEMENT AND LANDSCAPING FOR THE PARKING LOTS LOCATED UNDER LADWP'S TRANSMISSION LINES IS SUBJECT TO LADWP APPROVAL. IN THE EVENT PARKING IN THE CONDITIONAL PARKING AREAS IS REQUIRED AFTER LADWP'S REVOCATION OF AUTHORIZATION FOR PARKING WITHIN THE LADWP PROPERTY, THE REPLACEMENT PARKING IN THE CONDITIONAL PARKING AREAS SHALL BE CONSTRUCTED USING PERMEABLE PAVEMENT TO SATISFACTION OF THE COUNTY'S DIRECTOR OF PLANNING, DEPARTMENT OF PUBLIC WORKS, AND FIRE DEPARTMENT.
4. THE EXACT LOCATION OF THE PARKING SPACES, INCLUDING THE HANDICAPPED SPACES, IS SUBJECT TO MINOR VARIATION WITHIN THE PARKING AREAS DEPICTED AND SHALL BE DETERMINED PRIOR TO ISSUANCE OF BUILDING PERMITS.

PROPOSED USE	SQUARE FEET (GSF)	SPACES/SQUARE FOOTAGE	REQUIRED PARKING	PROVIDED PARKING
PROJECT BUILDOUT				
SOUNDSTAGES (12)	237,600 sq.ft.	1/1,000 sq.ft.	238	238
PRODUCTION OFFICES	168,750 sq.ft.	1/400 sq.ft.	422	422
MILLS	69,000 sq.ft.	1/500 sq.ft.	138	138
WAREHOUSE	23,000 sq.ft.	1/1,000 sq.ft.	23	23
WRITERS/PRODUCERS BUNGALOWS	10,350 sq.ft.	1/400 sq.ft.	26	26
ADMINISTRATION BUILDING	30,000 sq.ft.	1/400 sq.ft.	75	75
COMMISSARY*	17,250 sq.ft.	15 total	15	15
DELIVERIES/SERVICE**		3 total	3	3
ADDITIONAL PARKING		288 total		288
TOTAL* **			**940**	**1,228**
HANDICAPPED SPACES		9 total	9	9

*THE COMMISSARY WOULD SERVE EMPLOYEES AND VISITORS ALREADY ON–SITE. NO OFF–SITE USERS WOULD BE ALLOWED TO PATRONIZE THE COMMISSARY. AS A RESULT, THE REQUIRED PARKING IS FOR COMMISSARY STAFF.

**ONE SPACE DEDICATED TO DELIVERIES/SERVICE FOR THE COMMISSARY, CENTRAL UTILITY PLANT, AND ELECTRICAL SUBSTATION FOR A TOTAL OF THREE (3) DELIVERY SPACES ARE PROVIDED.

***THE TOTAL REQUIRED AND PROVIDED NUMBERS OF PARKING SPACES INCLUDES 9 SPACES DESIGNATED FOR USE BY HANDICAPPED PERSONS AS PRESCRIBED BY THE LOS ANGELES COUNTY MUNICIPAL CODE. **THIS PARKING PLAN SHOWS MORE THAN 1,228 SPACES WITHIN THE NORTHERN PAD, SOUTHERN PAD AND LADWP TRANSMISSION CORRIDOR TO PROVIDE FLEXIBILITY DURING FINAL DESIGN, HOWEVER, AT LEAST 1,228 SPACES WILL BE PROVIDED.**



Source: Johnson Fain 2012.

NOTES

1. ALTHOUGH THE APPLICANT INTENDS TO ENTER INTO A LICENSE AGREEMENT WITH LADWP TO USE THE AREA UNDER LADWP'S TRANSMISSION LINES FOR PARKING, ALL CODE–REQUIRED PARKING COULD BE LOCATED WITHIN THE TRACT MAP OR IN THE CONDITIONAL PARKING AREAS EAST OF THE LADWP TRANSMISSION CORRIDOR.
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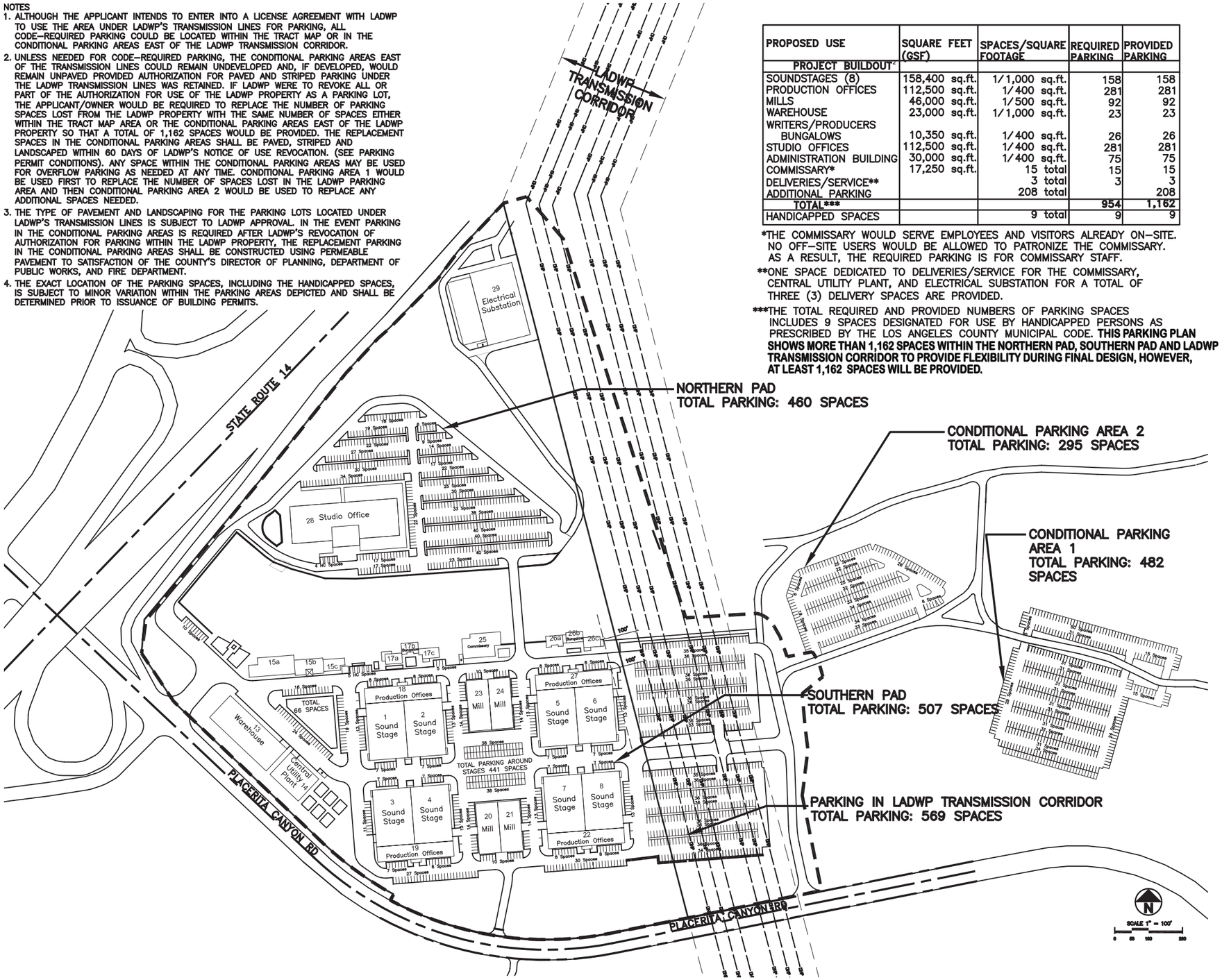
3. THE TYPE OF PAVEMENT AND LANDSCAPING FOR THE PARKING LOTS LOCATED UNDER LADWP'S TRANSMISSION LINES IS SUBJECT TO LADWP APPROVAL. IN THE EVENT PARKING IN THE CONDITIONAL PARKING AREAS IS REQUIRED AFTER LADWP'S REVOCATION OF AUTHORIZATION FOR PARKING WITHIN THE LADWP PROPERTY, THE REPLACEMENT PARKING IN THE CONDITIONAL PARKING AREAS SHALL BE CONSTRUCTED USING PERMEABLE PAVEMENT TO SATISFACTION OF THE COUNTY'S DIRECTOR OF PLANNING, DEPARTMENT OF PUBLIC WORKS, AND FIRE DEPARTMENT.
4. THE EXACT LOCATION OF THE PARKING SPACES, INCLUDING THE HANDICAPPED SPACES, IS SUBJECT TO MINOR VARIATION WITHIN THE PARKING AREAS DEPICTED AND SHALL BE DETERMINED PRIOR TO ISSUANCE OF BUILDING PERMITS.

PROPOSED USE	SQUARE FEET (GSF)	SPACES/SQUARE FOOTAGE	REQUIRED PARKING	PROVIDED PARKING
PROJECT BUILDOUT*				
SOUNDSTAGES (8)	158,400 sq.ft.	1/1,000 sq.ft.	158	158
PRODUCTION OFFICES	112,500 sq.ft.	1/400 sq.ft.	281	281
MILLS	46,000 sq.ft.	1/500 sq.ft.	92	92
WAREHOUSE	23,000 sq.ft.	1/1,000 sq.ft.	23	23
WRITERS/PRODUCERS BUNGALOWS	10,350 sq.ft.	1/400 sq.ft.	26	26
STUDIO OFFICES	112,500 sq.ft.	1/400 sq.ft.	281	281
ADMINISTRATION BUILDING	30,000 sq.ft.	1/400 sq.ft.	75	75
COMMISSARY*	17,250 sq.ft.	15 total	15	15
DELIVERIES/SERVICE**		3 total	3	3
ADDITIONAL PARKING		208 total		208
TOTAL***			954	1,162
HANDICAPPED SPACES		9 total	9	9

*THE COMMISSARY WOULD SERVE EMPLOYEES AND VISITORS ALREADY ON–SITE. NO OFF–SITE USERS WOULD BE ALLOWED TO PATRONIZE THE COMMISSARY. AS A RESULT, THE REQUIRED PARKING IS FOR COMMISSARY STAFF.

**ONE SPACE DEDICATED TO DELIVERIES/SERVICE FOR THE COMMISSARY, CENTRAL UTILITY PLANT, AND ELECTRICAL SUBSTATION FOR A TOTAL OF THREE (3) DELIVERY SPACES ARE PROVIDED.

***THE TOTAL REQUIRED AND PROVIDED NUMBERS OF PARKING SPACES INCLUDES 9 SPACES DESIGNATED FOR USE BY HANDICAPPED PERSONS AS PRESCRIBED BY THE LOS ANGELES COUNTY MUNICIPAL CODE. **THIS PARKING PLAN SHOWS MORE THAN 1,162 SPACES WITHIN THE NORTHERN PAD, SOUTHERN PAD AND LADWP TRANSMISSION CORRIDOR TO PROVIDE FLEXIBILITY DURING FINAL DESIGN, HOWEVER, AT LEAST 1,162 SPACES WILL BE PROVIDED.**



Source: Johnson Fain 2012.

(d) Alternative Transportation Strategies

The Project would include existing outdoor filming uses and proposed indoor production facilities consolidated on the same site to reduce vehicle trips, would promote alternatives to individual vehicle travel (e.g., carpools/vanpools), and would promote efficient delivery of services and goods. The combination of such uses at one location would reduce the need for film production-related trips to off-site locations throughout the region. The Project also would provide a direct entrance to the Development Area from the SR-14 northbound off-ramp to allow immediate access to the Project, thus reducing unnecessary travel on Placerita Canyon Road.

In addition, to encourage the use of alternative modes of transportation, the Project would incorporate the following features:

- The provision of information on transportation alternatives (transit schedules, maps, etc.);
- A carpool matching program;
- Preferred parking for low-emitting (Zero Emission) and fuel-efficient vehicles;
- Preferred parking for carpool/vanpool vehicles;
- Video conferencing facilities within the Project's studio development;
- On-site secure, bicycle storage areas; and
- Non-dedicated walkways, bicycle access, and paved surfaces throughout the Development Area to minimize use of automobiles and trucks traveling throughout the Development Area.

The Project is designed to reduce vehicle idling and queuing through proper design of the on-site circulation system, depicted in Figures IV-8 and IV-9 in Section IV, Project Description. As shown, separate circulation routes would be provided for cars, trucks, and service vehicles in portions of the Project site, thus minimizing conflicts between vehicle types and ensuring optimal access for the appropriate vehicles. For example, the areas between the proposed soundstages and mills would be limited to truck circulation so that only those vehicles involved in studio production activities would have direct access to the buildings. Similarly, the service road to the proposed electrical substation would be limited to service vehicles. In addition, an entry kiosk at the new main entrance would be provided to manage access, with sufficient queuing space along the driveway (approximately 125 feet) to prevent backups onto Placerita Canyon Road.

d. Impact Analysis

Threshold J-1: Would the project conflict with an applicable plan, ordinance, or policy establishing a measure 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?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Construction

Construction of the Project would generate traffic from construction worker trips, as well as truck trips, including haul trucks for soil export, construction materials, and equipment. The number of construction workers would vary throughout the construction period. For site preparation, grading, and underground utilities, the number of construction workers is expected to be between 30 and 50 workers; during foundation and structural construction, the number of workers is expected to be between 70 and 90 workers. The peak number of construction workers is anticipated to occur during the rough-in and finishing stage with approximately 150 to 200 workers on-site. Assuming an average vehicular occupancy of 1.1 for these workers, a range of 27 to 182 round-trip vehicular trips would be expected. However, the arrival and departure of all construction workers is not expected to occur simultaneously, thus the forecast trips are not likely to all occur within the same arrival or departure hours. In addition, as previously discussed, these trips would generally occur outside of the A.M. and P.M. peak traffic periods based on the Project's typical construction hours of 7:00 A.M. to 3:30 P.M. Regardless, even if all construction worker trips were assumed to occur during peak hours, impacts related to construction worker traffic on surrounding roadways would be less than significant.[12] To the extent such trips occur outside of peak hours, impacts would also be less than significant.

During site preparation, the demolition of existing uses within the Development Area would result in approximately five round-trip truck trips-per-day for a period of three to four weeks. Assuming a passenger car equivalency (PCE) of 2.0, this level of truck travel

[12] *The results of the traffic analysis indicated that up to 196 trips per hour could be added to the study intersections without a significant impact. Source: Gibson Transportation.*

would be equivalent to 10 passenger cars per day.[13] This level of trips would have a negligible effect on local roadways, and impacts would be less than significant.

During construction, soil export would require an average of 385 round-trip haul truck trips per day, or approximately 32 truck trips per hour assuming a uniform distribution of trips throughout a 12-hour workday, based on a single daytime work shift.[14] Assuming a PCE of 2.0, this level of haul truck travel would be equivalent to 64 passenger cars per hour. Alternatively, based on an 8-hour workday, an average of approximately 48 truck trips per hour would occur, which would be equivalent to 96 passenger cars per hour based on a PCE of 2.0.[15] Although up to 196 trips per hour could be added to the study intersections without a significant impact, this projected level of truck traffic is conservatively assumed to result in a temporary, short-term adverse impact. However, with implementation of the mitigation measures proposed below, which include traffic management controls for construction vehicles where necessary, haul truck traffic is not expected to result in a significant impact on the street system. As previously described, all construction trucks would be required to use the designated haul route from SR-14 along Sierra Highway and Placerita Canyon Road. The Project's Construction Traffic Management Plans described in MM J-1, as well as MM J-2 and MM J-3, would ensure appropriate permits were obtained from LACDPW and/or any other governing agency to verify that the roadways along the haul routes had adequate capacity and structural strength to accommodate the projected haul truck traffic. Further, the Applicant would post any bonds required to cover the costs of repairing any roadway damage caused by the Project's truck trips during construction of the Project (see MM J-4).

With the addition of a second nighttime work shift for soil export activities, the total number of round-trip haul truck trips per 24-hour period would increase, as potentially may the average nighttime number of truck trips per hour due to less traffic during nighttime hours which could permit faster trips. Specifically, it is estimated that approximately 250 to 300 haul truck trips may occur during a nighttime shift, with an average of roughly 40 trips per hour. Assuming a PCE of 2.0, this level of haul truck travel would be equivalent to 80 passenger cars per hour. Haul truck trips during the nighttime hours would not be expected to result in a significant impact due to lower traffic volumes and better traffic

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[13] *Transportation Research Circular No. 212, Interim Materials on Highway Capacity (Transportation Research Board, 1980) defines PCE for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of the Transportation Research Circular No. 212 and Exhibit 16.7 of the 2000 HCM suggest a PCE of 2.0 for trucks.*

[14] *These estimates assume the use of 16 cubic yard haul trucks and a 12-hour workday (in accordance with the County's permitted daytime construction hours) during hauling activities.*

[15] *This estimate assumes an 8-hour workday based on the Project's anticipated typical construction hours.*

operations than during peak hours. Even conservatively assuming that nighttime hauling could result in a temporary, short-term adverse impact, as assumed for daytime hauling activities, implementation of the mitigation measures proposed below, including traffic management controls for construction vehicles where necessary, would ensure that nighttime haul truck traffic would not result in a significant impact on the street system. In addition, assuming no change in the number of daytime trips, implementation of a nighttime hauling shift would serve to reduce the overall hauling period.

Peak traffic from construction delivery trucks would occur during the delivery of concrete and would last approximately 10 months. During this period, a total of approximately 3,300 round-trip truck trips would occur, with an average of 162 truck trips per day. On an average hourly basis, assuming a uniform distribution of trips over the course of the workday, these daily trip totals would translate to approximately 14 trips per hour on a typical weekday. Assuming a PCE of 2.0, this level of truck travel would be equivalent to approximately 28 passenger cars per hour. This projected level of truck traffic, with implementation of the mitigation measures proposed below, is not expected to result in a significant traffic impact on the street system.

Construction of the proposed trail would involve limited earthwork lasting up to three months. All graded soil materials would be used elsewhere within the Ranch and would not require export, thus other than limited construction worker trips (on the order of a few per day), haul trips would not occur. This level of traffic would not be expected to result in a significant traffic impact on the street system.

In addition, the Project Applicant would pay its fair share of Eastside Bridge and Major Thoroughfare District fees prior to approval of the final map in accordance with LACDPW requirements, as ensured by MM J-11.

(b) Operation

(i) Intersections

(A) Existing plus Ambient Growth Conditions

Table V.J-2 on page V.J-30 provides the Existing plus Ambient Growth A.M. and P.M. peak-hour V/C ratios and corresponding LOS for each study intersection. As shown therein, all four study intersections would operate at LOS D or better during both the A.M. and P.M. peak hours. Specifically, two of the intersections (SR-14 Northbound Off-Ramp/ Placerita Canyon Road and current Ranch main entrance/Placerita Canyon Road) would operate at LOS A during both the A.M. and P.M. peak hours, while the intersection at Sierra Highway/Placerita Canyon Road would operate at LOS C during the A.M. peak hour and LOS D during the P.M. peak hour and the Sierra Highway/SR-14 Southbound Ramps

Table V.J-2
Existing Plus Ambient Growth Conditions, Both Without and With Soundstage Option (2020)
Intersection V/C and Levels of Service

No.	Intersection	Peak Hour	2020 Without Soundstage Option		2020 With Soundstage Option			
			V/C	LOS	V/C	LOS	V/C Increase	Significant Impact?
1	Sierra Highway & SR-14 SB Ramps	A.M. P.M.	0.870 0.900	D D	0.904 0.984	E E	0.034 0.084	**Yes** **Yes**
2	Sierra Highway & Placerita Canyon Road	A.M. P.M.	0.744 0.848	C D	0.770 1.014	C F	0.026 0.166	No **Yes**
3	SR-14 NB Off-Ramp & Placerita Canyon Road	A.M. P.M.	0.265 0.241	A A	0.357 0.368	A A	0.092 0.127	No No
4	Current Ranch main entrance & Placerita Canyon Road	A.M. P.M.	0.261 0.249	A A	0.398 0.374	A A	0.137 0.125	No No

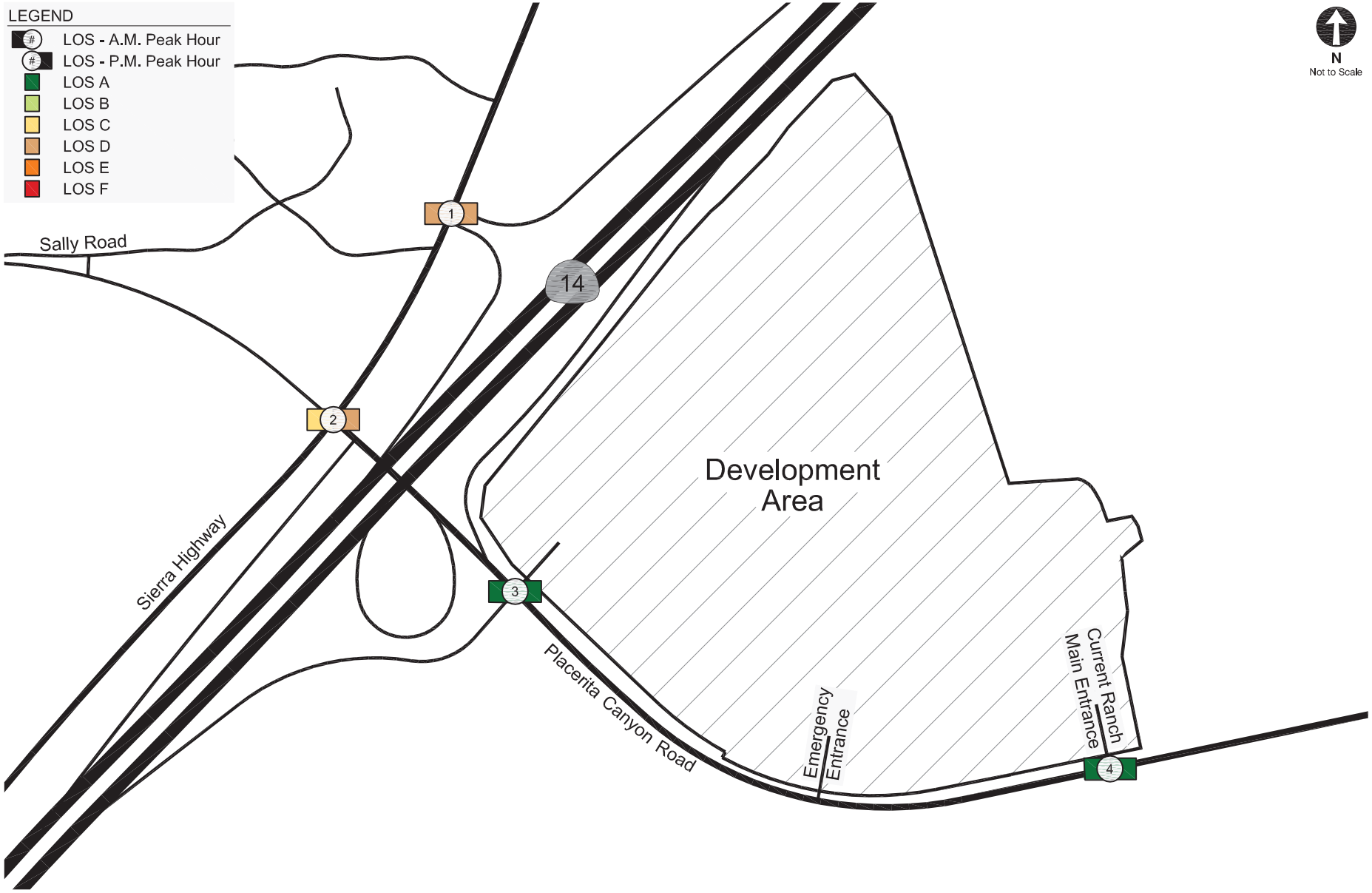
Source: Gibson Transportation Consulting, Inc., May 2010.

intersection would operate at LOS D during both peak hours. Figure V.J-4 on page V.J-31 graphically depicts these levels of service. Figure 7 in the Traffic Study illustrates the associated traffic volumes.

(B) Existing plus Ambient Growth plus Project Conditions (Soundstage Option)

The number of vehicle trips anticipated to be generated by the Soundstage Option is presented in Table V.J-3 on page V.J-32. As shown therein, the Project is forecasted to generate a net total of approximately 3,323 daily trips during a typical weekday, including 396 trips during the A.M. peak hour (348 inbound and 48 outbound) and 364 trips during the P.M. peak hour (62 inbound and 302 outbound). The distribution of Project trips is illustrated in Figure V.J-5 on page V.J-33.

These traffic volumes were added to the Existing plus Ambient Growth traffic volumes. Table V.J-4 on page V.J-34 provides the Existing plus Ambient Growth plus Project A.M. and P.M. peak-hour V/C ratios and corresponding LOS for each study intersection. As shown therein, two of the study intersections (SR-14 Northbound Off-Ramp/Placerita Canyon Road and current Ranch main entrance/Placerita Canyon Road) would continue to operate at LOS A during both peak hours. However, the intersection of Sierra Highway and SR-14 Southbound Ramps would operate at LOS E during both peak hours, while the intersection of Sierra Highway and Placerita Canyon Road would operate at LOS C during the A.M. peak hour and LOS F during the P.M. peak hour. Figure V.J-6 on page V.J-35 graphically depicts these levels of service. Figure 12 in



matrix environmental

Figure V.J-4
Existing plus Ambient Growth Conditions (2020)
Peak Hour Levels of Service

Source: Gibson Trasportation Consulting, Inc., 2012.

Table V.J-3
Soundstage Option Trip Generation

Land Use	Size (sf)	Office Equivalency Factor		Equivalent Office Size (sf)		Land Use % of Total Equivalent Office Size		Daily	A.M. Peak Hour			P.M. Peak Hour		
		Daily	Peak Hour	Daily	Peak Hour	Daily	Peak Hour		In	Out	Total	In	Out	Total
Trip-Generating Facilities[a]														
Soundstages	237,600	17%	17%	40,392	40,392	12.3%	15.9%	410	55	8	63	10	48	58
Production Offices	168,750	100%	75%	168,750	126,563	51.6%	49.7%	1,714	173	24	197	31	150	181
Mills & Ready-Storage	69,000	100%	75%	69,000	51,750	21.1%	20.3%	701	71	10	81	13	61	74
Warehouse	23,000	75%	50%	17,250	11,500	5.3%	4.5%	175	16	2	18	3	13	16
Writer/Producer Bungalows	10,350	17%	17%	1,760	1,760	0.5%	0.7%	18	3	0	3	1	2	3
Administration	30,000	100%	75%	30,000	22,500	9.2%	8.8%	305	31	4	35	5	27	32
Total[b, c]	**538,700**			**327,152**	**254,464**			**3,323**	**348**	**48**	**396**	**62**	**302**	**364**

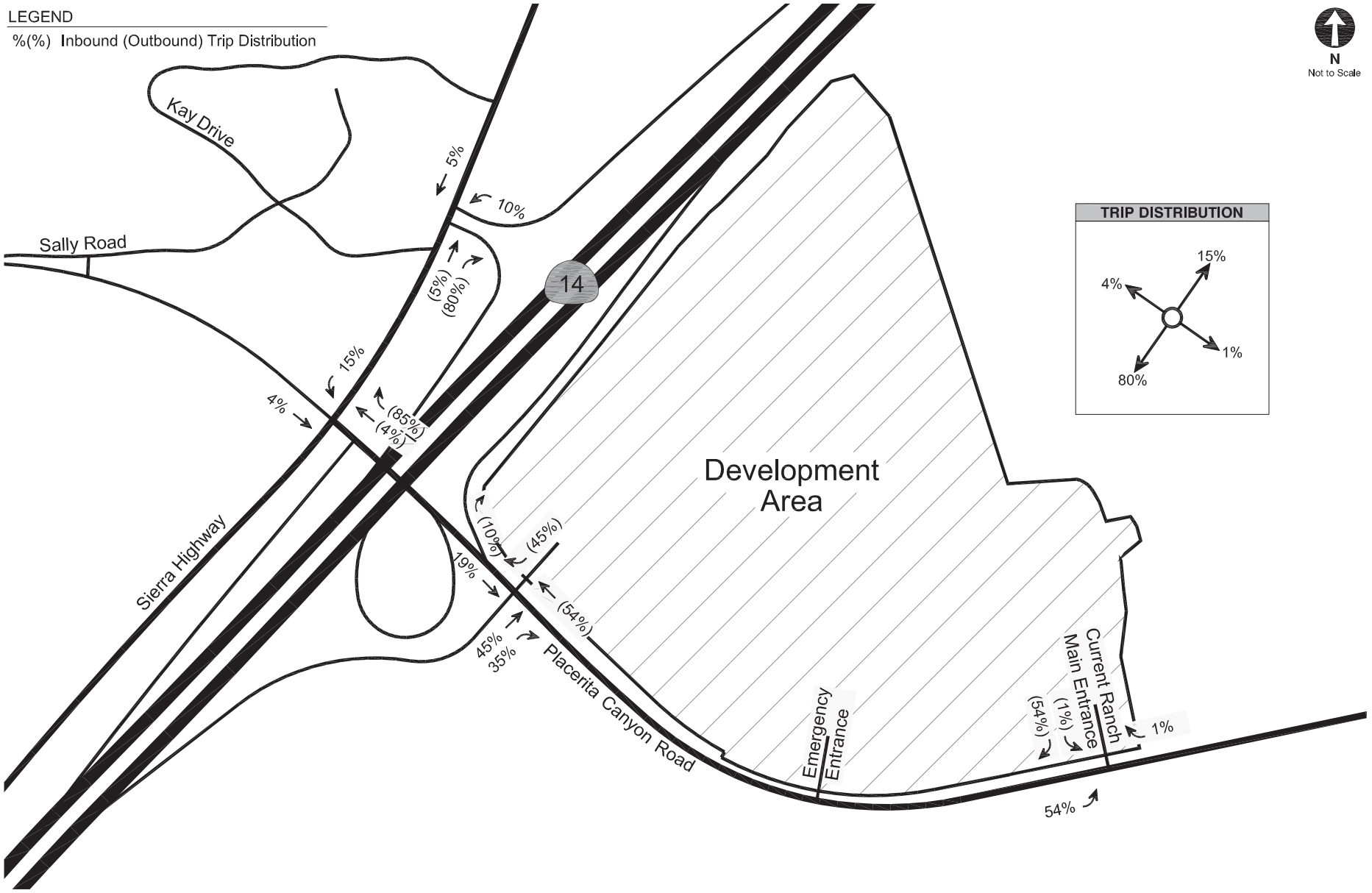
[a] *Land uses like the commissary, the central plant, and the electric substation are not stand-alone uses and therefore do not typically generate additional outside trips.*

[b] *Trip Generation, 8th Edition, Institute of Transportation Engineers, 2008.*

[c] *General Office trip generation rate based on the best-fit curve formula listed in the ITE for the identified land use.*

Daily - Ln(T) = 0.77 Ln(X) + 3.65 *50% In, 50% Out* *T = Average Vehicle Trips* *X = Gross Leasable Area (ksf)*
A.M. Peak Hour - Ln(T) = 0.80 Ln(X) + 1.55 *88% In, 12% Out*
P.M. Peak Hour - T = 1.12 X + 78.81 *17% In, 83% Out*

Source: Gibson Transportation Consulting, Inc., May 2010.



matrix environmental

Figure V.J-5
Project Trip Distribution

Source: Gibson Trasportation Consulting, Inc., 2012.

Table V.J-4
Existing Plus Ambient Growth Conditions, Both without and with Studio Office Option (2020)
Intersection V/C and Levels of Service

No.	Intersection	Peak Hour	2020 Without Studio Office Option		2020 with Studio Office Option			
			V/C	LOS	V/C	LOS	V/C Increase	Significant Impact?
1	Sierra Highway & SR-14 SB Ramps	A.M. P.M.	0.870 0.900	D D	0.905 0.987	E E	0.035 0.087	**Yes** **Yes**
2	Sierra Highway & Placerita Canyon Road	A.M. P.M.	0.744 0.848	C D	0.770 1.020	C F	0.026 0.172	No **Yes**
3	SR-14 NB Off-Ramp & Placerita Canyon Road	A.M. P.M.	0.265 0.241	A A	0.360 0.373	A A	0.095 0.132	No No
4	Current Ranch Main Entrance & Placerita Canyon Road	A.M. P.M.	0.261 0.249	A A	0.403 0.379	A A	0.142 0.130	No No

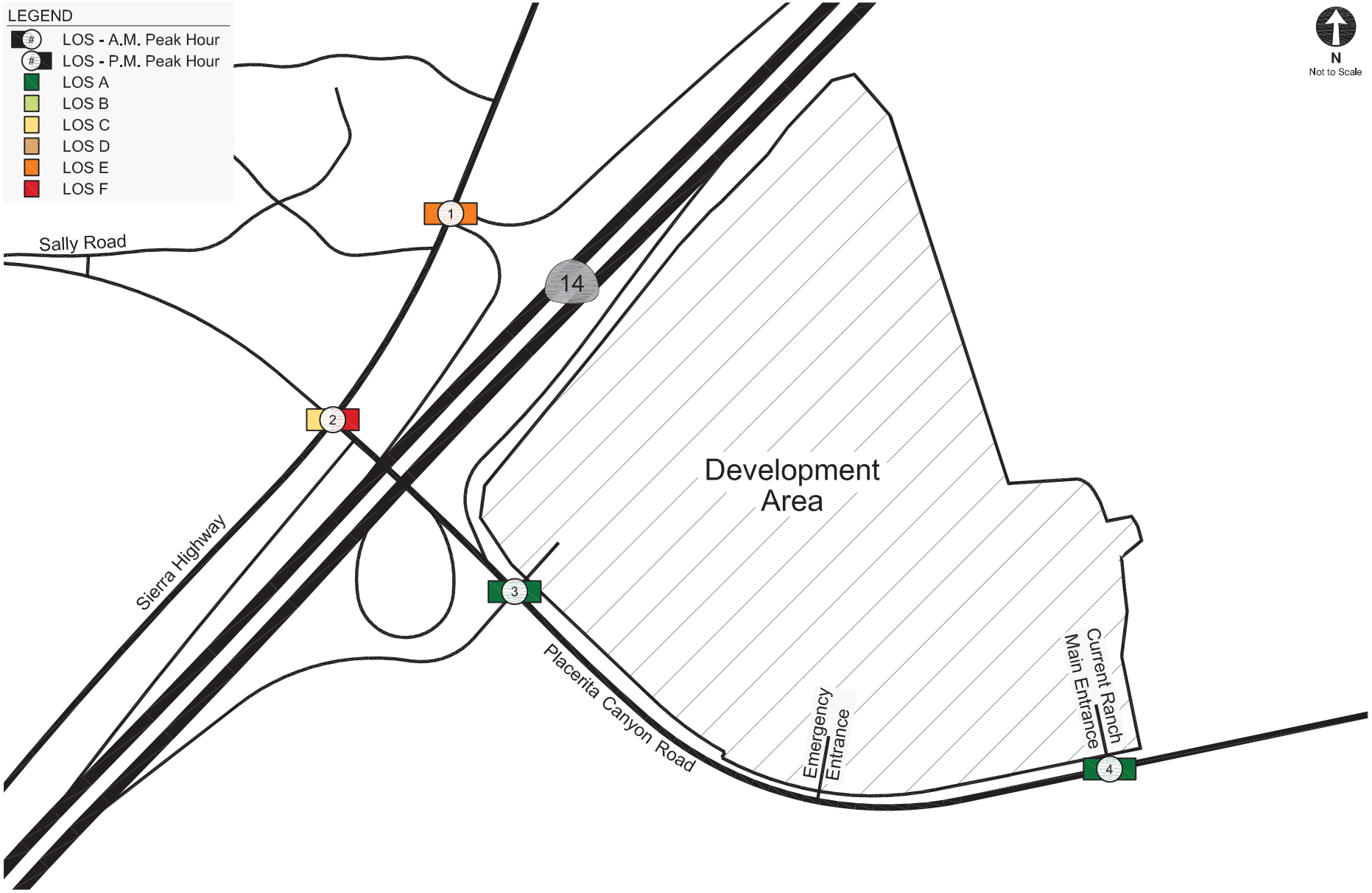
Source: Gibson Transportation Consulting, Inc., May 2010.

the Traffic Study illustrates the associated traffic volumes. As indicated in Table V.J-4, the Project would create significant impacts at the Sierra Highway and SR-14 Southbound Ramps intersection during both peak hours and at the Sierra Highway and Placerita Canyon Road intersection during the P.M. peak hour without any mitigation. Mitigation measures to reduce potential impacts to these two study intersections are discussed below.

Use of the proposed Placerita Canyon Connector Trail would introduce a small daytime population of hikers, mountain bikers, and equestrians on the Ranch south of Placerita Canyon Road, likely on an intermittent basis. The number of associated vehicular trips are expected to be sufficiently limited (on the order of a few per day) such that impacts would not occur.

(C) Existing plus Ambient Growth plus Project Conditions (Studio Office Option)

The number of trips anticipated to be generated by the Studio Office Option is presented in Table V.J-5 on page V.J-36. As shown, the Studio Office Option is forecast to generate a net total of approximately 3,477 daily trips during a typical weekday, including 410 trips during the A.M. peak hour (361 inbound and 49 outbound) and 377 trips during the P.M. peak hour (64 inbound and 313 outbound). The distribution of trips under the Studio Office Option would be the same as under the Soundstage Option, as illustrated in Figure 9 in the Traffic Study.



Disney | ABC Studios at The Ranch

Figure V.J-6

Existing plus Ambient Growth plus Project Conditions
(Soundstage and Studio Office Options)
Peak Hour Levels of Service

matrix environmental

Source: Gibson Trasportation Consulting, Inc., 2012.

Table V.J-5
Studio Office Option Trip Generation

Land Use	Size (sf)	Office Equivalency Factor		Equivalent Office Size (sf)		Land Use % of Total Equivalent Office Size		Daily	A.M. Peak Hour			P.M. Peak Hour		
		Daily	Peak Hour	Daily	Peak Hour	Daily	Peak Hour		In	Out	Total	In	Out	Total
Trip-Generating Facilities[a]														
Soundstages	158,400	17%	17%	26,928	26,928	7.8%	10.1%	270	37	5	42	6	32	38
Production Offices	112,500	100%	75%	112,500	84,375	32.4%	31.7%	1,127	114	16	130	20	100	120
Mills & Ready-Storage	46,000	100%	75%	46,000	34,500	13.3%	13.0%	461	47	6	53	8	41	49
Warehouse	23,000	75%	50%	17,250	11,500	5.0%	4.3%	173	16	2	18	3	13	16
Writer/Producer Bungalows	10,350	17%	17%	1,760	1,760	0.5%	0.7%	18	3	0	3	0	2	2
Administration	142,500	100%	75%	142,500	106,875	41.1%	40.2%	1,428	145	20	165	26	126	152
Total[b, c]	**492,750**			**346,938**	**265,938**			**3,477**	**361**	**49**	**410**	**64**	**313**	**377**

[a] *Land uses like the commissary, the central plant, and the electric substation are not stand-alone uses and therefore do not typically generate additional outside trips.*

[b] *Trip Generation, 8th Edition, Institute of Transportation Engineers, 2008.*

[c] *General Office trip generation rate based on the best-fit curve formula listed in the ITE for the identified land use.*

Daily - Ln(T) = 0.77 Ln(X) + 3.65 *50% In, 50% Out* *T = Average Vehicle Trips* *X = Gross Leasable Area (ksf)*
A.M. Peak Hour - Ln(T) = 0.80 Ln(X) + 1.55 *88% In, 12% Out*
P.M. Peak Hour - T = 1.12 X + 78.81 *17% In, 83% Out*

Source: Gibson Transportation Consulting, Inc., May 2010.

Similar to the Soundstage Option analysis, the traffic volumes for the Studio Office Option were added to the Existing plus Ambient Growth traffic volumes to determine Existing plus Ambient Growth plus Project Conditions (Studio Office Option). The resulting A.M. and P.M. peak hour V/C ratios and corresponding LOS for each study intersection are provided in Table V.J-4 on page V.J-34. As indicated therein, two of the study intersections (SR-14 Northbound Off-Ramp/Placerita Canyon Road and current Ranch main entrance/ Placerita Canyon Road) would continue to operate at LOS A during both peak hours. However, the intersection of Sierra Highway and SR-14 Southbound Ramps would operate at LOS E during both peak hours, while the intersection of Sierra Highway and Placerita Canyon Road would operate at LOS C during the A.M. peak hour and LOS F during the P.M. peak hour. These levels of service would be the same as under the Soundstage Option, as illustrated in Figure V.J-3. Figure 13 in the Traffic Study illustrates the associated traffic volumes for the Soundstage Option. Thus, similar to the Soundstage Option, the Studio Office Option would create significant impacts at two intersections during one or both peak hours without mitigation, as indicated in Table V.J-5. Mitigation measures to reduce potential impacts to these two study intersections are discussed below.

Use of the proposed Placerita Canyon Connector Trail would introduce a small daytime population of hikers, mountain bikers, and equestrians on the Ranch south of Placerita Canyon Road, likely on an intermittent basis. The number of associated vehicular trips are expected to be sufficiently limited (on the order of a few per day) such that impacts would not occur.

(ii) Caltrans Analysis

As discussed above, three of the four study intersections are also under the jurisdiction of Caltrans. Specifically, these include the intersections of Sierra Highway and SR-14 Southbound Ramps, SR-14 Northbound Off-Ramp and Placerita Canyon Road, and Sierra Highway and Placerita Canyon Road. As such, a traffic impact analysis based on Caltrans guidelines was conducted to determine the average stopped delay experienced per vehicle and the corresponding LOS for turning movements and intersection characteristics, based on Caltrans LOS definitions (which vary for signalized and stop-controlled intersections). As also previously described, the intersection of SR-14 Northbound Off-Ramp and Placerita Canyon Road would be reconfigured and signalized as part of the Project (additionally, Sierra Highway and SR-14 Southbound Ramps would be signalized as part of the Project's mitigation measures, discussed below).

As determined in the Traffic Study, using the appropriate criteria for signalized and unsignalized intersections, two of the three intersections (SR-14 Northbound Off-Ramp/ Placerita Canyon Road and Sierra Highway/Placerita Canyon Road) are projected to operate at LOS C or better during both peak hours under Future with Project Conditions for

both the Soundstage Option and the Studio Office Option, as shown in Table V.J-6 on page V.J-39. The intersection of Sierra Highway and SR-14 Southbound Ramps would continue to operate at LOS F during both peak hours under Future with Project Conditions for both the Soundstage Option and the Studio Office Option, similar to Future without Project Conditions. In general, the delays at these intersections would increase during one or both peak hours as a result of the Project. However, as described in the discussion of impacts after mitigation in Section 6, Level of Significance After Mitigation (summarizing Future with Project with Mitigation Conditions and Future with Project with Mitigation with Cumulative Mitigation Conditions) the LOS at two of the three intersections would improve as compared to Future without Project Conditions.

The intersections of Sierra Highway/SR-14 Southbound Ramps and SR-14 Northbound Off-Ramp/Placerita Canyon Road are also ramp locations and were therefore tested for adequate storage capacity and queuing based on Caltrans policy. As shown in Table V.J-7 on page V.J-40, the SR-14 southbound on-ramp from Sierra Highway would not exceed the Caltrans standard in any of the analyzed scenarios. Similarly, as shown in Table V.J-8 on page V.J-41, the off-ramps at the intersection of Sierra Highway and SR-14 Southbound Ramps and the intersection of SR-14 Northbound Off-Ramp and Placerita Canyon Road would not exceed the Caltrans standard in any of the analyzed scenarios.

(2) Off-Site Infrastructure Improvement Areas Impacts

(a) Construction

The Project includes off-site utility improvements that would involve construction activities and lane closures on several segments of local roadways. Like Project construction, installation of the improvements would generate traffic from construction worker trips, as well as truck trips. Approximately 20 construction workers would be expected to be on duty at any given time. Assuming an average vehicular occupancy of 1.1 for these workers, this translates to approximately 18 vehicular trips per day. However, as noted above, these trips would occur outside the peak commuter periods and, therefore, would not result in significant impacts on area roadways.

An estimated 8 to 10 haul and delivery truck trips per day would be required for the utility construction activities. Assuming a PCE of 2.0, this level of truck travel would be equivalent to 16 to 20 passenger cars per day. It is conservatively assumed all of these trips would occur during the peak commuter periods. However, as discussed above and outlined in MM J-1 below, Construction Traffic Management Plans would be implemented during construction of the off-site infrastructure improvements to provide for temporary traffic controls to improve traffic flow on public roadways. Thus, any potential traffic impacts from Project-related off-site construction would be reduced to a less than significant level.

Table V.J-6
Caltrans Intersection Analysis—Soundstage and Studio Office Options

No.	Intersection	Peak Hour	Existing Conditions		Future without Project Conditions		Future with Project Conditions		Future with Project with Mitigation Conditions		Future with Project with Mitigation with Cumulative Mitigation Conditions	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Soundstage Option												
1.	Sierra Highway &	A.M.	*	F	*	F	*	F	14.6	B	13.1	B
	SR 14 SB Ramps[a, b]	P.M.	*	F	*	F	*	F	13.1	B	9.4	A
2.	Sierra Highway &	A.M.	14.6	B	20.3	C	21.4	C	17.2	B	17.3	B
	Placerita Canyon Road	P.M.	9.0	A	16.9	B	29.1	C	14.6	B	13.7	B
3.	SR 14 NB Off-Ramp &	A.M.	9.4	A	13.8	B	13.8	B	13.8	B	13.8	B
	Placerita Canyon Road[b, c]	P.M.	9.5	A	11.0	B	24.0	C	24.0	C	24.0	C
Studio Office Option												
1.	Sierra Highway &	A.M.	*	F	*	F	*	F	14.6	B	13.1	B
	SR 14 SB Ramps[a, b]	P.M.	*	F	*	F	*	F	13.1	B	9.4	A
2.	Sierra Highway &	A.M.	14.6	B	20.3	C	21.4	C	17.2	B	17.3	B
	Placerita Canyon Road	P.M.	9.0	A	16.9	B	29.9	C	14.7	B	13.8	B
3.	SR 14 NB Off-Ramp &	A.M.	9.4	A	13.8	B	13.7	B	13.7	B	13.7	B
	Placerita Canyon Road[b, c]	P.M.	9.5	A	11.0	B	24.2	C	24.2	C	24.2	C

**Denotes oversaturated conditions. Delay cannot be calculated.*

[a] *Intersection is signalized as part of Project mitigation.*

[b] *Intersection is controlled by stop signs on minor approach.*

[c] *Intersection is signalized as part of Project design feature.*

Source: Gibson Transportation Consulting, Inc., May 2010.

Table V.J-7
Caltrans On-Ramp Analysis—Soundstage and Studio Office Options

No.	Intersection	Ramp Description	No. of Lanes	Peak Hour	Existing Conditions		Future without Project Conditions		Future with Project Conditions	
					Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?
Soundstage Option										
1.	Sierra Highway & SR 14 SB Ramps	SR 14 Southbound On-Ramp from Sierra Highway	2	A.M. P.M.	816 260	No No	1,055 364	No No	1,093 606	No No
Studio Office Option										
1.	Sierra Highway & SR 14 SB Ramps	SR 14 Southbound On-Ramp from Sierra Highway	2	A.M. P.M.	816 260	No No	1,055 364	No No	1,094 614	No No

Source: Gibson Transportation Consulting, Inc., May 2010.

(b) Operation

Implementation of the Off-Site Infrastructure Improvements would not result in uses that would generate traffic on a regular basis (occasional maintenance activities may require a few trips per year). Therefore, negligible impacts would occur.

(3) Off-Site Roadway Improvements

(a) Construction

As previously mentioned, the Project would include off-site roadway improvements as part of the Project and as mitigation. Like the off-site utility improvements, such activities would be expected to involve a limited number of construction workers and haul truck trips. Based on the construction hours permitted within Caltrans' jurisdiction, as well as the Project's typical construction hours, construction worker trips would occur outside the peak commuter periods and, therefore, would be expected to result in limited impacts on area roadways. Additionally, all roadway construction activity would require the implementation of construction management plans in accordance with County, City, and/or Caltrans standards to ensure appropriate traffic controls are implemented to maintain traffic flows, freeway access, and emergency access. Appropriate lane closure information and detours would be provided. Thus, any potential traffic and access impacts from the construction of Project-related off-site roadway improvements would be less than significant.

Table V.J-8
Caltrans Off-Ramp Analysis—Soundstage and Studio Office Options

No.	Intersection	Ramp Description	Vehicle Storage Capacity (Car Lengths)	Peak Hour	Existing Conditions		Future without Project Conditions		Future with Project Conditions		Future with Project with Mitigation Conditions		Future with Project with Mitigation with Cumulative Mitigation Conditions	
					95th Percentile Vehicle Queue Length	Exceeds Capacity?	95th Percentile Vehicle Queue Length	Exceeds Capacity?	95th Percentile Vehicle Queue Length	Exceeds Capacity?	95th Percentile Vehicle Queue Length	Exceeds Capacity?	95th Percentile Vehicle Queue Length	Exceeds Capacity?
Soundstage Option														
1.	Sierra Highway & SR-14 SB Ramps	SR-14 Southbound Off-Ramp to Sierra Highway												
		Left-Turn Lane	52	A.M.	7	No	19	No	23	No	13	No	12	No
			52	P.M.	3	No	—	—	—	—	11	No	10	No
		Right-Turn Lane	52	A.M.	0	No	0	No	0	No	1	No	1	No
			52	P.M.	0	No	0	No	1	No	1	No	1	No
		Ramp	18	A.M.	0	No	0	No	0	No	0	No	0	No
			18	P.M.	0	No	0	No	0	No	0	No	0	No
3.	SR-14 NB Off-Ramp & Placerita Canyon Road	SR-14 Northbound Off-Ramp to Placerita Canyon Road												
		Left-Turn Lane	29	A.M.	1	No	4	No	8	No	8	No	8	No
			29	P.M.	1	No	2	No	7	No	7	No	7	No
		Shared Left-Through Lane	29	A.M.	—	—	—	—	8	No	8	No	8	No
			29	P.M.	—	—	—	—	7	No	7	No	7	No
		Right-Turn Lane	29	A.M.	1	No	1	No	7	No	7	No	7	No
			29	P.M.	1	No	1	No	7	No	7	No	7	No
		Ramp	23	A.M.	0	No	0	No	0	No	0	No	0	No
			23	P.M.	0	No	0	No	0	No	0	No	0	No
Studio Office Option														
1.	Sierra Highway & SR-14 SB Ramps	SR-14 Southbound Off-Ramp to Sierra Highway												
		Left-Turn Lane	52	A.M.	7	No	19	No	23	No	13	No	12	No
			52	P.M.	3	No	—	—	—	—	11	No	10	No
		Right-Turn Lane	52	A.M.	0	No	0	No	0	No	1	No	1	No
			52	P.M.	0	No	0	No	1	No	1	No	1	No
		Ramp	18	A.M.	0	No	0	No	0	No	0	No	0	No
			18	P.M.	0	No	0	No	0	No	0	No	0	No
3.	SR-14 NB Off-Ramp & Placerita Canyon Road	SR-14 Northbound Off-Ramp to Placerita Canyon Road												
		Left-Turn Lane	29	A.M.	1	No	4	No	8	No	8	No	8	No
			29	P.M.	1	No	2	No	7	No	7	No	7	No
		Shared Left-Through Lane	29	A.M.	—	—	—	—	8	No	8	No	8	No
			29	P.M.	—	—	—	—	7	No	7	No	7	No
		Right-Turn Lane	29	A.M.	1	No	1	No	7	No	7	No	7	No
			29	P.M.	1	No	1	No	7	No	7	No	7	No
		Ramp	23	A.M.	0	No	0	No	0	No	0	No	0	No
			23	P.M.	0	No	0	No	0	No	0	No	0	No

Source: Gibson Transportation Consulting, Inc., May 2010.

(b) Operation

Implementation of the off-site roadway improvements would not result in uses that generate traffic. Additionally, the improvements would serve to enhance local circulation and access. Therefore, no impacts would occur.

Threshold J-2: Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Intersections

As discussed above, the CMP arterial monitoring stations closest to the Ranch are the intersections of Sierra Highway/Placerita Canyon Road, Sierra Highway/Soledad Canyon Road and Sierra Highway/Newhall Avenue. Given the distance of the latter two intersections from the Ranch and the fact that most Project-related traffic is expected to use SR-14 rather than Sierra Highway, neither the Soundstage Option or the Studio Office Option is expected to add 50 or more trips through these stations during either the A.M. or P.M. weekday peak hours. Therefore, the CMP analysis focuses on the intersection of Sierra Highway and Placerita Canyon Road.

As shown in Table V.J-9 on page V.J-43, under Future with Project Conditions for the Soundstage Option and the Studio Office Option, a potentially significant CMP impact would occur at the intersection of Sierra Highway and Placerita Canyon Road during the P.M. peak hour. This impact would be reduced to a less than significant level with implementation of proposed mitigation, discussed below. Impacts during the A.M. peak hour would be less than significant.

(b) Freeways

Freeway operating conditions at eight freeway segments in the vicinity of the Ranch were analyzed for Future without Project Conditions and Future with Project Conditions using CMP guidelines, as shown in Table V.J-10 on page V.J-44. As indicated, by 2020, regional growth and Related Project development without the Project would bring four of the eight analyzed freeway segments to LOS F conditions in at least one direction during at least one of the analyzed peak hours, for a total of six of the eight analyzed freeway segments operating at LOS F. Future growth without the Project would also add to the congestion along the freeway segments that are currently operating at LOS F during the

Table V.J-9
CMP Intersection Analysis (Soundstage and Studio Office Options)

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
Soundstage Option												
2.	Sierra Highway & Placerita Canyon Road	A.M.	0.839	D	0.853	D	0.014	No	0.760	C	-0.079	No
		P.M.	0.940	E	1.106	F	0.166	**Yes**	0.922	E	-0.018	No
Studio Office Option												
2.	Sierra Highway & Placerita Canyon Road	A.M.	0.839	D	0.853	D	0.014	No	0.760	C	-0.079	No
		P.M.	0.940	E	1.106	F	0.166	**Yes**	0.923	E	-0.017	No

Source: Gibson Transportation Consulting, Inc., May 2010.

peak hours. Figure 26 in the Traffic Study illustrates the Future without Project freeway segment traffic volumes for the morning and afternoon peak hours in the year 2020.

In comparison to Future without Project Conditions, as also indicated in Table V.J-10, the Project would increase the V/C ratio by more than the significance threshold of 0.02 along three freeway segments in each direction during one of the peak hours. However, none of these segments is projected to operate at LOS F in the impacted direction and peak hour, and, therefore, the Project would not create a significant impact. In addition, the Project's increase to the V/C ratio at those monitoring locations already operating at LOS F would be a maximum of 0.014, which is less than the significance threshold of 0.02. Therefore, the Project would not create a significant impact at any of the CMP freeway monitoring locations during the A.M. or P.M. peak hours. The resulting Future with Project traffic volumes are illustrated in Figure 27 in the Traffic Study.

Similarly, as shown in Table V.J-11 on page V.J-46, the Studio Office Option would increase the V/C ratio by 0.02 or greater along four freeway segments in at least one direction during one or both of the peak hours. However, such increases in the V/C ratio would not cause or worsen LOS F along any of the freeway segments. In addition, the Studio Office Option's increase in the V/C ratio at those monitoring locations already operating at LOS F would be a maximum of 0.015. Therefore, the Studio Office Option would not create a significant impact at any of the CMP freeway monitoring locations during the A.M. or P.M. peak hours. The resulting Future with Project (Studio Office Option) traffic volumes are illustrated in Figure 28 in the Traffic Study.

Table V.J-10
Future Conditions, Both Without and With Soundstage Option (2020)
Freeway Segment Levels of Service

Freeway Segment	Peak Hour	Direction	No. of Lanes[a]	Capacity	Future Without Project			Project Trips	Future With Project				
					Volume	V/C	LOS		Volume	V/C	LOS	V/C Increase	Significant Impact?
SR-14 north of Golden Valley Road Interchange	A.M.	NB	4	8,000	2,384	0.30	A	5	2,389	0.30	A	0.001	No
		SB	4	8,000	10,892	1.36	F(2)	35	10,927	1.37	F(2)	0.004	No
	P.M.	NB	4	8,000	10,797	1.35	F(1)	30	10,827	1.35	F(2)	0.003	No
		SB	4	8,000	5,490	0.69	C	6	5,496	0.69	C	0.001	No
SR-14 north of Placerita Canyon Road Interchange[b]	A.M.	NB	4	8,000	2,218	0.28	A	5	2,223	0.28	A	0.001	No
		SB	4	8,000	9,794	1.22	F(0)	35	9,829	1.23	F(0)	0.005	No
	P.M.	NB	4	8,000	10,503	1.31	F(1)	30	10,533	1.32	F(1)	0.004	No
		SB	4	8,000	4,770	0.60	C	6	4,776	0.60	C	0.001	No
SR-14 north of Newhall Avenue Interchange[b]	A.M.	NB	4	8,000	3,022	0.38	B	278	3,300	0.41	B	0.035	No
		SB	4	8,000	10,571	1.32	F(1)	38	10,609	1.33	F(1)	0.005	No
	P.M.	NB	4	8,000	11,487	1.44	F(2)	50	11,537	1.44	F(2)	0.006	No
		SB	4	8,000	5,835	0.73	C	242	6,077	0.76	C	0.031	No
SR-14 north of I-5 Interchange	A.M.	NB	6	12,000	3,817	0.32	A	278	4,095	0.34	A	0.023	No
		SB	5	10,000	11,189	1.12	F(0)	38	11,227	1.12	F(0)	0.004	No
	P.M.	NB	6	12,000	12,016	1.00	F(0)	50	12,066	1.01	F(0)	0.005	No
		SB	5	10,000	7,211	0.72	C	242	7,453	0.75	C	0.024	No
I-5 south of SR-14 Interchange	A.M.	NB	5	10,000	3,018	0.30	A	278	3,296	0.33	A	0.028	No
		SB	4	8,000	3,061	0.38	B	38	3,099	0.39	B	0.004	No
	P.M.	NB	5	10,000	3,750	0.38	B	50	3,800	0.38	B	0.005	No
		SB	4	8,000	4,457	0.56	C	242	4,699	0.59	C	0.030	No
I-5 south of I-210 Interchange	A.M.	EB	5	10,000	2,179	0.22	A	195	2,374	0.24	A	0.019	No
		WB	6	12,000	1,913	0.16	A	27	1,940	0.16	A	0.003	No
	P.M.	EB	5	10,000	2,279	0.23	A	35	2,314	0.23	A	0.003	No
		WB	6	12,000	2,758	0.23	A	169	2,927	0.24	A	0.014	No

Table V.J-10 (Continued)
Future Conditions, Both Without and With Soundstage Option (2020)
Freeway Segment Levels of Service

Freeway Segment	Peak Hour	Direction	No. of Lanes[a]	Capacity	Future Without Project			Project Trips	Future With Project				
					Volume	V/C	LOS		Volume	V/C	LOS	V/C Increase	Significant Impact?
I-210 east of Yarnell Street Interchange	A.M.	EB	3	6,000	8,526	1.42	F(2)	83	8,609	1.44	F(2)	0.014	No
		WB	3	6,000	2,466	0.41	B	11	2,477	0.41	B	0.002	No
	P.M.	EB	3	6,000	9,248	1.54	F(3)	15	9,263	1.54	F(3)	0.003	No
		WB	3	6,000	4,439	0.74	C	73	4,512	0.75	C	0.012	No
I-210 east of Roxford Street Interchange[b]	A.M.	EB	3	6,000	8,421	1.40	F(2)	83	8,504	1.42	F(2)	0.013	No
		WB	3	6,000	2,444	0.41	B	11	2,455	0.41	B	0.002	No
	P.M.	EB	3	6,000	9,144	1.52	F(3)	15	9,159	1.53	F(3)	0.003	No
		WB	3	6,000	4,390	0.73	C	73	4,463	0.74	C	0.012	No

[a] *The lane capacities are assumed to be 2,000 vehicles per hour (vph) for through lanes and 1,000 vph for high-occupancy vehicle (HOV) and auxiliary lanes. HOV and auxiliary lanes are thus represented as half of a lane.*

[b] *CMP freeway monitoring location.*

Source: Gibson Transportation Consulting, Inc., May 2010.

Table V.J-11
Future Conditions, Both Without and With Studio Office Option (2020)
Freeway Segment Levels of Service

Freeway Segment	Peak Hour	Direction	No. of Lanes[a]	Capacity	Future Without Studio Office Option			Studio Office Option Trips	Future With Studio Office Option				
					Volume	V/C	LOS		Volume	V/C	LOS	V/C Increase	Significant Impact?
SR-14 north of Golden Valley Road Interchange	A.M.	NB	4	8,000	2,384	0.30	A	5	2,389	0.30	A	0.001	No
		SB	4	8,000	10,892	1.36	F(2)	36	10,928	1.37	F(2)	0.004	No
	P.M.	NB	4	8,000	10,797	1.35	F(1)	31	10,828	1.35	F(2)	0.004	No
		SB	4	8,000	5,490	0.69	C	6	5,496	0.69	C	0.001	No
SR-14 north of Placerita Canyon Road Interchange [b]	A.M.	NB	4	8,000	2,218	0.28	A	5	2,223	0.28	A	0.001	No
		SB	4	8,000	9,794	1.22	F(0)	36	9,830	1.23	F(0)	0.005	No
	P.M.	NB	4	8,000	10,503	1.31	F(1)	31	10,534	1.32	F(1)	0.004	No
		SB	4	8,000	4,770	0.60	C	6	4,776	0.60	C	0.001	No
SR-14 north of Newhall Avenue Interchange [b]	A.M.	NB	4	8,000	3,022	0.38	B	289	3,311	0.41	B	0.036	No
		SB	4	8,000	10,571	1.32	F(1)	39	10,610	1.33	F(1)	0.005	No
	P.M.	NB	4	8,000	11,487	1.44	F(2)	51	11,538	1.44	F(2)	0.006	No
		SB	4	8,000	5,835	0.73	C	250	6,085	0.76	C	0.032	No
SR-14 north of I-5 Interchange	A.M.	NB	6	12,000	3,817	0.32	A	289	4,106	0.34	A	0.024	No
		SB	5	10,000	11,189	1.12	F(0)	39	11,228	1.12	F(0)	0.004	No
	P.M.	NB	6	12,000	12,016	1.00	F(0)	51	12,067	1.01	F(0)	0.005	No
		SB	5	10,000	7,211	0.72	C	250	7,461	0.75	C	0.025	No
I-5 south of SR-14 Interchange	A.M.	NB	5	10,000	3,018	0.30	A	289	3,307	0.33	A	0.029	No
		SB	4	8,000	3,061	0.38	B	39	3,100	0.39	B	0.005	No
	P.M.	NB	5	10,000	3,750	0.38	B	51	3,801	0.38	B	0.005	No
		SB	4	8,000	4,457	0.56	C	250	4,707	0.59	C	0.031	No
I-5 south of I-210 Interchange	A.M.	EB	5	10,000	2,179	0.22	A	202	2,381	0.24	A	0.020	No
		WB	6	12,000	1,913	0.16	A	27	1,940	0.16	A	0.003	No
	P.M.	EB	5	10,000	2,279	0.23	A	36	2,315	0.23	A	0.004	No
		WB	6	12,000	2,758	0.23	A	175	2,933	0.24	A	0.014	No

Table V.J-11 (Continued)
Future Conditions, Both Without and With Studio Office Option (2020)
Freeway Segment Levels of Service

Freeway Segment	Peak Hour	Direction	No. of Lanes[a]	Capacity	Future Without Studio Office Option			Studio Office Option Trips	Future With Studio Office Option				
					Volume	V/C	LOS		Volume	V/C	LOS	V/C Increase	Significant Impact?
I-210 east of Yarnell Street Interchange	A.M.	EB	3	6,000	8,526	1.42	F(2)	87	8,613	1.44	F(2)	0.015	No
		WB	3	6,000	2,466	0.41	B	12	2,478	0.41	B	0.002	No
	P.M.	EB	3	6,000	9,248	1.54	F(3)	15	9,263	1.54	F(3)	0.003	No
		WB	3	6,000	4,439	0.74	C	75	4,514	0.75	C	0.012	No
I-210 east of Roxford Street Interchange [b]	A.M.	EB	3	6,000	8,421	1.40	F(2)	87	8,508	1.42	F(2)	0.014	No
		WB	3	6,000	2,444	0.41	B	12	2,456	0.41	B	0.002	No
	P.M.	EB	3	6,000	9,144	1.52	F(3)	15	9,159	1.53	F(3)	0.003	No
		WB	3	6,000	4,390	0.73	C	75	4,465	0.74	C	0.012	No

[a] *The lane capacities are assumed to be 2,000 vehicles per hour (vph) for through lanes and 1,000 vph for high-occupancy vehicle (HOV) and auxiliary lanes. HOV and auxiliary lanes are thus represented as half of a lane.*

[b] *CMP freeway monitoring location.*

Source: Gibson Transportation Consulting, Inc., May 2010.

(c) Regulatory Consistency

As analyzed above, neither the Soundstages Option nor the Studio Office Option would result in significant impacts to the CMP freeway monitoring locations located in the vicinity of the Ranch. However, the Soundstages Option and the Studio Office Option would cause a potentially significant CMP intersection impact at Sierra Highway/Placerita Canyon Road during the P.M. peak hour. Impacts during the A.M. peak hour would be less than significant. Project mitigation is proposed below that would eliminate the P.M. peak hour CMP impact at this intersection. Following implementation of mitigation, the Soundstages Option and the Studio Office Option would be consistent with the CMP, and impacts with respect to regulatory consistency would be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

Implementation of the Off-Site Infrastructure Improvements would not result in uses that generate traffic on a regular basis (occasional maintenance activities may require a few trips per year). Therefore, negligible impacts would occur.

Threshold J-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)?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas—and Off-Site Infrastructure Improvement Areas Impacts

(a) Construction

As discussed above under the Project Design Features, during construction, a temporary construction road around the base of the fill pad slopes into Placerita Creek with a temporary creek crossing would be constructed to provide access between the north and south pads and in order to stabilize the slopes. The crossing would be removed and this portion of the creek would be restored after the completion of grading and slope stabilization.

In addition, construction of the off-site infrastructure improvements would require temporary lane closures along segments of certain roadways. All lane closures would be conducted per the Project's Construction Traffic Management Plans described below in MM J-1. Adequate emergency access would be provided to all residences and businesses adjacent to the roadways during all phases of construction. In particular, the wastewater line under the proposed alignment would be placed in the middle of the street along Placeritos Boulevard, between Quigley Canyon Road and Meadview Avenue, which currently has only one travel lane in each direction along this segment. Construction of this

segment of the sewer line may require temporary closure of one travel lane, in which case Placeritos Boulevard would operate with one lane. Temporary traffic control in the form of a flag person would be provided during the construction activities to ensure safe traffic operations. Similarly, lane closures and temporary traffic controls would be implemented in conjunction with construction of the proposed off-site roadway improvements, as appropriate.

Implementation of these improvements would meet all required design and safety standards and would not increase hazards due to a design feature. Additionally, Project construction activities would not introduce incompatible uses. Impacts would be less than significant.

(b) Operation

As previously described, to improve access to the Development Area and the Ranch as a whole, the Applicant proposes to reconfigure and signalize the SR-14 northbound off-ramp at Placerita Canyon Road (MM J-8). The reconfiguration would allow for northbound vehicles exiting SR-14 to cross Placerita Canyon Road and directly enter the Development Area via the Ranch's new main entry driveway. Additional improvements along Placerita Canyon Road at the Project site driveways would also be implemented. These improvements would meet all required design and safety standards and would not increase hazards due to a design feature. Therefore, impacts would be less than significant.

Threshold J-5: Would the project result in inadequate emergency access?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas—and Off-Site Infrastructure Improvement Areas Impacts

(a) Construction

As discussed above and outlined in MM J-1 below, Construction Traffic Management Plans would be implemented during 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.

(b) Operation

The Development Area access points of SR-14 Northbound Off-Ramp/Placerita Canyon Road and current Ranch main entrance/Placerita Canyon Road were also

analyzed for queuing using the 2000 HCM methodology. Analysis of these two locations was conducted for post-mitigation conditions, including Existing plus Ambient Growth plus Project with Mitigation Conditions and Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions. Refer to the discussion of impacts after mitigation, provided below in Section 6, Level of Significance After Mitigation, for a summary of queuing impacts.

At the request of LACDPW, a sight distance analysis was conducted for the access locations of the intersections at SR-14 Northbound Off-Ramp/Placerita Canyon Road the current Ranch main entrance/Placerita Canyon Road, and at the emergency access driveway along Placerita Canyon Road. Based on the intersection characteristics and 2000 HCM methodology, the required sight distances at the three proposed access points would be 620 feet in either direction. As discussed in the Traffic Study and illustrated in Figures 31, 32, and 33 therein, the Development Area and access locations would be designed to provide the required sight distances. Therefore, impacts would be less than significant.

Threshold J-6: Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas—and Off-Site Infrastructure Improvement Areas Impacts

The Project, by virtue of its construction and operational characteristics as well as its Project Design Features and roadway improvements (proposed as part of the Project and as mitigation), would support many of the transportation goals and policies contained within the General Plan as well as the Area Plan. In particular, the Project would provide roadway and access improvements that improve vehicular flow, as well as safety and security. Although no Bikeway Plan or Pedestrian Plan has been adopted for the immediate Project vicinity, nor is the Project site located in a Transit Oriented District, the Project would include pedestrian and bicycle access throughout the Development Area to enhance non-motorized circulation. As detailed above, the Project would also encourage the use of alternative transportation through the implementation of various programs, including a carpool matching program; preferred parking for low-emitting (Zero Emission) and fuel-efficient vehicles, as well as carpool/vanpool vehicles; on-site secure, bicycle storage areas, etc. Additionally, as previously mentioned and described in more detail in Section IV, Project Description, of this Draft EIR, the Applicant would dedicate a variable-width, 12- to 20-foot-wide easement for a proposed trail, referred to as the Placerita Canyon Connector Trail, which would be constructed as a public, multi-use trail for hiking,

mountain-biking, and equestrian use and would connect to existing trails within Angeles National Forest. Further, the Project would not remove any existing bicycle or pedestrian paths in the vicinity. Thus, the Project would be consistent with the intent of the County General Plan Circulation Element, and impacts related to alternative transportation policies would be less than significant.

Threshold J-7: Would the project result in parking problems with a subsequent impact on traffic conditions?[16]

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Construction

During Project construction, an adequate number of parking spaces for construction workers would be available at all times within or immediately adjacent to the Development Area on the Ranch. Therefore, Project construction would result in a less than significant impact with regard to the availability of parking spaces for construction workers, and traffic conditions would not be adversely affected.

(b) Operation

The Code-required parking for the Project was computed using rates approved by the LACDPW for use by other studios with similar land uses as the Project. Based on these parking rates, the Soundstage Option would be required to provide approximately 940 parking spaces, as shown in Table V.J-12 on page V.J-52. The parking demand requirement, which represents the 10th to 20th busiest hour of the year or worst-case conditions, would be approximately 1,468 parking spaces, or 528 more parking spaces than required under the Code.

The Studio Office Option would be required to provide approximately 954 parking spaces, as shown in Table V.J-13 on page V.J-53. The parking demand requirement for the Studio Office Option would be approximately 1,411 parking spaces, or 457 more parking spaces than required under the Code.

[16] *This threshold is no longer included in the current County of Los Angeles Initial Study Checklist; however, as parking was addressed in the Initial Study for the Project (see Appendix A), it is addressed herein.*

Table V.J-12
Soundstage Option Parking Code and Demand Requirements

Land Use	Amount	Code Parking Rate[a]	Code Required Parking	Demand Parking Rate[f]	Demand Required Parking
Soundstages	237,600 sf	1 space/1,000 sf	238	1 space/400 sf	594
Production Offices	168,750 sf	1 space/400 sf	422	1 space/300 sf	563
Mills	69,000 sf	1 space/500 sf	138	1 space/500 sf	138
Warehouse	23,000 sf	1 space/1,000 sf	23	1 space/1,000 sf	23
Writers/Producers Bungalow	10,350 sf	1 space/400 sf	26	1 space/300 sf	35
Commissary [b]	17,250 sf	15 spaces	15	15 spaces	15
Administration	30,000 sf	1 space/400 sf	75	1 space/300 sf	100
Ancillary Facilities—Central Plant [c]	20,000 sf	—	—	—	—
Ancillary Facilities—Electrical Substation[c]	46,300 sf	—	—	—	—
Deliveries/Service[d]	—	—	3		
Parking Spaces Required			**940**		**1,468**

[a] *The rates shown here have been approved by the County of Los Angeles for use by other studio sites.*

[b] *The Commissary would serve the employees/visitors on-site. No off-site users would be able to patronize the Commissary. As a result, the required parking is for commissary staff.*

[c] *In order to account for staff parking, the Warehouse parking rate (1/1,000 sf) was applied. The Central Plant and Substation would be considered ancillary support uses where no automobile parking spaces would be required.*

[d] *The table above includes one space dedicated to deliveries/service for each of the commissary, central utility plant, and electrical substation, for a total of three (3) delivery spaces to be provided.*

[e] *Handicapped parking spaces would be provided in addition to the spaces listed above as required by the Los Angeles County Code.*

[f] *The rates shown here are based on standard demand rates developed using empirical data collected at similar uses within Southern California.*

Source: Gibson Transportation Consulting, Inc., May 2010.

As discussed above, the majority of the Project's parking supply would be provided within surface lots adjacent to the soundstages and buildings on both the northern and southern pads, with additional parking provided in two surface lots located within the LADWP transmission corridor. Since LADWP has indicated these parking lots may not be used to satisfy Code-required parking on a permanent basis, two conditional parking areas located east of the Development Area have been proposed for use if LADWP were to revoke the parking license agreement for parking within the transmission corridor. Figure V.J-1 and Figure V.J-2, respectively, depict the proposed parking configurations for the Soundstage Option, which would provide a minimum of 1,228 parking spaces, and the

Table V.J-13
Studio Office Option Parking Code and Demand Requirements

Land Use	Amount	Code Parking Rate[a]	Code Required Parking	Demand Parking Rate[f]	Demand Required Parking
Soundstages	158,400 sf	1 space/1,000 sf	158	1 space/400 sf	396
Production Offices	112,500 sf	1 space/400 sf	281	1 space/300 sf	375
Mills	46,000 sf	1 space/500 sf	92	1 space/500 sf	92
Warehouse	23,000 sf	1 space/1,000 sf	23	1 space/1,000 sf	23
Writers/Producers Bungalow	10,350 sf	1 space/400 sf	26	1 space/300 sf	35
Commissary[b]	17,250 sf	15 spaces	15	15 spaces	15
Studio Office	112,500 sf	1 space/400 sf	281	1 space/300 sf	375
Administration	30,000 sf	1 space/400 sf	75	1 space/300 sf	100
Ancillary Facilities—Central Plant[c]	20,000 sf	—	—	—	—
Ancillary Facilities—Electrical Substation[c]	46,300 sf	—	—	—	—
Deliveries/Service[d]	—	—	3		
Parking Spaces Required			**954**		**1,411**

[a] *The rates shown here have been approved by the County of Los Angeles for use by other studio sites.*

[b] *The Commissary would serve the employees/visitors on-site. No off-site users would be able to patronize the Commissary. As a result, the required parking is for commissary staff.*

[c] *In order to account for staff parking the Warehouse parking rate (1/1,000 sf) was applied. The Central Plant and Substation would both be considered ancillary support uses whereby no automobile parking spaces would be required.*

[d] *The table above includes one space dedicated to deliveries/service for each of the commissary, central utility plant, and electrical substation, for a total of three (3) delivery spaces to be provided.*

[e] *Handicapped parking spaces would be provided in addition to the spaces listed above as required by the Los Angeles County Code.*

[f] *The rates shown here are based on standard demand rates developed using empirical data collected at similar uses within Southern California.*

Source: Gibson Transportation Consulting, Inc., May 2010.

Studio Office Option, which would provide a minimum of 1,162 parking spaces, within the Development Area and in the Conditional Parking Areas to the east. Thus, all parking could be supplied on the Ranch, within the northern and southern pads and, if needed, the Conditional Parking Areas. The additional parking beneath the utility lines of the LADWP transmission corridor would provide surplus parking to meet worst-case demand requirements and give the Project flexibility regarding parking around the soundstages and office buildings. Furthermore, a limited number of parking spaces would be provided at the

trailhead/staging area for the Placerita Canyon Connector Trail, as required by the County Department of Parks and Recreation.

As a sufficient number of parking spaces would be provided within the Ranch to meet both Code requirements and parking demand, impacts with regards to parking would be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

Construction of the Off-Site Infrastructure Improvements would involve limited parking needs that would typically occur within the work zone (i.e., a potentially 20-foot-wide construction area on both sides of the proposed off-site water and sewer utility lines). Operation of improvements would not result in uses that require parking, nor would any existing parking be removed. Therefore, no impacts would occur.

4. CUMULATIVE IMPACTS

A list of Related Projects, or known development projects that are either proposed, approved, or under construction in the vicinity of the Ranch, was obtained from LACDPW in December 2009 and from the City of Santa Clarita in February 2010. A total of 11 Related Projects that fall within a 5-mile radius of the Ranch were identified, as listed in Table III-1 and mapped in Figure III-1 in Section III, Environmental Setting, of this Draft EIR. Other development projects located outside the 5-mile radius were determined to be too distant from the Ranch to add substantially to cumulative impacts on the local roadway network. Generally, development proposals within 1 mile of the study area are included as Related Projects in the traffic impact analysis, but for purposes of a conservative analysis, a 5-mile radius was used. Traffic from other as yet unknown future developments which may occur prior to Project buildout in 2020 are accounted for by the ambient growth factor (2.74 percent per year, as recommended in the CMP for growth in the region) used to establish 2020 traffic conditions in the Project vicinity. While the calculated ambient growth inherently includes traffic from the Related Projects, the traffic analysis herein is based on a conservative approach that involves the addition of traffic generated by the Related Projects to the ambient growth rate.

In April 2011, an updated list of known development projects was obtained from the County Department of Regional Planning and yielded an additional three Related Projects located within a 2-mile radius of the Ranch. These projects are also listed in Table III-1 and mapped in Figure III-1 in Section III, Environmental Setting. As the updated list of known development proposals was obtained following approval of the Traffic Study by LACDPW in October 2010, the three additional Related Projects were not addressed in the Traffic Study. Therefore, where appropriate, the analysis below focuses on the original 11 Related Projects (Related Project Nos. 1 through 11), based on the data provided in the

Traffic Study.[17] Any new development projects included in the updated list that were located further than 2 miles of the Ranch were identified as residential proposals that would have very localized traffic impacts and would not have a regional traffic draw and, therefore, would not have a meaningful effect on any of the four study intersections evaluated in the Project's traffic impact analysis. In any case, such development is also accounted for in the ambient growth rate used to establish future conditions.

a. Construction

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 14 identified Related Projects, only one, Related Project No. 3 (the Kellstrom Project), located at the southwest corner of Sierra Highway and Placerita Canyon Road, is in close proximity to the Project and would have the potential to affect all four study intersections. Four additional projects (Related Project Nos. 1, 2, 4, and 8) are located approximately one freeway interchange away on SR-14 from the Development Area, while most remaining Related Projects are dispersed throughout the area and do not have direct access to SR-14. Each of these developments would draw upon a construction workforce from all parts of the County. The majority of the construction workers 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 A.M. and P.M. peak traffic periods. 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. However, to the extent that haul trips associated with construction of the Kellstrom Project coincide with soil export trips generated by the Project, such cumulative impacts could be potentially significant. Short of delaying earthwork activities for one of the projects so as to avoid any overlap, no feasible mitigation measures exist to eliminate this impact. Cumulative construction traffic impacts would therefore be significant and unavoidable to the extent that haul trips associated with the two projects coincide.

[17] *However, as demonstrated in the analysis that follows, Related Project Nos. 12 through 14 are not expected add significant traffic to any of the study intersections or change the results of the Project's traffic impact analysis.*

b. Operation

The original 11 Related Projects (Related Project Nos. 1 through 11) are expected to generate a total of approximately 82,049 daily trips on a typical weekday, including 5,037 A.M. peak-hour trips and 8,832 P.M. peak-hour trips, as detailed in Table 14 in the Traffic Study. These projections are conservative in that they do not necessarily account for either existing uses to be removed or the likely use of alternative and non-motorized travel modes (transit, walking, etc.). Similar to the Project, the geographic distribution and assignment of the traffic generated by Related Project Nos. 1 through 11 was determined based on several factors, including the type and density of the proposed land uses, the geographic distribution of the population from which the employees, residents, and/or potential patrons of the related projects would be drawn, and the location of the projects in relation to the surrounding street system.

Table V.J-14 on page V.J-57 shows the projected V/C ratios and corresponding LOS for Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions for the Soundstage Option. As shown, two intersections are projected to operate at LOS A during both peak hours. However, the intersection of Sierra Highway and SR-14 Southbound Ramps is projected to operate at LOS E during the A.M. peak hour and at LOS F during the P.M. peak hour, while the intersection of Sierra Highway and Placerita Canyon Road is projected to operate at LOS C during the A.M. peak hour and LOS E during the P.M. peak hour. The impacts at these latter two intersections would be cumulatively significant prior to implementation of the cumulative mitigation measures. (Impacts after cumulative mitigation are discussed below.) The projected Existing plus Ambient Growth plus Project with Mitigation plus Related Projects traffic volumes are illustrated in Figure 19 in the Traffic Study, and the associated LOS are depicted in Figure 21 therein.

The Studio Office Option would result in the same LOS and associated impacts at the aforementioned intersections, as shown in Table V.J-15 on page V.J-58. Thus, impacts at Sierra Highway and SR-14 Southbound Ramps would be cumulatively significant during both peak hours, and impacts at Sierra Highway and Placerita Canyon Road would be cumulatively significant during the P.M. peak hour prior to cumulative mitigation. (Impacts after cumulative mitigation are discussed below.) The projected traffic volumes are illustrated in Figure 20 in the Traffic Study, and the associated LOS are depicted in Figure 22 therein.

As previously mentioned, the updated list of known development proposals was obtained following approval of the Traffic Study by LACDPW in October 2010, and as such, the three additional Related Projects (Related Project Nos. 12 through 14) were not addressed in the Traffic Study. These developments consist of residential land uses and

Table V.J-14
Existing Plus Ambient Growth Plus Project With Mitigation Plus Related Projects Conditions (Soundstage Option, 2020)
Intersection Peak-Hour Levels of Service

No.	Intersection	Peak Hour	Existing plus Ambient Growth Conditions		Existing plus Ambient Growth plus Soundstage Option with Mitigation plus Related Projects Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1	Sierra Highway & SR-14 SB Ramps[a]	A.M. P.M.	0.870 0.900	D D	0.906 1.002	E F	0.036 0.102	**Yes** **Yes**
2	Sierra Highway & Placerita Canyon Road	A.M. P.M.	0.744 0.848	C D	0.760 0.922	C E	0.016 0.074	No **Yes**
3	SR-14 NB Off-Ramp & Placerita Canyon Road[b]	A.M. P.M.	0.265 0.241	A A	0.385 0.373	A A	0.120 0.132	No No
4	Current Ranch Main Entrance & Placerita Canyon Road[a]	A.M. P.M.	0.261 0.249	A A	0.398 0.349	A A	0.137 0.100	No No

[a] *Intersection is signalized as part of Project mitigations.*

[b] *Intersection is signalized as Project design feature.*

Source: Gibson Transportation Consulting, Inc., May 2010.

therefore do not have a regional traffic draw. Thus, these projects are not expected add significant traffic to any of the four study intersections or change the results of the Project's traffic impact analysis.[18] In any case, traffic from these projects is accounted for in the 2.74 percent per year ambient growth rate used to determined future traffic conditions.

Impacts pertaining to access and parking are site-specific. The Related Projects would be subject to County or City review to ensure adequate access and parking and that all necessary Code requirements and regulatory standards were met. In addition, the Project would not result in significant access or parking impacts. Therefore, cumulative impacts related to access and parking would be less than significant.

With respect to Caltrans and CMP analyses, each Related Project would be subject to applicable thresholds and requirements, with required analyses conducted as necessary and appropriate mitigation provided, if needed. With regard to regulatory consistency, each project would be subject to applicable provisions within the CMP, General Plan, Area Plan,

[18] *Email correspondence from Gibson Transportation Consulting, Inc., April 19, 2011.*

Table V.J-15
Existing Plus Ambient Growth Plus Project With Mitigation Plus Related Projects Conditions
(Studio Office Option, 2020)
Intersection Peak-Hour Levels of Service

No.	Intersection	Peak Hour	Existing plus Ambient Growth Conditions		Existing plus Ambient Growth plus Studio Office Option with Mitigation plus Related Projects Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1[a]	Sierra Highway & SR-14 SB Ramps	A.M. P.M.	0.870 0.900	D D	0.907 1.002	E F	0.037 0.102	**Yes** **Yes**
2	Sierra Highway & Placerita Canyon Road	A.M. P.M.	0.744 0.848	C D	0.760 0.923	C E	0.016 0.075	No **Yes**
3[b]	SR-14 NB Off-Ramp & Placerita Canyon Road	A.M. P.M.	0.265 0.241	A A	0.387 0.378	A A	0.122 0.137	No No
4[a]	Current Ranch Main Entrance & Placerita Canyon Road	A.M. P.M.	0.261 0.249	A A	0.403 0.353	A A	0.142 0.104	No No

[a] *Intersection is signalized as part of Project mitigations.*

[b] *Intersection is signalized as Project design feature.*

Source: Gibson Transportation Consulting, Inc., May 2010.

and/or other relevant plans. Like the Project, other development projects would be anticipated to incorporate design features and operational characteristics that generally support the relevant plans. Such projects would also be subject to jurisdictional review to ensure consistency with the regulatory framework. As such, cumulative impacts with respect to regulatory requirements would be less than significant.

5. PROJECT DESIGN FEATURES AND MITIGATION MEASURES

a. Project Design Features

PDF J-1: To encourage the use of alternative modes of transportation, the Project shall incorporate the following features:

- The provision of information on transportation alternatives (transit schedules, maps, etc.);
- A carpool matching program;
- Preferred parking for low-emitting (Zero Emission) and fuel-efficient vehicles;
- Preferred parking for carpool/vanpool vehicles;

- Video conferencing facilities within the Project;
- On-site secure, bicycle storage areas; and
- Non-dedicated walkways, bicycle access, and paved surfaces throughout the Development Area to minimize use of automobiles and trucks traveling throughout the Development Area.

b. Mitigation Measures

(1) Construction

The following mitigation measure shall be implemented to reduce Project-related construction impacts to a less than significant level:

MM J-1: Prior to any construction activities and/or issuance of required encroachment permits from Los Angeles County, the City of Santa Clarita and Caltrans, detailed Construction Traffic Management Plans shall be submitted to the relevant agency or agencies for review and approval, consistent with each agency's established codes and procedures. The Construction Traffic Management Plans shall include the following, as required by the applicable public agency or agencies:

- Provisions to configure construction parking to minimize traffic interference;
- Provisions for traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag person);
- 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;
- With the exception of travel on Placerita Canyon Road, rerouting construction trucks along parallel routes with less congestion, to reduce travel on congested streets;
- Provision of dedicated turn lanes for movement of construction trucks and equipment on- and off-site in accordance with the Construction Traffic Management Plans approved by the County of Los Angeles Department of Public Works and/or other public agency;
- With the exception of off-site infrastructure improvements, prohibition against parking of construction-related vehicles on streets in predominantly residentially zoned areas;

- 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;
- Scheduling of the majority of construction-related deliveries, other than concrete and earthwork-related deliveries, during off-peak travel periods;
- The Applicant shall submit the detailed Construction Traffic Management Plans to the public agency or agencies having jurisdiction, including the County of Los Angeles Department of Public Works, Caltrans, and the City of Santa Clarita, including the Sheriff and Fire Departments of the County of Los Angeles, the Police and Fire Departments of the City of Santa Clarita, and/or the California Highway Patrol, at least 14 days in advance of any construction activities that may affect emergency response in the areas over which the public agency has or public agencies have jurisdiction.
- All measures identified in the detailed Construction Traffic Management Plans, as approved by the public agency or agencies, shall be implemented during construction to ensure that adequate and safe access remains available on-site and within the Off-Site Infrastructure Improvement Areas.

MM J-2: The Applicant shall obtain the required permits for truck haul routes from the County of Los Angeles Department of Public Works and/or any other public agency prior to the issuance of a grading permit for the Project.

MM J-3: The Applicant shall obtain a Caltrans transportation permit prior to the use of oversized transport vehicles on Caltrans facilities.

MM J-4: Prior to issuance of a grading permit, Applicant shall document and submit all required information and/or material pertaining to the pavement of County roadways along the Project haul route, including the formula for calculating the Project's fair share of any repair and/or reconstruction of County roadways along the Project haul route, to the satisfaction of the County of Los Angeles Department of Public Works. The Applicant shall reimburse the County of Los Angeles for the cost of any repairs and/or reconstruction of County roadways along the Project haul route attributable to the Project as agreed to by the County of Los Angeles Department of Public Works. A bond (amount to be reasonably determined by the County of Los Angeles Department of Public Works once a specific haul route is designated) shall also be put in place to cover any structural impacts to the

roadways along the haul route attributable to the Project's truck trips during hauling. The timing of any necessary repairs and/or reconstruction of County Roadways by the Applicant shall be determined by the County of Los Angeles Department of Public Works.

(2) Operation

(a) Intersections

The Project would create a significant impact at two of the four study intersections. Mitigation measures for the two impacted intersections shall be implemented and funded by the Applicant, as follows:

MM J-5: Sierra Highway/SR-14 Southbound Ramps: Prior to issuance of the first certificate of occupancy, the Project Applicant shall install a traffic signal at this intersection with protected left-turn phasing for southbound Sierra Highway. Northbound Sierra Highway shall be widened to provide a separate right-turn only lane onto the SR-14 southbound on-ramp. These improvements shall be the sole responsibility of the Project. Detailed striping/signing and traffic signal plans shall be submitted to the County of Los Angeles Department of Public Works for review and approval prior to implementation.

MM J-6: Sierra Highway/Placerita Canyon Road: Prior to issuance of the first certificate of occupancy, the Project Applicant shall widen the Placerita Canyon Road westbound approach to provide a free-flow right-turn lane onto northbound Sierra Highway, facilitating traffic flow to the SR-14 southbound on-ramp. These improvements shall be the sole responsibility of the Project. A detailed striping/signing plan shall be submitted to the County of Los Angeles Department of Public Works for review and approval prior to implementation.

(b) Access

The analysis of access impacts inherently accounts for the following mitigation measures, which would improve access to the Development Area and the Ranch and be funded by the Applicant:

MM J-7: Current Ranch main entrance/Placerita Canyon Road (Easterly Driveway): Prior to issuance of the first certificate of occupancy, the Project Applicant shall install a traffic signal at this intersection. The eastbound approach of Placerita Canyon Road at the intersection shall be striped to provide for a left-turn only lane to improve access to the Ranch. This intersection's southbound approach exiting the Development Area shall be striped to provide one left-turn lane and

one right-turn lane. These improvements shall be the sole responsibility of the Project. Detailed striping/signing and traffic signal plans shall be submitted to the County of Los Angeles Department of Public Works for review and approval prior to implementation.

MM J-8: Placerita Canyon Road (new Ranch main entrance)/SR-14 Northbound Off-Ramp: The Project shall provide a direct entrance, if approved by Caltrans, to the Development Area from the SR-14 northbound off-ramp to allow immediate access to the Project. This intersection shall be signalized and the off-ramp widened to provide three lanes (one left-turn lane, one optional through and left-turn lane, and one right-turn lane). Eastbound to northbound left-turns shall be prohibited, and southbound movement out of the Development Area shall be limited to right-turns only. These improvements shall be the sole responsibility of the Project.

(3) Cumulative Mitigation

Based on the preceding analysis, a significant cumulative impact would occur at two of the four study intersections. The Project shall pay its fair share toward the cost of the following cumulative mitigation measures designed to reduce such impacts to a less than significant level:

MM J-9: Sierra Highway/SR-14 Southbound Ramps: Prior to issuance of the first certificate of occupancy, the Project Applicant shall pay its pro rata share (20.9 percent) of the cost for the widening of southbound Sierra Highway to provide a second left-turn only lane onto the SR-14 southbound on-ramp.

MM J-10: Sierra Highway/Placerita Canyon Road: Prior to issuance of the first certificate of occupancy, the Project Applicant shall pay its pro rata share (16.2 percent) of the cost for the widening of Sierra Highway northbound approach to provide a separate right-turn only lane onto eastbound Placerita Canyon Road.

MM J-11: The Project shall pay its share of the applicable Eastside Bridge and Major Thoroughfare District fees in effect at the time of final map recordation.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

a. Construction

Project-related construction impacts associated with construction worker trips, construction work parking, demolition haul trips, and delivery truck trips would be less than significant. Haul trip impacts related to soil export were conservatively concluded to result

in a temporary, short-term adverse impact. However, with implementation of traffic management controls for construction vehicles where necessary, no significant traffic impacts associated with construction of the Project would occur. Nonetheless, cumulative construction traffic impacts would be significant and unavoidable to the extent that haul trips associated with the Project coincide with those of the Kellstrom Project (Related Project No. 3).

b. Operation

(1) Intersections

Table V.J-16 on page V.J-64 provides the V/C ratios and corresponding LOS for each study intersection following implementation of the mitigation measures for the Project. As shown therein, with the mitigation measures in place, impacts at the two significantly affected intersections would be reduced to a less than significant level. In addition, the intersections of Sierra Highway/SR-14 Southbound Ramps and Sierra Highway/Placerita Canyon Road are projected to operate at a lower V/C ratio following implementation of the Project's mitigation measures than under Existing plus Ambient Growth Conditions (i.e., without the Project). The resulting LOS conditions are depicted in Figure V.J-7 on page V.J-65.

Similarly, implementation of the proposed mitigation measures would reduce the two significant cumulative intersection impacts to a less than significant level under the Studio Office Option, as shown in Table V.J-17 on page V.J-66 and depicted in Figure V.J-7. These two intersections would also operate at a lower V/C ratio following implementation of the mitigation measures than under Existing plus Ambient Growth Conditions.

(2) Caltrans Analysis

As shown in Table V.J-6 on page V.J-39, all three intersections under Caltrans jurisdiction are projected to operate at LOS C or better during both peak hours under Future with Project with Mitigation Conditions for the Soundstage Option and the Studio Office Option. As also indicated therein, two of the three intersections (Sierra Highway/ SR-14 Southbound Ramps and Sierra Highway/Placerita Canyon Road) are projected to operate at a reduced delay following implementation of the Project and its mitigation measures than those projected under the Future without Project Conditions. Thus, impacts to the intersections under Caltrans jurisdiction would be less than significant with the incorporation of the Project's mitigation measures.

Table V.J-16
Existing Plus Ambient Growth Plus Project with Mitigation Conditions (Soundstage Option, 2020)
Intersection Levels of Service

No.	Intersection	Peak Hour	2020 Without Soundstage Option		2020 with Soundstage Option				2020 with Soundstage Option with Mitigation			
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay Increase	Significant Impact?	V/C or Delay	LOS	Project Increase In V/C	Significant Impact?
1[a]	Sierra Highway & SR-14 SB Ramps	A.M.	0.870	D	0.904	E	0.034	**Yes**	0.848	D	-0.022	No
		P.M.	0.900	D	0.984	E	0.084	**Yes**	0.890	D	-0.010	No
2	Sierra Highway & Placerita Canyon Road	A.M.	0.744	C	0.770	C	0.026	No	0.642	B	-0.102	No
		P.M.	0.848	D	1.014	F	0.166	**Yes**	0.771	C	-0.077	No
3[b]	SR-14 NB Off-Ramp & Placerita Canyon Road	A.M.	0.265	A	0.357	A	0.092	No	0.357	A	0.092	No
		P.M.	0.241	A	0.368	A	0.127	No	0.368	A	0.127	No
4[a]	Current Ranch Main Entrance & Placerita Canyon Road	A.M.	0.261	A	0.398	A	0.137	No	0.398	A	0.137	No
		P.M.	0.249	A	0.374	A	0.125	No	0.349	A	0.100	No

[a] *Intersection is signalized as part of Project mitigations.*

[b] *Intersection is signalized as Project design feature.*

Source: Gibson Transportation Consulting, Inc., May 2010.

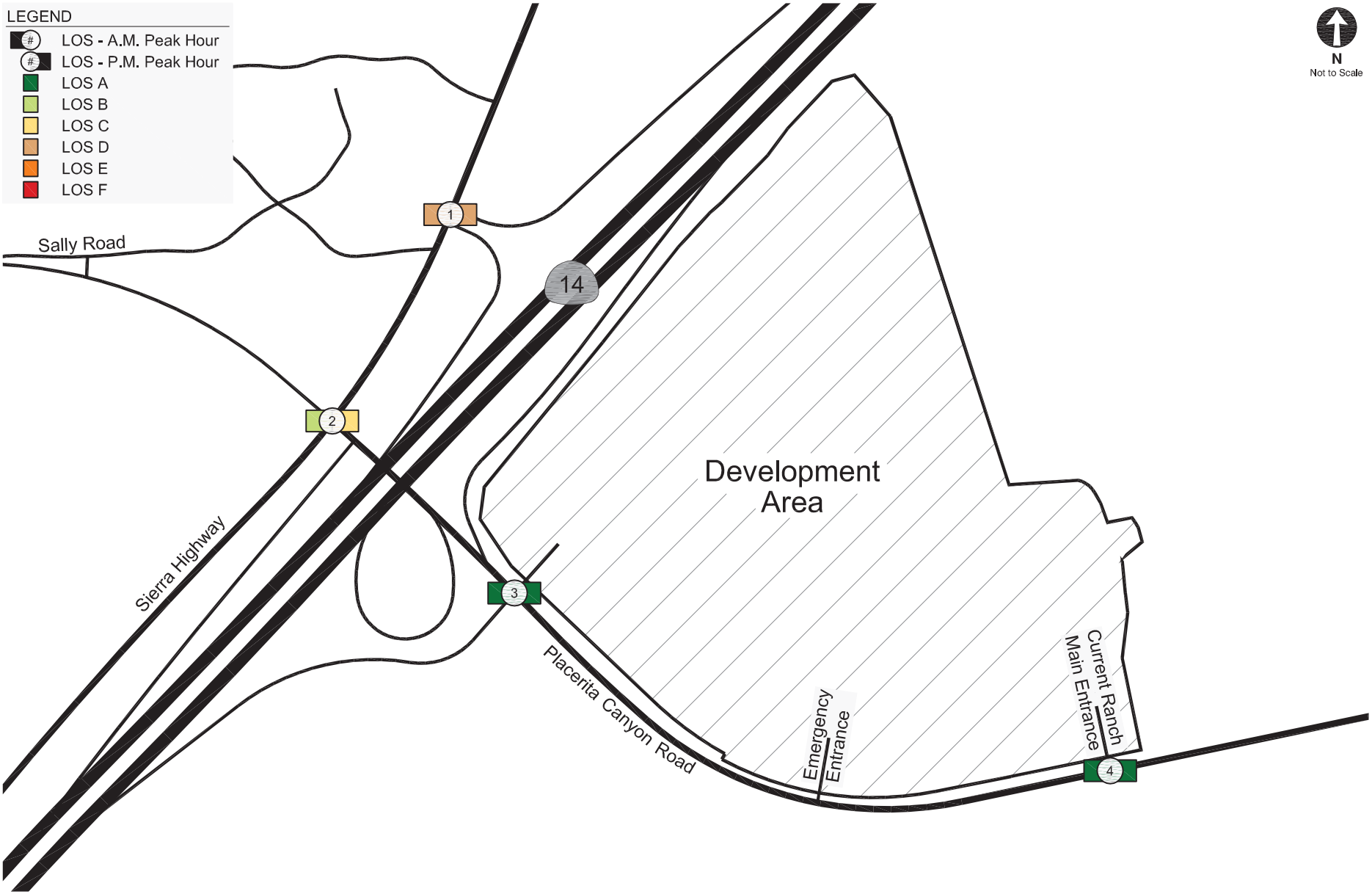


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Figure V.J-7
Existing plus Ambient Growth plus Project with Mitigation
(Soundstage and Studio Office Options)
Peak Hour Levels of Service

Source: Gibson Trasportation Consulting, Inc., 2012.

Table V.J-17
Existing Plus Ambient Growth Plus Project with Mitigation Conditions (Studio Office Option, 2020)
Intersection Levels of Service

No.	Intersection	Peak Hour	2020 Without Studio Office Option		2020 with Studio Office Option				2020 with Studio Office Option with Mitigation			
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay Increase	Significant Impact?	V/C or Delay	LOS	Studio Office Option Increase in V/C	Significant Impact?
1 [a]	Sierra Highway & SR-14 SB Ramps	A.M.	0.870	D	0.905	E	0.035	**Yes**	0.849	D	-0.021	No
		P.M.	0.900	D	0.987	E	0.087	**Yes**	0.891	D	-0.009	No
2	Sierra Highway & Placerita Canyon Road	A.M.	0.744	C	0.770	C	0.026	No	0.642	B	-0.102	No
		P.M.	0.848	D	1.020	F	0.172	**Yes**	0.772	C	-0.076	No
3 [b]	SR-14 NB Off-Ramp & Placerita Canyon Road	A.M.	0.265	A	0.360	A	0.095	No	0.360	A	0.095	No
		P.M.	0.241	A	0.373	A	0.132	No	0.373	A	0.132	No
4 [a]	Current Ranch main entrance & Placerita Canyon Road	A.M.	0.261	A	0.403	A	0.142	No	0.403	A	0.142	No
		P.M.	0.249	A	0.379	A	0.130	No	0.353	A	0.104	No

[a] *Intersection is signalized as part of Project mitigations.*

[b] *Intersection is signalized as Project design feature.*

Source: Gibson Transportation Consulting, Inc., May 2010.

(3) Access

The proposed site access points of SR-14 Northbound Off-Ramp/Placerita Canyon Road and current Ranch main entrance/Placerita Canyon Road were analyzed for queuing for post-mitigation conditions, including Existing plus Ambient Growth plus Project with Mitigation Conditions and Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions. As shown in Table V.J-18 on page V.J-68, following mitigation, the Project (under the Soundstage Option and the Studio Office Option) would not exceed the storage capacity at either access point and therefore would not result in a significant access impact. Impacts with the addition of Related Projects' traffic would also be less than significant. Specifically, queues in the westbound lanes at both access locations are not expected to be significant due to the large intersection spacing of over 1,500 feet. At the intersection of SR-14 Northbound Off-Ramp/Placerita Canyon Road, there is adequate storage capacity in the northbound lanes (i.e., the freeway off-ramp, which would have a capacity of 29 vehicles in the shared left/through lane and 29 vehicles in the right turn lane) to accommodate the projected queues (4 to 8 vehicles).

Similarly, at the intersection of the current Ranch main entrance/Placerita Canyon Road, there would be adequate storage capacity (10 vehicles) in the eastbound left-turn lane to accommodate the projected queues (4 to 8 vehicles). Outbound (southbound) lanes at both access locations would be designed with adequate storage to accommodate the projected queues. Additionally, the on-site security booths at both locations would be set back approximately 125 feet from the intersection to prevent any back-up of vehicles onto Placerita Canyon Road. Thus, impacts regarding access would be less than significant with the incorporation of the Project's mitigation measures. MM J-6, combined with the proposed improvements at the intersection of SR-14 Northbound Ramp/Placerita Canyon Road, would improve traffic operations within the Study Area as well as ingress/egress to the Project site.

(4) CMP Intersections and Freeways

As previously indicated, a potentially significant CMP impact would occur at Sierra Highway/Placerita Canyon Road during the P.M. peak hour. As shown in Table V.J-9 on page V.J-43, following mitigation this impact would be eliminated under both the Soundstage Option and the Studio Office Option. Thus, impacts after mitigation would be less than significant.

c. Cumulative Impacts

Table V.J-19 on page V.J-70 provides the V/C ratios and corresponding LOS for each study intersection following implementation of the cumulative mitigation measures under the Project. As shown therein, with the mitigation measures in place, cumulative

Table V.J-18
Existing Plus Ambient Growth Plus Project with Mitigation Conditions, with Related Projects (Soundstage and Studio Office Options, 2020)
Access Analysis

No.	Intersection	Lane Description	Vehicle Storage Capacity (Car Lengths)	Peak Hour	Existing plus Ambient Growth plus Project with Mitigation Conditions		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions	
					95th Percentile Vehicle Queue Length	Exceeds Capacity?	95th Percentile Vehicle Queue Length	Exceeds Capacity?
Soundstage Option								
3.	SR 14 NB Off-Ramp & Placerita Canyon Road	Southbound Right-Turn Lane[a]	—	A.M.	2	No	2	No
			—	P.M.	7	No	7	No
		Westbound Shared Through-Right Lane[b]	—	A.M.	7	No	7	No
			—	P.M.	8	No	8	No
		Northbound Shared Left-Through Lane	29	A.M.	4	No	8	No
			29	P.M.	4	No	7	No
		Northbound Right-Turn Lane	29	A.M.	7	No	7	No
			29	P.M.	7	No	7	No
4.	Current Ranch Main Entrance & Placerita Canyon Road	Southbound Right-Turn Lane[a]	—	A.M.	3	No	3	No
			—	P.M.	8	No	8	No
		Southbound Left-Turn Lane[a]	—	A.M.	0	No	0	No
			—	P.M.	1	No	1	No
		Westbound Shared Through-Right Lane[b]	—	A.M.	9	No	9	No
			—	P.M.	7	No	7	No
		Eastbound Left-Turn Lane	10	A.M.	8	No	8	No
			10	P.M.	2	No	2	No

Table V.J-18 (Continued)
Existing Plus Ambient Growth Plus Project with Mitigation Conditions, with Related Projects (Soundstage and Studio Office Options)
Access Analysis

No.	Intersection	Lane Description	Vehicle Storage Capacity (Car Lengths)	Peak Hour	Existing plus Ambient Growth plus Project with Mitigation Conditions		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions	
					95th Percentile Vehicle Queue Length	Exceeds Capacity?	95th Percentile Vehicle Queue Length	Exceeds Capacity?
Studio Office Option								
3.	SR 14 NB Off-Ramp & Placerita Canyon Road	Southbound Right-Turn Lane[a]	—	A.M.	2	No	2	No
			—	P.M.	7	No	7	No
		Westbound Shared Through-Right Lane[b]	—	A.M.	7	No	7	No
			—	P.M.	8	No	8	No
		Northbound Shared Left-Through Lane	29	A.M.	4	No	8	No
			29	P.M.	4	No	7	No
		Northbound Right-Turn Lane	29	A.M.	7	No	7	No
			29	P.M.	7	No	7	No
4.	Current Ranch Main Entrance & Placerita Canyon Road	Southbound Right-Turn Lane[a]	—	A.M.	3	No	3	No
			—	P.M.	8	No	8	No
		Southbound Left-Turn Lane[a]	—	A.M.	0	No	0	No
			—	P.M.	1	No	1	No
		Westbound Shared Through-Right Lane[b]	—	A.M.	9	No	9	No
			—	P.M.	7	No	7	No
		Eastbound Left-Turn Lane	10	A.M.	8	No	8	No
			10	P.M.	2	No	2	No

[a] *The identified movements represent egress from the Ranch. Adequate storage capacity would be provided to ensure that the 95th percentile queue length is not exceeded.*

[b] *Queues in the westbound lanes are not expected to affect the operations due to the large intersection spacing along Placerita Canyon Road.*

Source: Gibson Transportation Consulting, Inc., May 2010.

Table V.J-19
Existing Plus Ambient Growth Plus Project with Mitigation Plus Related Projects, with Cumulative Mitigation (Soundstage Option, 2020)
Intersection Peak-Hour Levels of Service

No.	Intersection	Peak Hour	Existing plus Ambient Growth Conditions		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions				Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	Sierra Highway &	A.M.	0.870	D	0.906	E	0.036	**Yes**	0.734	C	-0.136	No
	SR 14 SB Ramps[a]	P.M.	0.900	D	1.002	F	0.102	**Yes**	0.917	E	0.017	No
2.	Sierra Highway &	A.M.	0.744	C	0.760	C	0.016	No	0.760	C	0.016	No
	Placerita Canyon Road	P.M.	0.848	D	0.922	E	0.074	**Yes**	0.861	D	0.013	No
3.	SR 14 NB Off-Ramp &	A.M.	0.265	A	0.385	A	0.120	No	0.385	A	0.120	No
	Placerita Canyon Road[a]	P.M.	0.241	A	0.373	A	0.132	No	0.373	A	0.132	No
4.	Current Ranch main entrance	A.M.	0.261	A	0.398	A	0.137	No	0.398	A	0.137	No
	& Placerita Canyon Road[a]	P.M.	0.249	A	0.349	A	0.100	No	0.349	A	0.100	No

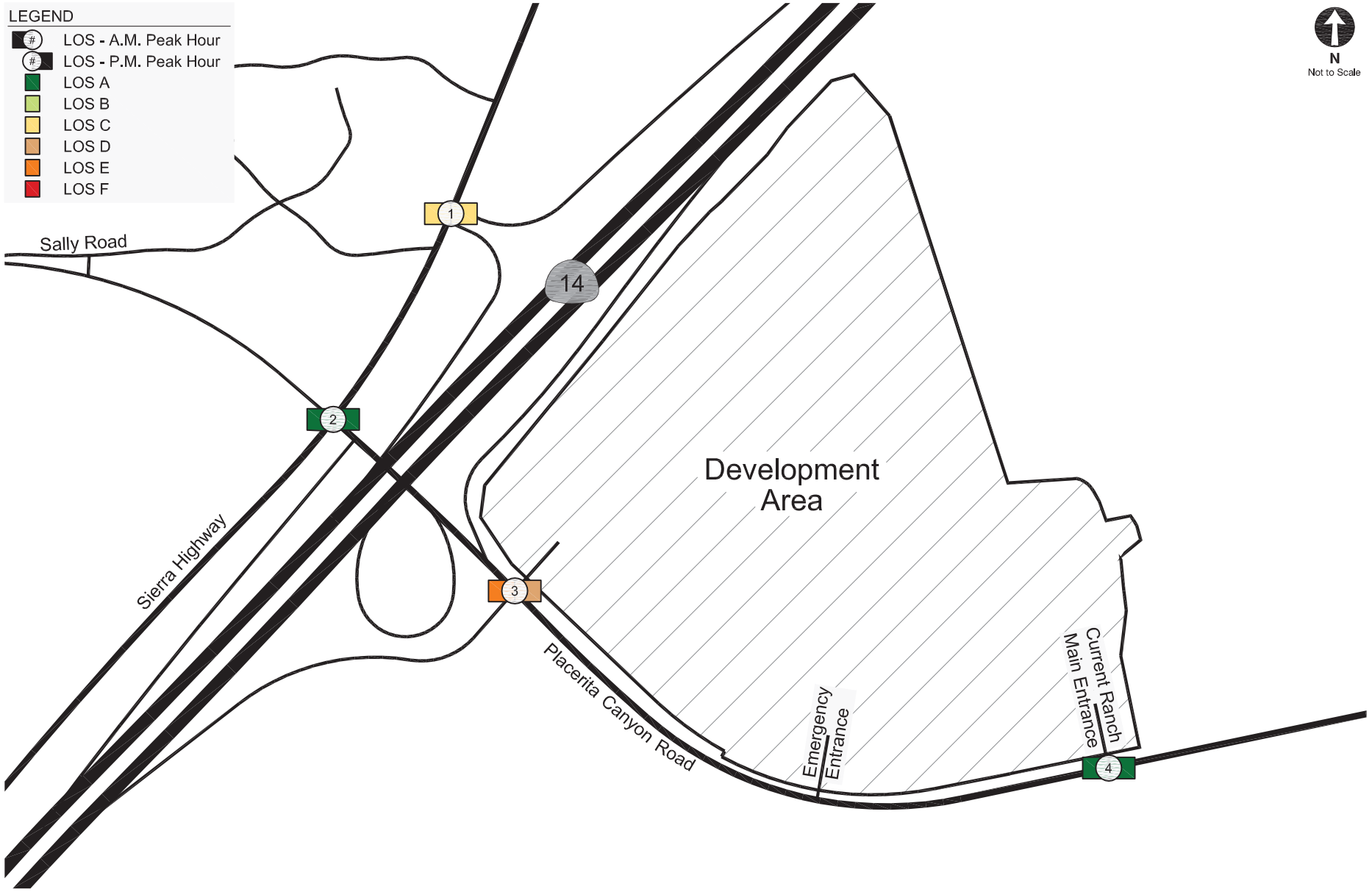
[a] *Intersection is signalized as part of Project mitigations.*

Source: Gibson Transportation Consulting, Inc., May 2010.

impacts at the two significantly affected intersections would be reduced to a less than significant level. The resulting LOS conditions are depicted in Figure V.J-8 on page V.J-72.

Similarly, implementation of the cumulative mitigation measures would reduce the two cumulatively significant intersection impacts to a less than significant level under the Studio Office Option, as shown in Table V.J-20 on V.J-73 and depicted in Figure V.J-8.

With respect to the Caltrans analysis, as shown in Table V.J-6 on V.J-39, all three intersections under Caltrans jurisdiction are projected to operate at LOS C or better during both peak hours under following implementation of the cumulative mitigation measures under the Soundstage Option and the Studio Office Option. As also indicated therein, two of the three intersections (Sierra Highway/SR-14 Southbound Ramps and Sierra Highway/ Placerita Canyon Road) are projected to operate at a lower delay following the development of the Project and Related Projects, with implementation of the Project and cumulative mitigation measures, than projected under the Future without Project Conditions.



Disney | ABC Studios at The Ranch

Figure V.J-8

Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation (Soundstage and Studio Office Options) Peak Hour Levels of Service

Source: Gibson Trasportation Consulting, Inc., 2012.

Table V.J-20
Existing Plus Ambient Growth Plus Project With Mitigation Plus Related Projects, With Cumulative Mitigation (Studio Office Option, 2020)
Intersection Peak-Hour Levels of Service

No.	Intersection	Peak Hour	Existing plus Ambient Growth Conditions		Existing plus Ambient Growth plus Project with Mitigation plus Related Projects Conditions				Existing plus Ambient Growth plus Project with Mitigation plus Related Projects with Cumulative Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	Sierra Highway &	A.M.	0.870	D	0.907	E	0.037	**Yes**	0.735	C	-0.135	No
	SR 14 SB Ramps[a]	P.M.	0.900	D	1.002	F	0.102	**Yes**	0.917	E	0.017	No
2.	Sierra Highway &	A.M.	0.744	C	0.760	C	0.016	No	0.760	C	0.016	No
	Placerita Canyon Road	P.M.	0.848	D	0.923	E	0.075	**Yes**	0.862	D	0.014	No
3.	SR 14 NB Off-Ramp &	A.M.	0.265	A	0.387	A	0.122	No	0.387	A	0.122	No
	Placerita Canyon Road[a]	P.M.	0.241	A	0.378	A	0.137	No	0.378	A	0.137	No
4.	Current Ranch main entrance	A.M.	0.261	A	0.403	A	0.142	No	0.403	A	0.142	No
	& Placerita Canyon Road[a]	P.M.	0.249	A	0.353	A	0.104	No	0.353	A	0.104	No

[a] *Intersection is signalized as part of Project mitigations.*

Source: Gibson Transportation Consulting, Inc., May 2010.

V. Environmental Impact Analysis

K.1 Public Services—Law Enforcement

V. ENVIRONMENTAL IMPACT ANALYSIS

K.1 PUBLIC SERVICES—LAW ENFORCEMENT

1. INTRODUCTION

This section of the Draft EIR analyzes the Project's potential impacts on law enforcement services. The Los Angeles County Sheriff's Department (Sheriff's Department), which serves all unincorporated areas of Los Angeles County as well as a number of contract cities within the County, provides law enforcement services to the Ranch. The focus of the analysis is on the Sheriff's Department and California Highway Patrol (CHP) facilities and staff that currently serve the Ranch, including the Development Area, and the ability of the Sheriff's Department and CHP to provide adequate protection services to the Project. This section is based in part on information provided by the Sheriff's Department and CHP included in Appendix J.1 of this Draft EIR.

2. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) County of Los Angeles Sheriff's Department

The Sheriff's Department is comprised of 24 patrol stations that provide services to 40 contract cities, 90 unincorporated communities, nine community colleges, the Metropolitan Transportation Authority, and 48 Los Angeles County Superior Court locations throughout a service area of over 3,157 square miles. The Sheriff's Department currently maintains a staff of 16,772 personnel, including 9,567 sworn professionals, and serves a population of approximately four million residents.[1]

The Sheriff's Department is divided into three Field Operations Regions. The Ranch and the Development Area are located in Field Operations Region I and are served by the Santa Clarita Valley Station located at 23740 Magic Mountain Parkway in the City of Santa Clarita (City), as shown in Figure V.K.1-1 on page V.K.1-2. The Santa Clarita Valley

[1] *Los Angeles County Sheriff's Department, Year in Review 2008, www.lasdhq.org/sites/YIR/2008/2008.html, accessed January 12, 2010; and Year in Review 2009, www.lasdhq.org/sites/YIR/2009/2009.pdf, accessed July 5, 2011.*

California Highway Patrol
Newhall Office
28648 The Old Road

Los Angeles County Sheriff's Department
Santa Clarita Valley Station
23740 Magic Mountain Parkway

Golden Oak Ranch Boundary
Proposed Development Area
LADWP Transmission Corridor

5

14

Source: Google Earth Pro, 2010; Martix Environmental 2012.

matrix environmental

0 1 Mile 2 Miles
Approximate Scale in Miles

Figure V.K.1-1
Law Enforcement Stations Within the Project Vicinity

Station serves approximately 250,000 residents in an area of approximately 656 square miles comprised of the City of Santa Clarita and unincorporated areas of the County from the Los Angeles City limits to the south, the Kern County line to the north, the Ventura County line to the west, and the unincorporated community of Agua Dulce to the east.[2] The Santa Clarita Valley Station includes a traffic unit, detective bureau, Career Offenders Burglary Robbery Apprehension (COBRA) unit, air support, search and rescue, and an advisory committee.[3] Staffing for the Santa Clarita Valley Station currently consists of 170 sworn deputies.[4] The station was built in 1972 and currently exceeds its staffing capacity. To handle the growing number of personnel, office space has been leased in an adjacent building to house the detective bureau. Expansion of several areas of the station is currently underway.

Based on the Santa Clarita Valley Station's service area population, the Santa Clarita Valley Station currently maintains a deputy-to-resident ratio of less than 1 deputy (approximately 0.7) to 1,000 residents. The Sheriff's Department strives to maintain a ratio of one deputy per 1,000 residents and this service level is not currently being met within the Santa Clarita Valley. The Santa Clarita Valley Station responded to 52,125 total calls for service in 2010. In 2010, there were 4,371 Part I crimes, 6,732 Part II crimes, and 9,328 non-criminal incidents in the Santa Clarita Valley. The County Sheriff's Department indicates that average response times from the Santa Clarita Valley Station are 4 to 8 minutes for emergencies, 10 to 15 minutes for priorities, and 45 to 60 minutes for non-emergency calls for service. All response times are approximations and are dependent on the deployment of area radio cars and traffic conditions.

The Development Area is comprised of approximately 58 acres in the westernmost portion of the Ranch, a substantial portion of which is located on two large, mostly barren fill pads.[5] In addition, an uninhabited structure and the Ranch foreman's mobile home are located within the Development Area. Currently, only the Ranch foreman lives within the Development Area. As part of the Project, the Ranch foreman's mobile home would be relocated to the eastern portion of the Ranch (i.e., the Potential Mobile Home Relocation

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[2] *Written communication, Acting Captain Michael W. Dunkle, County of Los Angeles Sheriff's Department Santa Clarita Valley Station, March 8, 2010.*

[3] *Santa Clarita Valley Station, About Us, www.lasd.org/stations/for1/scv/aboutus.html, accessed November 28, 2011.*

[4] *Written communication, Captain Paul Becker, County of Los Angeles Sheriff's Department Santa Clarita Valley Station, February 22, 2011.*

[5] *The 58-acre Development Area includes approximately 12 acres that are owned by the City of Los Angeles Department of Water and Power (LADWP) and traverse the easternmost portion of the Development Area.*

Areas). Existing development within the other areas of the Ranch include the Ranch manager's house, a guest house, several uninhabited structures, the Ranch office, various barns, stables and sheds, and several temporary filming sets. The Ranch's current Conditional Use Permit No. 04-089-(5) allows a daytime population of up to 600 persons per day to be present within the Ranch for filming activities in the existing outdoor filming area, which includes a portion of the Development Area.

(2) California Highway Patrol

The Project site is also located within the jurisdiction of the CHP, which conducts traffic enforcement and traffic accident investigation in the unincorporated Santa Clarita area of the County.[6] Specifically, the Development Area is located within CHP's Southern Division, which serves over 9.75 million residents with approximately 1,123 uniformed officers and 10 area offices.[7] The CHP office located closest to the Development Area is the Newhall Office, which is located at 28648 The Old Road in the community of Valencia, approximately 8.3 miles northwest of the Development Area, as shown in Figure V.K.1-1 on page V.K.1-2. The Newhall Office is staffed by approximately 88 uniformed officers, seven sergeants, and four senior volunteers, who serve an area of approximately 600 square miles.[8] During 2009, the Newhall Office gave approximately 54,850 citations, of which approximately 1,803 resulted in physical arrest.[9]

b. Regulatory Framework

(1) Los Angeles County General Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the General Plan policies that pertain to law enforcement. As discussed in the General Plan policy consistency analysis provided therein, the Project would be consistent with the applicable General Plan polices related to law enforcement.

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[6] *Written communication, Captain M. Odle, Commander Newhall Area, Department of California Highway Patrol, January 19, 2010.*

[7] *California Highway Patrol, CHP Southern Division, www.chp.ca.gov/depts_divs_offs/501.html, accessed November 28, 2011.*

[8] *Phone communication, Sergeant Jorge Martinez, California Highway Patrol Newhall Office, April 26, 2010.*

[9] *E-mail communication, Sergeant Jorge Martinez, California Highway Patrol Newhall Office, April 27, 2010.*

(2) Santa Clarita Valley Area Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the Santa Clarita Valley Area Plan policies that pertain to law enforcement. As discussed in the policy consistency analysis provided therein, the Project would be consistent with the applicable Area Plan polices related to law enforcement.

(3) Los Angeles County Code

Law enforcement regulations and the powers and duties of the Sheriff's Department are outlined in Chapter 2.34 of the Los Angeles County Code. In addition, Chapter 22.74 of the County Code establishes the Law Enforcement Facilities Fee. Revenues generated from the Law Enforcement Facilities Fee program are used to ensure new development projects pay the capital costs of expanded or new law enforcement facilities associated with growth. The fee amount is based on the current rates set forth in the County Code and the amount and type of development proposed. However, if it is determined the reasonable amount necessary to recover the cost of providing law enforcement facilities exceeds the fee, the Sheriff's Department may present an alternative fee proposal to the Board of Supervisors for consideration. The Law Enforcement Facilities Fee must be paid before building permits are issued.

3. ENVIRONMENTAL IMPACTS

a. Methodology

Potential impacts on law enforcement services were evaluated based on the ability of existing and planned Sheriff's Department and CHP staffing, equipment, and facilities to meet the additional demand for law enforcement services potentially associated with implementation of the Project. The following factors were taken into consideration in performing the impact analysis: the effects of the Project on calls for service, levels of service, and response times; and the need for additional deputies, associated equipment, and facility space. The analysis also identifies the Project's planned security features and evaluates their ability to reduce demands on law enforcement services.

b. Significance Thresholds

The potential for the Project to result in impacts associated with law enforcement 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 K.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 law enforcement?

Threshold K.1-2: Would the project create staffing or response time problems at the sheriff's substation serving the project site?

Threshold K.1-3: Would the project include any special law enforcement problems associated with the project or the general area?

c. Project Design Elements

(1) Construction

The Project would provide a variety of security features to promote individual and community safety. During construction, fencing would be placed around the Development Area to prevent public entry and theft, and periodic private security patrols would be conducted on the Development Area and the Ranch. Additionally, Construction Traffic Management Plans would be implemented as part of the Project to address traffic and access during construction.[10] 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 traffic management plan also would be implemented in conjunction with the off-site infrastructure improvements that would be necessary for the Project. Such improvements would require a number of temporary lane closures, during which emergency access would be maintained at all times. Temporary traffic control in the form of a flag person and/or detours also would be provided during the construction activities to ensure safe traffic operations. Refer to Section V.J, Traffic, Access, and Parking, of this Draft EIR for further details regarding the 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 Sheriff's Department and CHP access would remain clear and unobstructed.

(2) Operation

The Project's design would incorporate state-of-the-art security features to provide for the safety of on-site employees and visitors. These features would include the provision of round-the-clock on-site private security guards with a guard kiosk positioned at the main vehicular entrance, closed circuit television (CCTV) cameras to monitor the Development Area and the Ranch, fencing around portions of the Development Area bordering SR-14

[10] *The Construction Traffic Management Plans would be implemented as part of Project mitigation (MM J-1), as detailed in Section V.J, Traffic, Access, and Parking, of this Draft EIR.*

and Placerita Canyon Road, alarm systems for all Project buildings with motion sensors and video surveillance, and sufficient lighting throughout the Development Area to ensure safety and visibility. Entryways, lobbies, and parking areas would also be well illuminated and designed to eliminate areas of concealment. Site security would contact the Sheriff's Department as necessary to assist with incidents. The Project's design would also incorporate a Knox Box entry system and lighted building address numbers to facilitate emergency response, including law enforcement response. In addition, upon Project completion, the Applicant would provide the Santa Clarita Valley Station Commander with a diagram of each portion of the Development Area, including access routes, and provide additional information that might facilitate law enforcement response.

d. Impact Analysis

Threshold K.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 law enforcement?

Threshold K.1-2: Would the project create staffing or response time problems at the sheriff's substation serving the project site?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Construction

Emergency access for County Sheriff Department and CHP vehicles to the Development Area, the remainder of the Ranch, and the surrounding vicinity could be impacted by Project construction activities both on- and off-site. Temporary lane closures, utility line construction, and the generation of short-term traffic due to the movement of construction equipment and hauling of soil and materials could slow or impede emergency access. However, as discussed above, the Project would implement Construction Traffic Management Plans during construction, wherein traffic management personnel (flag persons) and appropriate detour signage would be employed as necessary to ensure emergency access to the Development Area, the remainder of the Ranch, and all residences and businesses in the surrounding vicinity is maintained. The Construction Traffic Management Plans are discussed in more detail in Section V.J, Traffic, Access, and Parking, of this Draft EIR. As such, impacts with respect to emergency access would be less than significant.

During construction, equipment and building materials could be temporarily stored on-site, which could lead to theft. This could require Sheriff Department involvement

unless adequate safety and security measures are implemented to secure the Development Area. However, with implementation of the Project Design Features (PDFs) cited above, including perimeter fencing and periodic site patrols, construction-related impacts on law enforcement services would be less than significant.

(b) Operation

The Project does not include the development of any residential uses and, as such, would not increase the permanent residential population within the service area of the Santa Clarita Valley Station. Thus, the deputy to population ratio for the Santa Clarita Valley Station would remain the same as under existing conditions. However, the Project would generate a daytime population associated with employees as well as visitors. The number of employees associated with the Project would vary based on filming schedules and demand, with up to 1,240 persons associated with Project activities potentially present each day, for a total of up to 1,840 persons potentially present on the Ranch on a daily basis. As such, the Project's daytime population could increase the demand for law enforcement services. However, the Sheriff's Department has indicated that since the Project consists of non-residential uses, increased staffing or equipment at the Santa Clarita Valley Station would not be necessary to provide service to the Development Area, and impacts would be less than significant.[11] Moreover, the Project would be required to pay the appropriate Law Enforcement Facilities Fee, as established under Chapter 22.74 of the County Code, which would serve to help pay the capital costs of any future new or expanded law enforcement facilities associated with Project-related growth. In addition, dependent on the nature of the incident or emergency, the Santa Clarita Valley Station would have additional support from other stations.[12]

The Sheriff's Department has also indicated that response times to the Development Area would be approximately 4 to 8 minutes for emergency calls, 10 to 15 minutes for priority calls, and 45 to 60 minutes for non-emergency calls. However, such response times are approximations and would depend on both the deployment of area radio cars and traffic conditions.[13]

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[11] *Written communication, Acting Captain Michael W. Dunkle, County of Los Angeles Sheriff's Department Santa Clarita Valley Station, March 8, 2010.*

[12] *Written communication, Captain Paul Becker, County of Los Angeles Sheriff's Department Santa Clarita Valley Station, February 22, 2011.*

[13] *Ibid.*

Use of the proposed Placerita Canyon Connector Trail would introduce a small daytime population of hikers, mountain bikers, and equestrians on the Ranch south of Placerita Canyon Road, likely on an intermittent basis. However, the population would be sufficiently small and the types of use limited such that no increase in demand for law enforcement services would be expected.

With respect to emergency access to the Project site during Project operations, the analysis provided in Section V.J, Traffic, Access, and Parking, of this Draft EIR demonstrates that Project development would result in a less than significant impact on access and local traffic conditions (i.e., nearby intersections) following mitigation. Although additional traffic generated by the Project could potentially cause delays in law enforcement response times, the additional traffic would not significantly impact emergency vehicle access or response times for either the Sheriff's Department or the CHP. Furthermore, as it pertains to patrols and calls for service by the CHP, while the Project would add vehicular trips to local roadways which could result in increased traffic incident rates, all operational traffic impacts would be reduced to a less than significant level following implementation of traffic mitigation measures. As such, impacts to CHP services are also expected to be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

(a) Construction

Emergency access for County Sheriff's Department and CHP vehicles to the Off-Site Infrastructure Improvement Areas could be impacted by off-site construction activities. Temporary lane closures, utility line construction, as well as the generation of traffic due to the movement of construction equipment and hauling of soil and materials could slow or impede emergency access. However, the Project would implement Construction Traffic Management Plans during construction to ensure emergency access within the Off-Site Infrastructure Improvement Areas and to all residences and businesses in the surrounding vicinity is maintained. As such, impacts with respect to emergency access would be less than significant.

(b) Operation

Implementation of the off-site utility and roadway improvements would not result in new or expanded land uses that would require additional law enforcement services. Therefore, the Project would have no operational impacts on law enforcement associated with the Off-Site Infrastructure Improvement Areas.

Threshold K.1-3: Would the project include any special law enforcement problems associated with the project or the general area?

The Project site is not located within an area of special law enforcement problems. Therefore, the Project would have no impacts associated with special law enforcement problems.

4. CUMULATIVE IMPACTS

The geographic context for the cumulative impact analysis is the service area of the County Sheriff's Department Santa Clarita Valley Station and the CHP Newhall Office. The Project in conjunction with identified Related Projects and forecasted growth through 2020 (i.e., the Project's buildout year) within these service areas would cumulatively increase the demand for law enforcement. Section III, Environmental Setting, of this Draft EIR identifies 14 Related Projects that are anticipated to be developed within the vicinity of the Development Area. In order to present a conservative analysis, all 14 Related Projects were taken into account in this cumulative analysis, regardless of jurisdictional station.

Several of the Related Projects include residential uses, which would increase the permanent residential population within the Sheriff's Department service area. In addition, the Related Projects would involve an increase in retail, restaurant, hotel, and office uses, which would increase the daytime population in the area. Along with other anticipated growth through 2020, this would further increase the demand for law enforcement services. However, as with the Project, the Related Projects and all other future development would be reviewed by the Sheriff's Department to ensure that sufficient security measures are implemented to reduce potential impacts to Sheriff services, would be required to pay the applicable Law Enforcement Facilities Fee, and would be required to implement mitigation measures to minimize any significant impacts on law enforcement services. As such, cumulative impacts on law enforcement services would be less than significant.

Similarly, all Related Projects and other future development through 2020 would be anticipated to ensure emergency access and mitigate any significant traffic impacts, which would serve to reduce impacts on CHP services. Further, the cumulative traffic analysis for the Project determined that cumulative impacts at the two significantly affected intersections within the Project vicinity would be reduced to a less than significant level with implementation of proposed mitigation, towards which the Project Applicant would pay its fair share (i.e., the Project Applicant would pay a fair share portion of the cost of the recommended traffic improvements to mitigate its contribution towards cumulative impacts). Given the Project's planned security design features and implementation of the mitigation measures below as well as in Section V.J, Traffic, Access, and Parking, the Project's contribution to cumulative impacts on CHP services would be less than significant.

5. PROJECT DESIGN FEATURES AND MITIGATION MEASURES

a. Project Design Features

PDF K.1-1: During construction, fencing shall be placed around the Development Area to prevent public entry and theft, and periodic and random private security patrols shall be conducted on the Development Area and the Ranch.

PDF K.1-2: The Applicant shall notify the County of Los Angeles Sheriff's Department and California Highway Patrol a minimum of five business days prior to any Project-related lane closures or other road construction and ensure that emergency access remains clear and unobstructed.

PDF K.1-3: The Project's design shall incorporate state-of-the-art security features to provide for the safety of on-site employees and visitors including the provision of 24-hours per day, 7 days per week on-site private security guards with a guard kiosk positioned at the main vehicular entrance, closed circuit television cameras to monitor the Development Area and the Ranch, fencing around portions of the Development Area bordering SR-14 and Placerita Canyon Road, and alarm systems for all Project buildings with motion sensors and video surveillance.

PDF K.1-4: Upon Project completion and prior to issuance of the first certificate of occupancy, the Applicant shall provide the County of Los Angeles Sheriff's Department Santa Clarita Valley Station Commander with a diagram of each portion of the Development Area, including access routes.

PDF K.1-5: The Project's design shall incorporate a Knox Box entry system and lighted building address numbers to facilitate emergency response.

In addition to the Project Design Features above, Section V.I, Visual Qualities, of this Draft EIR, sets forth Project Design Features that would serve to further enhance safety within the Project site by providing sufficient lighting for safety and visibility.

b. Mitigation Measures

Project-level and cumulative impacts on law enforcement services would be less than significant. Therefore, no mitigation measures would be required.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

As indicated above, Project-level and cumulative impacts to law enforcement services would be less than significant, and no mitigation measures would be required.

V. Environmental Impact Analysis

K.2 Public Services—Fire Protection

V. ENVIRONMENTAL IMPACT ANALYSIS

K.2 PUBLIC SERVICES—FIRE PROTECTION

1. INTRODUCTION

This section of the Draft EIR analyzes the Project's potential impacts on fire protection and emergency medical services. Specifically, the impact analysis addresses service capacity, fire flow, emergency response times, emergency access, and fire safety equipment. A summary of pertinent regulations and fire safety standards is also included. The analysis is based, in part, on information provided by the County of Los Angeles (County) Fire Department's Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division, included in Appendix J.2 of this Draft EIR.

2. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) Fire Protection Facilities, Services, and Response Times

The County Fire Department provides fire prevention, fire protection, and emergency services to over 4.1 million residents in 58 incorporated cities and all of the unincorporated areas of Los Angeles County. There are 169 fire stations located throughout the County Fire Department's 2,305 square mile service area. The County Fire Department is comprised of approximately 4,850 personnel, of which approximately 2,722 are firefighters.[1]

As shown in Figure V.K.2-1 on page V.K.2-2, three existing County Fire Department stations are located within the vicinity of the Ranch. Fire Station No. 123 is located at 26321 North Sand Canyon Road, approximately 4.2 miles east of the Ranch (approximately 4.7 miles from the Development Area).[2] Fire Station No. 123 is the

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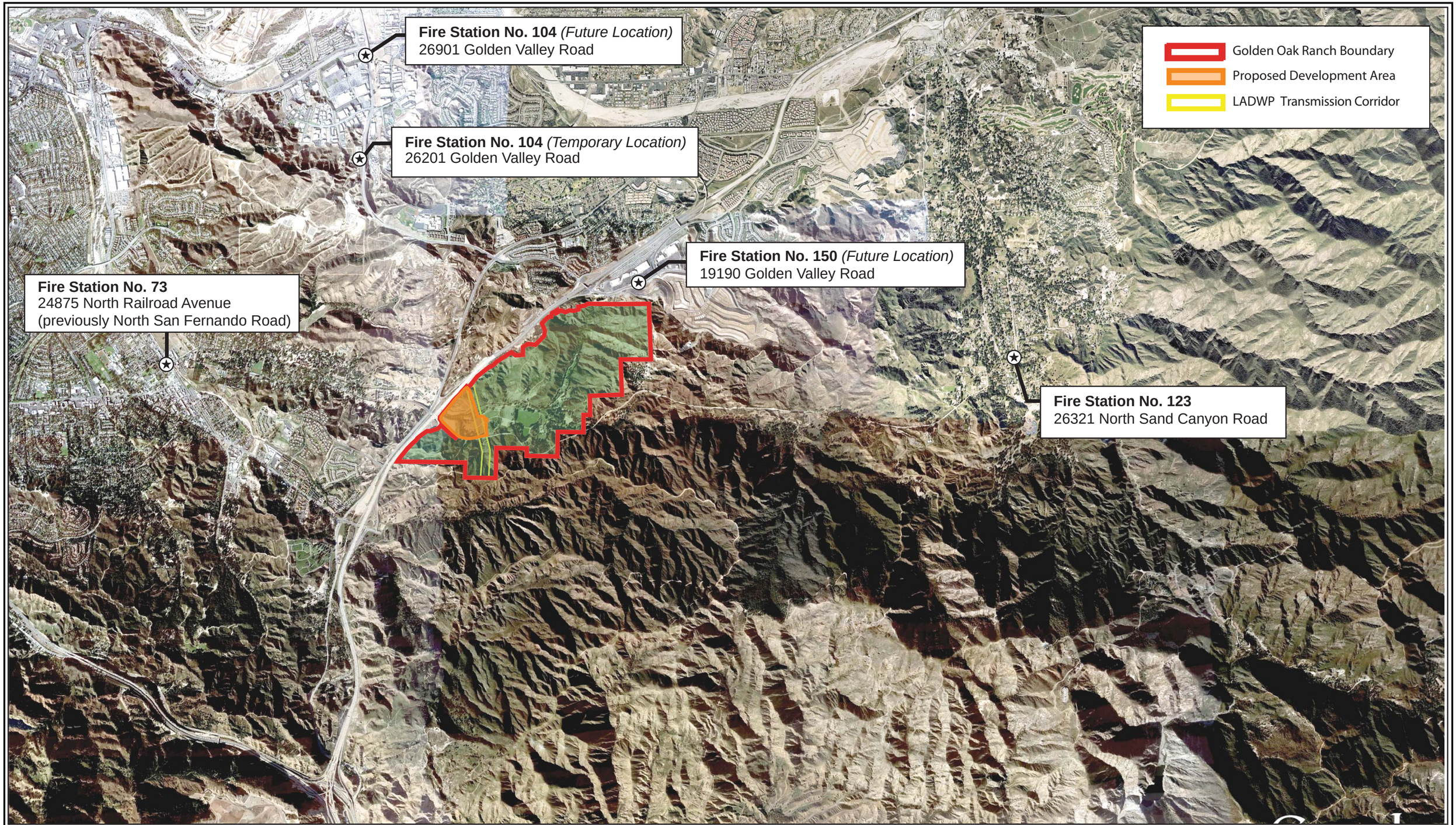
[1] *County of Los Angeles Fire Department website, Three Year Data 2007–2009, www.fire.lacounty.gov/PDFs/StatSummary.pdf, accessed October 22, 2010.*

[2] *Distance citations are approximate driving distances to the nearest portion of the Development Area, except as otherwise noted.*



Source: Google Earth Pro, 2010; Matrix Environmental 2012.

matrix environmental

0 1 Mile 2 Miles
Approximate Scale in Miles

Figure V.K.2-1
Existing and Proposed Fire Stations Within the Project Vicinity

jurisdictional ("first in") station for the Development Area and the Ranch.[3] Fire Station No. 73 is located at 24875 North Railroad Avenue (previously North San Fernando Road), approximately 3.4 miles west of the Development Area, and is the "second in" station for the Development Area and the Ranch. Fire Station No. 104 is located at 26201 Golden Valley Road, approximately 2.9 miles northwest of the Development Area, and is the "third in" station for the Development Area and the remainder of the Ranch. Table V.K.2-1 on page V.K.2-4 summarizes the location, response distance, staffing, and equipment of these stations.

Fire Station No. 104 is currently in a temporary location and is scheduled to be relocated to a permanent location at 26901 Golden Valley Road, slightly farther north of its current location. Fire Station No. 104 should be operational at its permanent location by 2013. In addition, a new fire station, Fire Station No. 150, is planned at 19190 Golden Valley Road just east of SR-14, approximately 1.3 miles northeast of the Development Area (approximately 1.7 miles to the proposed driveway), and is expected to become operational in 2012. Once operational, Fire Station No. 150 would replace Fire Station No. 123 as the jurisdictional station for the Development Area and the Ranch. It is anticipated that Fire Station No. 150 would be equipped with a four-person quint (combination engine/ladder truck apparatus), a three-person engine company, and a two-person paramedic squad, as shown in Table V.K.2-1. Once Fire Station No. 150 is operational, the staffing and equipment of Fire Station No. 104 would change to a four-person engine company and a five-person hazmat squad (creating a hazmat taskforce).[4]

Table V.K.2-2 on page V.K.2-5 lists the number of responses for the three existing County Fire Department stations closest to the Ranch during 2009, as well as average response times. Fire Station No. 123 had 371 total responses in 2009, consisting of 115 fire-related responses, 207 emergency medical service (EMS) responses, and 49 other responses.[5] Fire Station No. 73 had 1,937 total responses in 2009, consisting of

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[3] *Written correspondence, Captain Mark Whaling, Fire Station No. 123, Los Angeles County Fire Department, October 26, 2010. Confirmed via phone communication with Chief Debbie Aguirre, Los Angeles County Fire Department Planning Division, December 13, 2011.*

[4] *Phone communication and e-mail correspondence, Loretta Bagwell, Planning Analyst, Los Angeles County Fire Department Planning Division, March 18 and 30, 2010.*

[5] *E-mail communication, Captain Mark Whaling, Fire Station No. 123, Los Angeles County Fire Department, December 31, 2010.*

Table V.K.2-1
Existing and Proposed County Fire Department Stations Located in the Project Vicinity

Station No.	Location	Distance from Development Area[a]	24-Hour Staffing	Equipment
Existing				
Fire Station No. 123[b]	26321 North Sand Canyon Road	4.7 miles	3	• Engine Company
Fire Station No. 104 (temporary)	26201 Golden Valley Road	2.9 miles	4	• Four-Person Quint
Fire Station No. 73[b]	24875 North Railroad Avenue	3.4 miles	6	• Four-Person Engine Company • Two-Person Paramedic Squad
Proposed				
Fire Station No. 150 (2012)	19190 Golden Valley Road	1.3 miles	9	• Four-Person Quint • Three-Person Engine Company • Two-Person Paramedic Squad
Fire Station No. 104 (permanent in 2013)	26901 Golden Valley Road	3.8 miles	9	• Four-Person Engine Company • Five-Person Hazmat Squad

[a] *Distances cited are approximate driving distances to the Ranch entrance.*

[b] *No changes in the location, staffing, or equipment are anticipated for these stations.*

Source: Written communication, Chief John R. Todd, Forestry Division Prevention Services Bureau, March 5, 2010; e-mail correspondence, Loretta Bagwell, Planning Analyst, Los Angeles County Fire Department Planning Division, March 30, 2010; e-mail correspondence, Captain Mark Whaling, Fire Station No. 123, Los Angeles County Fire Department, December 31, 2010.

70 fire-related responses, 1,524 EMS responses, and 343 other responses.[6] Fire Station No. 104 had 208 total responses in 2009, consisting of 5 fire-related responses, 161 EMS responses, and 42 other responses.[7,8] Among the three fire stations, there were a total of approximately 2,516 responses in 2009, with fire-related responses comprising

[6] *In 2010, Fire Station No. 73 had 1,993 total responses, consisting of 76 fire-related responses, 1,511 EMS responses, and 406 other responses. Source: Chief John R. Todd, Forestry Division, Prevention Services Bureau, September 14, 2011.*

[7] *Written communication, Chief John R. Todd, Forestry Division, Prevention Services Bureau, March 5, 2010.*

Table V.K.2-2
Fire and Paramedic Response Data for 2009

Fire Stations Serving the Ranch	Annual Number of Responses[a]	Average Response Time
Fire Station No. 123[b]		
Fire Responses	115 (31%)	9:50 minutes
Emergency Medical Service Responses	207 (56%)	7:00 minutes
Other[c]	49 (13%)	8:41 minutes
Total Station Responses	**371**	
Fire Station No. 104		
Fire Responses	5 (3%)	5:56 minutes
Emergency Medical Service Responses	161 (77%)	5:49 minutes
Other[c]	42 (20%)	5:34 minutes
Total Station Responses	**208**	
Fire Station No. 73		
Fire Responses	70 (3%)	5:29 minutes
Emergency Medical Service Responses	1,524 (79%)	5:04 minutes
Other[c]	343 (18%)	5:32 minutes
Total Station Responses	**1,937**	
Total Responses	**2,516**	

[a] *Annual number of responses occurring during 2009. Percentages represent percent of total responses per station.*

[b] *Note that Fire Station No. 123 has a jurisdiction of 13 square miles, which encompasses both suburban and rural areas. Average response times can be dramatically impacted by a handful of rural area calls.*

[c] *"Other" refers to false alarms, smoke scares, vehicle accidents, and miscellaneous incidents.*

Source: Written communication, Chief John R. Todd, Forestry Division Prevention Services Bureau, March 5, 2010; e-mail communication, Captain Mark Whaling, Fire Station No. 123, Los Angeles County Fire Department, December 31, 2010; e-mail communication, Chief Debbie Aguirre, Planning Division, Los Angeles County Fire Department, January 12, 2011.

approximately 8 percent of calls, EMS responses comprising approximately 75 percent, and other responses comprising approximately 17 percent.

According to the County Fire Department, the Ranch is located in a suburban area. For suburban areas, the County Fire Department has response time goals of 8 minutes for the first arriving unit and 12 minutes for an advanced life support (paramedic) unit. The average response times for each of the stations are listed in Table V.K.2-2. As shown,

[8] *In 2010, Fire Station No. 104 had 453 total responses, consisting of 21 fire-related responses, 356 EMS responses, and 76 other responses. Source: Chief John R. Todd, Forestry Division, Prevention Services Bureau, September 14, 2011.*

based on 2009 data the average response time for Fire Station No. 123 is 9:50 minutes for fire responses, 7 minutes for EMS responses, and 8:41 minutes for other responses. The average response time for Fire Station No. 104 is 5:56 minutes for fire responses, 5:49 minutes for EMS responses, and 5:34 minutes for other responses.[9] The average response time for Fire Station No. 73 is 5:29 minutes for fire responses, 5:04 minutes for EMS responses, and 5:32 minutes for other responses.[10] These response times meet Department goals. Fire Station No. 123 is estimated to have a response time of 8 minutes based on actual driving time, which is within County Fire Department guidelines.[11] Fire Station No. 150, once completed (2012), is anticipated to have a response time to the Ranch of less than 5 minutes, which would also be within County Fire Department guidelines.[12]

The County Fire Department does not calculate service-to-population ratios, as such ratios do not properly reflect the need for fire protection and emergency medical services. Specifically, such ratios do not account for demand caused by non-residential structures, vehicular incidents, transient population, and vacant land with combustible vegetation. Jurisdictional boundaries for the County Fire Department are based on several factors, such as road networks, response times, and personal knowledge of the area. The County Fire Department operates under a regional concept in its approach to providing fire protection and emergency medical services, wherein emergency response units are dispatched as needed to an incident anywhere in the County Fire Department's service territory based on distance and availability, without regard to jurisdictional or municipal boundaries. In addition, the County Fire Department maintains a mutual aid agreement with the U.S. Department of Agriculture Forest Service (the eastern portion of the Ranch includes private in-holdings in Angeles National Forest).[13]

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[9] *Based on 2010 data, the average response time for Fire Station No. 104 is 5:58 minutes for fire responses, 6:07 minutes for EMS responses, and 6:09 minutes for other responses. Source: Chief John R. Todd, Forestry Division, Prevention Services Bureau, September 14, 2011.*

[10] *Based on 2010 data, the average response time for Fire Station No. 73 is 5:28 minutes for fire responses, 5:03 minutes for EMS responses, and 5:21 minutes for other responses. Source: Chief John R. Todd, Forestry Division, Prevention Services Bureau, September 14, 2011.*

[11] *E-mail correspondence, Chief Debbie Aguirre, Planning Division, Los Angeles County Fire Department, April 7, 2011.*

[12] *E-mail correspondence, Loretta Bagwell, Planning Analyst, Los Angeles County Fire Department Planning Division, March 18, 2010.*

[13] *Ibid.*

The County Fire Department has indicated that fire protection serving the Ranch, which includes the Development Area, appears to be adequate for the existing land uses.[14] The Development Area is comprised of approximately 58 acres in the westernmost portion of the Ranch, a substantial portion of which is located on two large, mostly barren fill pads.[15] In addition, an uninhabited structure and the Ranch foreman's mobile home are located within the Development Area. Currently, only the Ranch foreman lives within the Development Area. Existing development within the other areas of the Ranch include the Ranch manager's house, a guest house, several uninhabited structures, the Ranch office, various barns, stables and sheds, and several temporary filming sets. A daytime population of up to 600 persons per day is permitted to be present within the Ranch for filming activities in the existing outdoor filming area, which includes portions of the Development Area.

(2) Emergency Access and Response Distance

Main access routes from the fire stations to the Development Area and the Ranch depend upon the location and type of fire personnel and/or equipment needed, road closures, and other road conditions at the time an emergency call is received. However, emergency response vehicles would generally be expected to access the Development Area and the Ranch via SR-14 to the west and Placerita Canyon Road, which runs adjacent to the Development Area in an east-west direction. Unpaved roads within the Development Area and the Ranch currently provide internal circulation.

County Fire Department response times are the product of both the physical distances separating County Fire Department stations from the Development Area and the time taken to traverse these distances (i.e., travel time). The County Fire Department has an established maximum target response distance of 1.5 miles from a fire station to a development area.[16] Fire Station Nos. 123, 104, and 73 are located approximately 4.7 miles, 2.9 miles, and 3.4 miles from the Development Area, respectively. Therefore, the Development Area is located outside of the County Fire Department's maximum target response distance. However, upon completion of planned Fire Station No. 150, to be located approximately 1.3 miles northeast of the Development Area, the response distance standard would be met.

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[14] *Written communication, Chief John R. Todd, Forestry Division Prevention Services Bureau, March 10, 2010.*

[15] *The 58-acre Development Area includes approximately 11.5 acres that are owned by the City of Los Angeles Department of Water and Power (LADWP) and traverse the easternmost portion of the Development Area.*

[16] *E-mail correspondence, Loretta Bagwell, Planning Analyst, Los Angeles County Fire Department Planning Division, April 28, 2010.*

(3) Fire Flow

As stated above, the Development Area is comprised of two barren fill pads, an uninhabited structure, and the Ranch foreman's mobile home. There are no existing fire hydrants or other fire flow infrastructure (e.g., water lines) within the Development Area. Existing development within the other areas of the Ranch include the Ranch manager's house, a guest house, several uninhabited structures, the Ranch office, various barns, stables and sheds, and several temporary filming sets. An existing private well located within the Ranch is used to supply these on-site structures with domestic water, and a 500,000 gallon water tank is located on the eastern side of the Ranch for emergency firefighting purposes. Additionally, a helipad is located within the northern portion of the Ranch with access to well water.

(4) Wildfire Risk

Due to unique fuel, terrain and climatic conditions, brush fires are a major threat to life and property throughout the southern California region. The risk of wildfire hazard is especially increased when the dry Santa Ana winds arrive, usually in the fall and winter seasons. The desert blown Santa Ana winds dry out vegetation and can spread localized fires quickly. Areas in the County that are susceptible to wildfires include areas that lie within the urban/wildland interface. The Ranch is situated at the bottom of Placerita Canyon, with relatively steep hillsides and ridgelines to the north, east and south. As such, the Development Area and the Ranch are located with a Very High Fire Hazard Severity (VHFHS) Zone (formerly known as Fire Zone 4).

The Fire Suppression Camp Section (Camp Section) is one component of the County Fire Department's Air and Wildland Division. The Camp Section is responsible for managing 10 fire suppression camps and has a staff of 31 fire crews comprised of paid fire suppression aids and prison inmates who work on a daily basis year-round. Currently, there is a helipad within the northern portion of the Ranch with access to well water that is used by the County Fire Department to protect the surrounding areas. In addition, there is a 500,000 gallon water tank on the eastern side of the Ranch that stores water for emergency firefighting purposes. As stated above, the County Fire Department has indicated that fire protection serving the Development Area and the Ranch appears to be adequate for existing uses.

b. Regulatory Framework

(1) State of California

The current California Building Code (CBC) is a compilation of building standards, including fire safety standards. The CBC is a component of California Code of Regulations

(CCR), Title 24, also referred to as the California Building Standards Code. Title 24 is a collection of three types of building standards from three different origins: (i) building standards adopted by state agencies without change from building standards contained in national model code; (ii) building standards adopted and adapted from the national model code standards to meet California conditions; and (iii) building standards authorized by the California legislature that are extensive additions not covered by the model codes adopted to address particular California concerns.[17] The CBC incorporates, by adoption, the 2006 edition of the International Building Code of the International Code Council with California amendments.[18] The building standards outlined within the CBC apply to all occupancies in California, except where more stringent standards have been adopted by state agencies and local governing bodies.

Contained in the CBC within Title 24 is the California Fire Code (CFC) [CCR, Title 24, Part 9]. As of January 1, 2011, a new 2010 CFC is in effect. Fire safety requirements outlined in the CFC include the installation of fire sprinklers in all high-rise buildings, the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas, and the establishment of fire resistance standards for fire doors, building materials, and particular types of construction. Specific CBC fire safety regulations have been incorporated by reference in the Los Angeles County Code (LACC), with local amendments.

(2) County of Los Angeles

(a) Los Angeles County General Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the General Plan policies that pertain to fire protection. As discussed in the General Plan policy consistency analysis provided therein, the Project would be consistent with the applicable General Plan polices related to fire protection.

(b) Santa Clarita Valley Area Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the Santa Clarita Valley Area Plan policies that pertain to fire protection. As discussed in the policy consistency analysis provided therein, the Project would be consistent with the applicable Area Plan polices related to fire protection.

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[17] *California Building Standards Commission, CCR, Title 24, www.bsc.ca.gov/title_24/default.htm, accessed April 15, 2010.*

[18] *California Building Code, Title 24, Part 2, http://publicecodes.citation.com/st/ca/st/b200v07/st_ca_st_b200v07_intro.htm?bu=CA-P-2007-999999, accessed April 15, 2010.*

(c) 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.

As the Development Area and the Ranch are located within a VHFHS Zone, the Project site is subject to additional regulations of the County Fire Code. Specifically, the Project is required to submit a fuel modification plan to the Forestry Division of the County Fire Department for review and approval before the issuance of building permits. As part of the fuel modification plan for new developments in a VHFHS Zone, fuel modification zone(s) are typically required. A fuel modification zone is a strip of land where combustible native or ornamental vegetation has been modified and/or partially or totally replaced with drought-tolerant, fire resistant plants. Fuel modification zones are strategically placed around developments as a buffer to open space or areas of natural vegetation to provide defensible space necessary for effective fire protection.[19]

(d) Los Angeles County Fire Department Regulations

The County Fire Department has indicated that all Project buildings and parking areas must comply with Fire Department Regulation No. 27 due to the proximity of the LADWP overhead transmission lines. This regulation establishes requirements for new and existing permanent structures and uses within or adjacent to high voltage transmission line easements. Per the requirements, new permanent structures may not be constructed within a utility easement underneath high voltage transmission lines, and structures within 100 feet of the drip line of transmission lines would be subject to additional review with regard to Fire Department Operational Procedures. Uses permitted beneath or adjacent to high voltage transmission lines include: vehicle storage (parking), subject to a number of specific requirements regarding permitted vehicle types, access, fire hydrant spacing, fire flow, and combustible vegetation removal; and agricultural uses. Review of proposed uses within or near transmission lines are subject to review and compliance verification by the Fire Prevention Division.

In addition to fire suppression activities, the County Fire Department has adopted programs directed at wildland fire prevention, including adoption of the State Fire Code

[19] *County of Los Angeles Fire Department, Fuel Modification Plan Guidelines, Adopted January 1998, www.fire.lacounty.gov/Forestry/PDF/FuelModificationPlan.pdf, accessed April 13, 2010.*

standards for new development in hazardous fire areas. Fire prevention requirements include the provision of access roads, adequate road width, and clearance of brush around structures located in hillside areas. In addition, proof of adequate water supply for fire flow is required within a designated distance for new construction in fire hazard areas.

3. ENVIRONMENTAL IMPACTS

a. 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 a project and its surrounding community. Impacts regarding fire services are evaluated by the County Fire Department on a project-by-project basis, taking into account a project's land use(s), fire protection needs, design features that would reduce or increase the demand for fire protection services, and whether the Project site meets the recommended response time and distance requirements. 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 County Fire Department is conducted to accurately determine a project's effect on fire protection and emergency medical services.

b. Significance Thresholds

The potential for the Project to result in impacts associated with fire protection 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 K.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 governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

Threshold K.2-2: Would the project create staffing or response time problems at the fire station serving the project site?

Threshold K.2-3: Would the project include any special fire protection problems associated with the project or the general area?

c. Project Design Elements

(1) Construction

Project construction managers and supervisory personnel would be trained in emergency response and fire safety operations. Fire suppression equipment specific to Project construction activities would be maintained on the construction site in accordance with Occupational Safety and Health Administration (OSHA) and Fire Code requirements.

Additionally, Construction Traffic Management Plans would be implemented as part of the Project to address traffic and access during construction.[20] These plans would ensure adequate emergency access to all nearby residences and businesses is maintained, and minimize traffic interference and construction vehicle travel on congested streets. A traffic management plan would also be implemented in conjunction with the off-site utility improvements that would be necessary for the Project. Such improvements would require a number of temporary lane closures, during which emergency access would be maintained at all times. Temporary traffic control in the form of a flag person and/or detours would also be provided during the construction activities to ensure safe traffic operations. The Applicant would notify the County Fire Department of any lane closures or other road construction. Refer to Section V.J, Traffic, Access, and Parking, of this Draft EIR for further details regarding the traffic management plans and lane closures.

In accordance with 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.

(2) Operation

The Project would incorporate building design features that comply with applicable Los Angeles 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 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 County Fire Department for approval prior to the recordation of the final map or the approval of a building permit. In accordance with Fire Code requirements, the fire exhibit would include the following minimum design features:

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[20] *The Construction Traffic Management Plans would be implemented as part of Project mitigation (MM J-1), as detailed in Section V.J, Traffic, Access, and Parking, of this Draft EIR.*

- 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

- The locations and sizes of all fire hydrants.

In addition, in accordance with County Fire Department requirements, the Project would provide approved street signs, building access numbers, and all-weather emergency access to and within the Development Area. Secondary emergency access would be provided via a gated driveway on Placerita Canyon Road, between the new main entrance and the current Ranch main entrance. With the exception of the access drive to the proposed electrical substation and the proposed water tank, none of the Project's driveways would be of a single access design. The Applicant would also be required to submit an emergency response plan for approval by the County 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. Additionally, prior to the issuance of a building permit, the Applicant would pay all necessary fees to the County Fire Department pursuant to the County Fire Department's Developer Fee Program.

As previously discussed, the Development Area is located within a VHFHS Zone. As such, a final fuel modification plan would be required for review and approval before the issuance of building permits. Figure V.K.2-2 on page V.K.2-14 illustrates the preliminary fuel modification plan for the Project (see Appendix F.8 of this Draft EIR for additional maps and details), which was approved by the County Fire Department in August 2011. As shown therein, three zones would be established under this plan as follows (refer to Figure V.K.2-2 for further information):

- Zone A—Setback Zone: This zone would extend 20 feet from any proposed combustible structures within the Development Area. Landscaping would consist primarily of green lawns, groundcovers less than 6 inches in height, adequately spaced shrubs, and dwarf or short trees. Selected plant species would be

Source: DUDEK, 2011.

General Notes:

1. All existing vegetation within the limits of grading, as shown on this Plan, will be removed, with noted exception within the creek area, as denoted by Specific Note #6. Fuel Modification Zone planting within the grading area shall adhere to the standards included in the County of Los Angeles Fire Department Fuel Modification Plan Guidelines.
2. Vegetative cover in proposed Fuel Modification Zones for areas outside the limits of grading is detailed in Specific Notes #4 through #6 below.
3. All vegetation within the creek area and adjacent embankments (depicted in this Plan as Zone C – Creek Zone) will be removed, except as noted in Specific Note #6. Replacement vegetation and management is detailed in the zone descriptions included in this Plan.

Specific Notes:

1. The proposed substation will be enclosed by either a 10 foot tall perimeter fence or a concrete block wall. The tallest structure in the substation would be a 29 foot high by 22 foot wide steel structure installed at a setback of about 12 feet from the fence/wall. In addition to the electrical equipment in the substation yard, there would be a 16 foot by 20 foot control room to house the protective relays, controls, and communication equipment for the substation. A good portion of the ground surface would be left clear with a gravel base to create a safe clearance between the high voltage equipment and the perimeter fence/wall.
2. Sensitive gnatcatcher habitat avoidance area. Adjacent fuel modification has been adjusted from the standard to accommodate this avoidance area. Adjacent fuel modification includes a 20 foot A Zone, a 50 foot B Zone and a small portion of reduced C Zone.
3. Portions of the proposed Fuel Modification Zones occur within the transmission corridor on Los Angeles Department of Water and Power (LADWP) property. Any Fuel Mod ification Zone, or portion thereof, which occurs on LADWP property will be maintained in accordance with CLAFD standards and under agreement with the LADWP.
4. Existing Vegetation Includes:
   1. California buckwheat (Eriogonum fasciculatum)
   2. Charmise (Adenostoma fasciculatum)
   3. California sagebrush (Artemisia californica)
   4. Toyon (Heteromeles arbutifolia)
   5. Scrub oak (Quercus berberidifolia)
   6. Wild oat (Avena fatua)
   7. Ripgut grass (Bromus diandrus)
   8. Foxtail chess (Bromus madritensis)
   9. Wild mustard (Brassica nspp.)
   10. Black mustard (Brassica nigra)
5. Existing Vegetation includes:
   1. Coast live oak (Quercus agrifolia)
   2. Ripgut grass (Bromus diandrus)
   3. Foxtail chess (Bromus madritensis)
   4. Mexican elderberry (Sambucus mexicana)
   5. Short-podded mustard (Hirschfeldia incana)
   6. Wild oat (Avena fatua)
6. Existing Vegetation includes:
   1. Arroyo willow (Salix lasiolepis)
   2. Red willow (Salix laevigata)
   3. Mule fat (Baccharis salicifolia)
   4. Mugwort (Artemesia douglasiana)
   5. Foxtail chess (Bromus madritensis)
   6. Ripgut brome (Bromus diandrus)
   7. Mexican elderberry (Sambucus Mexicana)
   8. Deerweed (Lotus scoparius)
   9. Fremont cottonwood (Populus fremontii)
7. Upon project completion, entire creek bottom be restored and revegetated. Maintenance to include dead and down material and exotic/invasive plant removal only.

Long-Term Maintenance Agreement

The property owner(s) agree to be responsible for the long-term maintenance of this Fuel Modification Plan, as described herein. A Covenant & Agreement identifying the applicable Fuel Modification Plan will be recorded on the parcel(s) or CC&R's approved, prior to occupancy being granted. Notification of Fuel Modification requirements is to be made upon sale to new owners. Proposed changes to the Final Fuel Modification Plan must be submitted to the Fuel Modification Unit for approval, prior to implementation. Plans will be reviewed based on the current plant list. Regular inspections will be performed by the Fire Department to ensure compliance with the approved plan. Failure to comply with the Fuel Modification Plan requirements may result in an Administrative Fine of at least $500 per violation, as well as possible liens, assessments, and legal action. Violations may also be corrected at the owners expense with the cost placed on the property tax bill with the addition of an Abatement Enforcement Cost of $648.

GOLDEN OAK RANCH PROPERTIES

MARSHA L. REED, Name (Print) SECRETARY — BY: Signature — 2/23/11 Date

ANTHONY G. BASALARI, Name (Print) VICE PRESIDENT — BY: Signature — 2/23/11 Date

Zone A - Setback Zone

- Extends 20 feet beyond the edge of any combustible structure, accessory structure, appendage or projection. Overhangs or other parts of the structure not accurately reflected on the plans may negate the approval of plant location on the approved plan.
- Irrigation by automatic or manual systems shall be provided to landscaping to maintain healthy vegetation and fire resistance.
- Landscaping and vegetation in this zone shall consist primarily of green lawns, ground covers not exceeding 6 inches in height, and adequately spaced shrubs. The overall characteristics of the landscape shall provide adequate defensible space in a fire environment.
- Plants in Zone A shall be inherently highly fire resistant and spaced appropriately. Species selection should be made referencing the *Fuel Modification Plant List*. Other species may be utilized subject to approval. Final or revised Plans submitted after 6 months from the initial submittal will have plants in all zones evaluated based on the most current *Fuel Modification Plant List* available from the Fuel Modification Unit.
- Except for dwarf varieties or mature trees small in stature, trees are generally **not recommended** within Zone A.
- Target species will typically not be allowed within 30 or more feet of combustible structures and may require removal if existing on site.
- Vines and climbing plants shall not be allowed on any combustible structure requiring review.

Zone B - Irrigated Zone

- Extends from the outermost edge of Zone A to 100 feet from structure.
- Irrigation by automatic or manual systems shall be provided to landscaping to maintain healthy vegetation and fire resistance.
- Landscaping and vegetation in this zone shall typically consist primarily of green lawns, ground covers, and adequately spaced shrubs and trees.
- Unless otherwise approved, Ground covers shall be maintained at a height not to exceed 6 inches in Zone B, 12 inches is acceptable within 50 feet of a structure and 18 inches beyond 50 feet in Zone B if it is on a slope. The overall characteristics of the landscape shall provide adequate defensible space in a fire environment. Specimen native plants may be approved to remain if properly maintained for adequate defensible space. Annual grasses and weeds shall be maintained at a height not to exceed 3 inches.
- Plants in Zone B shall typically be fire resistant and spaced appropriately. Species selection should be made referencing the *Fuel Modification Plant List*. Other species may be utilized subject to approval.
- Vegetation in this zone may consist of modified existing native plants, adequately spaced ornamental shrubs and trees, or both. There may also be replacement landscape planting with ornamental or native species to meet minimum slope coverage requirements of City or County agencies or other Landscape or Hillside ordinances. In all cases the overall characteristics of the landscape shall provide adequate defensible space in a fire environment.
- Target species will typically not be allowed within 30 or more feet of combustible structures and may require removal if existing on site. This distance may extend to 50 feet if the situation dictates.
- Irrigation systems are not required for this zone if it consists entirely of native plants. (Native plants are generally not compatible with regular, un-seasonal supplemental water.)
- All trees, unless otherwise approved, shall be planted far enough from structures and Fire Department accesses as to not overhang any structure or access at maturity.

Zone C - Native Brush Thinning Zone

- Extends from the outermost edge of Zone B up to 200 feet from structure.
- Required thinning and clearance will be determined upon inspection. Required clearance may increase to the maximum allowed by the Fire Code as needed because of vegetation growth.
- Irrigation systems are not required for this zone if it consists entirely of native plants. (Native plants are generally not compatible with regular, un-seasonal supplemental water.)
- Vegetation in this zone may consist of modified existing native plants, adequately spaced ornamental shrubs and trees, or both. There may also be replacement landscape planting with ornamental or native species to meet minimum slope coverage requirements of City or County agencies or other Landscape or Hillside ordinances. In all cases the overall characteristics of the landscape shall provide adequate defensible space in a fire environment.
- Plants in Zone C shall be spaced appropriately. Existing native vegetation shall be modified by thinning and removal of those species constituting a fire risk. These species include, but are not limited to, chamise, sage, sage brush, and buckwheat.
- Annual grasses and weeds shall be maintained at a height not to exceed 3 inches.
- General spacing for existing native shrubs or groups of shrubs is 15 feet between canopies. Native plants may be thinned by reduced amounts as the distance from development increases.
- General spacing for existing native trees or groups of trees is 30 feet between canopies. This distance may increase or decrease depending on the slope, arrangement of the trees in relation to slope, and the species of tree.

Zone C - Creek Zone

- Jurisdictional riparian zone, revegetation to include riparian tree and shrub species in creek bottom and well-spaced trees and shrubs with grass understory on embankments.
- Bottom portion of creek bed to be left intact in two areas (as denoted with Note # 6).
- Zone surrounded by non-combustible permanent creek access roads and drainage structures.
- Plant selection and spacing to be consistent with Appendix III of the County of Los Angeles Fire Department Fuel Modification Plan Guidelines.
- Irrigation supplied during plant establishment period only.
- All dead and down vegetation to be removed annually.
- Exotic/invasive plant species to be removed annually.
- Minimal ground disturbance, maintenance restricted to manual trimming/removal of dead plant material and exotic/invasive plant species.

Fire Access Road Zone

- Extends a minimum of 10 feet from the edge of any public or private roadway that may be used as access for fire-fighting apparatus or resources.
- Clear and remove flammable growth for a minimum of 10 feet on each side of Fire Access Roads. (Fire Code 325.10) Additional clearance beyond 10 feet may be required upon inspection.
- Fire access roads, driveways and turnarounds shall be maintained in accordance with fire code. Fire Access Roads shall have unobstructed vertical clearance for a width of 20 feet. (Fire Code 503.2.1)
- Landscaping and native plants within the Fire Access Road Zone shall be appropriately spaced and maintained to provide safe egress in wildland fire environments.
- All trees, unless otherwise approved, shall be planted far enough from structures and Fire Department accesses as to not overhang any structure or access at maturity.

Maintenance

Routine maintenance shall be regularly performed in all zones. Requirements include but are not limited to those items in the Fuel Modification Guidelines and those outlined below:

- Removal or thinning of undesirable combustible vegetation and removal of dead or dying landscaping to meet minimum brush clearance requirements.
- Pruning and thinning to reduce the overall fuel load and continuity of fuels.
- Fuel loads shall be reduced by pruning lower branches of trees and tree-form shrubs to 1/3 of their height, or 6 feet from lowest hanging branches to the ground, to help prevent fire from spreading and make maintenance easier. Trees with understory plants should be limbed up at least three times the height of the underlying vegetation or up to a height of 40 feet, whichever is less, to help prevent fire from spreading upward into the crown.
- Accumulated plant litter and dead wood shall be removed. Debris and trimmings produced by thinning and pruning should be removed from the site or chipped and evenly dispersed in the same area to a maximum depth of 6 inches.
- All invasive species and their parts should be removed from the site.
- Manual and automatic irrigation systems shall be maintained for operational integrity and programming. Effectiveness should be regularly evaluated to avoid over or under-watering.
- Compliance with the Fire Code is a year-round responsibility. Enforcement will occur following inspection by the Fire Department. Annual inspections for brush clearance code requirements are conducted following the natural drying of grasses and fine fuels, between the months of April and June depending on geographic region. Inspection for compliance with an approved Fuel Modification Plan may occur at any time of year.
- Brush Clearance enforcement issues on adjacent properties should be directed to the County of Los Angeles Fire Department's Brush Clearance Unit at (626) 969-2375.
- All future plantings shall be in accordance with the County of Los Angeles Fire Department Fuel Modification Guidelines and approved prior to installation. Changes to the approved plan which require an additional plan review will incur a plan review fee.
- Questions regarding landscape planting and maintenance with regard to fire safety should be directed to the Fire Department's Fuel Modification Unit at (826) 969-5205.

Undesirable Plant Species:

Chamise (Adenostoma fasciculatum) (30' from structures)
California sagebrush (Artemisia californica) (50' from structures)
Buckwheat (Eriogonum fasciculatum) (50' from structures)
Black sage (Salvia mellifera) (50' from structures)
Cypress (Cupressus spp.) (30' from structures)
Eucalyptus (Eucalyptus spp.) (30' from structures)
Juniper (Juniperus spp.) (30' from structures)
Pine (Pinus spp.) (30' from structures)

#4475
COUNTY OF LOS ANGELES FIRE DEPARTMENT
FIRE PREVENTION BUREAU
PRELIMINARY
FUEL MODIFICATION PLAN
APPROVED
FUEL MODIFICATION UNIT

matrix environmental

Figure V.K.2-2
Preliminary Fuel Modification Plan

inherently fire resistant, consistent with the County Fire Department's *Fuel Modification Plant List*, unless otherwise approved. Irrigation would be also provided.

- Zone B—Irrigated Zone: This zone would extend from the edge of Zone A (i.e., 20 feet) to up to 100 feet from proposed structures. Landscaping would consist of green lawns, groundcovers of up to 6 inches in height (or up to 12 inches in height within 50 feet of structures and up to 18 inches in height beyond 50 feet on slopes), adequately spaced shrubs, and trees. Trees would be planted sufficiently distant so as not to overhang any structure or Fire Department access at maturity. Selected plant species would be fire resistant, consistent with the County Fire Department's *Fuel Modification Plant List*, unless otherwise approved, and irrigation would be provided (unless all plantings are native).

- Zone C—Native Brush Thinning Zone: This zone would extend from the edge of Zone B (i.e., 100 feet) to up to 200 feet from proposed structures. Landscaping may include native plants including existing retained oak trees as well as adequately spaced ornamental shrubs and trees. Existing native vegetation would be modified by thinning and removal of any species that present a fire risk in accordance with the *Fuel Modification Plant List*. Plant spacing would generally be 15 feet between canopies for native shrubs and 30 feet for native trees. Irrigation would not be required if all landscaping consists of native plants. Additionally, thinning and clearance requirements would be determined based on Fire Department inspection.

- Zone C—Creek Zone: This zone comprises a jurisdictional riparian zone within Placerita Creek, surrounded by slope stabilization, a permanent non-combustible creek access road, and associated drainage structures. The zone would allow for riparian tree and shrub species in the creek bottom and well-spaced trees and shrubs with a grass understory on the slopes, consistent with Appendix III of the County Fire Department's Fuel Modification Plan Guidelines. Two areas within the creek bottom would retain existing vegetation, as shown in Figure V.K.2-2. Irrigation would be provided only during plant establishment, and maintenance would be limited to manual trimming and removal of dead and down vegetation and exotic or invasive plant species.

As shown in Figure V.K.2-2, the fuel modification zones would be modified adjacent to the proposed substation in the northern portion of the Development Area. Fuel modification would only be needed surrounding the enclosed control room, outside of the substation's perimeter wall. An avoidance area would also be implemented in this area to preclude disturbance within designated California gnatcatcher critical habitat. Accordingly, the fuel modification zones would be adjusted from Fire Department standards to accommodate the avoidance area, as follows: 20 feet for Zone A, 50 feet for Zone B, and a limited portion of Zone C. In addition, any fuel modification within the LADWP transmission corridor, which includes this area, would require approval from LADWP. The

Applicant has and continues to coordinate with LADWP regarding the fuel modification plan.

A Fire Access Road Zone would also be implemented and would extend 10 feet from the edge of any roadway that may be used for Fire Department access. Landscaping within this zone would be appropriately spaced and maintained to provide safe ingress/egress, and trees would be planted sufficiently far apart so as not to overhang any access route at maturity. This zone would also require clearance and removal of any flammable plant growth. As previously indicated, all fire access roads would have a minimum 20-foot width with unobstructed vertical clearance, and all fire access roads, driveways, and turnarounds would be maintained in accordance with the Fire Code. Essentially, all roadways and parking areas within the Development Area would be accessible to the Fire Department, including the gated emergency access point approximately midway between the current Ranch main entrance and the proposed Project main entrance.

One of the primary goals 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 County Fire Department's Fuel Modification Plan Guidelines. Specifically, the following would be performed, as further detailed in Figure V.K.2-2: 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.[21] In addition, the County Fire Department would conduct annual inspections for brush clearance compliance, typically between April and June.

[21] *Undesirable plant species include chamise (Adenostoma fasciculatum), California sagebrush (Artemisia californica), buckwheat (Eriogonum fasciculatum), black sage (Salvia mellifera), cypress (Cupressus spp.), eucalyptus (Eucalyptus spp.), juniper (Juniperus spp.), and pine (Pinus spp.); County of Los Angeles Fire Department, Fuel Modification Plan Guidelines, adopted January 1998.*

The Project would also comply with applicable fire flow requirements set forth in the Fire Code. As discussed in detail in Section V.L.1, Utilities and Service Systems—Water Supply, of this Draft EIR, Newhall County Water District (NCWD) would provide water to the Development Area via one of two alternatives, discussed below. Necessary improvements would include an approximately 2 million gallon water tank, a new booster pump station, a water main, and associated piping in order to meet the projected fire flow and domestic water demands of the Project.[22] The water tank would be constructed on the Ranch south of Placerita Canyon Road. The approximately two million gallon steel tank would measure 90 feet in diameter and 40 feet in height, ringed by a 20-foot perimeter road with fenced and gated access. The tank would be developed at an elevation of 1,668 feet above mean sea level (AMSL), which would be at the same water pressure zone as that of an existing NCWD tank located north of Dockweiler Drive (southwest of the Ranch), and the two tanks would be interconnected. A water main would be installed along an existing unpaved maintenance road running from Placerita Canyon Road up to the proposed water tank, and the road would be paved for all-weather access.

Under Alternative A, a booster pump station would be constructed on NCWD property next to two existing water tanks located west of the connection point at Dockweiler Drive and north of Deputy Jake Drive. Under Alternative B, a booster pump station would be constructed along Placerita Canyon Road west of the residential service connections in the lower pressure zone to provide the required pressure to the distribution system. An easement for placement of the booster pump on private property along Placerita Canyon Road would need to be obtained and dedicated to the NCWD. Details regarding of the water line alignments proposed to serve the Project site are provided in Section V.L.1, Utilities and Service Systems—Water Supply, and depicted in Figure V.L.1-1 therein.

The on-site water distribution system for the Development Area would be a looped system within each of the building pad areas on the north and south side of Placerita Creek. The system would be designed to meet fire flow requirements established by the County Fire Department and to maintain a minimum pressure of 20 pounds per square inch (psi) at ground level at all points in the distribution system under all conditions of flow. In addition, a minimum of four fire hydrants fronting the Project site along Placerita Canyon Road would be provided. The on-site water distribution system and the locations of the proposed fire hydrants are shown in Figure V.L.1-2 in Section V.L.1, Utilities and Service

[22] *While the Project would require approximately 730,000 gallons of storage capacity to meet its fire flow and domestic water demands, NCWD would require the construction of an approximately 2 million gallon water tank in order to meet its projected service area needs based on an approved Master Plan which calls for approximately 4 million gallons of future storage needs. Refer to Section V.L.1, Utilities and Service Systems—Water Supply, for further discussion.*

Systems—Water Supply, of this Draft EIR. With the incorporation of the on- and off-site improvements, adequate fire flow would be available for the Project. If further improvements to the water system become necessary, such improvements would be implemented to the satisfaction of the County Fire Department, as well as NCWD.

d. Impact Analysis

Threshold K.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 governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

Threshold K.2-2: Would the project create staffing or response time problems at the fire station serving the project site?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Construction

The demand for fire protection and emergency medical services may be increased during Project construction as construction activities could potentially expose combustible materials (e.g., wood, plastics, sawdust, coverings and coatings) to sources of ignition (e.g., machinery and equipment sparks, exposed electrical lines, chemical reactions in combustible materials and coatings, lighted cigarettes). However, construction managers and supervisory personnel would be trained in emergency response and fire safety operations, as mandated by OSHA and Fire and Building Code requirements. These requirements include such practices as monitoring and managing life safety systems and facilities, and maintaining fire suppression equipment (e.g., fire extinguishers) on-site. Therefore, construction impacts on fire protection and emergency medical services would be less than significant.

Emergency access for County Fire Department vehicles within the Development Area, the remainder of the Ranch, and the surrounding vicinity could be impacted by on-site Project construction activities. Temporary lane closures, utility line construction, as well as the generation of traffic due to the movement of construction equipment and hauling of soil and materials could slow or impede emergency access. However, as discussed above, the Project would implement Construction Traffic Management Plans during construction, wherein traffic management personnel (flag persons) and appropriate detour signage would be employed as necessary to ensure emergency access to the Development Area and all residences and businesses in the surrounding vicinity is maintained, consistent with County Fire Department requirements. The Construction Traffic Management Plans are

discussed in more detail in Section V.J, Traffic, Access, and Parking, of this Draft EIR. As such, impacts with respect to emergency access would be less than significant.

(b) Operation

(i) Capability of Fire Protection and Emergency Medical Services

The Project would provide up to twelve soundstages, production offices, six mills, a warehouse, writers/producers bungalows, a commissary with associated amenities, an administration building, a central utility plant, and an electrical substation on approximately 58 acres located immediately adjacent to SR-14.[23] The Project also includes an option to develop studio office uses in lieu of four soundstages and two mills within the northern portion of the Development Area. While the Ranch foreman's mobile home currently located within the Development Area would be relocated to another area of the Ranch, the Project does not include the development of any new residential uses and, as such, would not increase the permanent residential population within the service area of Fire Station No. 123 (or the future service area of Fire Station No. 150). However, the Project would generate a daytime population associated with employees as well as limited visitors. The number of employees associated with the Project would vary based on filming schedules and demand, with up to 1,240 persons associated with activities in the Development Area potentially present each day, for a total of up to 1,840 persons potentially present on the Ranch on a daily basis. As such, the Project's daytime population would increase the demand for County Fire Department protection and emergency medical services.

The adequacy of fire protection for a given area is typically based on response distance from existing fire stations and required fire flow, both discussed further below, as well as the County Fire Department's judgment for needs in the area. Projected population growth through the year 2020 in the service area of Fire Station No. 123 (or the future service area of Fire Station No. 150) would invariably require expansion of or upgrades to fire protection services. However, the Project would not, in and of itself, be expected to require new or physically altered facilities. In addition, an extensive list of fire safety features would be incorporated into the Project design, including the fuel modification plan discussed above, to ensure adequate fire safety within the Development Area.

Furthermore, as previously discussed, Fire Station No. 150, once completed, would replace Fire Station No. 123 as the jurisdictional station for the Development Area. Fire Station No. 150 would be located closer to the Development Area than Fire Station No. 123

[23] *As previously mentioned, approximately 12 acres of the eastern portion of the Development Area are owned by LADWP. This area would be graded and used for surface parking as part of the Project.*

and is anticipated to have a response time to the Development Area of less than 5 minutes, which would be within County Fire Department guidelines and faster than Fire Station No. 123's current estimated response time to the Development Area.[24] In addition, the Applicant would be required to submit a fire exhibit for approval by the County Fire Department in order to ensure that adequate access to and within the Development Area is provided. The fire exhibit would include all required design features, as previously indicated. As such, impacts on the County Fire Department's capability to provide adequate fire protection services would be less than significant.

Use of the proposed Placerita Canyon Connector Trail would introduce a small daytime population of hikers, mountain bikers, and equestrians on the Ranch south of Placerita Canyon Road, likely on an intermittent basis. However, the population would be sufficiently small and the types of use limited such that no increase in demand for fire protection services would be expected.

Finally, the Project would be required to pay fees pursuant to the County Fire Department's Developer Fee Program, which would be used to fund the construction, improvement, and equipping of the County Fire Department. The County Fire Department has indicated that payment of the Fire Protection Facilities Fee would fully mitigate any Project impacts on fire protection services.[25] As such, impacts with regard to the capability of fire protection and emergency medical services would be less than significant.

(ii) Fire Response Distance, Fire Flow, and Access Requirements

The Project would comply with all applicable provisions of the Fire and Building Codes as well as County Fire Department requirements. Specifically, as discussed further below, the Project would comply with all fire safety, access, and fire flow requirements.

(A) Fire Response Distance

The Development Area is located approximately 4.7 miles from Fire Station No.123, outside of the County Fire Department's maximum target response distance of 1.5 miles from a fire station. However, planned Fire Station No. 150 would replace Fire Station No. 123 as the jurisdictional station for the Development Area and the Ranch. Fire Station No. 150 would be located approximately 1.3 miles from the Development Area and is anticipated to have a response time to the Development Area of less than 5 minutes, which

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[24] *E-mail correspondence, Loretta Bagwell, Planning Analyst, Los Angeles County Fire Department Planning Division, March 18, 2010.*

[25] *Written communication, Chief John R. Todd, Forestry Division Prevention Services Bureau, March 10, 2010.*

would be within County Fire Department guidelines and faster than Fire Station No. 123's current response time to the Development Area.[26] As Fire Station No. 150 would be closer and provide a faster response to the Development Area than Fire Station No. 123, impacts with regard to fire response distance would be less than significant.

(B) Fire Flow

The County Fire Department has indicated a fire flow requirement of 5,000 gallons per minute (gpm) from up to three hydrants flowing simultaneously at a pressure of 20 pounds per square inch (psi) for a duration of five hours. However, based on Fire Department Regulation No. 8, fire flow requirements would be finalized during site plan review based on the Project Design Features (PDFs) to be implemented (e.g., building construction type, fully sprinklered buildings). Based on the standard reductions specified in Table 1 of Regulation No. 8, the final fire flow requirements are anticipated to be 3,500 gpm at 20 psi for a three-hour duration. This fire flow would require a total water supply of 630,000 gallons. This demand quantity was used to perform the hydraulic analysis to size the Project's water delivery system and is evaluated within this Draft EIR.

As described above, the Project would include both on- and off-site water infrastructure improvements, including an approximately 2,000,000 gallon water tank to be located on the Ranch south of Placerita Canyon Road, which would serve the Project. The water distribution system within the Development Area would be a looped system designed to meet the fire flow requirements ultimately established by the County Fire Department. This system would be designed to maintain a minimum pressure of 20 psi at ground level at all points in the distribution system under all conditions of flow. In addition, the Project would provide a minimum of four fire hydrants fronting the Project site along Placerita Canyon Road. With the incorporation of the on- and off-site improvements, adequate fire flow would be available for the Project. In addition, the existing 500,000 gallon water tank located within the eastern portion of the Ranch would remain operational and would continue to be available to fight off-site fires. If, after the County Fire Department's review of the fire exhibit, changes to the number, size, and/or location of off-site public and/or on-site private fire hydrants are required to meet the Project's fire flow requirements, such hydrants would be installed prior to building construction. Additionally, if additional improvements to the water system are deemed necessary, such improvements would be reviewed and constructed to the satisfaction of the County Fire Department. Therefore, impacts with respect to fire flows would be less than significant.

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[26] *E-mail correspondence, Loretta Bagwell, Planning Analyst, Los Angeles County Fire Department Planning Division, March 18, 2010.*

(C) Firefighting Access and Fire Safety Design

As discussed above, the Project would be required to submit a fire exhibit for approval by the County Fire Department either prior to the recordation of the final map or the approval of a building permit. The fire exhibit would be reviewed by the County Fire Department to ensure compliance with Fire Code requirements and other County Fire Department requirements.

In addition, the Project would include an array of fire safety design features, including the provision of all-weather access, use of fire-resistant building materials where appropriate, smoke detection and fire alarm systems throughout all buildings, automatic sprinkler systems, portable fire extinguishers, and emergency exit signage in all buildings. Through the fire exhibit approval process, additional design features would be specified and incorporated into the Project, as necessary, including minimum fire lanes, approved turnaround areas, maximum building distances to roadways and hydrants, and other access requirements. Further, the Project would include improvements to the water system, including hydrant installation, to the satisfaction of the County Fire Department. As such, the Project would comply with the access and fire safety requirements of the Fire Code, the County Fire Department, and the County's General Plan.

Regarding emergency access to the site during Project operations, Section V.J, Traffic, Access, and Parking, of this Draft EIR demonstrates Project development would result in a less than significant impact on access. Although additional traffic generated by the Project could potentially cause delays in emergency response times, the Project's roadway impacts would be reduced to a less than significant level with mitigation. Therefore, Project traffic would not significantly impact emergency vehicle access or response times.

Based on the above, as the Project would comply with applicable Fire Code and County Fire Department requirements, impacts relative to fire safety design and access would be less than significant.

(2) Off-Site Infrastructure Improvements Impacts

(a) Construction

As discussed above, the demand for fire protection and emergency medical services may be increased during construction as construction activities could potentially expose combustible materials (e.g., wood, plastics, sawdust, coverings and coatings) to sources of ignition (e.g., machinery and equipment sparks, exposed electrical lines, chemical reactions in combustible materials and coatings, lighted cigarettes). However, construction managers and supervisory personnel would be trained in emergency response and fire

safety operations, as mandated by OSHA and Fire and Building Code requirements. Therefore, construction impacts on fire protection and emergency medical services would be less than significant.

Emergency access for County Fire Department vehicles to the Off-Site Infrastructure Improvement Areas could be impacted by off-site utility and/or roadway construction activities. Temporary lane closures, utility line construction, as well as the generation of traffic due to the movement of construction equipment and hauling of soil and materials could slow or impede emergency access. However, the Project would implement Construction Traffic Management Plans during construction to ensure emergency access to the Off-Site Infrastructure Improvement Areas and all residences and businesses in the surrounding vicinity is maintained, consistent with County Fire Department requirements. As such, impacts with respect to emergency access would be less than significant.

(b) Operation

Implementation of the off-site utility and roadway improvements would not include habitable structures or introduce a new population and as such would not contribute to the demand for fire protection services. Therefore, the Project would have no operational impacts on fire protection services associated with the Off-Site Infrastructure Improvement Areas.

Threshold K.2-3: Would the project include any special fire protection problems associated with the project or the general area?

Given the Project site's location within a VHFHS Zone, the Project would comply with all applicable Fire Code and County ordinance requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. The final fuel modification plan would be submitted for review and approval to the Forestry Division of the County Fire Department before the issuance of building permits. As previously described, the preliminary fuel modification plan consists of three distinct fuel modification zones that would provide for appropriate setbacks, landscaping, irrigation, and vegetation thinning so as to create adequate defensible space around all potentially combustible structures. A Fire Access Road Zone would also be implemented to ensure safe ingress/ egress for Fire Department vehicles and personnel. Routine landscape maintenance would be conducted in accordance with the County Fire Department's Fuel Modification Plan Guidelines and would include pruning; removal of plant litter, dead plants, and unwanted species; and regular inspection and repair of the irrigation system. With respect to the California gnatcatcher avoidance zone, the Fuel Modification Plan Guidelines provide flexibility for such instances and indicate that "any project located contiguous to protected lands, as defined in Government Code Section 51184, shall be handled on a case-by-case basis as identified within this code section." While the Water Tank Area and Trail Area are

located within the VHFHS Zone, fuel modification would not be required as there would be no habitable structures. Through compliance with applicable Fire Code and County Fire Department requirements, as well as approval and implementation of the fuel modification plan, impacts with respect to wildfire risk would be less than significant.

4. CUMULATIVE IMPACTS

The geographic context for the cumulative impact analysis is the service area of the County Fire Department. The Project in conjunction with identified Related Projects and forecasted growth through 2020 within this service area would cumulatively increase the demand for fire protection and emergency medical services. Section III, Environmental Setting, of this Draft EIR identifies 14 Related Projects that are anticipated to be developed within the vicinity of the Development Area. The County Fire Department operates under a regional concept in its approach to providing fire protection and emergency medical services, wherein emergency response units are dispatched as needed to an incident anywhere in the County Fire Department's service territory based on distance and availability, without regard to jurisdictional or municipal boundaries.[27] As such, all 14 Related Projects were taken into account in this cumulative analysis, regardless of jurisdictional station, in order to present a more conservative analysis.

Several of the Related Projects include residential uses, which would increase the residential population of the County Fire Department's service area. In addition, the Related Projects would involve an increase in retail, restaurant, hotel, and office uses, which would increase the daytime population of the area and thus also increase the demand on County Fire Department services. In conjunction with the Project, this growth would cumulatively generate the need for additional fire protection services. However, as with the Project, the Related Projects and all other future development projects would be subject to discretionary review by the County Fire Department and would be required to comply with Code regulations related to fire safety, access, and fire flow. Future development would also be required to mitigate any potentially significant impacts to fire protection services. Finally, such projects would be required to pay fees pursuant to the County Fire Department's Developer Fee Program, which would be used to fund the construction, improvement, and equipping of the County Fire Department. As such, cumulative impacts of fire protection and emergency services would be less than significant.

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[27] *E-mail correspondence, Loretta Bagwell, Planning Analyst, Los Angeles County Fire Department Planning Division, March 18, 2010.*

5. PROJECT DESIGN FEATURES AND MITIGATION MEASURES

a. Project Design Features

PDF K.2-1: The Applicant shall notify the County of Los Angeles Fire Department a minimum of five business days prior to any Project-related lane closures or other road construction and ensure that emergency access remains clear and unobstructed.

PDF K.2-2: In accordance with County of Los Angeles Fire Department requirements, all required fire hydrants shall be installed, tested, and accepted prior to combustible building construction, and vehicular access to such hydrants shall be maintained during construction.

PDF K.2-3: The Applicant shall submit a fire exhibit that depicts detailed design requirements to the County of Los Angeles Fire Department for review and approval prior to the recordation of the final map or the approval of a building permit.

PDF K.2-4: Following construction and prior to the issuance of the first certificate of occupancy, the Applicant shall submit an emergency response plan for approval by the County of Los Angeles Fire Department. The emergency response plan shall 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.

PDF K.2-5: The Applicant shall submit a final fuel modification plan, consistent with the approved Preliminary Fuel Modification Plan contained in Appendix F.8 of the Draft EIR, to be reviewed and approved by the County of Los Angeles Fire Department in accordance with its Fuel Modification Plan Guidelines prior to the issuance of building permits.

PDF K.2-6: All Project construction managers and supervisory personnel shall be trained in emergency response and fire safety operations and a log documenting such training shall be made available for inspection within five business days upon request by the County of Los Angeles Fire Department and County of Los Angeles Department of Regional Planning.

PDF K.2-7: Fire suppression equipment specific to Project construction activities shall be maintained on the construction site in accordance with Occupational Safety and Health Administration and County of Los Angeles Fire Code requirements.

PDF K.2-8: The Project shall incorporate building design features that comply with applicable Los Angeles County Code fire safety requirements. Fire safety design features shall include, but shall 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.

PDF K.2-9: The Project shall provide approved street signs, building access numbers, and all-weather emergency access to and within the Development Area. Secondary emergency access shall be provided via a gated driveway on Placerita Canyon Road, between the new main entrance and the current Ranch main entrance. With the exception of the access drive to the proposed electrical substation and the proposed water tank, none of the Project's driveways shall be of a single access design.

In addition to the Project Design Features listed above, Section V.K.1, Public Services—Law Enforcement, of this Draft EIR sets forth PDFs that would serve to facilitate emergency response to the Project site.

b. Mitigation Measures

Project-level and cumulative impacts on fire protection and emergency services would be less than significant. Therefore, no mitigation measures would be required.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

As determined in this analysis, with implementation of the Project design features, the Project would not result in significant impacts with respect to fire protection and emergency medical services, and no mitigation measures would be required.

V. Environmental Impact Analysis

L.1 Utilities and Service Systems—Water Supply

V. ENVIRONMENTAL IMPACT ANALYSIS

L.1 UTILITIES AND SERVICE SYSTEMS—WATER SUPPLY

1. INTRODUCTION

This section of the Draft EIR analyzes the Project's potential impacts on water supply. The analysis addresses the expected water demand generated by the Project and assesses whether there is sufficient water supply and infrastructure capacity to meet that demand. Water supply was analyzed using data provided in the Senate Bill (SB) 610 Water Supply Assessment (WSA) prepared by Newhall County Water District (NCWD), dated April 2010 and provided in Appendix K.1 of this Draft EIR. The analysis of water infrastructure is based on the Domestic and Fire Water Service Technical Report (Water Report) prepared by David Evans and Associates, Inc. in April 2011, and provided in Appendix K.2 of this Draft EIR.

2. ENVIRONMENTAL SETTING

a. Regulatory Framework

(1) State

(a) Senate Bill 610 and Senate Bill 221

State legislation addressing water supply, SB 610 (Costa) and SB 221 (Kuehl), became effective January 1, 2002. SB 610, codified in California Water Code Section 10910, et seq., describes requirements for WSAs and Urban Water Management Plans (UWMP), required during the CEQA review process for specified projects. SB 610 requires urban water suppliers to prepare WSAs to determine whether projected water demands associated with specified projects under CEQA are included as part of the suppliers' most recently adopted UWMPs. Specifically, a WSA must identify existing water supply entitlements, water rights, or water service contracts held by the public water system, and prior years' water deliveries received by the public water system. In addition, it must address water supplies over a 20-year period and consider average, dry, and multiple-dry years. In accordance with SB 610 and California Water Code Section 10912, projects subject to CEQA requiring submittal of a WSA include the following:

- Residential developments of more than 500 dwelling units;

- Shopping centers or business establishments employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- Commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- Hotels, motels, or both, having more than 500 rooms;
- Industrial, manufacturing, or processing plants, or industrial parks 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;
- Mixed-use projects that include one or more of the projects specified in this subdivision; and
- Projects that would demand an amount of water equivalent to or greater than the amount of water required by a 500-dwelling-unit project.

The WSA must be approved by the public water supplier at a regular or special meeting and must be incorporated into the CEQA document for the project. The lead agency then must make certain findings related to water supply based on the WSA.

Under SB 610, an urban water supplier responsible for the preparation and periodic updating of an UWMP must describe the water supply projects and programs that may be undertaken to meet the total projected water use of the service area. If groundwater is identified as a source of water available to the supplier, the following additional information must be included in the UWMP: (1) a groundwater management plan (GMP); (2) a description of the groundwater basin(s) to be used and the water use adjudication rights, if any; (3) a description and analysis of groundwater use in the past 5 years; and (4) a discussion of the sufficiency of the groundwater that is projected to be pumped by the supplier.

SB 221 also addresses water supply in the land use planning process and focuses on new residential subdivisions in non-urban areas. SB 221 requires submission of a written verification from the water service provider indicating sufficient water supply is available to serve a proposed subdivision, or the local agency must make a specified finding that sufficient water supplies are or will be available prior to completion of a project. SB 221 specifically applies to residential subdivisions of 500 units or more. In addition, Government Code Section 66473.7(i) exempts "…any residential project proposed for a site that is within an urbanized area and has been previously developed for urban uses, or where the immediate contiguous properties surrounding the residential project site are, or previously have been, developed for urban uses, or housing projects that are exclusively for very low and low-income households."

The Project is subject to the requirements of SB 610 since the Project involves a commercial business establishment anticipated to employ more than 1,000 persons and to have more than 500,000 square feet of floor space. Accordingly, a WSA was prepared for the Project per SB 610 requirements and is provided in Appendix K.1. However, the Project does not involve a residential subdivision and, therefore, is not subject to the requirements of SB 221.

(b) California Urban Water Management Planning Act

The California Urban Water Management Planning Act, California Water Code Sections 10610–10656, addresses several state policies regarding water conservation and the development of water management plans to ensure the efficient use of available supplies. The Act also requires water suppliers to develop water management plans every 5 years to identify short-term and long-term demand management measures to meet growing water demands during normal, dry, and multiple-dry years. Specifically, municipal water suppliers that serve more than 3,000 customers or provide more than 3,000 acre-feet (af) per year of water must adopt an UWMP.

(c) California Code of Regulations

Title 20, Sections 1605.1(h) and 1605.1(i), of the California Code of Regulations (CCR), establishes efficiency standards (i.e., maximum flow rates) for all new federally regulated plumbing fittings and fixtures, including showerheads and lavatory faucets. The maximum flow rates for showerheads and lavatory faucets are 2.5 gallons per minute (gpm) at 80 pounds per square inch (psi) and 2.2 gpm at 60 psi, respectively. Currently, all water closets (i.e., flush toilets) are limited to 1.6 gallons per flush, and urinals are limited to 1 gallon per flush. After July 1, 2011, all water closets will be limited to 1.28 gallons per flush, and urinals will be limited to 0.5 gallon per flush. In addition, Section 1605.3(h) establishes State efficiency standards for non-federally regulated plumbing fittings, including commercial pre-rinse spray valves.

(d) Global Warming and Climate Change

Potential impacts of climate change and global warming on California's water resources include changes in water and air temperature, changes in precipitation patterns, and changes in sea levels. The California Department of Water Resources (DWR) prepared a July 2006 report, entitled "Progress on Incorporating Climate Change into Management of California's Water Resources," which found climate change may have a significant effect on California's future water resources and demand. This report also examined the potential impacts of selected climate change scenarios on operations of the State Water Project (SWP) and Central Valley Project, Delta water quality, flood management and evapotranspiration. Potential issues include a reduction of Sierra

snowpack and seasonal water storage, increased rain and less snow impacting supply reliability and hydropower generation, increased variable precipitation and extreme weather events, and rising sea levels.

While global warming is expected to continue through at least the end of this century, the magnitude and nature of future changes are uncertain. This uncertainty serves to complicate the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood (DWR Report, p. 2-54). In December 2009, DWR provided the most recent analysis of delivery reliability estimates to the SWP contractors (2009 Reliability Report)[1] The 2009 Reliability Report includes a discussion of the potential effects of climate change on water delivery reliability. A survey of recent research on the effects of climate change on the Colorado River reveals runoff reductions range from a decrease of 11 percent in 2010 to a potential decrease of 45 percent by approximately 2050.

Governmental agencies and non-governmental organizations recommend water decision-makers operate existing water systems to allow for increased flexibility as a result of climate change conditions. Other recommendations include incorporating climate change research into infrastructure design, conjunctively managing surface water and groundwater supplies, and integrating water and land use practices. As a result, policymakers and water suppliers in California are currently addressing climate change impacts and developing new ways to cope with the types of variability which are outside the design range of existing infrastructure. For further discussion on the effects of global climate change, refer to Section V.E.2, Global Climate Change, of this Draft EIR.

(2) Regional and County

(a) Urban Water Management Plan

While the Ranch including the Development Area, Water Tank Area, Trail Area, Conditional Parking Areas, and Potential Mobile Home Relocation Areas are located within NCWD's service area, NCWD does not currently supply water to the Ranch. NCWD distributes a combination of imported water from the Castaic Lake Water Agency (CLWA) and groundwater from local wells. NCWD is one of four water purveyors in the Santa Clarita Valley and currently supplies a population of approximately 30,000 persons, with over 9,500 service connections.

[1] *The Project's WSA references data provided in the 2009 Reliability Report, which was in draft form at the time but has since been approved. Consequently, reference to both the 2009 Draft Reliability Report and the current report are made herein, as appropriate.*

Pursuant to the Urban Water Management Planning Act, NCWD adopted its most recent 2010 UWMP in June 2011.[2] In an UWMP, the water supplier must describe the water supply projects and programs that may be undertaken to meet the total water use of the service area. The 2010 UWMP was a regional effort by NCWD, CLWA, Santa Clarita Water Division (SCWD), and Valencia Water Company (VWC), as well as Los Angeles County Waterworks District No. 36 as a cooperating agency. Together, these purveyors make up the Santa Clarita Valley's water suppliers. The 2010 UWMP includes estimates of past, current, and projected potable and recycled water use, identifies conservation and reclamation measures currently in practice, describes alternative conservation measures, and provides an urban water shortage contingency plan. The 2010 UWMP addresses water supply needs through 2050 and relies on existing land use data and new housing construction information compiled from each of the four water purveyors in CLWA, as well as projections prepared as part of One Valley One Vision (OVOV) Plan, a joint planning effort by the City of Santa Clarita, and the Los Angeles County Department of Regional Planning.

(b) Los Angeles County General Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the General Plan policies that pertain to water supply and infrastructure. As discussed in the General Plan policy consistency analysis provided therein, the Project would be consistent with the applicable General Plan polices related to water supply and infrastructure.

(c) Santa Clarita Valley Area Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the Santa Clarita Valley Area Plan policies that pertain to water supply and infrastructure. As discussed in the policy consistency analysis provided therein, the Project would be consistent with the applicable Area Plan polices related to water supply and infrastructure.

(d) Los Angeles County Code

Los Angeles County Code Sections 22.52.2200–22.52.2279 (Drought-Tolerant Landscaping ordinance) establish minimum standards for the design and installation of drought-tolerant landscaping that require minimal use of water. These requirements are intended to conserve resources by requiring landscaping that is appropriate to the region's

[2] *However, the WSA prepared by NCWD for the Project references information from the 2005 UWMP, as that was the plan in effect at the time of preparation of the WSA. Therefore, both the 2005 UWMP and 2010 UWMP are referenced herein, as appropriate.*

climate and the nature of a project's use. The Drought-Tolerant Landscaping ordinance establishes a list of approved drought-tolerant plants and requires at least 75 percent of a project's total landscaping consist of plants from this list. The ordinance also limits turf to 25 percent of a project's landscaped area and requires turf to not exceed 5,000 square feet per project. Further, turf must be planted in strips at least 5 feet in width. The County ensures that a project complies with the Drought-Tolerant Landscaping ordinance through its site plan review process.

Los Angeles County Code Section 22.24.150 requires a conditional use permit (CUP) for construction of a water tank.

(e) City of Santa Clarita Municipal Code

Title 15 of the Santa Clarita Municipal Code addresses utilities, with Chapter 15.16 therein addressing the design and construction of water systems. Title 20 of the Municipal Code presents the City Plumbing Code, which incorporates by reference the 2010 California Plumbing Code set forth in California Code of Regulations (CCR), Title 24, Part 5.

b. Existing Water Supplies

According to the WSA prepared by NCWD, current water supplies for NCWD service area are derived from three primary sources:

- Imported SWP water and additional reliability supplies;
- Groundwater from the Alluvial Aquifer; and
- Groundwater from the Saugus Formation.

In addition, recycled water is now available through CLWA, which allows use of SWP and groundwater for other uses. These sources of water supply can be characterized as either: (1) imported supplies, transported via the SWP and consisting of SWP Table A Amounts (i.e., the maximum amount of water a SWP contractor may request each year from the SWP) and additional reliability supplies; or (2) local supplies, consisting of groundwater and recycled water. All of these sources are necessary to meet the regional demands identified in the 2010 UWMP.

(1) Imported Supplies

(a) State Water Project

Since 1980, local supplies in the Santa Clarita Valley have been supplemented with imported water from the SWP. Imported water obtained from the SWP through the CLWA is the largest source of water for municipal use in the Santa Clarita Valley. The SWP contractual Table A Amount (i.e., the maximum amount of water that may be requested each year from the SWP), depending on annual allocation, currently meets more than half of local demand.[3] The reliability of SWP supplies is subject to both annual hydrology and planned improvements to the system. In an effort to assess the impact of these varying conditions on SWP supply reliability, the DWR evaluates the probability of delivering all Table A water deliveries to SWP contractors. The 2007 Reliability Report (which is referenced in the Project's WSA) indicates that the SWP could deliver 77 percent of total Table A Amounts on a long-term average basis. Table V.L.1-1 on page V.L.1-8 details the long-term Table A Amount delivery estimates to the CLWA for average or normal years. The 2007 Reliability Report analysis also projects that SWP deliveries during multiple-year dry periods could average about 25 to 40 percent of total Table A Amounts and could possibly be as low as 4 to 5 percent during an unusually dry single year. During wetter years, or more than 25 percent of the time, 100 percent of full Table A Amounts are projected to be available. Table V.L.1-2 on page V.L.1-8 details the delivery estimates for single- and multiple-dry years.

As indicated in the 2010 UWMP, using contractor-specific delivery data from DWR's more recently adopted 2009 Reliability Report, the SWP can deliver a total Table A supply to CLWA of 61 percent of CLWA's Table A Amount on a long-term average basis, under current and future conditions. In the worst-case single critically dry year, the SWP can deliver a total Table A supply to CLWA of 13 percent of CLWA's Table A Amounts under current conditions and 10 percent under future conditions. During multiple-year dry periods, the SWP can deliver a total Table A supply to CLWA averaging 34 to 35 percent of total maximum Table A amounts under current and future conditions.[4]

Recent drought conditions in southern California, in combination with legal decisions that have reduced the maximum quantity of water that can be withdrawn from the Sacramento-San Joaquin Delta, have subsequently reduced the reliability of SWP Table A deliveries to the CLWA. As a result of these conditions, the DWR reduced its long-term

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[3] *Table A Amounts are not necessarily equivalent to actual deliveries in a given year.*

[4] *CLWA 2010 UWMP, pages 3-8 to 3-9.*

Table V.L.1-1
Long-Term Water Available to CLWA for Average/Normal Years
(2006 Reliability Report)

Supply Source	2010	2015	2020	2025	2030
DWR (SWP)					
Table A Supply (af)[a]	66,600	69,500	71,400	73,300	73,300
% of Table A Amount	70%	73%	75%	77%	77%

[a] *Supplies are calculated by multiplying CLWA's Table A Amount of 95,200 af by these percentages.*

Source: California Department of Water Resources, State Water Project Delivery Reliability Report 2006, Table 2-1, as provided in the WSA included in Appendix K.1.

Table V.L.1-2
Water Available to CLWA for Single- and Multiple-Dry Years
(2006 Reliability Report)

Supply Source	Single-Dry Year[a]	Multiple-Dry Years[b]
DWR (SWP)		
Year 2005		
Table A Supply (af)[c]	3,800	30,500
% of Table A Amount	4%	32%
Year 2025/2030		
Table A Supply (af)[c]	4,800	31,400
% of Table A Amount	5%	33%

[a] *Based on the worst case historic single-dry year of 1977.*

[b] *Supplies shown are annual averages over four consecutive dry years, based on the worst case historic four-year dry period of 1931–1934.*

[c] *Supplies are calculated by multiplying CLWA's Table A Amount of 95,200 af by these percentages.*

Source: California Department of Water Resources, State Water Project Delivery Reliability Report 2006, Table 2-2, as provided in the WSA included in Appendix K.1.

and single- and multiple-year delivery reliability estimates to SWP contractors in its 2009 Reliability Report. The 2009 Reliability Report describes three areas of significant uncertainty for SWP delivery reliability: (1) climate change and sea level rise; (2) vulnerability of Delta levees to failure; and (3) the biological opinions associated with the Delta smelt. Incorporating this uncertainty into its forecasts, the 2009 Reliability Report indicates that the SWP could deliver 60 percent of total Table A Amounts on a long-term average basis.

To provide a conservative analysis of Project impacts, NCWD's WSA prepared for the Project uses the reduced reliability of Table A deliveries provided in the 2009 Draft Reliability Report. Based on this information, there are sufficient water supplies available for pending and future residential and commercial developments within the CLWA service area for the foreseeable future through 2030, as originally set forth in the 2005 UWMP (and through 2050 as set forth in the 2010 UWMP). While the 2009 Reliability Report represents a reasonable scenario as required by CEQA, recent reductions in supply close the gap between the available supply and demand in the future, making the CLWA service area more subject to shortages in certain dry years. Accordingly, the reduction in SWP supply reinforces the need to continue diligent efforts to conserve potable water and increase the use of recycled water to meet the goals in the UWMP and to maximize use of potable water supplies. Table V.L.1-3 on page V.L.1-10 details the long-term delivery estimates to the CLWA for average or normal years, while Table V.L.1-4 on page V.L.1-10 details the estimated projected deliveries during single- and multiple-dry years, both using revised figures from the 2009 Draft Reliability Report. For comparison, Table V.L.1-5 on page V.L.1-11 lists Table A supply reliability for average, single- and multiple-dry years based on updated data from the 2010 UWMP.

(b) Additional Water Sources

In addition to imported water supplies from the SWP, the CWLA also has secured many smaller allotments to help ensure an adequate and reliable water supply, including: Buena Vista/Rosedale–Rio Bravo Water Storage District Water Acquisition (11,000 afy); Nickel Water (1,607 afy); Flexible Storage Accounts (which provides the ability to borrow up to 4,684 af with replacement within 5 years, plus additional storage on a year-to-year basis for 10 years); Semitropic Water Storage District Banking (provides up to 55,870 afy through 2013, with additional storage beyond 2013); Rosedale–Rio Bravo Water Storage District Water Banking (provides up to 20,000 afy of storage and pump-back capacity); Yuba Accord Water Program (provides approximately 850 af of non-SWP water in critically dry years); and Newhall Land—Semitropic Water Storage District Banking (which is not available to the Project, but adds to NCWD's ability to meet total demands). For a detailed description of these additional water sources, refer to Appendix K.1 of this Draft EIR.

(2) Groundwater

The sole source of local groundwater for urban water supply in the Santa Clarita Valley is the Santa Clara River Valley Groundwater Basin, East Subbasin (Basin). The Basin encompasses an area of approximately 103 square miles. It is bordered by the Piru Mountains on the north, by impervious rocks of the Modelo and lower Saugus Formations on the west, by the San Gabriel Mountains on the south and east, and by the Santa Susana Mountains on the south. It is drained by the Santa Clara River, Bouquet Creek, and Castaic Creek. The Basin is comprised of two aquifer systems, the Alluvial Aquifer

Table V.L.1-3
Long-Term Water Available to CLWA for Average/Normal Years
(2009 Draft Reliability Report)

Supply Source	2010	2015	2020	2025	2030
DWR (SWP)					
Table A Supply (af)[a]	57,120	57,120	57,120	57,120	57,120
% of Table A Amount	60%	60%	60%	60%	60%

[a] *Supplies are calculated by multiplying CLWA's Table A Amount of 95,200 af by 60 percent.*

Source: California Department of Water Resources, State Water Project Delivery Reliability Report Draft 2009, Table 2-1-A, as provided in the WSA included in Appendix K.1.

Table V.L.1-4
Water Available to CLWA for Single- and Multiple-Dry Years
(2009 Draft Reliability Report)

Supply Source	Single-Dry Year[a]	Multiple-Dry Years[b]
DWR (SWP)		
Year 2009		
Table A Supply (af)[c]	6,664	32,368
% of Table A Amount	7%	34%
Year 2029		
Table A Supply (af)[c]	10,472	33,320
% of Table A Amount	11%	35%

[a] *Based on the worst case historic single-dry year of 1977.*

[b] *Supplies shown are annual averages over four consecutive dry years, based on the worst case historic four-year dry period of 1931–1934.*

[c] *Supplies are calculated by multiplying CLWA's Table A Amount of 95,200 af by the conservative percentages.*

Source: California Department of Water Resources, State Water Project Delivery Reliability Report Draft 2009, Table 2-2-A, as provided in the WSA included in Appendix K.1.

and the Saugus Formation. In 2003, CLWA in cooperation with its retail water purveyors (e.g., NCWD), completed and adopted a GMP to ensure the ongoing use of local groundwater by maintaining the Basin in good operating condition (with no overdraft), protecting water quality, and preventing adverse impacts to surface waters. The Basin has not been adjudicated and has not been identified by the DWP or in the GMP or in its updates as being overdrafted or projected to be overdrafted.

Table V.L.1-5
SWP Table A Supply Reliability (af)[a,b]

Wholesaler (Supply Source)	2010	2015	2020	2025	2030–2050
Average Water Year[c]					
DWR (SWP)					
Table A Supply	58,300	58,100	57,900	57,600	57,400
% of Table A Amount[d]	61%	61%	61%	61%	60%
Single Dry Year[e]					
DWR (SWP)					
Table A Supply	12,800	11,900	11,000	10,000	9,100
% of Table A Amount	13%	12%	12%	11%	10%
Multi-Dry Year[f]					
DWR (SWP)					
Table A Supply	32,800	32,900	32,900	33,000	33,000
% of Table A Amount	34%	35%	35%	35%	35%

[a] *Supplies to CLWA provided by DWR from detailed delivery results from the analyses presented in DWR's "2009 SWP Delivery Reliability Report." As indicated in the 2009 Reliability Report, the supplies are based on existing SWP facilities and current regulatory and operational constraints.*

[b] *Table A supplies include supplies allocated in one year that are carried over for delivery the following year.*

[c] *Based on average deliveries over the study's historic hydrologic period of 1922 through 2003.*

[d] *Supply as a percentage of CLWA's Table A Amount of 95,200 af.*

[e] *Based on the worst case historic single dry year of 1977.*

[f] *Supplies shown are annual averages over four consecutive dry years, based on the historic four-year dry period of 1931–1934.*

Source: California Department of Water Resources, State Water Project Delivery Reliability Report 2009.

In August 2005 and again in 2009, work was completed in support of a Memorandum of Understanding (MOU) entered into by NCWD, CLWA, the other water purveyors, and the United Water Conservation District to evaluate the long-term sustainability of groundwater conditions. The primary conclusion of this analysis is the groundwater operating plan will not cause detrimental short-term or long-term effects to the groundwater and surface water resources in the Santa Clarita Valley and is, therefore, sustainable. This preliminary conclusion was again confirmed with the completion of an updated basin yield analysis in 2009.

During the 2004 to 2008 period, NCWD's average annual production was approximately 1,728 afy from the Alluvial Aquifer. Total pumpage from the Alluvial Aquifer in 2008 was approximately 41,716 af. On a long-term average basis, with the importation of SWP water, total pumpage from the Alluvial Aquifer has ranged from a low of about

20,200 af (in 1983) to slightly more than 43,400 af (in 1999). For municipal water supply, using existing wells and pumps, retail water purveyors with Alluvial Aquifer wells have a combined pumping capacity from active wells (not contaminated by perchlorate) of approximately 58,000 af per year (afy). This is more than sufficient to meet the municipal or urban component of groundwater supply from the Alluvial Aquifer, which is currently 20,000 to 25,000 afy.

Also from 2004 to 2008, NCWD's average annual production was approximately 3,697 afy from the Saugus Formation. Total pumpage from the Saugus Formation in 2008 was slightly more than 6,918 afy. On a long-term average basis, total pumpage from the Saugus Formation has ranged from a low of about 3,700 af (in 1999) to a high of nearly 14,917 af in (1991). For municipal water supply, retail water purveyors with Saugus Formation wells have a combined pumping capacity from active wells (not contaminated by perchlorate) of 24,000 afy, which is more than sufficient to meet the planned use of Saugus groundwater of 7,500 to 15,000 afy in normal years. For further discussion of the sustainability of groundwater supplies, refer to Appendix K.1 to this Draft EIR.

Groundwater in the Project vicinity tends to flow east to west, although cones of depression from groundwater pumping and mounding from irrigation can alter flow patterns over time. Based on soil boring tests performed on the Project site, perched alluvial groundwater was encountered at a depth of 71.5 feet below the northern fill pad, at depths of 61 to 79 feet below the southern fill pad, and at depths of 11.5 to 16 feet below ground surface in the low lying areas east of the southern fill pad. Deeper groundwater exists below the Ranch and is accessed by the existing private well; the approximate amount of such groundwater used each year is reported to the State Water Resources Control Board.

While the majority of groundwater infiltration is in the form of winter storm flows, the Basin is also replenished by deep percolation of agricultural land and urban irrigation, percolation from septic tanks and leach field systems, and treated effluent from water reclamation plants. Natural or soft bottom drainage channels and wide natural floodways and flood plains maximize the groundwater recharge and help to replenish the aquifers. Placerita Creek, a soft bottom stream, and the generally undeveloped land in the vicinity of the Ranch allow unencumbered infiltration of precipitation to the subsurface and provide an opportunity for groundwater recharge.

(a) Perchlorate Contamination

Groundwater produced by NCWD consistently meets drinking water standards set by the U.S. Environmental Protection Agency (USEPA) and the California Department of Health Services (DHS). However, the 2010 UWMP indicates that ammonium perchlorate has been a continuing concern with respect to groundwater quality since it was detected in

four wells in the eastern part of the Saugus Formation in 1997, then later in two wells in the Alluvial Aquifer in 2002 and 2005, and most recently in an additional Saugus well in 2010. Following the initial detections, NCWD, CLWA, and the other purveyors developed and began implementing a plan to restore this well capacity. The implementation plan includes a combination of treatment facilities and replacement wells. Treatment facilities for two of the impacted wells became operational in 2011. Two additional wells were sealed and recently replaced by new wells that are also now operational. Of the seven wells that were removed from active water supply service upon the detection of ammonium perchlorate, only two wells currently remain out of service. Two additional production restoration (replacement) wells to recover the remaining lost capacity (4,200 gpm or 6,776 afy) of the impacted wells are currently in the planning stages.

(3) Recycled Water

CLWA has a contract with the Los Angeles County Sanitation District for 1,700 afy of recycled water that became available in 2003. Currently, NCWD does not have any infrastructure in place to use recycled water. However, NCWD does indirectly benefit since any recycled water use elsewhere in the region may offset potable water supplies (including groundwater and SWP water) used in other areas of the Santa Clarita Valley, including the Project site.

c. Planned Water Supplies

Potential future water sources discussed in the 2010 UWMP include the acquisition of additional imported water supplies, recycled water, desalination, storm water runoff, increased dry year Saugus Formation pumping, and additional SWP reliability projects. Demand side management programs (i.e., conservation) is also considered an important component of water supply, resulting from efforts by NCWD, CLWA, and the other retailers to reduce water demands on a long-term basis. The 2010 UWMP specifically identifies the following projected future sources of supply necessary to meet the total projected demands through 2050:

(1) Water Transfers

The 2010 UWMP indicates the CLWA, as a SWP contractor, could acquire new imported water supplies on behalf of NCWD through direct transfers or by contributing to the construction of new desalination facilities in other areas in exchange for imported water. Two such examples of this type of arrangement are the Buena Vista Water Storage District and the Rosedale–Rio Bravo Water Storage District. These districts have developed programs that provide a firm water supply based on existing and long-standing Kern River water rights. Environmental documentation has been completed for this program, which envisions a single partner purchasing a firm annual water supply, which can then be

banked in years when it is not needed for withdrawal and delivery in later years. In early 2007, the CLWA acquired 11,000 afy of firm supply as part of this program. Additionally, Newhall Land has acquired a water transfer supply from Kern County sources known as the Nickel water, which will supply the Newhall Ranch development and be available to VWC, with a total of 1,607 afy of firm source supply.

(2) Additional Banking Programs

The 2010 UWMP discusses water banking storage and pumpback capacity both north and south of CLWA's service area, the latter of which would provide an emergency supply in case of catastrophic outage along the California Aqueduct. With short-term storage now existing in the Semitropic program and long-term storage now existing with Rosedale–Rio Bravo, CLWA is assessing southern water banking opportunities with a number of entities.

(3) Increased Dry Year Saugus Formation Pumping

The 2010 UWMP concludes pumping from the Saugus Formation in a given year is tied directly to the availability of other water supplies, particularly from the SWP. During average-year conditions within the SWP system, Saugus Formation pumping ranges between 7,500 and 15,000 afy. Planned dry-year pumping from the Saugus Formation ranges between 15,000 and 25,000 afy during a drought year and can increase to between 21,000 and 25,000 afy if SWP deliveries are reduced for two consecutive years, or between 21,000 and 35,000 afy if SWP deliveries are reduced for three consecutive years. Such high pumping volumes would be followed by periods of reduced (average-year) pumping, at rates between 7,500 and 15,000 afy, to further enhance the effectiveness of natural recharge processes in order to recover water levels and groundwater storage volumes after higher pumping during dry years.

Existing Saugus Formation capacities do not include the Saugus Formation wells contaminated by ammonium perchlorate that remain out of service, which combined represent 4,200 gpm (6,776 afy) of pumping capacity. As discussed above, additional capacity to meet the dry-year operating plan will be met by new well construction.

(4) Recycled Water

Wastewater that has been highly treated and disinfected can be reused for landscape irrigation and other non-potable purposes. It is not suitable for use as potable water. In 1993, CLWA completed a Reclaimed Water System Master Plan (Master Plan) to use recycled water as a reliable water source to meet some non-potable demand within the Santa Clarita Valley. In March 2007 CLWA certified a Program EIR for the Master Plan. The Master Plan details a proposed expansion of the existing recycled water system that

would ultimately allow for the use of up to 17,400 afy of recycled water within the CLWA service area with full buildout in the year 2030. The Master Plan includes facilities that would deliver recycled water to the NCWD service area, and the delivery of recycled water to the remainder of the CLWA service area would free up additional potable supplies for NCWD.[5]

(5) Water Conservation

One of the assumptions in the 2010 UWMP is that potable water demand will be reduced by both existing and future users by no less than 10 percent. The NCWD, CLWA, and the other local purveyors recently completed work on a Santa Clarita Valley Water Use Conservation Strategic Plan. This plan identifies specific programs to assure the achievement of the 20 percent goal in the 2010 UWMP. These programs are being funded through a surcharge on the wholesale water rates.

Furthermore, the Project's WSA discusses the recent passage of the Water Conservation Act of 2009 (SBX7-7). This law requires that NCWD, CLWA, and the other local retailers demonstrate a per capita water reduction of 10 percent in 2015 and 20 percent by 2020. SBX7-7 provides four possible methods for a water supplier to calculate its water use target. The DWR has also developed methodologies for calculating base daily per capita water use. While the 2005 UWMP included a 10 percent conservation factor through the year 2030, the 2010 UWMP addresses a number of options for calculating demand reduction targets, the most conservative of which requires reduction to 80 percent of baseline (i.e., a reduction of 20 percent) for per capita water usage. the impact of this legislation. The demand figures in the Project's WSA were not adjusted to reflect the water demand reduction requirements of SBX7-7, so the WSA provides a conservative view of future demand.

d. Existing Water Use

(1) Existing and Projected Water Demand

Water use within the NCWD service area and the Santa Clarita Valley has experienced a steady increase since 1980. As shown in Table V.L.1-5 on page V.L.1-11, NCWD's 2008 water use totaled 11,340 afy, while water use in the overall region totaled 90,650 afy. The amount of water delivered by NCWD in the recent past and future projections by customer are summarized in Table V.L.1-6 on page V.L.1-16. These

[5] *In addition to the CLWA Master Plan, the Newhall Ranch Specific Plan and the associated Water Reclamation Plant Revised Draft Additional Analysis, dated November 2002, included an additional 5,400 afy of water that will be delivered to the Newhall Ranch development once fully constructed.*

Table V.L.1-6
Historical Water Use for Newhall County Water District
(acre-feet) (SCVWR, 2008)

Year	State Water Project	Alluvium	Saugus Formation	Total
1980	0	1,170	2,363	**3,533**
1981	0	1,350	2,621	**3,971**
1982	0	1,178	2,672	**3,850**
1983	0	1,147	2,787	**3,934**
1984	0	1,549	2,955	**4,504**
1985	0	1,644	3,255	**4,899**
1986	0	1,842	3,548	**5,390**
1987	22	2,127	3,657	**5,806**
1988	142	2,283	4,041	**6,466**
1989	428	2,367	4,688	**7,483**
1990	796	1,936	4,746	**7,478**
1991	675	1,864	4,994	**7,533**
1992	802	1,994	5,160	**7,956**
1993	1,075	1,977	5,068	**8,120**
1994	906	2,225	5,103	**8,234**
1995	1,305	1,675	4,775	**7,755**
1996	1,213	1,803	4,871	**7,887**
1997	1,324	2,309	5,168	**8,801**
1998	1,769	1,761	4,557	**8,087**
1999	5,050	1,676	2,622	**9,348**
2000	6,024	1,508	2,186	**9,718**
2001	5,452	1,641	2,432	**9,525**
2002	5,986	981	3,395	**10,362**
2003	6,572	1,266	2,513	**10,351**
2004	5,896	1,582	3,739	**11,217**
2005	5,932	1,389	3,435	**10,756**
2006	5,898	2,149	3,423	**11,470**
2007	6,478	1,806	3,691	**11,975**
2008	5,428	1,717	4,195	**11,340**

Source: NCWD SB 610 WSA, April 2010, provided in Appendix K.1.

historical water use patterns, in combination with applicable growth projections, as excerpted from the WSA, were used in the 2005 UWMP to project water demand through 2030. The resulting projected water demand was then compared against projected supplies for a 20-year period ending in 2030 to determine whether sufficient water supplies

exist. As shown in Table V.L.1-7 on page V.L.1-18, water supplies are projected to exceed water demand under all conditions through 2030. Diversity of supply allows NCWD, CLWA, and the other purveyors the option of drawing on multiple sources of supply in response to changing conditions, such as varying weather patterns (average/normal years, single-dry years, multiple-dry years), fluctuations in delivery amounts of SWP water, natural disasters, and contamination of groundwater with substances such as ammonium perchlorate. As a result, although SWP water deliveries are projected to remain steady or decrease, the development of the planned water supplies discussed above would ensure total water supplies continue to increase through 2030. It is the stated goal of NCWD, CLWA, and the other retail water purveyors to deliver a reliable and high quality water supply for their customers, even during dry periods. Based on conservative water supply and demand assumptions over the next 25 years in combination with conservation of non-essential demand during certain dry years, as indicated in the WSA, the water supply plan described in the 2005 UWMP can successfully achieve this goal. The 2010 UWMP also indicates achievement of this goal over the next 40 years.

Table V.L.1-8 on page V.L.1-19 summarizes the water supplies available to meet demands over a 20-year planning period during three scenarios: an average/normal year, a single-dry year (similar to the 1977 drought), and multiple-dry years (similar to the four-year 1931–1934 drought). Demands are shown with and without the effects of an assumed 10 percent urban reduction resulting from conservation best management practices.

(2) Existing Water Use Within the Ranch and Project Site

The existing demand for domestic water at the Ranch is limited. While the Ranch is located within the service area of NCWD, at present, NCWD does not have a distribution system within or adjacent to the Ranch. Existing development on the Ranch includes the Ranch manager's house; the Ranch foreman's mobile home; a guest house; several uninhabited structures; the Ranch office; various barns, stables, and sheds; and several temporary filming sets. An existing private well is located on the Ranch and used to supply these buildings with domestic water and irrigation; the approximate amount of well water used each year is reported to the State Water Resources Control Board. The only habitable structure within the Development Area is the Ranch foreman's mobile home. The Water Tank Area, Conditional Parking Areas, and Potential Mobile Home Relocation Areas do not have any habitable structures that use domestic water. In addition, a 500,000-gallon water tank is located on the eastern side of the Ranch for use by the County Fire Department for emergency firefighting purposes.

Film crews at the Ranch are required to be completely self-contained and are not served in any way by the Ranch's private well water system; each crew provides its own

Table V.L.1-7
Past, Current, and Projected Water Demands (by customer type)
Newhall County Water District

Year	Water Use Sectors	Single Family	Multi-Family	Commercial	Construction/ Industrial	Institutional/ Government	Landscape	Total
2000	No. of accounts	6,608	293	377	11	18	127	7,434
metered	deliveries (af)	5,556	1,537	872	411	119	1,128	9,623
2005	No. of accounts	8,047	293	399	35	59	232	9,065
metered	deliveries (af)	7,243	1,969	891	207	133	1,357	11,800
2010	No. of accounts	9,735	425	425	60	75	300	11,020
metered	deliveries (af)	8,750	2,485	999	250	176	1,740	14,400
2015	No. of accounts	10,730	450	450	85	90	425	12,230
metered	deliveries (af)	9,475	2,595	1,038	315	212	2,365	16,000
2020	No. of accounts	11,865	475	475	110	105	550	13,580
metered	deliveries (af)	10,385	2,750	1,066	375	234	2,890	17,700
2025	No. of accounts	12,620	500	500	135	120	675	14,550
metered	deliveries (af)	11,000	2,900	1,114	425	261	3,600	19,300
2030	No. of accounts	14,050	525	525	160	135	800	16,195
metered	deliveries (af)	12,275	3,000	1,140	500	285	3,800	21,000

Source: NCWD SB 610 WSA, April 2010, provided in Appendix K.1.

power, water, food, and restroom facilities. There were a total of 500 filming days over the two-year period including 2008 and 2009, with the average stay of a film crew at the Ranch being 2.84 production days; during roughly the same period, crews ranged in size from 3 to 185 people. None of these film crews used the Ranch's private well water system for human consumption.

The private well water system currently has four connections for human consumption (three for residential buildings and one for the Ranch office). This system currently serves approximately nine Ranch residents (including the Ranch Manager and the Ranch Foreman) and four additional, permanent Ranch staff. Other Ranch visitors, including residents' guests, film location scouts or managers, and Ranch meeting attendees, total less than one person per day on average. Accordingly, the total daily average of possible consumers of the Ranch's private well water system is approximately 14 people. The Ranch's private well water system does not qualify as a "state small water system," which is defined as "a system for the provision of piped water to the public for human consumption that serves at least five, but not more than 14, service connections and does not regularly service drinking water to more than an average of 25 individuals daily for more than 60 days out of the year."

In addition, the Off-Site Infrastructure Improvement Areas are primarily located within existing road rights-of-way and do not include any habitable structures that use

Table V.L.1-8
CWLA Total Water Supply vs. Estimated Demand (af)

Condition[a]	Supply (af)				
	2010	2015	2020	2025	2030
Average/Normal Year					
Supply[a]	117,427	120,527	126,227	131,927	138,527
Total Estimated Demand (w/o conservation)	100,050	109,400	117,150	128,400	138,300
Conservation	(8,600)	(9,700)	(10,700)	(11,900)	(12,900)
Total Adjusted Demand	***91,450***	***99,700***	***106,450***	***116,500***	***125,400***
Surplus	*25,977*	*20,827*	*19,777*	*15,427*	*13,127*
Single-Dry Year					
Supply[b]	126,481	133,533	148,805	155,457	163,009
Total Estimated Demand (w/o conservation)[c]	110,100	120,300	128,900	141,200	152,100
Conservation	(9,500)	(10,700)	(11,700)	(13,100)	(14,200)
Total Adjusted Demand	***100,600***	***109,600***	***117,200***	***128,100***	***137,900***
Surplus	*25,881*	*23,933*	*31,605*	*27,357*	*25,109*
Multiple-Dry Year					
Supply[d]	124,835	130,235	146,547	152,247	158,847
Total Estimated Demand (w/o conservation)[c]	110,100	120,300	128,900	141,200	152,100
Conservation	(9,500)	(10,700)	(11,700)	(13,100)	(14,200)
Total Adjusted Demand	***100,600***	***109,600***	***117,200***	***128,100***	***137,900***
Surplus	*24,235*	*20,635*	*29,347*	*24,147*	*20,947*

[a] *Includes existing supplies, existing banking programs, planned supplies, and planned banking programs. SWP supplies are calculated by multiplying CLWA's Table A Amount of 95,200 af by 60 percent.*

[b] *Includes existing supplies, existing banking programs, planned supplies, and planned banking programs. SWP supplies are calculated by multiplying CLWA's Table A Amount of 95,200 af by percentages of single-dry year deliveries projected to be available in DWR's State Water Project Delivery Reliability Report 2009.*

[c] *Assumes an increase in total demand by 10 percent during dry years.*

[d] *Includes existing supplies, existing banking programs, planned supplies, and planned banking programs. SWP supplies are calculated by multiplying CLWA's Table A Amount of 95,200 af by percentages of deliveries projected to be available during a four-year drought as provided in DWR's State Water Project Delivery Reliability Report 2009.*

Source: NCWD SB 610 WSA, April 2010, provided in Appendix K.1.

domestic water. The residential, commercial and industrial areas surrounding the Off-Site Infrastructure Improvement Areas are served by NCWD or the Santa Clarita Water Division of the CLWA.

e. Existing Water Infrastructure

Properties in the Project vicinity, including much of the Off-Site Infrastructure Improvement Areas, are served by two existing water tanks located on NCWD property

near the western termini of Dockweiler Drive and Deputy Jake Drive, as well as another tank located west of SR-14 and north of Dockweiler Drive. Each of these tanks is connected to a small distribution system, one that runs north to Placerita Canyon Road and serves surrounding, mostly residential, development, and one that runs east along Deputy Jake Drive and Dockweiler Drive and serves the adjacent residential subdivision. There is no NCWD water infrastructure on the Ranch.

3. ENVIRONMENTAL IMPACTS

a. Methodology

This section identifies the Project's potential impacts on water supply, water distribution systems, and NCWD's service capacity. The analysis is based in part on information provided in the WSA prepared by NCWD, included as Appendix K.1 to this Draft EIR. The WSA addresses the ability of future water supplies to meet the demand of the Project, in combination with other projects within the NCWD service area, during average, dry, and multiple dry years. The WSA calculated the Project's estimated water demand based on 120 percent of the Project's estimated wastewater generation, using land use-based wastewater generation factors provided by the Sanitation Districts of Los Angeles County. Application of this factor is typical for determining domestic water needs, as wastewater flows are frequently estimated to represent approximately 80 percent of total water usage. Based on the two development scenarios proposed under the Project (i.e., Soundstage Option or the Studio Office Option, described below), the Studio Office Option would create a greater water demand and is evaluated herein.

The water distribution and supply system was evaluated by determining the physical features and capacities of NCWD's existing infrastructure in the area combined with Project improvements, based on the Domestic and Fire Water Service Report (Water Report) prepared by David Evans and Associates, Inc., provided in Appendix K.2. The Water Report analyzes the adequacy of the water system to accommodate the Project's water demand, including domestic water and fire flows. The proposed system improvements take into account the necessary capacity and pressure to meet projected fire flow needs, which although temporary and intermittent, tend to be greater than average daily domestic needs.

b. 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 L.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 L.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 L.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)?

Threshold L.1-4: Would the project site be located in an area known to have an inadequate public water supply to meet domestic needs or to have an inadequate ground water supply and proposes water wells?

Threshold L.1-5: Would the project site be located in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs?

c. Project Design Elements

A complete description of the Project and associated development characteristics is provided in Section IV, Project Description, of this Draft EIR. Under either the Soundstage Option or the Studio Office Option, a 20,000-square-foot central utility plant would be developed which would likely include chiller(s) that would use water resources. At the request of NCWD, the Project would also include the construction of a 2,000,000-gallon water tank and associated water line to be located on the Ranch south of Placerita Canyon Road (i.e., the Water Tank Area). Construction of the water tank also would include improvements to the existing unpaved maintenance road to access the water tank from Placerita Canyon Road. As previously indicated, the Studio Office Option would create greater water demand and is evaluated herein.

(1) Water Infrastructure

Water service to the Development Area would be supplied by the NCWD for domestic water and fire protection.[6] As mentioned above, NCWD does not have an existing distribution system adjacent to or near the Ranch. As such, additional water infrastructure would be constructed to connect the Development Area with the nearest NCWD delivery system. NCWD has provided preliminary information on proposed improvements to its system required to serve the Development Area through one of two alternatives, as summarized below and further detailed in the Water Report in Appendix K.2. The off-site water improvements would occur within the Off-Site Infrastructure Improvement Areas and are shown in Figure V.L.1-1 on page V.L.1-23. The construction timeframe for such improvements would likely start in mid-2013 and last 9 to 12 months, depending on the final alignment selected.

The Water Tank Area, Conditional Parking Areas, Potential Mobile Home Relocation Areas, and Trail Area would not be connected to the Ranch's proposed water distribution system.[7] The relocated mobile home would be re-connected to the existing private well water system within the Ranch at one of the two Potential Mobile Home Relocation Areas.

(a) Alternative A

As previously identified, a reservoir tank and waterline distribution system exists southwest of the Development Area at Dockweiler Drive within the 1704 Pressure Zone, which, with improvements, would meet the Project's requirements. This system currently lacks sufficient reserve capacity and pressure to meet the projected fire flow demands of the Project.[8] As a result, Alternative A would require the construction of a new booster pump station, water main, and associated piping to serve the Project, as well as a water tank.

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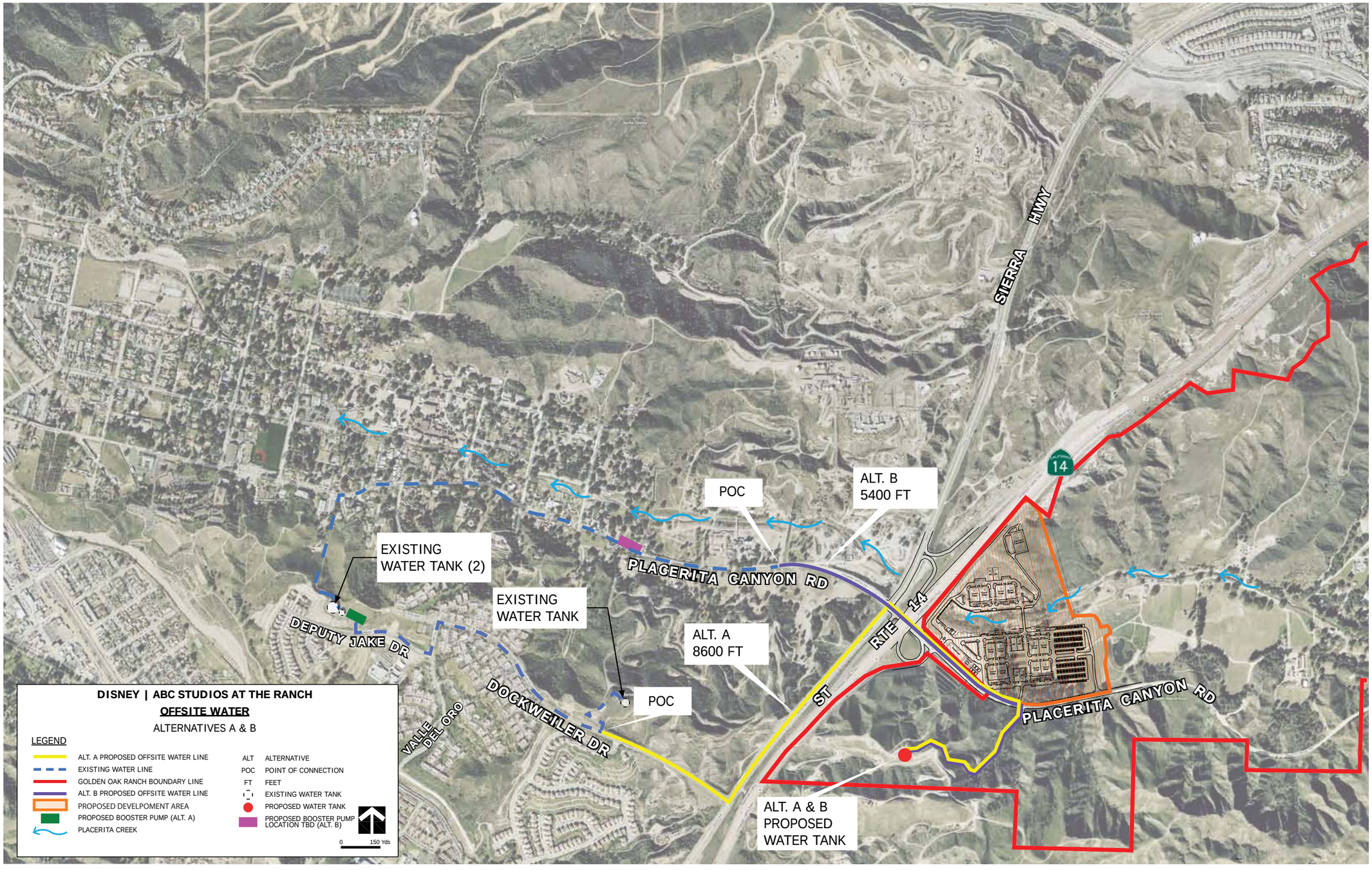
[6] *While the existing on-site private well at the Ranch would continue to provide limited amounts of water to other existing Ranch structures east of the Development Area, it would not serve the Development Area.*

[7] *While the Water Tank Area would include water infrastructure (i.e., the proposed water tank and associated water lines), no water connections for potable water use would occur within this area.*

[8] *The County Fire Department has indicated a fire flow requirement of 5,000 gpm at a pressure of 20 psi for a duration of five hours. However, fire flow requirements would be finalized during site plan review based on the Project design features to be implemented. Based on the standard reductions specified in Fire Department Regulation No. 8, the final fire flow requirements are anticipated to be 3,500 gpm at 20 psi for a 3-hour duration. This fire flow would require a total water supply of 630,000 gallons. Refer to Section V.K.2, Public Services—Fire Protection, for further discussion.*



Source: David Evans and Associates, Inc. 2012.

matrix environmental

Figure V.L.1-1
Proposed Off-Site Water Improvements

Alternative A would involve the construction of a water main from a point of connection with the existing water main at the intersection of Oakhurst Drive and Dockweiler Drive. The proposed water main would run easterly along Dockweiler Drive to Sierra Highway, northerly along Sierra Highway to Placerita Canyon Road, and then easterly to the Development Area for a total length of approximately 6,300 feet. To supply the proposed water tank described further below, to be located on the Ranch south of Placerita Canyon Road, a proposed booster pump station would be constructed on NCWD property next to the two existing water tanks located west of the point of connection at Dockweiler Drive and north of Deputy Jake Drive.

Trenches within local roadways would be necessary for the water main installation and would be a maximum of four feet wide and approximately six feet deep in order to provide for four feet of cover per County standards. A maximum of 100 feet would be excavated/installed per day (average of 75 feet). As detailed in Section V.J, Traffic, Access, and Parking, temporary lane closures would be necessary along segments of certain roadways to allow for the trenching. All lane closures would be conducted per the Project's Construction Traffic Management Plans, detailed therein (see MM J-1).

(b) Alternative B

Alternative B would use an existing 12-inch water line located along Placerita Canyon Road west of Sierra Highway supplied by the two existing water tanks on the hilltop located north of Deputy Jake Drive. These tanks and water distribution system are in the 1487 Pressure Zone, which, with improvements, would meet the Project's requirements. This system currently lacks sufficient reserve capacity and pressure to meet the projected fire flow demands of the Project. As a result, Alternative B would require the construction of a booster pump station, water main, and associated piping to serve the Project, along with a new water tank.

Alternative B would have a point of connection with the existing water main that currently terminates near the City of Los Angeles Department of Water and Power (LADWP) aqueduct along Placerita Canyon Road west of Sierra Highway. This water line would be extended easterly along Placerita Canyon Road to the Development Area for a total length of approximately 3,100 feet. The existing water tanks that supply this water distribution system are at a lower pressure zone elevation, and NCWD has indicated the current system would not meet the required fire flow and residual pressure requirements of the Project. Therefore, a booster pump station would be constructed along Placerita Canyon Road east of the residential service connections in the lower pressure zone to provide the required pressure to the distribution system. An easement for placement of the booster pump on private property along Placerita Canyon Road would need to be obtained and dedicated to NCWD.

Trenching and associated lane closures would be required for the Alternative B alignment, similar to that described above.

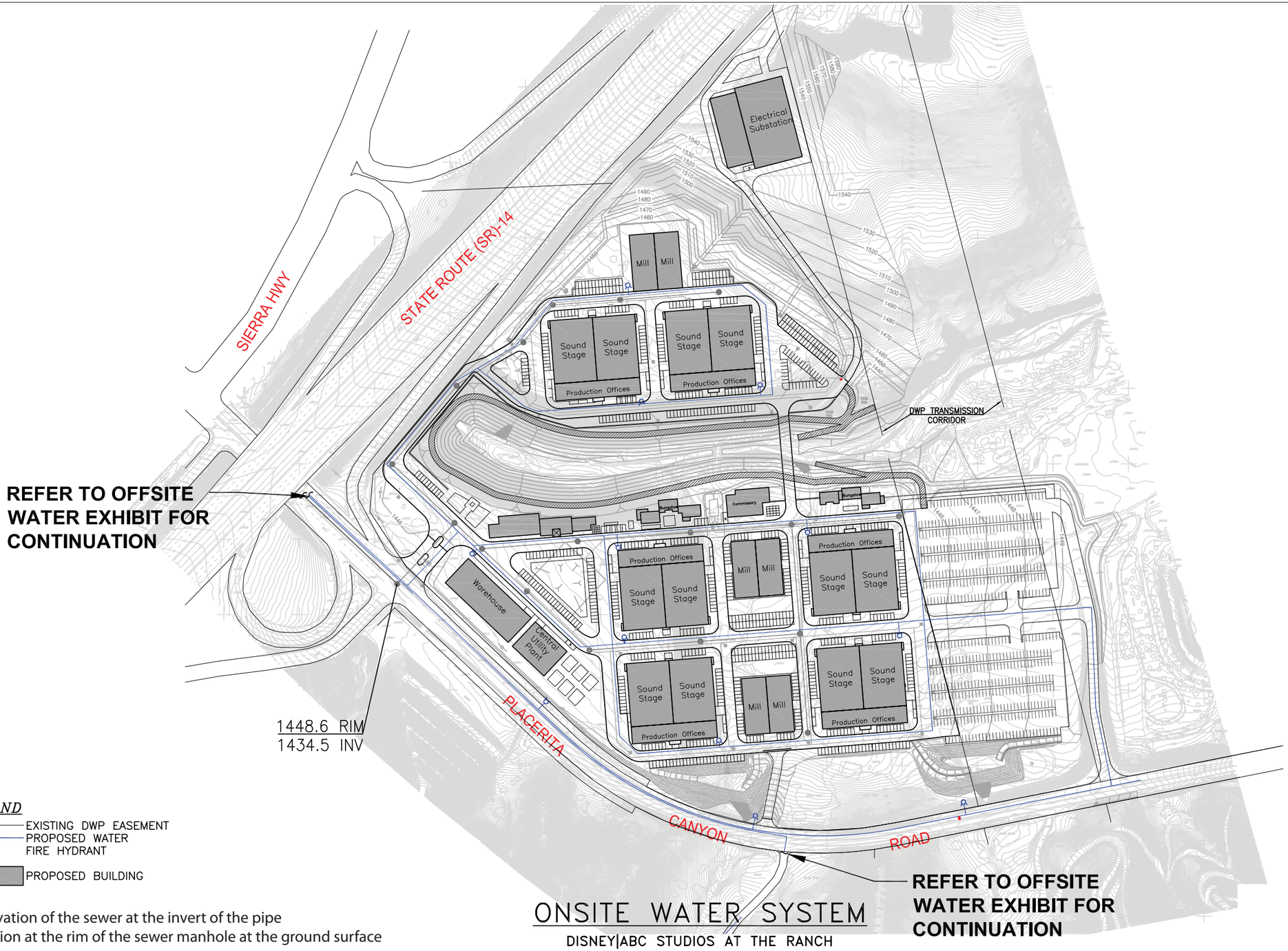
(c) Proposed Water Tank

For both Alternatives A and B, a water tank would be constructed on the Ranch south of Placerita Canyon Road and included in the proposed CUP for the Project. The approximately 2,000,000-gallon steel tank would measure 90 feet in diameter and 40 feet in height, ringed by a 20-foot perimeter road with gated access. The tank would be developed at an elevation of 1,668 feet above mean sea level, which would be at the same water pressure zone as that of the existing tank north of Dockweiler Drive, and the two tanks would be interconnected. A water main with a total length of 2,300 feet would be installed from Placerita Canyon Road up to the proposed water tank within an existing, approximately 17-foot-wide, unpaved maintenance road. Grading and paving of the road would be necessary for installation of the water line, with gated access near Placerita Canyon Road, allowing for all-weather access to the water tank by NCWD. In addition, an "Arizona" dip would be constructed across the access road to accommodate an existing drainage course that sheet flows across the road under existing conditions during storms. The storage capacity of the tank would far exceed the Project's water demand and would provide supplemental capacity for NCWD, consistent with their 2001 Master Plan, which called for approximately four million gallons of future storage needs in the Ranch vicinity.[9]

(d) On-Site Improvements

The Project would include an on-site water distribution system within the Development Area that would consist of a looped system within each of the building pad areas on the north and south sides of Placerita Creek. The on-site infrastructure would be designed to comply with all County requirements regarding fire flows, and any additional water lines and hydrants that may be needed to provide additional fire flows to new buildings would be constructed as necessary. The system would be designed to maintain a minimum pressure of 20 psi at ground level at all points in the distribution system under all conditions of flow. The soundstages, production offices, mills, writer/producer bungalows, administration building, commissary, and/or studio office building would have fire sprinkler systems throughout the buildings. The on-site water distribution system layout and locations of proposed fire hydrants are shown in Figure V.L.1-2 on page V.L.1-26.

[9] *Per Table 18 (Zones 10 and 11) in the Master Plan for Newhall Division of Newhall County Water District, Don Howard Engineers, Inc., October 5, 2001.*



LEGEND

- EXISTING DWP EASEMENT
- W — PROPOSED WATER
- FIRE HYDRANT
- PROPOSED BUILDING

INV = The invert elevation of the sewer at the invert of the pipe
RIM = The rim elevation at the rim of the sewer manhole at the ground surface

SCALE: NTS

ONSITE WATER SYSTEM

DISNEY|ABC STUDIOS AT THE RANCH

Source: David Evans and Associates, Inc. 2012.

matrix environmental

Figure V.L.1-2
Proposed On-Site Water Improvements

(2) Water Conservation

The Project would implement water conservation measures to reduce its overall water demand from NCWD. Water conservation features would be incorporated into new development pursuant to Title 20 of the California Code. The Project would reduce its water demand by at least 20 percent through the use of Project Design Features (PDFs) that would include the following measures, or equivalent measures capable of achieving the same results, at minimum:[10]

- High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets;
- High-efficiency urinals (maximum 0.125 gallon per flush) or waterless urinals;
- Low-flow restroom faucets with a maximum flow rate of 0.5 gallon per minute (gpm); and
- Restroom faucets of a self-closing design (i.e., that automatically turn off when not in use).

The Project would also comply with the County's recently enacted Drought-Tolerant Landscaping ordinance, which requires the use of landscaping that uses decreased amounts of irrigation. In accordance with this ordinance, at least 75 percent of the Project's landscaping would include plants from the Los Angeles County Drought-Tolerant Plant List. Moreover, additional specific design features would be used to further reduce outdoor water demand. The Project would reduce its landscaping water demand by at least 50 percent through the use of Project design features that would include the following measures, or equivalent measures capable of achieving the same results, at minimum: [11]

- Weather-based irrigation controller with rain shutoff;
- Matched precipitation (flow) rates for sprinkler heads;
- Drip/microspray/subsurface irrigation where appropriate;
- Minimum irrigation system distribution uniformity of 75 percent;

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[10] *Such reductions were not accounted for in the water demand calculations in order to present a conservative analysis.*

[11] *Such reductions were not accounted for in the water demand calculations provided in Section V.L.1, Water Supply, of this Draft EIR, in order to present a conservative analysis.*

- Use of permeable surfaces (e.g., gravel, decomposed granite, pervious concrete, interlocking pavers, geogrid/grass pavers, or porous asphalt) where appropriate, primarily for pedestrian walkways and along the bungalows, the administration building, and the commissary, as well as within the Conditional Parking Areas, if developed. In addition, permeable surfaces could potentially be used for parking areas that would not be used for trucks (e.g., single rows of parking with a limited number of spaces, such as those that would surround some of the proposed detention basins, or the parking row adjacent to the Administration building);

- Proper hydro-zoning and turf minimization; and

- Use of landscape contouring to minimize precipitation runoff.

d. Impact Analysis

Threshold L.1-1: Would the project create water system capacity problems, or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Construction

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 Ranch 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.

(b) Operation

The Project would increase the overall demand for domestic and fire water within the Development Area. As indicated above, the Applicant would construct the necessary on-site infrastructure improvements to accommodate Project demand, pursuant to the County Code and other applicable requirements. At NCWD's request, the water tank to be constructed within the Water Tank Area south of Placerita Canyon Road would have a storage capacity that exceeds the Project's water demand and provides supplemental

capacity for NCWD. As such, on-site distribution of the Project's water demand would be met through implementation of the proposed infrastructure improvements, and water system capacity problems would not occur. Therefore, the Project's operational impacts on the water system would be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

(a) Construction

The off-site water improvements would involve the installation of a new water main, booster pump, and associated piping. All improvements would be designed in accordance with the County Code, including the Fire Code, and would be constructed to the satisfaction of LACDPW, NCWD, and/or the County Fire Department, as applicable. Installation of the booster pump under alignment Alternative A would occur on NCWD property and would not affect off-site private property; the booster pump for alignment Alternative B would be located along Placerita Canyon Road west of SR-14 and would require an easement dedicated to NCWD for placement of the booster pump on private property. As discussed above, installation of the new water main would require trenching along area roadways and the installation of new water pipes. As detailed in Section V.J, Traffic, Access, and Parking, temporary lane closures would be necessary along segments of certain roadways. All lane closures would be conducted per the Project's Construction Traffic Management Plans that would: provide for appropriate traffic controls, such as flag persons, to maintain traffic flows and safe traffic operations; and ensure that adequate emergency access to all residences and businesses adjacent to the roadways is maintained during all phases of construction. Vehicle access along the proposed routes for the new water lines would be impacted only during the brief time when construction activities occur in that location. These impacts would be temporary and would cease once the water lines were completed and connected. 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 relative to the expansion of existing facilities, including impacts related to access and water service interruptions, which could result from installation of the proposed off-site improvements, would be less than significant.

(b) Operation

Implementation of the off-site improvements would not include uses that generate a demand for water. Therefore, the Project's off-site infrastructure improvements would not create water system capacity problems. As such, impacts would be less than significant.

Threshold L.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 L.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)?

Threshold L.1-4: Would the project site be located in an area known to have an inadequate public water supply to meet domestic needs or to have an inadequate ground water supply and proposes water wells?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Construction

A short-term demand for water would occur during Project construction, primarily in association with dust control, concrete mixing, truck cleanout, cleaning of equipment, and other related activities. 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, but is not expected to be substantial. While NCWD currently does not have infrastructure in place to serve the Project site, water would be available for on-site construction activities from the on-site well, and water tankers would deliver water to the Development Area throughout Project construction as needed. As such, an adequate supply of water would be available for construction purposes.

With regard to groundwater, perched alluvial groundwater occurs within the Development Area at depths ranging from 61 to 79 feet below the fill pads, and at depths of 11.5 to 16 feet below ground surface in the low lying areas east of the southern fill pad. Project construction activities would occur at least 10 feet above groundwater. Accordingly, construction dewatering would not be required, and construction impacts to groundwater would not occur. Therefore, potential construction-related impacts related to water supply would be less than significant.

(b) Operation

The Project would increase the overall demand for domestic and fire water within the Development Area. As indicated above, the Applicant would construct the necessary

on- and off-site infrastructure improvements to accommodate Project demand, pursuant to the County Code and other applicable requirements.

The forecasted domestic water consumption for the Project is based on the Los Angeles County Sanitation District wastewater generation rates, which are based on land-use classification. These rates were then multiplied by a factor of 1.2 to account for water consumed on-site that would not enter the wastewater system, such as water used for landscaping. As previously indicated, the Studio Office Option would result in a greater water demand and is evaluated herein. The projected net new domestic water demand of the Project under the Studio Office Option is approximately 90,594 gallons per day, or 33,066,810 gallons per year (102 afy) assuming operations 365 days per year.[12,13] In 2008, NCWD's service area-wide demands were approximately 11,340 afy. As such, the Project would represent an increase of only 0.9 percent over existing NCWD service demands. For a detailed analysis of the Project's net new domestic water demand, refer to the Domestic and Fire Water Service Technical Report, included as Appendix K.2 to this Draft EIR.

As mentioned above, the NCWD prepared a WSA in April 2010 to evaluate the NCWD's ability to meet the Project's net new increase in water demand of 90,594 gpd. The WSA was based on information available in the 2005 UWMP and more recent updates from the SWP (e.g., the 2009 Draft Reliability Report).[14] The 2005 UWMP for the CLWA service area, which includes the NCWD, concluded a reliable and high quality water supply would be available to Santa Clarita Valley water customers, based on conservative water demand calculations and the implementation of water conservation measures.[15] The projected CLWA 2030 water demand is estimated at 125,400 afy during average/normal years and at 137,900 afy during dry years. These estimates are in line with population growth projections prepared for the County's Draft General Plan and updated Santa Clarita Valley Area Plan. The CLWA determined there are sufficient water supplies available for pending and future development within the CLWA service area for the foreseeable future through 2030, as set forth in the 2005 UWMP. More specifically, the 2005 UWMP anticipated increases in the number of commercial accounts and their associated demand

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[12] *The 90,594 gpd figure is based on 1.2 times the Project's estimated wastewater generation of 75,495 gpd, as calculated in Table V.L.2-1 in Section V.L.2, Utilities and Service Systems—Wastewater/Sewage Disposal, of this Draft EIR.*

[13] *For comparison, the Soundstage Option would result in a total domestic water demand of approximately 80,160 gallons per day, or 29,258,400 gallons per year (90 afy).*

[14] *At the time of preparation of the WSA, the 2009 Reliability Report was in draft form, but it has since been adopted.*

[15] *The 2010 UWMP makes the same conclusion through 2050.*

in acre-feet through 2030. The Project would be classified as a commercial project and would fall within the demand anticipated for commercial projects within NCWD's service area through 2030.[16]

Further, the WSA concluded groundwater aquifers were not in a state of overdraft, and groundwater necessary to meet the initial and projected water demand associated with the Project was appropriately addressed in the 2005 UWMP. The WSA concluded that SWP Table A deliveries, while reduced as a result of drought and recent litigation, were adequate to meet the demand of the Project. Even during two consecutive dry years, the active capacity would be more than sufficient to meet water demands in combination with other sources. After two consecutive dry years, the combination of current active capacity and restored capacity from wells contaminated with ammonium perchlorate would provide sufficient total capacity to meet water needs during a third dry year. Furthermore, the WSA concluded, based on the SWP Table A Amounts available to the CLWA (shown in Table V.L.1-1 through Table V.L.1-4 on pages V.L.1-8 and V.L.1-10), there are sufficient water supplies available for pending and future residential and commercial developments within the CLWA service area for the foreseeable future through 2030, as originally set forth in the 2005 UWMP. As shown in Table V.L.1-8 on page V.L.1-19, water supplies are projected to exceed water demand under all conditions through 2030. Similarly, the 2010 UWMP determined that CLWA and the retail purveyors have adequate supplies to meet CLWA service area demands during normal, single-dry, and multiple-dry years throughout the 40-year planning period (i.e., through 2050).

As previously detailed, water conservation features would be incorporated into the Project pursuant to Title 20 of the California Code of Regulations and the County's Green Building ordinance and Drought-Tolerant Landscaping ordinance. The projected domestic water demand of the Project is conservative and provides a worst-case scenario in that it does not factor in reductions from inclusion of these water conservation features. The Project's conservation features would reduce potable water consumption by at least 20 percent and landscaping water demand by at least 50 percent.

Based on the analysis set forth in the WSA and as supported by the documents relied on for its preparation, NCWD's total projected water supplies available during the next 20 years will meet the projected water demands associated with the Project, and existing and other planned uses within NCWD's service area. This determination is consistent with NCWD's 2005 UWMP, upon which the WSA was based. Therefore, water supply impacts would be less than significant.

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[16] *NCWD SB 610 WSA, page 4, April 2010, provided in Appendix K.1 of this Draft EIR.*

Project operations and associated demand would not affect water service on the Ranch outside the Development Area. Surface water infiltration would be promoted within the Development Area through a variety of BMPs previously described, and the soft bottom of Placerita Creek would be maintained and would continue to allow unencumbered infiltration. The existing on-site well would continue to provide limited amounts of water to other existing Ranch structures, but would not serve the Development Area (nor the Water Tank Area, Trail Area, or Conditional Parking Areas, which would not involve uses that generate water demand), and no wells are proposed as part of the Project. Any effect on groundwater recharge resulting from the Project would be negligible, and no decrease in aquifer volume or lowering of the local groundwater table level would occur.

The relocated mobile home would be re-connected to the private well water system. With the relocation of the mobile home, the private well water system would have no more than four connections for human consumption (three for residential buildings and one for the Ranch office). This system currently serves and would continue to serve approximately nine Ranch residents (including the Ranch Manager and the Ranch Foreman) and four additional, permanent Ranch staff. Other Ranch visitors, including residents' guests, film location scouts or managers, and Ranch meeting attendees, total less than one person per day on average. The total daily average of possible consumers of the Ranch's private well water system would be approximately 14 people. Thus, similar to existing conditions, the Ranch's private well water system would not qualify as a "state small water system," which is defined as "a system for the provision of piped water to the public for human consumption that serves at least five, but not more than 14, service connections and does not regularly service drinking water to more than an average of 25 individuals daily for more than 60 days out of the year."

Because the existing on-site private well water system would not serve the Development Area, impacts with respect to the existing private well water system would be less than significant.

In summary, NCWD would have sufficient reliable water supplies available to serve the Project in conjunction with existing and projected water demands from other land uses in the area. The Project site is not located in an area known to have an inadequate public water supply to meet domestic needs or to have an inadequate groundwater supply. Further, the Project would not 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. As such, on-site operational impacts would be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

(a) Construction

Similar to on-site construction, a short-term demand for water would occur during construction of the off-site improvements, primarily in association with dust control, truck cleanout, cleaning of equipment, and other related activities. However, these activities would only occur during construction of the improvements 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, but is not expected to be substantial. As such, it is expected that an adequate supply of water would be available for construction purposes. Construction dewatering is not anticipated. Therefore, potential construction-related impacts related to water supply, including groundwater, would be less than significant.

(b) Operation

Operation of the off-site improvements is not anticipated to generate water demand. As such, water supply impacts associated with the off-site infrastructure improvements would be less than significant.

Threshold L.1-5: Would the project site be located in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

The on-site water system would be designed to meet fire flow requirements established by the County Fire Department. The system would be designed to maintain a minimum pressure of 20 psi at ground level at all points in the distribution system at a rate of 3,500 gallons per minute for 3 hours under all conditions of flow. The Project would provide a 12- to 18-inch water main, depending on the alternative chosen, which would be adequate to meet County Fire Department flow requirements.

As previously described, the Project would involve the construction of a water tank within the Water Tank Area. Although the Project would require 730,000 gallons of storage capacity to meet its fire and domestic water needs, NCWD would require the construction of an approximately 2,000,000 gallon tank to help meet its projected service area needs, as

determined in the NCWD's 2001 Master Plan.[17,18] The Project's water tank would exceed Los Angeles County Fire Department fire flow requirements.

The Project would also include a minimum of four fire hydrants along Placerita Canyon Road fronting the Development Area. Additionally, the soundstages, production offices, mills, writer/producer bungalows, administration building, commissary, and studio office building would have fire sprinkler systems throughout the buildings. The on-site water distribution system layout and the locations of the proposed fire hydrants are shown in Figure V.L.2. In summary, the Project's on-site water distribution system would be designed to provide sufficient capacity, pressure, and other design specifications to meet Project fire flows, in accordance with County Fire Department requirements. Additionally, the Project site is not located in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs. Therefore, impacts associated with fire water supply and fire flow would be less than significant. For a more detailed description of potential impacts with respect to fire services, refer to Section V.K.2, Public Services—Fire Protection, of this Draft EIR.

(2) Off-Site Infrastructure Improvement Areas Impacts

The off-site water improvements would be designed in accordance with the County Code and the City of Santa Clarita Municipal Code, as applicable, including their respective Fire Codes, and would be constructed under the oversight of each jurisdiction's Department of Public Works, NCWD, and the County Fire Department. As such, the Project's off-site water improvements would provide sufficient capacity, pressure, and other design specifications to meet Project fire flows, in accordance with County Fire Department requirements. Therefore, impacts associated with fire water supply and fire flow would be less than significant.

4. CUMULATIVE IMPACTS

The California Urban Water Management Planning Act (Act) requires most water utilities to develop and update an UWMP every 5 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.

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[17] *The Project's required storage capacity of 730,000 gallons is based on Project demand for 90,594 gpd of domestic water and total fire flow demand of 630,000 gallons, yielding a total of 720,594 gallons.*

[18] *Master Plan for Newhall Division of Newhall County Water District, NCWD, October 5, 2001.*

As previously discussed, the 2005 UWMP and the 2010 UWMP for the CLWA service area, which includes NCWD, conclude a reliable and high quality water supply will be available to Santa Clarita Valley water customers, based on conservative water estimates and implementation of conservation measures. The projected 2030 water demand is estimated at 125,400 afy during an average/normal year and at 137,900 afy during dry years. This estimate is consistent with population growth projections prepared for the County's Draft General Plan and updated Area Plan. The CLWA determined there are sufficient water supplies available for pending and future development within the CLWA service area for the foreseeable future through 2030, as set forth in the 2005 UWMP. Similarly, the 2010 UWMP determined that CLWA and the retail purveyors have adequate supplies to meet CLWA service area demands during normal, single-dry, and multiple-dry years throughout the 40-year planning period (i.e., through 2050).

The geographic boundary for the cumulative water analysis is the NCWD water service area, generally located west of the Project site. The Project in conjunction with identified Related Projects and forecasted growth through 2020 (i.e., the Project buildout year) within this service area would cumulatively increase the demand for water from NCWD. A total of 14 Related Projects are identified within the vicinity of the Development Area, as listed in Table III-1 and mapped in Figure III-1 in Section III, Environmental Setting, of this Draft EIR. Only one Related Project falls within the NCWD cumulative impact boundary. Related Project No. 3, the Kellstrom Project, located at the southwest corner of Sierra Highway and Placerita Canyon Road, would include 102,700 square feet of office and commercial uses. The Kellstrom Project is expected to connect to the proposed NCWD system improvements to be constructed as part of the Project.

Using the same methodology as used for the Project and as calculated in the Water Report in Appendix K.2, the estimated water demand for the Kellstrom Project would be 32,040 gpd. The fire protection water demand would be 1.5 million gpd based on maximum fire flow requirements of 5,000 gpm at 20 psi for a five-hour duration. As such, the total water demand for the Kellstrom Project would be 1,532,040 gpd. This demand, in combination with the water demand for the Project, would be well within the capacity of the proposed water supply mains, total area storage capacity, and the extension of the existing NCWD water supply system to be developed as part of the Project. Therefore, the Project in combination with other foreseeable development in the vicinity would not impair NCWD's ability to provide water service within its service area.

5. PROJECT DESIGN FEATURES AND MITIGATION MEASURES

a. Project Design Features

PDF L.1-1: The Project shall include the construction of a 2,000,000 gallon water tank and associated water line to be located on the Ranch south of Placerita Canyon Road (i.e., within the Water Tank Area).

PDF L.1-2: The Project shall incorporate water conservation features pursuant to Title 20 Section 1605 of the California Code, which shall reduce the Project's water demand by at least 20 percent.

PDF L.1-3: The Project shall incorporate water conservation features that shall reduce the Project's landscaping water demand by at least 50 percent.

In addition, the Project Design Feature pertaining to the use of drought-tolerant plants, provided in Section V.F, Biological Resources, of this Draft EIR, would serve to reduce impacts to water supplies.

b. Mitigation Measures

Project-level impacts to the NCWD's available water supply and water delivery system would be less than significant. In addition, cumulative impacts on the water supplies and water delivery systems would also be less than significant. Thus, no mitigation measures would be required.

Measures designed to mitigate impacts related to biological resources, air quality, noise, and traffic that could result from installation of the proposed on- and off-site wastewater infrastructure are addressed in the respective sections throughout this Draft EIR.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

As indicated above, Project-level and cumulative impacts on water supplies and water delivery systems would be less than significant and no mitigation measures would be required.

V. Environmental Impact Analysis

L.2 Utilities and Service Systems—Wastewater/Sewage Disposal

V. ENVIRONMENTAL IMPACT ANALYSIS

L.2 UTILITIES AND SERVICE SYSTEMS—WASTEWATER/ SEWAGE DISPOSAL

1. INTRODUCTION

This section of the Draft EIR analyzes the Project's potential impacts on the wastewater system. The analysis describes the existing wastewater system, including local and regional conveyance and treatment facilities, calculates the wastewater that the Project would generate, and evaluates whether existing and/or proposed wastewater conveyance and treatment facilities would have adequate capacity to accommodate the Project's wastewater. The analysis is based on the Sanitary Sewer Service Technical Report (Sewer Report) prepared by David Evans & Associates in March 2010, provided in Appendix K.3 of this Draft EIR; the Sewer Area Study prepared by David Evans & Associates and approved by the County of Los Angeles and the City of Santa Clarita on November 18, 2010 and November 22, 2010, respectively, provided in Appendix K.4 of this Draft EIR; and data from the County Sanitation Districts of Los Angeles County (County Sanitation Districts).

2. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) Wastewater Conveyance

The Ranch is located in an unincorporated area of Los Angeles County within the Santa Clarita Valley. Existing development within the Development Area of the Ranch includes an uninhabited structure and the Ranch foreman's mobile home. The limited wastewater generated by the mobile home is accommodated by an existing private septic system. Other residential, office, and ancillary buildings on the Ranch east of the Development Area also use private septic sewer systems. Currently, there is no sanitary sewer infrastructure on or near the Development Area or the other Ranch portions of the Project site (i.e., the Water Tank Area, Conditional Parking Lots, Potential Mobile Home Relocation Areas, and the Trail Area), and these areas are outside the service boundaries of the County Sanitation Districts. However, as discussed further below, as part of the Project, the Development Area would be annexed into the Santa Clarita Valley Sanitation District, which is part of the County Sanitation Districts.

The County Sanitation Districts' wastewater collection system within the vicinity of the Ranch is composed of individual service connections that tie into a local collection network. This local network, composed of secondary and primary collectors, flows into the County Sanitation Districts' trunk main sewers and water reclamation plants (WRPs). The County Sanitation Districts own and maintain the wastewater trunk mains and two WRPs (discussed below), while the local collection network is owned by the City of Santa Clarita (City) and maintained by the Los Angeles County Department of Public Works (LACDPW).

(2) Wastewater Treatment

Most wastewater generated within the Santa Clarita Valley is treated at two existing WRPs operated by the County Sanitation Districts. These two treatment facilities, the Saugus WRP, located at 26200 Springbrook Avenue in Saugus, and the Valencia WRP, located at 28185 The Old Road in Valencia, have been interconnected to form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System (SCVJSS). The SCVJSS is operated by the Santa Clarita Valley Sanitation District. The two facilities provide primary, secondary, and tertiary treatment of wastewater. The SCVJSS has a combined permitted and design capacity of 28.1 million gallons per day (mgd) and currently treats an average daily flow of 20.5 mgd. As of 2009, approximately 7.6 mgd of treatment capacity was available for future development.[1]

The discharge of effluent into the Pacific Ocean is regulated by permits issued under the Clean Water Act's National Pollution Discharge Elimination System (NPDES) and is required to meet the State Regional Water Quality Control Board's (RWQCB) requirements for a recreational beneficial use. Accordingly, effluent is monitored to ensure that it meets or exceeds prescribed standards. The Project site is located within the jurisdiction of the Los Angeles RWQCB (LARWQCB).

(3) Wastewater Generation

Wastewater currently generated by uses located within the Development Area is limited to that associated with the Ranch foreman's mobile home and is therefore minimal. Wastewater flows from the mobile home are accommodated in a septic tank as public sewer infrastructure does not exist on or near the Development Area. The Water Tank Area, Conditional Parking Areas, and Potential Mobile Home Relocation Areas do not have any habitable structures that generate sewage flows. In addition, the Off-Site Infrastructure Improvement Areas are primarily located within existing road rights-of-way and do not

[1] *Written correspondence from County Sanitation Districts of Los Angeles County dated Feb. 2, 2010, as provided in Appendix A of this Draft EIR as well as Appendix D of the Sewer Report.*

include any habitable structures that generate wastewater. Thus, currently, there are no wastewater flows from the Project site that enter the local sanitary sewer system.

b. Regulatory Framework

(1) Santa Clarita Valley Sanitation District

Development sites located outside the jurisdictional boundaries of the Santa Clarita Valley Sanitation District require annexation approval and payment of fees prior to wastewater connection and service, pursuant to the Master Annexation Fee Ordinance. This process is initiated by the submittal of a Request for Annexation form and payment of an Annexation Processing Fee. Annexation requests are presented monthly for approval before the Santa Clarita Valley Sanitation District's Board of Directors. The County Sanitation Districts are responsible for processing and completing annexation proceedings with the Local Area Formation Commission (LAFCO) of Los Angeles County.

In accordance with the Santa Clarita Valley Sanitation District's Master Connection Fee Ordinance and Master Service Charge Ordinance, new development projects within the Santa Clarita Valley are required to pay a fee for wastewater connections and services provided by the Santa Clarita Valley Sanitation District. This connection fee is required to support the incremental expansion of wastewater infrastructure so as to provide additional conveyance, treatment, and disposal facilities as well as operational and maintenance costs to adequately accommodate proposed and future development. Payment of this fee is required before a permit to connect to the Santa Clarita Valley Sanitation District's wastewater system will be issued.

(2) Los Angeles County General Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the General Plan policies that pertain to wastewater. As discussed in the General Plan policy consistency analysis provided therein, the Project would be consistent with the applicable General Plan polices related to wastewater.

(3) Santa Clarita Valley Area Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the Santa Clarita Valley Area Plan policies that pertain to wastewater. As discussed in the policy consistency analysis provided therein, the Project would be consistent with the applicable Area Plan polices related to wastewater.

(4) Los Angeles County Code

Chapter 20.32 of the County Code addresses wastewater systems, including sewer construction permits, fees and deposits, design standards, maintenance, and inspections. The Project would be subject to applicable code requirements based on the sewer improvements and connections proposed, discussed below.

(5) City of Santa Clarita Municipal Code

Section 15.20.010 of the Santa Clarita Municipal Code adopts by reference Title 20, Division 2 of the County Code, which addresses sanitary sewers in Chapter 20.32, described above. Title 20 of the Municipal Code presents the City Plumbing Code, which incorporates by reference the 2010 California Plumbing Code set forth in California Code of Regulations (CCR), Title 24, Part 5.

3. ENVIRONMENTAL IMPACTS

a. Methodology

The analysis of Project impacts on wastewater conveyance and treatment capacity is based on the Sanitary Sewer Service Technical Report prepared by David Evans & Associates (see Appendix K.3 of this Draft EIR), the Sewer Area Study prepared by David Evans & Associates and approved by the County of Los Angeles and the City of Santa Clarita on November 18, 2010, and November 22, 2010, respectively (see Appendix K.4 of this Draft EIR), and data provided by the County Sanitation Districts. The study analyzes the existing sewer conveyance system in the vicinity of the Development Area and calculates the anticipated wastewater flows to be generated by the Project using wastewater generation factors provided by the County Sanitation Districts. The evaluation of impacts is based on a constraints analysis that assesses how much Project-generated wastewater could be accommodated by the various existing and proposed sewer lines. The analysis also evaluates whether adequate treatment capacity within the SCVJSS would be available to accommodate the Project based on data from the County Sanitation Districts. Based on the two development scenarios proposed under the Project (i.e., the Soundstage Option or the Studio Office Option), the Studio Office Option would create a greater water demand, thus generating greater wastewater flows, and is evaluated herein in order to provide a worst-case analysis.

b. 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 L.2-1: Would the project exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?

Threshold L.2-2: 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?

Threshold L.2-3: Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

c. Project Design Elements

As part of Project construction, the uninhabited structure located within the Development Area would be removed, and the Ranch foreman's mobile home would be relocated to one of the two Potential Mobile Home Relocation Areas east of the Development Area. The existing private septic system that serves the mobile home would be removed and a new septic system would be installed near the new mobile home location. The existing private septic sewer systems that serve the other residential and office buildings on the Ranch would not be affected by the Project.

As part of the Project, the Santa Clarita Valley Sanitation District, which is part of the County Sanitation Districts, would need to annex the Development Area into the District before sanitary services could be provided, as the Development Area is currently located outside the District's service area boundaries. The County Sanitation Districts would be responsible for processing and completing annexation proceedings with the Local Area Formation Commission (LAFCO) of Los Angeles County. In addition, the Development Area would be annexed to the County of Los Angeles Department of Public Works' Consolidated Sewer Maintenance District, which maintains the local sewer lines in the City of Santa Clarita.

(1) Wastewater Infrastructure

Sanitary sewer service for the Development Area would be provided by connecting a proposed on-site wastewater system to the City of Santa Clarita's existing local wastewater collection system via the construction of a new sewer main following a proposed alignment within the Off-Site Infrastructure Improvement Areas, described below. Based on calculations provided in the Sewer Report, an 8-inch sewer main would be sufficient to convey wastewater from the Development Area to the existing sewer system in the City. This sewer main-sizing takes into consideration wastewater flows generated downstream by future development in the vicinity of the Development Area. The new sewer main would

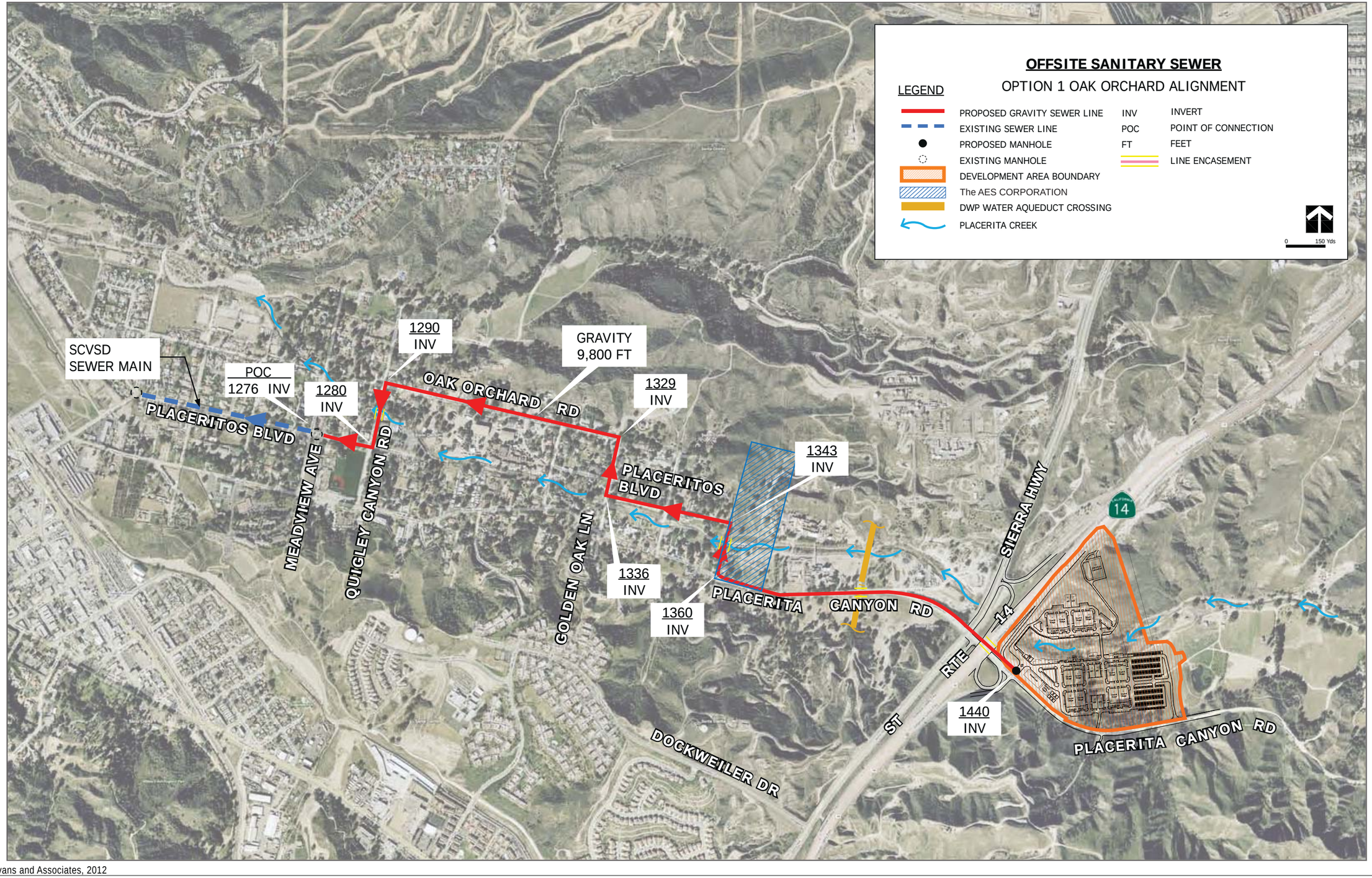
encroach on Caltrans right-of-way along Placerita Canyon Road at SR-14, thus requiring encasement of the main for a length of approximately 500 feet. From SR-14 and Sierra Highway, the main would be sized per the standards of the City Development Services Department and LACDPW's guidelines and requirements. The construction timeframe for such improvements would likely start in mid-2013 and last 9 to 12 months depending on the final alignment selected.

(a) Oak Orchard Alignment

The proposed option to connect to the City's system, referred to as the Oak Orchard Alignment as depicted in Figure V.L.2-1 on page V.L.2-7, would convey flows westerly from the Development Area for approximately two miles to a point of connection tentatively identified at the intersection of Placeritos Boulevard and Meadview Avenue. The existing sewer main at this location is an 18-inch vitrified clay pipe (VCP) flowing westerly and is at a grade elevation approximately 164 feet lower than the Development Area, thus allowing for a gravity flow system. This proposed alignment would run from the Development Area westerly along Placerita Canyon Road to the west side of The AES Corporation's property, then north along a proposed easement to Placeritos Boulevard, west on Placeritos Boulevard to Golden Oak Lane, north on Golden Oak Lane to Oak Orchard Road, west on Oak Orchard Road to Quigley Canyon Road, south on Quigley Canyon Road to rejoin Placeritos Boulevard, and then west on Placeritos Boulevard to join the City of Santa Clarita's existing local sewer system at Meadview Avenue. The sewer line would travel along unpaved streets from the point the sewer line left The AES Corporation's property until it reached the intersection of Quigley Road and Placeritos Boulevard. The total distance of the sewer line would be approximately 9,800 feet.

The Oak Orchard Alignment is part of the sewer master plan for the City of Santa Clarita and would allow an existing residential area and other existing development in the area to convert from septic tanks to a public sewer system. Consequently, the City would install the portion of the Oak Orchard Alignment within its jurisdictional limits.

Trenches primarily within local roadways would be necessary for the sewer installation and would be a maximum of 4 feet wide. The trench depth would vary along its extent from 12 to 14 feet deep depending on the system ultimately selected and final alignment. The sewer line would be encased where it crosses the LADWP aqueduct (constructed above ground) and Placerita Creek (two crossings below ground). For the creek crossings, tunnels would be created using a jack and bore process and would be located a minimum of four feet below the creek bed, with no disturbance to the creek bed or adjacent banks. A maximum of 100 feet would be excavated/installed per day (an average of 75 feet, but less for the deeper trenches). As detailed in Section V.J, Traffic, Access, and Parking, temporary lane closures would be necessary along segments of certain roadways to allow for sewer trenching. All lane closures would be conducted per the Project's Construction Traffic Management Plans, detailed therein.



Source: David Evans and Associates, 2012

matrix environmental

Figure V.L.2-1
Proposed Off-Site Sewer Line—Oak Orchard Alignment

(b) On-site Improvements

As part of the Project, an on-site wastewater collection system would be developed to convey wastewater from the Development Area to the proposed off-site sewer line, described above, which would connect to the City's existing local conveyance system and associated treatment plants.

The proposed on-site sewer system is illustrated in Figure V.L.2-2 on page V.L.2-9. This system would consist of an upper and lower network of lines within the northern and southern buildings pad, respectively, and would flow by gravity toward Placerita Canyon Road. The lines would be at least 8 inches in diameter, except for building laterals, which would have a minimum diameter of 6 inches.

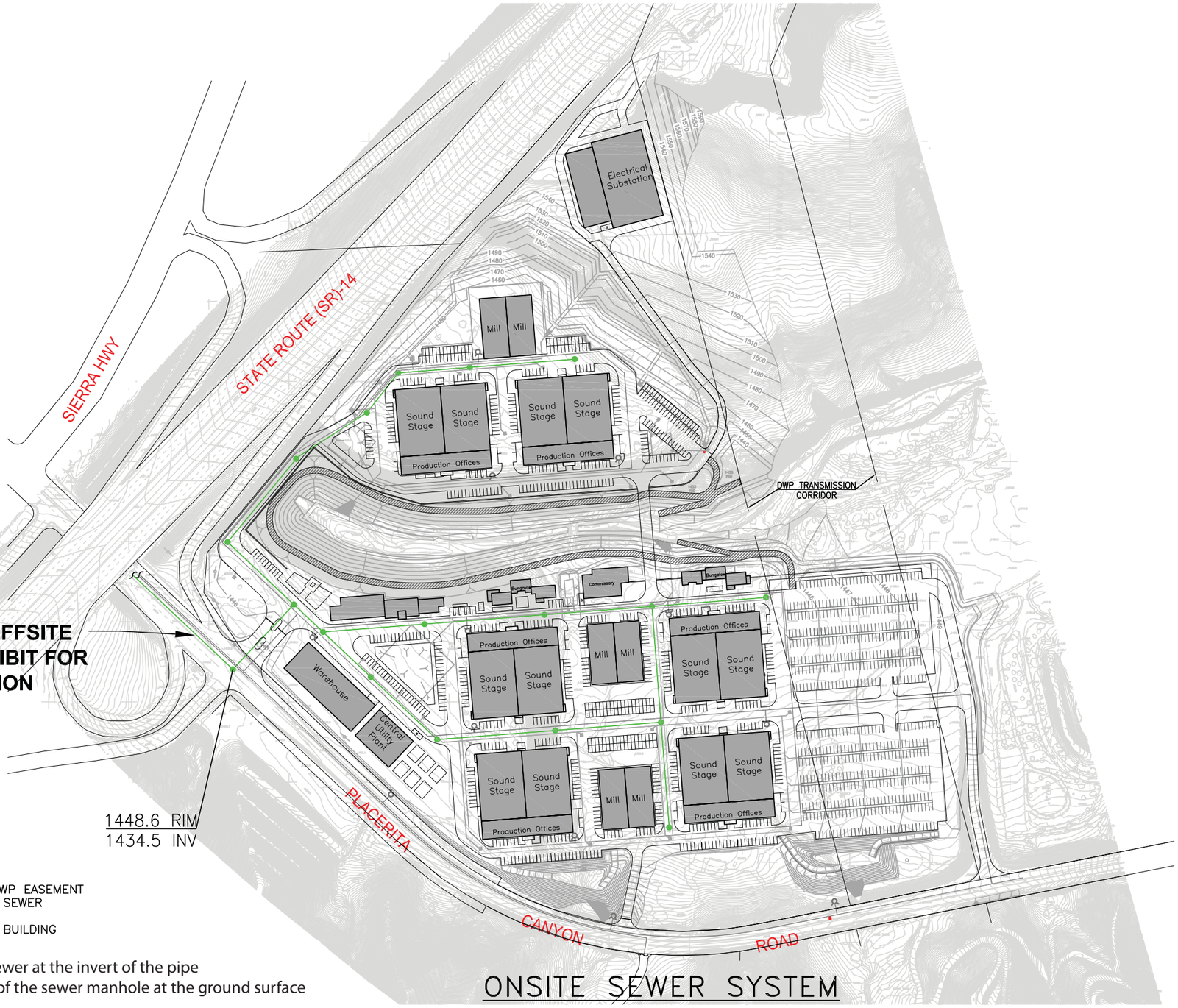
(2) Water Conservation

As discussed in greater detail in Section V.L.1, Utilities and Service Systems—Water Supply, of this Draft EIR, the Project would include design features with regard to water conservation to reduce water demand, which would also serve to reduce associated wastewater generation. Specifically, the Project would reduce its water demand by at least 20 percent through the use of Project Design Features (PDFs) that would include the following measures, or equivalent measures capable of achieving the same results at minimum:[2]

- High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets.
- High-efficiency urinals (maximum 0.125 gallon per flush) or waterless urinals.
- Low-flow restroom faucets with a maximum flow rate of 0.5 gallon per minute (gpm).
- Restroom faucets of a self-closing design (i.e., that automatically turn off when not in use).

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. Kitchen drains would be provided with oil separators, in

[2] *Such reductions were not accounted for in the wastewater generation calculations in order to present a conservative analysis.*



ONSITE SEWER SYSTEM

DISNEY|ABC STUDIOS AT THE RANCH

Source: David Evans and Associates, 2012

accordance with County Sanitation District's requirements, to treat wastewater prior to discharge to the on-site sewer system.

d. Impact Analysis

Threshold L.2-1: Would the project exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

Wastewater generated by the Project would be treated at the SCVJSS, which provides primary, secondary, and tertiary treatment. The Project is not anticipated to generate sewage flows containing constituents that would jeopardize the ability of the SCVJSS to operate within its established wastewater treatment requirements. Further, wastewater from the Project would be treated according to the treatment requirements enforced by the NPDES permit authorized by the LARWQCB. As a result, the Project would not exceed the requirements of the LARWQCB, and a less than significant impact would result.

(2) Off-Site Infrastructure Improvement Areas Impacts

Implementation of the off-site infrastructure improvements would not include uses that generate wastewater. Therefore, the Project's off-site infrastructure improvements would not exceed any wastewater treatment requirements. As such, impacts would be less than significant.

Threshold L.2-2: 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?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Construction

The Project's 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 Project construction (i.e., ending as early as 2015 or as late as 2020), but would be temporary and nominal when compared with the wastewater generated by an occupied permanent building. Additionally, the wastewater generated

would be collected on-site through use of temporary bathroom facilities, and then transported to a wastewater disposal facility. Thus, wastewater generated from Project construction activities would not enter the local conveyance system and therefore would not affect existing sewer line capacities in the area. Similarly, given the limited level of generation, construction of the Project would not generate wastewater flows that exceed the capacity of any treatment plant. Therefore, Project construction impacts to the wastewater system would be less than significant.

As previously described, the Project would require the installation of an on-site wastewater distribution system that would connect to off-site improvements. Installation of the on-site system would occur entirely within the Ranch and would not disrupt any adjacent uses. Further, where feasible, the new service installations and connections would be scheduled to minimize wastewater service interruptions to other properties. Therefore, the Project's construction impacts associated with installation of the on-site wastewater distribution system would be less than significant.

The Project would also involve the removal and replacement of the existing septic tank that services the Ranch foreman's mobile home. Two potential sites for a new septic tank have been identified within the Ranch east of the Development Area, for the two Potential Mobile Home Relocation Areas. In accordance with the requirements of the Los Angeles County Department of Public Health, Environmental Protection Bureau, the following conditions would be met as part of the installment of a new septic tank for the relocated mobile home:[3]

- Prior to the issuance of any building permit/installation of any on-site wastewater treatment system (OWTS), the Applicant would demonstrate to the Environmental Health section of the County of Los Angeles Department of Public Health that the proposed relocation site is capable of supporting the installation of the OWTS.

- Prior to the issuance of any building permit/installation of any OWTS, the Applicant would submit a feasibility report in conformance with the requirements outlined in the County of Los Angeles Department of Public Health's guidelines, "Onsite Wastewater Treatment System (OWTS) Guidelines" to the County of Los Angeles Department of Public Health.

- The design and installation of the OWTS would conform to the rules, regulations and requirements of the County of Los Angeles Department of Public Health and

[3] *Conditions as specified in correspondence from the Los Angeles County Department of Public Heath, Environmental Protection Bureau, included in Appendix A to this Draft EIR.*

other applicable regulatory agencies. The Applicant may also be required to obtain clearance from the Los Angeles Regional Water Quality Control Board (LARWQCB) and would comply, as applicable.

- In the event that the requirements of the County Plumbing Code cannot be met at either of the proposed relocation sites due to future grading or for any other reason, the Environmental Health section of County of Los Angeles Department of Public Health will not recommend issuance of a building permit.

Upon compliance with these conditions, the Project would not result in any adverse impact with respect to replacement of the existing septic tank. The existing private septic sewer systems that serve the other residential and office buildings on the Ranch would not be affected by the Project. In summary, Project construction would not create wastewater system capacity problems or result in a significant impact associated with the construction of new or expanded wastewater facilities. Impacts would be less than significant.

(b) Operation

Development of the Project, specifically those uses to be located within the Development Area, would result in an increase in wastewater flows during Project operations. Consistent with standard engineering practices, wastewater to be generated in conjunction with Project operations was calculated by applying the County Sanitation Districts' wastewater generation factors to the Project's floor areas for each of the various proposed land uses. As previously indicated, the Studio Office Option would result in greater wastewater generation and is evaluated herein. As shown in Table V.L.2-1 on page V.L.2-13, the Studio Office Option would generate an average daily wastewater flow of approximately 75,495 gallons per day (gpd), with a peak flow of approximately 157.29 gpm [0.350 cubic feet per second (cfs)].[4]

These wastewater estimates are considered conservative as they do not account for reductions in wastewater generation resulting from implementation of the water conservation measures presented above and discussed further in Section V.L.1, Utilities and Service Systems—Water Supply, of this Draft EIR. Specifically, the Project would reduce its domestic water demand by at least 20 percent through the use of water conservation and design features such as low-flow/ultra low-flow fixtures and restroom faucets of a self-closing design. Such water conservation measures would also reduce the amount of wastewater generated by the Project.

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[4] *For comparison, the Soundstage Option would generate an average daily wastewater flow of approximately 66,800 gpd, with a peak flow of approximately 139.17 gpm (0.310 cfs). (See Appendix K.3, Sewer Report, p. 6.)*

Table V.L.2-1
Project Wastewater Generation (Studio Office Option)

Proposed Land Use	Proposed Development (gsf)	Quantity	Flow/Unit (gpd)[a]	Subtotal (gpd)
Soundstages	19,800	8	25 per 1,000 sf	3,960
Production Offices	28,125	4	200 per 1,000 sf	22,500
Mills	11,500	4	25 per 1,000 sf	1,150
Warehouse	23,000	1	25 per 1,000 sf	575
Writers/Producers Bungalows	1,725	6	260 per unit	1,560
Commissary	17,250	1	1,000 per 1,000 sf	17,250
Administration Building	30,000	1	200 per 1,000 sf	6,000
Studio Offices	112,500	1	200 per 1,000 sf	22,500
Total				**75,495**
Peak Flow				**157.29 gpm (0.350 cfs)**

gsf = gross square feet
sf = square feet
[a] *County Sanitation Districts' loadings for each class of land use. See Appendix A of the Sanitary Sewer Service Technical Report.*
Source: David Evans & Associates, 2010.

Sanitary sewer lines are typically designed to accommodate peak flows from adjoining land uses, which are generally two to three times the average daily flows. The higher peak flow calculated for the Studio Office Option (as opposed to the Soundstage Option) was used to size the wastewater lines serving the Development Area in order to ensure sufficient capacity and present a more conservative analysis. As described above, the on-site wastewater collection system would consist of 8-inch diameter lines with 6-inch building laterals. An 8-inch off-site sewer main would be sufficient to convey wastewater from the Development Area to the City's existing sewer system. This sizing takes into consideration the potential wastewater flows generated by future downstream development in the vicinity of the Development Area. Pipeline sizing would also meet all applicable City and LACDPW standards and requirements. As part of the Project approval process, the City of Santa Clarita Department of Public Works requires a Sewer Area Study to assist the City in determining potential project-related impacts upon local conveyance facilities. As discussed in the Sewer Area Study prepared for the Project, which is included in Appendix K.4 of this Draft EIR, the City's existing wastewater conveyance system from the proposed point of connection at Placeritos Boulevard and Meadview Avenue to the County Sanitation Districts' trunk mains has adequate capacity. The LACDPW Land Development Division and the City of Santa Clarita Development Services Division approved the Sewer Area Study on November 18 and November 22, 2010, respectively. Based on the approved

Sewer Area Study, the Project would not require any upgrades to the City's existing downstream system as sufficient capacity would exist.

In summary, Project operations would not cause any wastewater system capacity problems or result in a significant impact associated with new or expanded wastewater facilities. Therefore, impacts would be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

(a) Construction

The off-site wastewater improvements would involve the installation of a new sewer main. The improvements would be designed in accordance with applicable standards and constructed to the satisfaction of the County Sanitation Districts (including the Santa Clarita Valley Sanitation District), LACDPW, and the City of Santa Clarita Department of Public Works, as appropriate. As discussed above, construction of the new sewer main would require trenching along area roadways and the installation of new pipes. As detailed in Section V.J, Traffic, Access, and Parking, temporary lane closures would be necessary along segments of certain roadways. All lane closures would be conducted per the Project's Construction Traffic Management Plans that would provide for appropriate traffic controls, such as flag persons, to maintain traffic flows and safe traffic operations, and would ensure availability of adequate emergency access to all residences and businesses adjacent to the roadways during all phases of construction. Vehicle access along the proposed routes for the new sewer line would be impacted only during the brief time when construction activities occurred in that location. These impacts would be temporary and would cease once the pipes were completed and connected. Further, where feasible, the new service installations and connections would be scheduled to minimize wastewater service interruptions to other properties. Therefore, the Project's construction impacts relative to the expansion of existing facilities, including impacts related to access and wastewater service interruptions, which could result from installation of the proposed off-site improvements, would be less than significant.

(b) Operation

Implementation of the off-site infrastructure improvements would not include uses that would generate wastewater. Therefore, the Project's off-site improvements would not cause any sewer's capacity to become constrained. As such, impacts would be less than significant.

Threshold L.2-3: Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it

has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Construction

Wastewater generated from Project construction activities would not enter the local conveyance system and therefore would not affect existing sewer line capacities in the area. Given the limited level of generation, construction of the Project would not generate wastewater flows that would exceed the capacity of any treatment plant. Therefore, Project construction impacts on wastewater treatment facilities would be less than significant.

(b) Operation

Wastewater generated by the Project would not require additional treatment beyond that typically provided for domestic wastewater flows from restrooms and kitchens. As discussed above, kitchen drains would be equipped with oil separators in order to treat wastewater prior to discharge into the on-site wastewater system in accordance with the County Sanitation Districts' requirements. Wastewater generated within the Development Area would ultimately be conveyed for treatment at one of the WRPs within the SCVJSS. As previously discussed, the SCVJSS has a combined permitted and design capacity of 28.1 mgd and currently treats an average daily flow of 20.5 mgd. As of 2009, approximately 7.6 mgd of treatment capacity was available for future development. Thus, the Project's average daily wastewater generation of 75,495 gpd would be adequately accommodated by the SCVJSS. Operational impacts on wastewater treatment facilities would be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

(a) Construction

Wastewater generated from Project construction activities would not enter the local conveyance system and therefore would not affect existing sewer line capacities in the area. Construction of the off-site improvements would not generate wastewater flows that would exceed the capacity of any treatment plant. Therefore, impacts on wastewater treatment facilities associated with construction of the off-site improvements would be less than significant.

(b) Operation

The Off-Site Infrastructure Improvement Areas would not include uses that would generate wastewater. Therefore, implementation of the off-site improvements would result in a less than significant impact on wastewater treatment facilities.

4. CUMULATIVE IMPACTS

The geographic context for the cumulative impact analysis on wastewater conveyance systems is the vicinity of the Development Area (i.e., the area served by the existing and proposed conveyance systems that would serve the Project), and the geographic context for the cumulative impact analysis on wastewater treatment facilities is the Santa Clarita Valley Sanitation District's service area. The Project, considered in conjunction with identified Related Projects and forecasted growth through 2020 (i.e., the Project buildout year) within these areas, would cumulatively increase the demand for wastewater service from the Sanitation District. A total of 14 Related Projects are identified within the vicinity of the Project site, as listed in Table III-1 and mapped in Figure III-1 in Section III, Environmental Setting, of this Draft EIR. Only one Related Project falls within the cumulative impact boundary areas of both the Santa Clarita Valley Sanitation District and the local sewer service area.[5] Related Project No. 3, the Kellstrom Project, located at the southwest corner of Sierra Highway and Placerita Canyon Road, would include 102,700 square feet of office and commercial uses. The Kellstrom Project is expected to connect to the proposed Oak Orchard sewer to be constructed in conjunction with the Project.

Related Project No. 3 would cumulatively contribute, in conjunction with the Project, to wastewater generation in the area. Using the same methodology used for the Project and as calculated in the Sewer Report in Appendix K.3, the estimated wastewater generation associated with Related Project No. 3 would be approximately 26,700 gpd. Combined with the Project's wastewater generation under the Studio Office Option, the two developments would contribute approximately 102,195 gpd to local wastewater flows. Based on the proposed sizing of the Oak Orchard Alignment and the City's approval of the Sewer Area Study, indicating that sufficient capacity in the existing system is available, the cumulative wastewater flow generated by Related Project No. 3 in conjunction with the Project would be well within the capacity of the proposed sewer mains that would connect

[5] *Several of the Related Projects are small-scale residential developments located outside of the Santa Clarita Valley Sanitation District, where septic systems are currently in use and would likely continue to be used.*

to the City of Santa Clarita's local sewer system. Thus, cumulative impacts regarding wastewater conveyance would be less than significant.

As discussed above, the SCVJSS has a combined permitted and design capacity of 28.1 mgd and currently treats an average daily flow of 20.5 mgd. As of 2009, approximately 7.6 mgd of treatment capacity was available for future development. The combined average daily wastewater generation of the Project and Related Project No. 3 would represent just over one percent of the remaining capacity and could be adequately accommodated by the SCVJSS. It is also anticipated that the other Related Projects located within the Santa Clarita Valley Sanitation District and future growth within the greater area could be accommodated by the SCVJSS given the available capacity that remains.

The mechanism used to fund expansion projects is the County Sanitation Districts' Connection Fee Program. Prior to the connection of the local sewer network to the County Sanitation Districts' system, all new users are required to pay their fair share of the County Sanitation Districts' sewerage system expansion through a connection fee. These fees fund treatment capacity expansion and construction of 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 rate at which periodic expansions of the system are designed and built. The cyclical process of building phased expansions and collecting connection fees can continue indefinitely. The ultimate capacity of the WRPs is 34.1 mgd, which is sufficient to meet total flows projected for the Santa Clarita Valley in 2015.[6] In addition, current projections indicate there would be sufficient capacity through Project construction buildout in 2020. Thus, cumulative impacts on wastewater treatment facilities would be less than significant.

Upon payment of applicable connection fees and compliance with the County Sanitation Districts' permitting requirements, adequate capacity would be available to meet cumulative demand. Approval of points of connection, encroachment permits, service area annexation, and quantification of available capacity would ensure that cumulative impacts to wastewater conveyance and treatment facilities would remain less than significant.

[6] *Final 2015 Santa Clarita Valley Joint Sewerage System Facilities Plan, County Sanitation Districts, January 1998.*

5. PROJECT DESIGN FEATURES AND MITIGATION MEASURES

a. Project Design Features

PDF L.2-1: In compliance with the requirements of the County Sanitation Districts of Los Angeles County, kitchen drains shall be provided with oil separators to treat wastewater prior to discharge to the on-site sewer system.

PDF L.2-2: The sewer line proposed as part of the Project within the City of Santa Clarita shall be encased where it crosses the City of Los Angeles Department of Water and Power aqueduct (constructed above ground) and Placerita Creek (two crossings below ground).

Refer to Section V.L.1, Utilities and Service Systems—Water Supply, of this Draft EIR, for additional Project Design Features relating to water conservation, which would serve to reduce associated wastewater generation.

b. Mitigation Measures

Project-level impacts to the City's wastewater conveyance and treatment system would be less than significant. In addition, cumulative impacts on the wastewater conveyance and wastewater treatment systems would be less than significant. Thus, no mitigation measures would be required.

Measures designed to mitigate impacts related to biological resources, air quality, noise, and traffic that could result from installation of the proposed on- and off-site wastewater infrastructure are addressed in the respective sections in this Draft EIR.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

As indicated above, Project-level and cumulative impacts on wastewater conveyance and wastewater treatment systems would be less than significant and no mitigation measures would be required.

V. Environmental Impact Analysis

L.3 Utilities and Service Systems—Solid Waste

V. ENVIRONMENTAL IMPACT ANALYSIS

L.3 UTILITIES AND SERVICE SYSTEMS—SOLID WASTE

1. INTRODUCTION

This section of the Draft EIR analyzes the Project's potential impacts on solid waste facilities and service systems. The analysis estimates the amount of solid waste that would be generated by the Project and evaluates whether existing and future solid waste collection and disposal facilities could accommodate such waste. An assessment of the Project's consistency with applicable solid waste regulations is also included in this section.

2. ENVIRONMENTAL SETTING

a. Existing Conditions

Demand for landfill capacity is continually evaluated by Los Angeles County (County) through preparation of the Los Angeles County Integrated Waste Management Plan (ColWMP) Annual Reports. The most recent ColWMP Annual Report is the 2009 ColWMP Annual Report that was completed by the County of Los Angeles in February 2011 and submitted to the California Integrated Waste Management Board (CIWMB), now known as CalRecycle.[1] As with previous Annual Reports, the 2009 ColWMP Annual Report assesses future landfill disposal needs over a 15-year planning horizon, based in part on forecasted waste generation and available landfill capacity. Several factors are used in the 2009 ColWMP Annual Report to determine landfill capacity, including: (1) the expiration of various landfill permits (e.g., land use permits, waste discharge requirements permits, solid waste facilities permits, and air quality permits); (2) restrictions on the processing of waste generated outside given landfills' jurisdictions and/or watershed boundaries; and (3) operational constraints.

As discussed in the 2009 ColWMP Annual Report, without changes in the status quo, a shortage of permitted solid waste disposal capacity at in-County Class III landfills is projected in future years. This calculated shortage is due in part to a lack of suitable sites

[1] *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.*

for developing new landfills, limited expansion potential of existing landfills, and strong public opposition to the siting of proposed solid waste management facilities. Nonetheless, the 2009 ColWMP anticipates future disposal needs can be adequately met through the next 15 years (i.e., 2023) through scenarios that include some combination of the following: (1) use of existing in-County Class III landfills and transformation facilities; (2) proposed expansion of in-County Class III landfill capacity through construction of new facilities or expansion of existing facilities; (3) use of out-of-County landfills for disposal, including waste-by-rail facilities; (4) use of conversion technologies; (5) expansion of diversion infrastructure; and (6) maximization of waste reduction and recycling.

A short description of waste disposal by the County at in-County and out-of-County landfills and transformation facilities based on the most recent data available from the ColWMP Annual Report is provided below. Also provided below are existing landfill capacity data and an overview of various technologies currently in use to assist in reducing solid waste disposal.

(1) Waste Disposal by the County of Los Angeles

(a) In-County Landfills

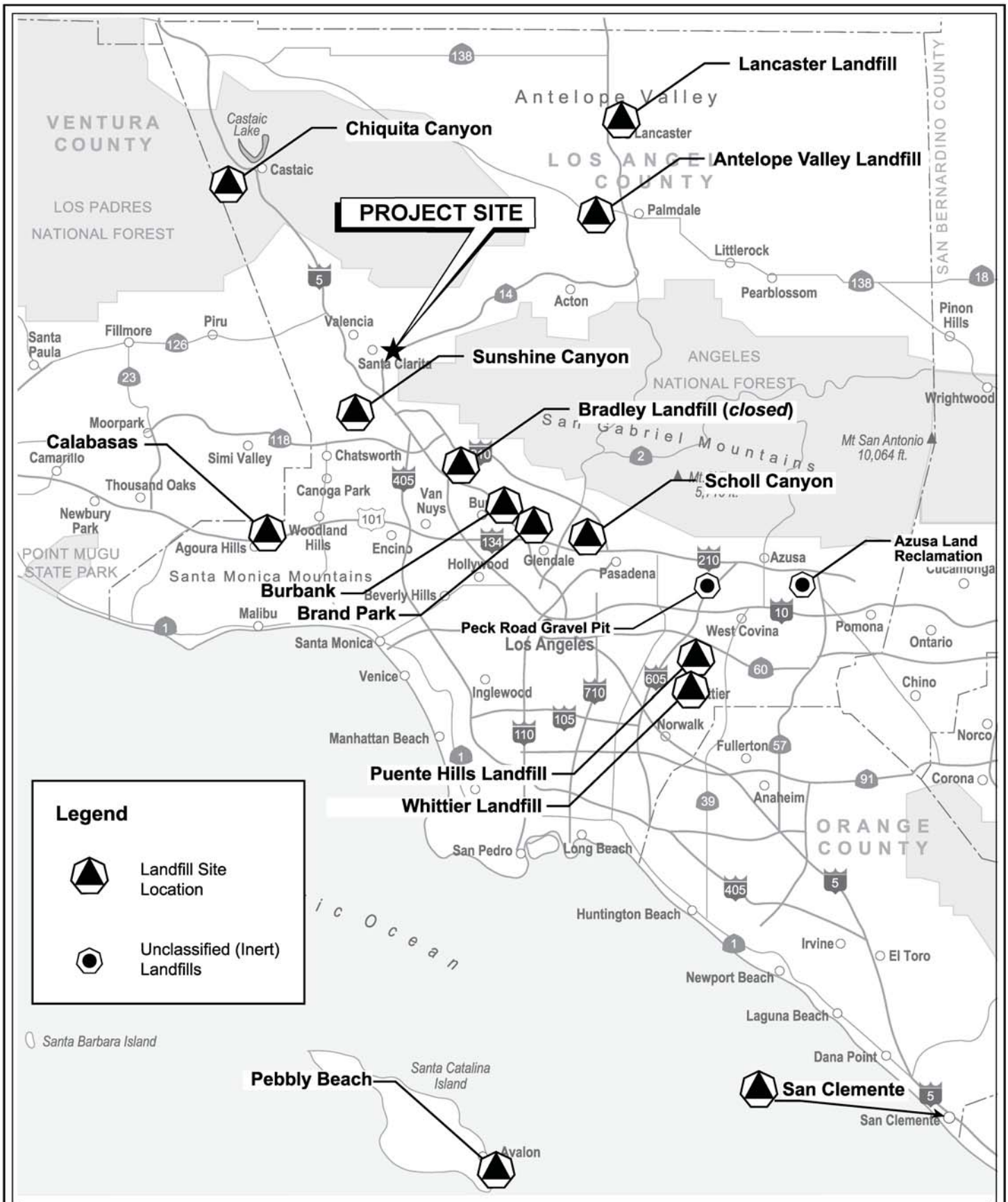
Landfills within the County are categorized as either Class III or unclassified landfills. Non-hazardous municipal solid waste is disposed in Class III landfills, while construction waste, yard trimmings, and earth-like waste are disposed in unclassified (inert) landfills. Twelve Class III landfills and three unclassified landfills are located within the County.[2] Figure V.L.3-1 on page V.L.3-3 provides the locations of these landfills.

(i) Class III Landfills

As shown in Table V.L.3-1 on page V.L.3-4, based on the information provided in the 2009 ColWMP Annual Report, the remaining disposal capacity for the County's Class III landfills is estimated at approximately 141.878 million tons, which includes the recently approved capacity at the City of Los Angeles and County portions of the Sunshine Canyon landfill.[3] In 2009, approximately 6.866 million tons of solid waste was disposed at County Class III landfills. Approximately 99 percent of this solid waste disposal was generated

[2] *County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2009 Annual Report, February 2011. With the Bradley Landfill closure in April 2007 and the Sunshine Canyon City and Sunshine Canyon County landfills combining in 2008, there are currently 11 operational Class III landfills in Los Angeles County.*

[3] *Remaining disposal capacity set forth in the 2009 ColWMP was based on a survey conducted by the Los Angeles County Department of Public Works and review of criteria established by various agencies.*



Disney | ABC Studios at The Ranch

matrix environmental

Figure V.L.3-1
County of Los Angeles Landfills

Source: Matrix Environmental, 2012.

Table V.L.3-1
Solid Waste Disposal and Estimated Remaining Capacity for Los Angeles County Landfills

Landfill	Location	2009 Total Disposal (million tons)[a]	Estimated Remaining Capacity as of 12/31/09 (million tons)[a]
Class III			
Antelope Valley	Palmdale	0..267	7.358
Bradley (closed)	Los Angeles	0.000	0.000
Burbank[c]	Burbank	0.038	3.119
Calabasas[d]	Unincorporated	0.274	7.525
Chiquita Canyon	Unincorporated	0.688	7.323[e]
Lancaster[f]	Lancaster	0.253	13.070
Pebbly Beach[g]	Unincorporated	0.003	0.061
Puente Hills[h]	Unincorporated	2.657	14.351
San Clemente[i]	Unincorporated	0.000	0.039
Scholl Canyon[j]	Glendale	0.257	5.060
Sunshine Canyon City/ County[k]	Los Angeles/Unincorporated	2.353	80.627
Whittier[l]	Whittier	0.075	3.346
Class III Total Overall		**6.866**	**141.878**
Unclassified			
Azusa Land Reclamation	Azusa	0.137	46.425
Peck Road Gravel Pit	Monrovia	0.00	9.374
Unclassified Total Overall		**0.137**	**55.799**

[a] *Includes in-County and out-of-County solid waste disposal at landfill. Capacities are listed as of December 31, 2009, except as noted below.*

[b] *Does not include pending expansion of 8.96 million tons.*

[c] *Limited to the City of Burbank crews only.*

[d] *Limited to Calabasas Wasteshed as defined by Los Angeles County Ordinance No. 91-0003.*

[e] *Proposed expansion pending. LUP limits waste disposal to 30,000 tons per week. LUP expires 11/24/2019. New CUP pending.*

[f] *LUP Expires 8/1/2010. The estimated remaining design capacity is approximately 13 million tons.*

[g] *Due to its location on Santa Catalina Island, only the City of Avalon and adjacent unincorporated County areas have access to this facility.*

[h] *Does not accept waste generated from portions of the City of Los Angeles outside the County Sanitation District boundary and Orange County. Closure date is October 31, 2013*

[i] *Owned and operated by U.S. Navy (does not accept City of Los Angeles waste).*

[j] *Limited to Scholl Canyon Wasteshed as defined by City of Glendale Ordinance No. 4782.*

[k] *Includes additional capacity of 67.7 million tons for both County/City portions of landfill approved by City of Los Angeles, California Integrated Waste Management Board (now CalRecycle), and Los Angeles County Board of Supervisors. The combined Sunshine Canyon City/County Landfill became effective December 31, 2008, based on a memorandum of understanding between the City and County of Los Angeles.*

[l] *Limited to City of Whittier use only.*

Source: Matrix Environmental 2011, based on information from the Los Angeles County Countywide Integrated Waste Management Plan 2009 Annual Report and the California Integrated Waste Management Board (now CalRecycle).

from within the County, with the remaining generated outside the County. The Santa Clarita Valley is served primarily by the Chiquita Canyon, Antelope Valley, and Sunshine Canyon Landfills.[4]

Assuming a minimum 55 percent diversion rate in accordance with AB 939 (discussed later below), and accounting for disposal at transformation facilities, the 2009 ColWMP Annual Report estimates that approximately 20.21 million tons of solid waste was generated in 2009 within the County.[5] As discussed above, the ColWMP states that there will be a shortage of permitted solid waste disposal capacity at in-County Class III landfills by 2014. As such, the ColWMP provides a variety of scenarios under which adequate disposal capacity could be achieved. For example, as indicated in Table V.L.3-1 on page V.L.3-4, Class III landfills within the County that have been proposed for expansion but have not yet been approved include the Antelope Valley and Chiquita Canyon landfills, the use of which would increase disposal capacity.

(ii) Unclassified Landfills

The County's unclassified landfills generally have sufficient capacity to meet long-term demand. As shown in Table V.L.3-1, the remaining disposal capacity for unclassified landfills is estimated at approximately 55.799 million tons. In 2009, approximately 0.137 million tons of inert waste (e.g., soil, concrete, asphalt, and other construction and demolition debris) were disposed at the County's unclassified landfills. Based on this annual disposal rate, unclassified landfills serving the County have adequate long-term capacity.

(b) Out-of-County Landfills

Solid waste disposal at out-of-County facilities has increased in recent years and is expected to continue to be necessary to meet the County's future disposal needs. As noted above, without out-of-County facilities, conversion technologies or increased diversion rates, the County could have a shortage of in-County solid waste disposal capacity by 2014 due to challenges associated with establishing new landfills and expanding existing landfills.

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[4] *Santa Clarita Valley Area Plan, Land Use Element, Los Angeles County Department of Regional Planning, 2012.*

[5] *Appendix E-2 Table 5 of the 2009 ColWMP.*

As shown in Table V.L.3-2 on page V.L.3-7, in 2009 (the most recent year for which data is available), approximately 5,870 tons per day of solid waste was disposed at out-of-County landfills. This equated to approximately 1.8 million tons of waste on an annual basis.

As shown in Table V.L.3-2, waste-by-rail has the potential to create substantial solid waste disposal capacity. Waste-by-rail systems allow the County to transport waste via existing railways to remote out-of-County disposal facilities. They involve the collection of recyclable waste at materials recovery facilities and the loading of remaining non-hazardous wastes into rail-ready shipping containers. These containers are delivered by truck to local rail yard loading facilities where they are then transported to remote landfills designed and permitted to receive waste via rail.

One waste-by-rail landfill is anticipated to be available for use by the County: the Mesquite Regional Landfill in Imperial County, located approximately 210 miles east of Los Angeles, along the Union Pacific Railroad. The Mesquite Regional Landfill has an approved landfill footprint of 2,290 acres and will provide capacity for approximately 600 million tons of solid waste and 100 years of operation at a maximum of 15,000 tons per day (tpd).[6] The County Sanitation Districts of Los Angeles County (CSDLAC) completed acquisition of the facility in 2002 and commenced development of the Landfill.

(c) Transformation Facilities

There are two solid waste transformation facilities within Los Angeles County which are designed to transform waste to other usable resources such as energy. The Commerce Refuse to Energy Facility was used to dispose approximately 0.1 million tons of solid waste in 2009 and has a permitted capacity of 2,800 tons per week. The Southeast Resource Recovery Facility, located in the City of Long Beach, was used to dispose approximately 0.490 million tons of solid waste in 2009 and has a permitted capacity of 500,000 tons per year. These two facilities are expected to continue operating at their current permitted capacities through the 2009 ColWMP planning period of 2024. The owners and operators of these facilities have indicated that there are no plans to increase the daily capacity.

[6] *County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2009 Annual Report, February 2011.*

Table V.L.3-2
Solid Waste Disposal and Estimated Remaining Capacity for Out-of-County Landfills

Facility Location Owner/Operator	Rail Access	Distance from Los Angeles County[a]	2009 Average Daily Disposal Rate (tpd)	Anticipated Maximum Imports from Los Angeles County	2009 Average Los Angeles County Exported Quantity[b] (tpd)	Permitted Daily Capacity (tpd)	Remaining Permitted Disposal Capacity (tons)
El Sobrante Landfill Riverside County Waste Mgmt., Inc.	No	60 miles	6,731	4,000	2,772	16,054	132 million
Frank R. Bowerman Sanitary Landfill Orange County O.C. Integrated Waste Mgmt, Dept.	No	45 miles	4,611	1,500	270	11,500	37 million
Olinda Alpha Sanitary Landfill Orange County O.C. Integrated Waste Mgmt. Dept.	No	30 miles	5,471	1,500	1,459	8,000	14 million
Prima Deshecha Sanitary Landfill[b] Orange County O.C. Integrated Waste Mgmt. Dept.	No	60 miles	1,528	1,500	64	4,000	73 million
Simi Valley Landfill & Recycling Center Ventura County Waste Mgmt., Inc.	No	50 miles	2,521	850	879	3,500	16 million
Mesquite Regional Landfill[c] Imperial County County Sanitation Districts of Los Angeles County	Yes	210 miles	—	15,000	—	20,000	600 million
Eagle Mountain Landfill Riverside County Kaise Eagle Mountain, Inc./Mine Reclamation Corporation	Yes	170 miles		15,000		20,000	708 million
Total				**39,350**	**5,444**[d]		

[a] *Distance is measured from Downtown Los Angeles, California.*

[b] *Estimated quantity based on the Disposal Reporting System information from the respective counties.*

[c] *Not in operation at this time.*

[d] *Waste exported to other Counties (i.e. Kern, Kings, San Bernardino, San Diego, and Stanislaus) account for another 426 tons per day. Total Waste exported is approximately 5,870 tons per day.*

Source: Los Angeles County Countywide Integrated Waste Management Plan 2009 Annual Report, February 2011; and Los Angeles County Department of Public Works, February 2011.

(d) Use of Conversion Technologies

The County is exploring the use of conversion technologies to reduce future disposal needs as well as address global climate change. These technologies encompass a variety of processes that convert normal household trash into renewable energy, biofuels, and other useful products. The County has launched the Southern California Conversion Technology Demonstration Project, which seeks to promote, evaluate, and establish a demonstration facility for the conversion of solid waste into clean energy.[7] As part of this effort, the Los Angeles County Board of Supervisors approved a motion to facilitate the development of three demonstration conversion technology projects and initiate a feasibility study for potential conversion technology sites at County landfills and other appropriate locations in the County.

(2) Household Hazardous Waste Disposal

In addition to the cooperative agreement between the City of Los Angeles and the County allowing all County residents to dispose of household hazardous waste at City of Los Angeles collection sites, the County Department of Public Works operates its own Household Hazardous Waste Collection Events in conjunction with the Los Angeles County Sanitation Districts. Similar to the City's Hazmobile, the County's Collection Events are mobile events scheduled periodically in different areas throughout the County.[8]

(3) Existing Waste Generation

Within the County, solid waste management, including collection and disposal services and landfill operation, is administered by various public agencies and private companies. Construction waste is also collected by private contractors. Generally, all waste in the unincorporated portions of the County is collected by private haulers that participate in a garbage disposal district system, a franchise agreement system and/or an open market system. Under the garbage disposal district system, garbage collection and disposal services are provided to residents and businesses by private waste haulers that contract with the County Department of Public Works. Services in the garbage disposal districts include weekly collection of refuse, recyclables and green waste from their respective carts or dumpsters as well as unlimited collection of bulky items and electronic waste upon request. Under the franchise waste collection systems that have been

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[7] *Southern California Conversion Technologies Demonstration Project, www.socalconversion.org/, accessed January 7, 2010.*

[8] *County of Los Angeles, Department of Public Works, Events for Collecting Household Hazardous Waste, http://ladpw.org/epd/hhw/collection.cfm, July 23, 2010.*

developed or are underway, the County signs agreements with waste haulers to provide waste collection services to residents in unincorporated areas of the County. Under these agreements, waste haulers abide by specific standards, rate control measures and reporting requirements. Residents within the Santa Clarita Valley are served by a franchise solid waste collection system; the County has an exclusive agreement with Burrtec Waste Industries to provide disposal and recycling services.

Waste collection services at the Ranch are currently provided by Aggie, LLC and various other local firms engaged by individual film production companies for their production-specific needs. At present, solid waste generated within the Development Area is minimal and includes ongoing permanent disposal associated with the Ranch foreman's mobile home as well as solid waste generated by intermittent outdoor filming activities. Based on rates provided by CalRecycle, the residential use within the Development Area generates approximately 0.41 ton of solid waste per year. Solid waste disposal associated with outdoor filming in the Development Area is handled by the individual production companies that use this area. Specifically, each production company brings its own dumpsters to the Development Area, empties the dumpsters as necessary, and then removes the dumpsters upon completion of production activities.

Solid waste generated within the remainder of the Ranch includes limited waste generated by the Ranch manager's house, the guest house, administrative uses in the Ranch office, and Ranch operations and maintenance uses within barns, stables, and sheds. Intermittent outdoor filming and general Ranch operations within the Ranch also generate solid waste. Similar to production activities within the Development Area, waste generated by outdoor filming activities within the remaining areas of the Ranch is handled by each of the individual production companies. Other than intermittent filming activities occurring within various areas of the Ranch, no waste-generating uses are located within the Water Tank Area, Potential Mobile Home Relocation Areas, or the Conditional Parking Areas.

Limited quantities of hazardous waste are generated within the Development Area and the remainder of the Ranch in conjunction with existing film production, grounds maintenance, agriculture, and oil production uses. As discussed in more detail in Section V.M, Environmental Safety/Fire Hazards, hazardous materials used for film production activities, including the construction of on-site sets, can include but are not limited to hydraulic fluid, propane, carbon dioxide, oxygen and acetylene gas, paint thinner, acetone, buckets of paint waste which are hauled away for off-site disposal, fiberglass, foam, fog solution (glycol based), mineral oil, explosives (e.g., black powder, gas), batteries, and diesel fuel. Any hazardous waste generated from the use of substances such as these is disposed of by Clean Harbors, a licensed waste disposal company. Refer to Section V.M,

Environmental Safety/Fire Hazards, for further discussion of the use and disposal of hazardous materials on-site.

b. Regulatory Framework

(1) State Regulations

Recognizing the need to address declining landfill capacity, the State of California has enacted three key laws relating to solid waste: Assembly Bill 939—the California Integrated Waste Management Act of 1989 (Public Resources Code Sections 41000–41460, referred to as AB 939); Senate Bill 1327—the California Solid Waste Reuse and the Recycling Access Act of 1991 (Public Resources Code Sections 42900–42911, referred to as SB 1327); and Senate Bill 1374—Construction and Demolition Waste Materials Diversion Requirements (Public Resources Code Section 42912, referred to as SB 1374). Each of these regulations is described below.

(a) Assembly Bill 939—California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act of 1989 (AB 939) was passed by the State legislature for the purpose of establishing an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. AB 939 requires every county and city develop a comprehensive solid waste management program that includes a Source Reduction and Recycling Element (SRRE) identifying policies regarding, but not limited to waste characterization, source reduction, recycling, composting, solid waste facility capacity, education and public information, funding, special waste (asbestos, sewage sludge, etc.), and household hazardous waste. Additionally, all counties must develop a Siting Element to address the need for landfill/transformation facilities for the next 15 years. In accordance with AB 939, every city and county must prepare and submit to CalRecycle an Annual Report summarizing the jurisdiction's progress in reducing solid waste. AB 939 also mandated that all cities and counties divert 25 percent of their waste stream by 1995, and 50 percent by 2000 through source reduction, recycling, and reuse programs.

(b) Assembly Bill 1327—California Solid Waste Reuse and the Recycling Access Act of 1991

The California Solid Waste Reuse and the Recycling Access Act of 1991, as amended, requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, or institutional buildings, marinas, or residential buildings having five or more dwelling units to provide an adequate storage area for the collection and removal of recyclable materials. The size of these storage areas are to be determined by the each

jurisdiction's ordinance. If no such ordinance exists with the jurisdiction, the CalRecycle model ordinance governs.

(c) Senate Bill 1374—Construction and Demolition Waste Materials Diversion Requirements

Passed in 2002, the Construction and Demolition Waste Materials Diversion Requirements (SB 1374) added Public Resources Code, Section 42912, requiring jurisdictions to include in their annual AB 939 report a summary of the progress made in diverting construction and demolition (C&D) waste. The legislation also requires CalRecycle to adopt a model ordinance for diverting 50 to 75 percent of all C&D waste from landfills.

(d) Zero Waste California

Zero Waste California is a State-launched program that promotes a new vision of waste. Zero waste is based on the concept that wasting resources is inefficient and that the efficient use of natural resources should be achieved. The concept is premised on maximizing existing recycling and reuse efforts, while ensuring that products are designed for the environment and have the potential to be repaired, reused, or recycled. The Zero Waste California program promotes the goals of market development, recycled product procurement, and research and development of new and sustainable technologies.

(2) Regional Plans

In addition to the various State regulations pertaining to solid waste management, development in the Project area is also subject to a regional plan that specifies approaches for solid waste disposal and transformation within the County of Los Angeles, as described below.

(a) Los Angeles County Integrated Waste Management Plan

The Los Angeles County Integrated Waste Management Plan, which was formally approved on June 23, 1999, identifies a regional approach for the management of solid waste through source reduction, recycling and composting, and environmentally safe transformation and disposal. The CoIWMP recognizes that landfills will remain an integral part of the County's solid waste management system in the foreseeable future and ensures that the waste management practices of cities and other jurisdictions in the County are consistent with the solid waste diversion goals of AB 939.

The CoIWMP includes the Countywide Integrated Waste Management Summary Plan (Summary Plan), which was approved by the CIWMB on June 23, 1999. Pursuant to

AB 939, the Summary Plan describes the actions to be taken to achieve the mandated waste diversion goals of AB 939. The Summary Plan establishes countywide goals and objectives for integrated waste management, establishes an administrative structure for preparing and managing the Summary Plan, describes the countywide system of governmental solid waste management infrastructure, describes the current system of solid waste management in County and the cities, summarizes the types of solid waste programs, describes programs that could be consolidated or coordinated countywide, and analyzes the financing for these countywide programs.

Also a part of the CoIWMP and pursuant to AB 939, the County prepared the Countywide Siting Element (Siting Element) which identifies the County Department of Public Works as the agency responsible for developing goals, policies, and strategies to provide for the proper planning and siting of solid waste disposal and transformation facilities for the next 15 years. The Siting Element was approved by the CIWMB on June 24, 1998 and provides strategies and establishes siting criteria for evaluating the development of needed disposal and transformation facilities. The County is currently updating the Siting Element to reflect the most recent information regarding remaining landfill disposal capacity and the County's current strategy for maintaining adequate disposal capacity.

To provide an annual update on the CoIWMP, the County Department of Public Works prepares CoIWMP Annual Reports. The CoIWMP Annual Reports provide an assessment of the Summary Plan and the Siting Element. As previously discussed, the CoIWMP Annual Reports analyze solid waste disposal and estimated future remaining capacity at County landfills. As described above, the 2008 ColWMP Annual Report dated October 2009 is the most recent report available.

(b) County Source Reduction and Recycling Element

In accordance with the requirements of Assembly Bill 939, the County Department of Public Works prepared the Source Reduction and Recycling Element for the Unincorporated Portions of Los Angeles County in 1993 to demonstrate how the unincorporated areas of the County would meet the mandatory waste diversion goals of 25 percent by 1995 and 50 percent by 2000, as projected based on 1990 waste generation rates. The Source Reduction and Recycling Element for the Unincorporated Portions of Los Angeles County includes the following components: solid waste generation study and

analysis; source reduction; recycling; composting; special waste; education and public information components; disposal facility capacity; funding; and integration.[9]

(c) County Green Building Standards

In accordance with Ordinance No. 2008-0065 (approved November 18, 2008), the County amended Title 21 (Subdivisions) and Title 22 (Planning and Zoning) of the Los Angeles County Code to include the Los Angeles County Green Building Standards, which seek to increase the amount of solid waste diverted from landfills during construction activities for qualified development projects constructed after January 1, 2009. Specifically, Section 22.52.2130 of the Los Angeles County Code requires at least 65 percent of non-hazardous construction and demolition debris by weight from all residential projects containing at least five dwelling units regardless of gross floor area, or from hotels/motels, lodging houses, non-residential, and mixed-use buildings with a gross floor area of at least 10,000 square feet, to be recycled and/or salvaged for reuse. When a project consists of any of these qualified types of development projects, the requirements of Section 22.52.2130 supersede Section 20.87.040 of the Los Angeles County Code, which requires at least 50 percent of all construction and demolition debris to be recycled, unless a lower percentage is approved by the County's Director of Public Works or his/her authorized representative.

(d) Los Angeles County General Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the General Plan policies that pertain to solid waste. As discussed in the General Plan policy consistency analysis provided therein, the Project would be consistent with the applicable General Plan polices related to solid waste.

(e) Santa Clarita Valley Area Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the Santa Clarita Valley Area Plan policies that pertain to solid waste. As discussed in the policy consistency analysis provided therein, the Project would be consistent with the applicable Area Plan polices related to solid waste.

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[9] *County of Los Angeles, Department of Public Works, Waste Management Division, Source Reduction and Recycling Element for the Unincorporated Portions of Los Angeles County, August 1993, http://ladpw.org/swims/Upload/LACCSourceReductionAndRecyclingElement_VolumeI_The%20Element_081993.pdf, accessed July 23, 2010.*

3. ENVIRONMENTAL IMPACTS

a. Methodology

The Project's solid waste impacts are based on an analysis of the estimated amount of waste generated during construction and operation of the Project. This estimated solid waste generated by the Project is then compared to the remaining capacity at facilities serving the Project.

(1) Construction

Anticipated solid waste generation for the Project's construction activities is determined using rates provided by the United States Environmental Protection Agency (USEPA) based on the amount and type of land uses proposed for demolition and construction. The results of these calculations (i.e., the Project's construction solid waste generation) are compared with the available capacity at the landfills that currently accept construction waste from the Project site, to assess the significance of the Project's solid waste generation.

(2) Operation

The Project's waste generation and anticipated waste disposal needs during operation were estimated using the disposal rates provided by CalRecycle. The Project's estimated waste disposal then was compared with the remaining capacity at Class III landfills to determine whether adequate capacity would be available to accommodate the Project. Although land uses would vary somewhat between the two development scenarios proposed under the Project (i.e., the Soundstage Option or the Studio Office Option), the solid waste disposal factor used herein is based on the maximum employment associated with the Project, regardless of which scenario is developed, and therefore neither option is considered worse than the other in terms of solid waste impacts.

For cumulative impacts, the County's total solid waste generation in 2020 (the Project buildout year) was forecasted using data from the 2009 ColWMP Annual Report.[10] The Project's estimated waste generation was then compared with the County's forecasted 2020 solid waste generation and anticipated capacity in 2020 to determine the Project's contribution to the County's waste stream. In addition, the most recent data results from

[10] *The CIWMB Adjustment Method is a formula for annually estimating jurisdictional solid waste generated. Title 14, California Code of Regulations (14 CCR), Chapter 9l Article 9.1, requires that population, employment, taxable sales, and Consumer Price Index be used in the adjustment method formula.*

the 2009 ColWMP Annual Report were used to compare existing waste capacity to the projects anticipated waste generation.

b. 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 L.3-1: Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Threshold L.3-2: Would the project comply with federal, state, and local statutes and regulations related to solid waste?

c. Project Design Elements

The Project would be designed to incorporate green building techniques and sustainability features. As part of compliance with the County's adopted Green Building ordinance, many of the proposed buildings, including the soundstages, would achieve Leadership in Energy and Environmental Design (LEED™) Silver Certification or LEED™ Certification. The Applicant, recognizing the importance of recycling, would incorporate several Project Design Features targeted (PDFs) at reducing the Project's solid waste generation during construction as well as during long-term operations. Specifically, the following Project Design Features would be implemented to reduce the Project's solid waste generation during Project construction and operations:

- Establish a Solid Waste Diversion Program of 50 percent for Project operations.
- Establish a Solid Waste Diversion Program of 75 percent for Project construction.

The Applicant would also ensure implementation of the following:

- The construction contractor would only contract for solid waste disposal services with a company that recycles demolition and construction-related wastes, as demonstrated to the County of Los Angeles Department of Public Works prior to issuance of demolition or construction permits.
- Provide readily accessible areas around the Project site for the deposit, storage, and collection of non-hazardous materials for recycling.

d. Impact Analysis

Threshold L.3-1: Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Construction

Construction of the Project would require earthwork, the demolition of an existing building, and the construction of new buildings in the Development Area. Each of these activities would generate waste, including but not limited to soil, wood, asphalt, concrete, paper, glass, plastic, metals, and cardboard, which would be sent to the County's unclassified landfills. Using generation factors established by the USEPA, the amount of waste anticipated to be generated by the Project was estimated. The generation factors are broken into various debris types (i.e., earthwork, demolition, and construction) and vary by use. Project construction would result in the demolition of an uninhabited structure in the western portion of the Ranch and relocation of the Ranch foreman's mobile home to another part of the Ranch. As shown in Table V.L.3-3 on page V.L.3-17, the Project would result in the demolition of approximately 1,000 square feet of uninhabited space and the construction of up to approximately 550,950 square feet of nonresidential uses as well as approximately 66,300 square feet of ancillary facilities (i.e., a central plant and electrical substation). Based on these quantities, Project construction is estimated to generate 1.9 tons of demolition debris, and 1,219.9 tons of construction debris, for a combined total of 1,221.8 tons of construction and demolition waste, as shown in Table V.L.3-3. Project construction would also generate approximately 350,000 cubic yards of soil export.[11]

The Applicant is committed to recycling practices through implementation of Project Design Features throughout the Project's design, construction, and operation phases. Specifically, as discussed above, 75 percent of construction waste would be recycled. Therefore, with recycling, the Project would dispose of approximately 305.5 tons of construction and demolition wastes. However, even without recycling, the Project's total estimated demolition and construction waste generation of 1,221.8 tons would represent approximately 0.002 percent of the current estimated remaining capacity at the County's unclassified landfills (approximately 55.79 million tons). When including soil export, the

[11] *However, to be conservative, soil export of up to 500,000 cubic yards has been evaluated herein.*

Table V.L.3-3
Estimated Construction and Demolition Waste Generation

Debris Type	Size (sf)	Generation Factor (tons/sf)[a]	Total (tons)
Demolition			
Uninhabited Structure	1,000 sf	0.001945	1.9
Construction			
Non-Residential Uses	559,950 sf[b]	0.001945	1,089.1
Ancillary Facilities (Central Plant and Substation)	66,300 sf	0.001945	128.9
Total (prior to recycling)			**1,219.9**
Grand Total (prior to recycling)			**1,221.8**
Grand Total (after 75 percent recycling)			**305.5**

sf = square feet; cy = cubic yards

Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.

[a] *Generation factors obtained from U.S. EPA, Report No. EPA530-98-010, Characterization of Building-Related Construction and Demolition Debris in the United States, June 1998.*

[b] *To present a worst-case scenario, the maximum square footage under the Project option with 12 sound stages was used.*

Source: Matrix Environmental, 2010.

total waste generation would represent approximately 0.7 percent of the estimated remaining capacity at unclassified landfills.[12] As indicated in the 2009 CoIWMP, unclassified landfills have adequate capacity and generally do not face capacity shortages. Thus, the County's unclassified landfills would have adequate capacity to accommodate Project-generated construction and debris waste. As such, construction-related impacts regarding solid waste would be less than significant.

(b) Operation

As discussed above, the Development Area currently includes the Ranch foreman's mobile home and a small uninhabited structure. The existing mobile home generates

[12] *Based on an approximation of 1 cubic yard of soil weighing 0.75 ton; actual weight could vary based on soil composition and moisture content. It should be noted, however, that soil intended for export can sometimes be delivered to other development sites that require imported soil; if such conditions exist at the time of the proposed Project's soil export activities, the amount of soil to be disposed of at County unclassified landfills could be reduced accordingly.*

approximately 0.41 tons of solid waste per year. The remaining areas of the Ranch include the Ranch manager's house, a guest house, a Ranch office, uninhabited structures, and various barns, stables, and sheds that generate limited waste, which would remain unchanged under Project conditions. Such waste generation excludes the intermittent solid waste generated by outdoor filming activities, which is handled and removed from the Ranch by the individual production companies. No solid waste generation would occur in association with the proposed trail, as all trail users would be expected to pack out any trash and waste bins would not be provided.

As shown in Table V.L.3-3 on page V.L.3-17, based on solid waste disposal factors established by CalRecycle, the Project would dispose approximately 1,364 tons of solid waste per year at County's Class III landfills. This amount of solid waste would represent approximately 0.0009 percent of the 2009 estimated remaining capacity at the County's Class III landfills (approximately 141.878 million tons, as shown in Table V.L.3-4 on page V.L.3-19). In addition, the Project's annual amount of solid waste disposed would represent approximately 0.02 percent of the solid waste disposed at Class III landfills in the County of Los Angeles in 2009. Furthermore, this disposal estimate is conservative as it does not account for the diversion and recycling that would occur as part of the Project. Specifically, approximately 50 percent of the solid waste generated by the Project would be diverted via the Project Design Features outlined above. This diversion rate would be consistent with the County's 50 percent regional diversion rate.

Furthermore, as noted in the 2009 CoIWMP Annual Report, the County anticipates in-County landfills, out-of-County landfills such as the Mesquite Regional Landfill, and new conversion technologies will be available to adequately serve future disposal needs through 2024.[13]

Based on the above, Project-generated solid waste would not exacerbate the existing shortfall of landfill capacity to an extent that the County would need to alter its projected timeline for the County's Class III landfills to reach capacity. In addition, the Antelope Valley and Chiquita Canyon Class III landfills have been proposed for expansion, the use of which would increase overall disposal capacity. The available capacity of the existing and/or planned landfills would not be exceeded, and impacts on solid waste generation from Project operation would be less than significant.

To ensure solid waste disposal needs are met, the County will continually address landfill capacity through the preparation of annual CoIWMPs, as stated earlier in this

[13] *Los Angeles County Integrated Waste Management Plan 2009 Annual Report, February 2011.*

Table V.L.3-4
Project Solid Waste Disposal

Land Use	Maximum Employees	Annual Disposal Rate (tons/unit)[a]	Total Waste Disposed (tons/year)[b]
Studio Uses	1,240 emp	1.1 tons per emp	1,364

emp = Employees

[a] *Solid waste generation factors based on California Department of Resources and Recycling, Estimated Solid Waste Generation Rates, www.calrecycle.ca.gov/WasteChar/ResDisp.htm for Residential rates and www.calrecycle.ca.gov/WasteChar/DispRate.htm for Studio Uses.*

[b] *Note that this is a conservative analysis, as the total waste disposed does not take into account the Project's solid waste diversion target of 50 percent for operational waste.*

Source: Matrix Environmental, 2010.

section. The preparation of each annual CoIWMP provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Furthermore, in future years, the rate of declining landfill capacity is anticipated to slow given the County's objective to promote diversion practices.

Based on the above analysis, the Project would not generate solid waste at a level that would require construction of new disposal facilities or the expansion of existing recycling or disposal facilities. Thus, potential operational impacts associated with solid waste would be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

(a) Construction

Construction of the off-site infrastructure improvements would require earthwork for utility line trenching, installation of pipelines, construction of limited aboveground infrastructure, and the repaving of segments of local roadways. Each of these activities would generate waste, albeit in limited quantities, which would be sent to the County's unclassified landfills. In particular, an estimated 5,000 to 8,000 cubic yards of soil export would be necessary in conjunction with the proposed off-site utilities, and approximately 10,000 to 12,000 cubic yards of soil export would occur as a result of Project-related roadway improvements (e.g., reconfiguration of the State Route 14 northbound off-ramp). This exported soil would represent up to approximately 0.03 percent of the estimated

remaining capacity at unclassified landfills in the County.[14] As indicated in the 2009 CoIWMP, unclassified landfills have adequate capacity and generally do not face capacity shortages. Further, given than this volume of solid waste would be short-term and of a minimal volume, impacts to landfill capacity in the region would be less than significant.

(b) Operation

The off-site infrastructure improvements do not include habitable structures that would generate solid waste. Impacts would be less than significant.

Threshold L.3-2: Would the project comply with federal, state, and local statutes and regulations related to solid waste?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

The Applicant is committed to recycling practices throughout the Project's design, construction, and operational phases. As previously mentioned, 75 percent of Project construction waste would be recycled, and approximately 50 percent of Project operational waste would be diverted. This diversion rate would be consistent with the County's 50 percent regional diversion rate. In addition, the Project would comply with County requirements under Title 20, Chapter 20.87 and Title 20 Chapter 20.89 for recycling planning, recycling quantities, and associated reporting requirements. Therefore, construction and operational activities would comply with solid waste regulations and the Project would result in a less than significant impact with respect to regulatory compliance.

(2) Off-Site Infrastructure Improvement Areas Impacts

The off-site infrastructure improvements do not include habitable structures that would generate solid waste. Impacts would be less than significant.

4. CUMULATIVE IMPACTS

The geographic context for the cumulative impact analysis for solid waste is the County since the landfills serve the entire County. The Project in conjunction with known

[14] *Based on an approximation of 1 cubic yard of soil weighing 0.75 ton; actual weight could vary based on soil composition and moisture content. It should be noted, however, that soil intended for export can sometimes be delivered to other development sites that require imported soil; if such conditions exist at the time of the proposed Project's soil export activities, the amount of soil to be disposed of at County unclassified landfills could be reduced accordingly.*

Related Projects and forecasted 2020 growth in the County would cumulatively generate solid waste, and could potentially result in cumulative impacts on solid waste facilities. Specific known development projects as well as general ambient growth projected to occur is described in detail in Section III, Environmental Setting, of this Draft EIR.

a. Construction

Project construction and forecasted 2020 growth in the County (inclusive of the 14 Related Projects identified in Section III, Environmental Setting) would generate construction and demolition waste and, thus, would cumulatively increase the need for waste disposal at the County's unclassified landfills. As analyzed above, the Project would generate a total of approximately 1,221.8 gross tons of construction and demolition waste by the time the Project is built out. As noted above, the Project would include Project Design Features to divert construction and demolition waste from unclassified landfills. It is also anticipated that future cumulative development would implement similar measures to divert construction and demolition waste from landfill disposal. Furthermore, while specific C&D waste and grading volumes are not available for the 14 Related Projects and as such estimating a specific cumulative solid waste tonnage would be speculative, unclassified landfills generally do not face capacity issues and unclassified landfills would be expected to have sufficient capacity to accommodate cumulative demand. Thus, cumulative impacts on unclassified landfills would be less than significant.

b. Operation

The 14 related projects would dispose approximately 10,724 tons of solid waste per year at County's Class III landfills. When combined with the Project's total expected waste disposal the Project and the Related Projects would generate 12,088 tons of solid waste. This amount of solid waste would represent approximately 0.008 percent of the 2009 estimated remaining capacity at the County's Class III landfills (approximately 141.878 million tons).

Operation of the Project in conjunction with forecasted 2020 growth in the County (inclusive of the 14 related projects) would generate municipal solid waste and, thus, would cumulatively increase the need for waste disposal at Class III landfills.

The annual waste generation and waste disposal attributable to the 14 Related Projects are shown in Table V.L.3-4 and Table V.L.3-5 on pages V.L.3-19 and V.L.3-22, respectively. As indicated therein, these related projects would result in an estimated waste generation of approximately 10,724 tons per year. When assuming a 50 percent diversion rate, these related projects would generate a disposal demand of approximately 5,362 tons a year. When combined with the Project's total expected waste disposal (not accounting

Table V.L.3-5
Related Projects—Estimated Solid Waste Generation[a]

ID	Project	MF	Total Res Generation (tons/year)	Rest	Rest Emp	Total Rest Generation (tons/year)	Retail and Services	Retail Emp	Total Retail Generation (tons/year)	Office	Office Emp	Total Office Generation (tons/year)	Other	Total Other Generation (ton/year)	Combined Total Generation (tons/year)
1	Sierra Crossing		**0**			**0**			**0**	90,000	175	**90**		**0**	**90**
2	Redmond Project 2		**0**	7,000	16	**75.6**	36,704	73	**140.1**			**0**	55,200 (Hotel)	**596.1**	**812**
3	Kellstrom Project		**0**	7,700	17	**83.1**			**0**	95,000	184	**95**		**0**	**178**
4	Needham Ranch/Gate King		**0**			**0**			**0**			**0**	4,400,000 (Industrial Business Park)	**4,400**	**4,400**
5	Vista Canyon (VCR)	1,200 Units	**876**			**0**	164,000	328	**629.7**	646,000	1,254	**646**	200 Rooms (Hotel)	**146**	**2,298**
6	PM068934	2 DU	**1**			**0**			**0**			**0**		**0**	**1**
7	R2007-01655	1 DU	**1**			**0**			**0**			**0**		**0**	**1**
8	Golden Valley Ranch		**0**			**0**	631,000	1,262	**2,423.0**			**0**		**0**	**2,423**
9	92075		**0**			**0**			**0**			**0**		**0**	**0**
10	R2006-01908		**0**			**0**			**0**			**0**		**0**	**0**
11	TR070070	15 DU	**11**			**0**			**0**			**0**		**0**	**11**
12	87187	528 units	**386**			**0**			**00**			**0**		**0**	**386**
13	TR063483	165 units	**121**			**0**			**0**			**0**		**0**	**121**
14	PM065342	4 DU	**3**			**0**			**0**			**0**		**0**	**3**
Total															**10,724**

MF = multi-family units;

Rest = restaurant

Emp = employees; One employee is assumed for every 515 square feet of floor area.

DU = dwelling units

[a] *Solid waste generation factors based on California Department of Resources and Recycling, Estimated Solid Waste Generation Rates, website: www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm.*

Source: Matrix Environmental, 2011.

for diversion), the Project and the Related Projects would generate an estimated 6,726 tons of solid waste per year.

Based on the 2009 ColWMB Annual Report, the forecasted waste generation for the County in 2020 would be approximately 26,541,450 tons.[15] Assuming a 55 percent diversion rate and accounting for use of transformation facilities, approximately 11,298,052 tons of solid waste would need to be disposed at Class III landfills. The estimated Project disposal of approximately 1,364 tons would represent only a small percentage (approximately 0.01 percent) of the County's cumulative waste disposal in 2020. Similarly, the estimated annual disposal of 6,726 tons generated by the Project and the Related Projects would represent a small percentage (approximately 0.05 percent) of the County's cumulative waste disposal in 2020. In addition, the 2009 ColWMP anticipates that future disposal needs can be adequately met through the next 15 years (i.e., 2024) through scenarios that include some combination of the following: (1) use of existing in-County Class III landfills and transformation facilities; (2) proposed expansion of in-County Class III landfill capacity through construction of new facilities or expansion of existing facilities; (3) use of out-of-County landfills for disposal, including waste-by-rail facilities; (4) use of conversion technologies; (5) expansion of diversion infrastructure; and (6) maximization of waste reduction and recycling. Thus, the Project's contribution to the County's cumulative waste stream would be less than significant.

5. PROJECT DESIGN FEATURES AND MITIGATION MEASURES

a. Project Design Features

PDF L.3-1: The Project shall establish a Solid Waste Diversion Program of 50 percent for Project operations.

PDF L.3-2: The Project shall establish a Solid Waste Diversion Program of 75 percent for Project construction.

PDF L.3-3: The Applicant shall ensure that the construction contractor shall only contract for solid waste disposal services with a company that recycles demolition and construction-related wastes, as required per the Los Angeles County Code and demonstrated to the County of Los Angeles Department of Public Works prior to issuance of demolition or construction permits.

[15] *Based on Los Angeles County Solid Waste Disposal data obtained from 2009 ColWMB Annual Report, Appendix E-2, Table 5.*

PDF L.3-4: The Applicant shall provide readily accessible areas around the Project site for the deposit, storage, and collection of non-hazardous materials for recycling.

b. Mitigation Measures

Both construction-related and operational impacts on solid waste facilities associated with the Project and cumulative development would be less than significant. Therefore, no mitigation measures would be required.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

a. Construction

As previously stated, construction impacts on solid waste facilities would be less than significant and no mitigation measures would be required.

b. Operation

As determined in this analysis, with implementation of the Project Design Features the Project would result in less than significant impacts with respect to solid waste, and no mitigation measures would be required.

V. Environmental Impact Analysis

L.4 Utilities and Service Systems—Energy

V. ENVIRONMENTAL IMPACT ANALYSIS

L.4 UTILITIES AND SERVICE SYSTEMS—ENERGY

1. INTRODUCTION

This section of the Draft EIR analyzes the Project's potential impacts on energy resources, focusing on two consumptive energy resources: electricity and natural gas. This section evaluates the electricity and natural gas demand attributable to the Project and determines whether the current and planned electrical and natural gas supplies and distribution systems are adequate to meet the Project's forecasted energy consumption. The information presented herein is based, in part, on the Dry Utilities Report provided in Appendix K.5 of this Draft EIR.

2. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) Electricity

(a) Introduction and Regional Setting

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy usage is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

Southern California Edison (SCE) provides electrical service to portions of Los Angeles County, including the Ranch. SCE generates electricity from a variety of sources, including hydropower, coal, nuclear sources, and, more recently, renewable resources such as wind. Currently, SCE delivers over 90,000 GWh across its entire service area to approximately 4.8 million customers.[1]

Following approval by the California Public Utilities Commission (CPUC) in 2007, SCE began construction of the Tehachapi Renewable Transmission Project (TRTP), a series of new and updated electric transmission lines and substations planned to deliver electricity from new wind farms in the Tehachapi area to SCE customers and the California transmission grid. Completed in December 2009, Segment 1 of the TRTP involves 26.5 miles of 500 kilovolt (kV) transmission lines from Santa Clarita to Lancaster. With completion of Segments 2 and 3, which extended the transmission lines to the new Windhub substation in Mojave, this portion of the TRTP became operational with 700 MW of capacity. Construction of additional segments is now underway, along with ongoing monitoring efforts. The TRTP represents one of the nation's largest renewable energy grids.[2,3]

(b) Local Setting and Project Site

The Ranch is presently served by SCE's Pardee substation, located in Newhall. Electricity is supplied to the few existing permanent structures on the Ranch through the SCE distribution system, which includes 66 kV overhead lines that connect to existing power poles along Placerita Canyon Road and Sierra Highway. Electricity is also used to supply all on-site space heating, water heating, cooking, and air conditioning. The Ranch foreman's mobile home located within the Development Area currently connects to the existing electricity grid within the Ranch. External generators power all temporary filming sets, structures, and filming activities conducted at the Ranch.

The Los Angeles Department of Water and Power (LADWP) owns and maintains electrical transmission facilities throughout the vicinity of the Ranch. These facilities

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[1] *Usage data for 2008 (the most recent year available) per the California Energy Commission, Energy Consumption Data Management System, available at www.ecdms.energy.ca.gov/elecbyutil.aspx, accessed August 25, 2010; customer data per Edison International, Southern California Edison Backgrounder 0409PK.*

[2] *Edison International, www.sce.com/PowerandEnvironment/Transmission/CurrentProjects/TRTP1-3, accessed August 20, 2010.*

[3] *Telephone communication, Cathy Hart, Regional Projects Manager, Local Public Affairs, SCE, August 23, 2010.*

include transmission towers and lines that traverse the Ranch in a generally northwest to southeast direction within a 330-foot strip of land that generally separates the proposed Development Area from the remainder of the Ranch. The Applicant holds an easement from LADWP to access and use the land beneath these transmission lines. Throughout this Draft EIR, this easement area within the Ranch is referred to as the LADWP transmission corridor. No electricity is supplied to the Ranch or is proposed to be supplied to the Project from these transmission lines.

(2) Natural Gas

(a) Introduction and Regional Setting

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet (cf).

Natural gas is provided throughout the County by the Southern California Gas Company (The Gas Company). The Gas Company's service territory encompasses approximately 20,000 square miles in diverse terrain throughout Central and Southern California, from the City of Visalia to the Mexican border. The Gas Company receives gas supplies from several sedimentary basins in the western United States and Canada, including the Rocky Mountains and western Canada, as well as local California supplies.[4] Natural gas for The Gas Company is delivered to the region through interstate pipelines. The Gas Company's total natural gas deliveries in 2008 were approximately 1,009 billion cf.

(b) Local Setting and Project Site

The Gas Company owns and operates an existing 6-inch gas main within Placerita Canyon Road that is part of a medium pressure gas distribution system that serves the immediate area. The Gas Company is responsible for all infrastructure and distribution to the buildings on a site, including the gas meters. However, natural gas is not currently used on the Ranch.[5]

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[4] *California Gas and Electric Utilities, "2006 California Gas Report."*

[5] *David Evans and Associates Inc, Dry Utilities Report, see Appendix K.5.*

b. Regulatory Setting

(1) State Regulations

(a) Senate Bill 1389

Senate Bill 1389 (Public Resources Code Sections 25300–25323, referred to as SB 1389), passed by the State Legislature in 2002, requires the development of an integrated plan for electricity, natural gas, and transportation fuels. The California Energy Commission must adopt and transmit to the Governor and Legislature an Integrated Energy Policy Report every two years. The last report completed is the 2009 Integrated Energy Policy Report, which 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.

(b) Assembly Bill 32

Assembly Bill 32 (Health and Safety Code Sections 38500–38599, referred to as AB 32), also known as the California Global Warming Solutions Act of 2006, commits the State to achieving the following:

- Year 2000 greenhouse gas (GHG) emission levels by 2010; and
- Year 1990 levels by 2020.

To achieve these goals, AB 32 tasked the CPUC and California Energy Commission with providing information, analysis, and recommendations to the California Air Resources Board (CARB) on ways to reduce GHG emissions in the electricity and natural gas utility sectors.

(c) CPUC General Order 131-D

SCE is governed by the CPUC and must comply with CPUC General Order (GO) 131-D for the construction of facilities over 50 kV. SCE must obtain a Permit to Construct (PTC) or qualify for an exemption in order to construct such facilities. Typically, the PTC process can take up to 48 months, while the exemption process can take up to 6 months. Prior to construction, the GO 131-D exemption process requires a CPUC advice filing, a 45-day public notice process, and a 20-day protest period. Projects qualifying for an exemption without a protest are generally authorized to proceed to construction within 45 days of the Advice Filing to the CPUC.

(d) Title 24, California Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.[6]

On April 23, 2008, the California Energy Commission adopted the 2008 Building Energy Efficiency Standards. Effective January 1, 2010, new buildings must be designed and constructed to meet the 2008 standards. The Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards for the following reasons:

- To provide California with an adequate, reasonably priced, and environmentally sound supply of energy;
- To respond to the GHG reduction goals set forth in AB 32;
- To pursue California energy policy with energy efficiency as the resource of first choice for meeting California's energy needs;
- To act on the findings of California's Integrated Energy Policy Report (IEPR) that the standards are the most cost effective means to achieve energy efficiency and that such standards continue to be upgraded over time to reduce electricity and peak demand;
- To recognize the role of the standards in reducing energy related to meeting California's water needs and in reducing GHG emissions;
- To meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes; and
- To meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards.

[6] *See www.energy.ca.gov/title24/ for additional information.*

(e) Title 24, California Green Building Standards

The California Green Building Standards Code, which is Part 11 of the California Code of Regulations, is commonly referred to as the CALGreen Code. The 2008 edition, the first edition of the CALGreen Code, contained only voluntary standards. The 2010 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, 2011. The 2010 CALGreen Code contains requirements for construction site selection, stormwater control during construction, construction waste reduction, indoor water use reduction, building material selection, natural resource conservation, site irrigation conservation, and more. The 2010 CALGreen Code does not provide any mandatory energy efficiency standards beyond those required by Title 24, Part 6 of the California Code of Regulations, but it does specify more stringent voluntary standards (referred to as Tier 1 and Tier 2), which local jurisdictions may adopt as mandatory. Additionally, this code encourages buildings to achieve exemplary performance in the area of energy efficiency. For the purposes of energy efficiency standards, the California Energy Commission believes a green building should achieve at least a 15 percent reduction in energy usage when compared to the State's mandatory energy efficiency standards.[7]

(2) County Regulations

(a) Los Angeles County Green Building Program

On November 18, 2008, the Los Angeles County Board of Supervisors adopted three ordinances that together make up the County's Green Building Program: the Green Building ordinance (County Code Chapter 22.52, Part 20), the Drought-Tolerant Landscaping ordinance (County Code Chapter 22.52, Part 21), and the Low Impact Development Standards ordinance (County Code Chapter 22.52, Part 22). The Green Building ordinance is intended to minimize the impact of development by requiring building practices that reduce the use of energy, water, and other natural resources, minimize waste, and promote a healthy environment. Non-residential development with a gross floor area of 25,000 square feet or more is required to comply with the County's Green Building Standards and meet Leadership in Energy and Environmental Design (LEED™) Silver requirements, with compliance demonstrated via site plan review.

Title 24 is generally accepted as equivalent to LEED™ requirements. Title 24/ LEED™ energy-reduction measures include such features as energy efficient lighting,

[7] *See www.documents.dgs.ca.gov/bsc/CALGreen/2010_CA_Green_Bldg.pdf for additional information.*

heating, and cooling systems, as well as Energy Star appliances. Additional Title 24/ LEED™ measures designed to reduce energy usage are provided below in the discussion of Project Design Elements.

Portions of the County's 2008 Green Building ordinance were superseded by the 2010 CALGreen Code (discussed above), which the County incorporated into its Green Building Standards Code as County Code Title 31 in 2010.

(b) Los Angeles County General Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the General Plan policies that pertain to energy. As discussed in the General Plan policy consistency analysis provided therein, the Project would be consistent with the applicable General Plan polices related to energy.

(c) Santa Clarita Valley Area Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the Santa Clarita Valley Area Plan policies that pertain to energy. As discussed in the policy consistency analysis provided therein, the Project would be consistent with the applicable Area Plan polices related to energy.

3. ENVIRONMENTAL IMPACTS

a. Methodology

The South Coast Air Quality Management District (SCAQMD) has developed electricity and natural gas consumption factors for various land uses based on the amount of development proposed as part of a project.[8] Applying the SCAQMD factors to the proposed building square footages by land use type, an estimate was made as to the Project's future electricity and natural gas consumption. The Project's energy consumption is analyzed relative to SCE's and The Gas Company's existing and planned energy supplies in 2020 (i.e., the Project buildout year) to determine if these two energy utility companies would be able to accommodate the Project's energy demands. SCE and The Gas Company were consulted to determine if adequate infrastructure would exist to accommodate the Project's energy needs. Based on the two development scenarios proposed under the Project (i.e., the Soundstage Option or the Studio Office Option), the

[8] *South Coast Air Quality Management District, California Environmental Quality Act Air Quality Handbook, Appendix 9, Table A9-11-A, 1993.*

Soundstage Option would create a greater energy demand and is evaluated herein in order to provide a worst-case analysis.

b. Significance Thresholds

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 in part on Appendix G of the State CEQA Guidelines and are as follows:

Threshold L.4-1: Would the project comply with Los Angeles County Green Building ordinance (L.A. County Code Title 22, Ch.22.52, Part 20 and Title 21, § 21.24.440) or Drought Tolerant Landscaping ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 22.52, Part 21)?

Threshold L.4-2: Would the project involve the inefficient use of energy resources?

Threshold L.4-3: 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?

c. Project Design Elements

Electricity would be supplied to meet the Project's power needs through the construction of a new on-site substation designed, owned, and operated by SCE. Specifically, the proposed 46,300 square foot substation would receive power from an existing SCE 66 kV overhead line for conversion to a 16.5 kV underground distribution system on-site. The substation would be located in the northernmost portion of the Development Area and would occupy an approximate area of 130 feet by 110 feet, enclosed by a 10-foot-tall concrete block wall and surrounded by a 20-foot-wide perimeter access road. There would be two power transformers located at the center of the substation to step down the voltage from 66 kV to 16.5 kV. Each transformer would be sized at 28 megavolt amperes (MVA). The pair of transformers would be designed to provide redundant backup for each other. Each transformer would provide power through two 16.5 kV circuit breakers to an underground distribution system. The tallest structure in the substation would be a 29-foot-high by 22-foot-wide steel structure installed at a setback of about 12 feet from the wall. In addition to the electrical equipment in the substation yard, there would be a 16-foot by 20-foot control room to house the protective relays, controls, and communication equipment for the substation. A good portion of the ground surface

would be left clear with a gravel base to create a safe clearance between the high voltage equipment and the perimeter wall.

Power from the substation would be distributed underground through four feeder circuits to the various buildings on-site. This distribution would occur entirely underground through a dedicated network of ductbanks and manholes.

The major equipment to be installed in the substation would include:

- One 29-foot-tall by 22-foot-wide steel dead-end structure;
- One 66 kV outdoor style circuit breaker;
- Two 28 MVA 66kV/16.5kV step down power transformers;
- Four 16.5 kV outdoor style circuit breakers; and
- One 16-foot by 20-foot electrical/mechanical control room.

The new on-site substation would not conflict with nor draw any power from the existing LADWP transmission lines that traverse the Ranch.

As part of these improvements, SCE would replace approximately nine existing overhead distribution poles along Sierra Highway and Placerita Canyon Road with galvanized tubular steel poles and taller wood poles in order to access the substation. Pole heights would range from 60 to 70 feet depending upon the spacing, terrain, and road crossings. Overhead conductors from the last 66 kV pole would drop down to the dead-end structure located inside the substation.

The Project would also include an on-site natural gas distribution system connecting to the existing 6-inch gas main within Placerita Canyon Road. On-site gas lines would range in size from approximately 4 to 6 inches. The gas infrastructure would tie into a highly efficient heating system for the Project buildings which, along with the ventilation and air conditioning (HVAC) system, mechanical equipment, and various control systems, would be housed in a new 20,000 square foot central utility plant. By centralizing the mechanical infrastructure on-site, energy efficiency of all buildings would be improved.

The Project would comply with the applicable mandatory provisions of the 2010 CALGreen Code, as adopted in County Code Title 31 (Green Building Standards Code). As part of compliance with the County's adopted Green Building ordinance, the soundstages, the production offices, and the administration building would comply with the County's Green Building Standards and achieve LEED™ Silver Certification. The

commissary would comply with the County's Green Building Standards and achieve LEED™ Certification. The writers/producers bungalows would comply with the County's Green Building Standards. While the mills and the warehouse are exempt from County Code Sections 22.52.2130.C.1 and 22.52.2130.D regarding energy conservation and third party rating systems, they would comply with the other applicable sections of the County's Green Building ordinance and achieve equivalency of LEED™ Certification. The substation and central utility plant would be exempt from the County's Green Building ordinance. The Project also would incorporate relevant sustainability features set forth in the County's Green Building, Low Impact Development, and Drought-Tolerant Landscaping ordinances, as discussed further in Section V.E.2, Global Climate Change, of this Draft EIR. In conjunction with LEED™ design elements, the Project would include a variety of design features intended to reduce energy usage by at least 15 percent below equivalent Title 24 (2008) standards.[9] Such features would include the following measures, or equivalent measures capable of achieving the same results at minimum:

- Installation of energy efficient heating and cooling systems, equipment, and control systems (e.g., within the proposed central utility plant);
- Installation of efficient lighting and lighting control systems;
- Installation of light-emitting diodes for traffic and street lighting, as permitted;
- Installation of light colored "cool" roofs to more effectively reflect the sun's energy from the roof's surface to reduce the roof surface temperature, and use of shade structures such as awnings or canopies around soundstages and mills to reduce the heat island effect;
- Incorporation of energy saving features into building design (e.g., use of passive controls, shading, solar energy, ventilation, appropriate building materials, etc.), as appropriate;
- Prohibition of HVAC, refrigeration, and fire suppression equipment that contains banned chlorofluorocarbons;
- Use of Energy Star appliances; and
- Use of photovoltaic technology on selected roofs.

[9] *Such reductions are not accounted for in the demand calculations provided below in order to present a conservative analysis.*

d. Impact Analysis

Threshold L.4-1: Would the project comply with Los Angeles County Green Building ordinance (L.A. County Code Title 22, Ch.22.52, Part 20 and Title 21, § 21.24.440) or Drought Tolerant Landscaping ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 22.52, Part 21)?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

As discussed above, the Project would incorporate, as part of its Project Design Features (PDFs), relevant sustainability features set forth in the County's Green Building ordinance. In addition, the soundstages, production offices, and the administration building would comply with the County's Green Building Standards and achieve LEED™ Silver Certification. The commissary would comply with the County's Green Building Standards and achieve LEED™ Certification. The writers/producers bungalows would comply with the County's Green Building Standards. While the mills and the warehouse are exempt from County Code Sections 22.52.2130.C.1 and 22.52.2130.D regarding energy conservation and third party rating systems, they would comply with the other applicable sections of the County's Green Building ordinance and achieve equivalency of LEED™ Certification. The substation and central utility plant would be exempt from the County's Green Building ordinance. Additional discussion regarding Project compliance with the Green Building ordinance is provided in Section V.E.2, Global Climate Change, of this Draft EIR. As such, impacts related to the Project's compliance with Los Angeles County Green Building Standards would be less than significant.

Discussion of Project compliance with the County's Drought-Tolerant Landscaping ordinance is provided in Section V.F, Biological Resources, and Section V.L.1, Utilities and Service Systems—Water Supply. As discussed therein, the Project includes a Project Design Feature (PDF F-1) to ensure that at least 75 percent of the Project's landscaped area would contain plants from the Los Angeles County Drought-Tolerant Plant List, in accordance with the Drought-Tolerant Landscaping ordinance. Impacts with respect to Project compliance with this ordinance would be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

The off-site infrastructure improvements do not include habitable structures requiring building permits and would not be subject to the County's Green Building ordinance or the Drought Tolerant Landscaping ordinance. No impact relative to compliance with the Green Building Standards would occur.

Threshold L.4-2: Would the project involve the inefficient use of energy resources?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

As described in the Project Design Features above, the Project would, in conjunction with LEED™ design elements, include a variety of design features intended to reduce energy usage by at least 15 percent below the equivalent of Title 24 (2008) standards. Such features would include but not be limited to: installing energy efficient heating and cooling systems, equipment, and control systems (e.g., within the proposed central utility plant); installing efficient lighting and lighting control systems; and incorporation of energy saving features into building design (e.g., use of passive controls, shading, solar energy from rooftop photovoltaic technology, ventilation, appropriate building materials, etc.). Therefore, the Project would not involve the inefficient use of energy resources and impacts would be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

The off-site infrastructure improvements do not include habitable structures that would require the use of energy resources. The booster pump needed for the proposed off-site water line would have limited energy needs of approximately 200 to 300 amperes (roughly equivalent to that of a single-family residence), similar to other water infrastructure that already exists in the area (e.g., near Deputy Jake Drive where multiple water tanks exist).[10] Impacts would be less than significant.

Threshold L.4-3: 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?

[10] *Based on the following assumptions: three pumps of approximately 50 to 100 amperes at 480 volts each, plus ancillary emergency lighting.*

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Construction

(i) Electricity

During Project construction, electricity would be consumed to operate construction equipment and light construction activities. This electricity would come from temporary service via the SCE overhead lines on Placerita Canyon Road and/or portable generators. Electricity consumption during Project construction would be temporary and would vary depending on the amount of development occurring at any given time and on site-specific operations. Overall, construction activities would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies or infrastructure.

As discussed above, electricity would be supplied to meet the Project's power needs through the construction of a new on-site substation and an underground distribution system located primarily within the Development Area. In addition, two power poles would be installed within the Development Area, likely in the northern portion just east of SR-14, in order to access the substation. Construction of these improvements would occur within Ranch property and are not anticipated to affect surrounding uses or existing electricity infrastructure. With respect to the other portions of the Project site on the Ranch, within the selected Potential Mobile Home Relocation Area, the relocated mobile home would be connected to the existing electricity grid that serves the eastern, developed area of the Ranch. Power for emergency lighting for the water tank would be obtained from existing power lines located to the south that supply the existing oil wells near the Water Tank Area. Additionally, limited underground distribution lines connecting to the new system within the Development Area would be constructed within the Conditional Parking Areas, if developed, for parking lot lighting. Electrical service would not be required in the Trail Area. The Project's on-site construction activities would not create electrical system capacity problems, create problems with the provision of electrical service, or result in a significant impact associated with the construction of new or expanded electricity facilities. As such, impacts would be less than significant.

(ii) Natural Gas

The construction of new buildings and infrastructure typically does not involve the consumption of natural gas. Therefore, natural gas would not be supplied to support Project construction activities and there would be no demand generated by the construction of new on-site facilities. Prior to ground disturbance, Project contractors would coordinate with The Gas Company to identify the locations and depth of any gas lines located near the Development Area. The Gas Company would be notified in advance of proposed ground

disturbance activities to ensure avoidance of natural gas lines and disruption of gas service.

The Project would include a central utility plant and an on-site natural gas distribution system connecting to the existing 6-inch gas main within Placerita Canyon Road. Construction of these improvements would occur within Ranch property and are not anticipated to affect surrounding uses or existing gas infrastructure. Gas infrastructure and service would not be needed for the Potential Mobile Home Relocation Areas, Water Tank Area, Trail Area, or Conditional Parking Areas. As such, the Project's on-site construction activities would not create natural gas system capacity problems, create problems with the provision of gas service, or result in a significant impact associated with the construction of new or expanded natural gas facilities. Impacts would be less than significant.

(b) Operation

(i) Electricity

Operation of the Project would result in the consumption of electricity by film production activities, studio employees, and visitors to the site. Based on electricity usage rates from the SCAQMD and without taking credit for the Project's energy conservation features, the total electrical consumption of the Project under the Soundstage Option is estimated at 14,857 MWh per year, as calculated in Table V.L.4-1 on page V.L.4-15.[11]

While SCE would need to increase the amount of electricity delivered within its service area to serve the Project, SCE does not publish forecasts of future demand. However, the California Energy Commission (CEC) analyzes energy usage throughout the State and publishes a staff demand forecast every few years, the most recent of which covers the 2008-2018 period. The CEC estimates electricity consumption within SCE's planning area will increase to 121,400 GWh in 2018, representing annual growth of about 1.5 percent.[12] Based on the Project's estimated electrical consumption of 14,857 MWh per year, the Project would account for approximately 0.01 percent of future electricity usage throughout SCE's planning area. Given the low percentage, the demand forecasts likely account for Project development, thus supporting the conclusion that the Project's electricity consumption would be less than significant. The Project's estimate does not

[11] *For comparison, the Studio Office Option would result in annual electrical consumption of approximately 11,842 MWh/yr.*

[12] *California Energy Commission, California Energy Demand 2008–2018 Staff Revised Forecast, November 2007. It is noted that this document forecasts consumption of 105,054 GWh in 2008, which is higher than SCE's reported delivery of approximately 90,009 GWh for that year.*

Table V.L.4-1
Estimated Project Electricity Usage (Soundstage Option)

Land Use[a]	Amount	Units	Electricity Usage Factor (kWh/sf/year)[b]	Electricity Usage (MWh/Year)
Soundstages	237,600	sf	36.63	8,703
Production Offices	168,750	sf	12.95	2,185
Mills	69,000	sf	36.63	2,527
Warehouse	23,000	sf	4.35	100
Writers/Producers Bungalows	10,350	sf	12.95	134
Commissary/Amenities	17,250	sf	47.45	819
Administration/Office	30,000	sf	12.95	389
Total				**14,857**

[a] *Includes only habitable structures that consume electricity.*

[b] *Electricity usage rates based on SCAQMD's CEQA Air Quality Handbook, Appendix 9, Table A9-11-A, except soundstage and mill rates based on historical consumption associated with studio uses at similar sites. SCAQMD's rates are based on an average of SCE and LADWP usage.*

Source: Matrix Environmental, 2010.

account for the incorporation of the previously identified design features and energy conservation measures, which would reduce actual electrical consumption on-site. Thus, the use of renewable and non-renewable resources would be on a relatively small scale and would be consistent with regional and local growth expectations for the area.

The Project's electricity demand would continue to be supplied through existing off-site electricity infrastructure. As discussed above, the Project would include the construction of an electrical substation in the Development Area to receive power from an existing SCE 66 kV overhead line and convert it for a new 16.5 kV underground distribution system on-site. The substation and associated infrastructure would be owned, operated, and maintained by SCE. While the availability of electricity depends upon adequate generating capacity and fuel supplies, the Project's estimated power requirement has been taken into account in SCE's plans for the new substation and anticipated growth within its local service area. As described above, the incorporation of a variety of energy conservation measures beyond those required under Title 24 also would ensure considerable reductions in energy usage. As such, operational impacts would be less than significant.

(ii) Natural Gas

The Project also would involve the consumption of natural gas resources. Table V.L.4-2 on page V.L.4-16 provides an estimate of the Project's natural gas usage at

Table V.L.4-2
Estimated Project Natural Gas Usage (Soundstage Option)

Land Use[a]	Amount	Units	Natural Gas Usage Factor (cf/sf/month)[b]	Natural Gas Usage (cf/month)
Soundstages	237,600	sf	2.0	475,200
Production Offices	168,750	sf	2.0	337,500
Mills	69,000	sf	2.0	138,000
Warehouse	23,000	sf	2.0	46,000
Writers/Producers Bungalows	10,350	sf	2.9	30,015
Commissary/Amenities	17,250	sf	2.9	50,025
Administration/Office	30,000	sf	2.9	87,000
Total				**1,163,740 or 13,964,880/year**

[a] *Includes only habitable structures that consume natural gas.*

[b] *Based on natural gas usage rates for office and retail uses, per SCAQMD's CEQA Air Quality Handbook, Appendix 9, Table A9-12-A. Use of these rates yields a more conservative analysis than use of SCAQMD's industrial rate.*

Source: Matrix Environmental, 2010.

buildout (2020) based on SCAQMD consumption rates. As shown, the Project's average natural gas usage under the Soundstage Option is projected to be approximately 1,163,740 cf per month or 13,964,880 cf per year.[13,14]

The Project's natural gas consumption would represent approximately 0.001 percent of The Gas Company's total 2008 natural gas deliveries (i.e., approximately 1,009 billion cf). The Gas Company forecasts the annual natural gas consumption within its service area will increase at an average annual rate of only 0.02 percent, thus increasing to approximately 1,011 billion cf in 2020.[15] Based on this information, the Project's annual natural gas consumption would represent roughly 0.001 percent of total demand in the service area in 2020. The Gas Company has concluded existing and planned natural gas

[13] *Equivalent to approximately 1,594 cf per hour. The Gas Company has indicated that it has sufficient gas supplies to provide up to 26,800 cf per hour to the Project; written correspondence provided by Jack Russo, Planning Associate, Northern Region Technical Services, Southern California Gas Company, June 6, 2007.*

[14] *For comparison, the Studio Office Option would result in annual gas usage of approximately 12,862,080 cf/yr (1,468 cf/hr).*

[15] *California Gas and Electric Utilities, 2008 California Gas Report.*

supplies would be sufficient to support the Project's natural gas consumption.[16] Thus, the Project would not require the acquisition of additional natural gas resources beyond those already anticipated by The Gas Company. Furthermore, these projections are conservative in nature because they do not account for the incorporation of the energy conservation measures previously discussed. The Project's consumption of non-renewable gas would be on a relatively small scale and consistent with regional and local growth expectations for the area. As a result, the Project would result in less than significant impacts to the environment.

The Gas Company has also indicated that it has the necessary facilities to serve the Project without impacting existing service in the area.[17] Gas service to the Project would be supplied from the existing medium pressure gas distribution line within Placerita Canyon Road. This gas main would continue to service existing surrounding off-site uses in addition to the Development Area; however, gas service would not be expanded to other portions of the Ranch as part of the Project. As previously described, the Project would include additional gas lines on-site to distribute natural gas throughout the Development Area and would incorporate energy conservation measures that exceed Title 24 requirements. As such, the Project's operational impacts on natural gas supplies, infrastructure and energy conservation requirements would be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

(a) Construction

(i) Electricity

During construction of the off-site improvements, electricity would be consumed to operate construction equipment and light construction activities. Overall, construction activities would require limited electricity consumption that would not expected to have an adverse impact on available electricity supplies or infrastructure.

In conjunction with construction of the on-site substation, SCE would replace an estimated nine existing overhead distribution poles along public road rights-of-way on Sierra Highway and possibly Placerita Canyon Road. The exact location of the replacement poles has not been determined by SCE, but the poles are expected to be placed in approximately the same locations as the existing poles. It is infeasible to

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[16] *Written correspondence provided by Jack Russo, Planning Associate, Northern Region Technical Services, Southern California Gas Company, June 6, 2007.*

[17] *Ibid.*

underground these distribution lines due to the need to avoid tunneling under SR-14, in particular within areas near the Placerita Creek culvert under SR-14. These replacement activities are expected to last several weeks in late 2013, concurrent with construction of the substation, and would be scheduled so as to minimize disruption of service to other users in the area. Therefore, impacts on electrical service and capacity associated with short-term off-site construction activities would be less than significant.

(ii) Natural Gas

Natural gas would not be supplied to support construction activities and there would be no demand generated by construction of the off-site utility improvements. Prior to ground disturbance, contractors would coordinate with The Gas Company to identify the locations and depth of any gas lines located within the Off-Site Infrastructure Improvement Areas. The Gas Company would be notified in advance of proposed ground disturbance activities to ensure avoidance of natural gas lines and disruption of gas service. Therefore, impacts on natural gas associated with short-term off-site construction activities would be less than significant.

(b) Operation

The off-site utility improvements do not include habitable structures that would require the use of electricity or natural gas. Electricity necessary to meet the power needs of the water booster pump station would be supplied from existing power lines near that facility. Therefore, the Project would not result in a significant impact associated with the construction of new or expanded electricity facilities. Impacts would be less than significant.

4. CUMULATIVE IMPACTS

The geographic context for the cumulative impact analysis of electricity is the service area of SCE, and geographic context for the cumulative impact analysis of natural gas is the service area of The Gas Company. The Project in conjunction with identified Related Projects and forecasted growth through 2020 in these service areas would cumulatively increase the consumption of energy.

a. Electricity

Forecasted growth in SCE's service area is expected to increase electricity consumption and thus cumulatively increase the need for additional electricity supplies and infrastructure capacity. The CEC estimates that electricity consumption within SCE's planning area will increase to 121,400 Gwh in 2018 (the latest year in the current demand

forecasts), representing annual growth of about 1.5 percent.[18] As previously indicated, the Project's estimated electricity usage would represent approximately 0.01 percent of this total future consumption. The annual electricity demand attributable to the 14 Related Projects identified in Section III, Environmental Setting, of this Draft EIR is shown in Table V.L.4-3 on page V.L.4-20. As shown, these Related Projects would result in an estimated electricity demand of 93,070 MWh per year, representing less than 0.08 percent of SCE's future usage. In combination with the Project, anticipated cumulative development would represent approximately 0.09 percent of SCE's future consumption. As with the Project's percentage, this low percentage adding the Related Projects indicates demand forecasts likely accounted for such development. Although such projects would result in the irreversible use of renewable and non-renewable electricity resources which would limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for the area. Furthermore, the Related Projects and any other future development would be expected to incorporate energy conservation features, comply with applicable regulations including Title 24, and incorporate mitigation measures, as necessary. Therefore, impacts associated with cumulative electricity consumption and regulatory compliance would be less than significant.

Electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SCE are ongoing. It is expected that SCE would continue to expand delivery capacity as needed to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. As such, cumulative impacts with respect to electricity infrastructure would be less than significant.

b. Natural Gas

Forecasted growth in The Gas Company's service area is expected to increase natural gas consumption and thus cumulatively increase the need for additional natural gas supplies and infrastructure capacity. The Gas Company forecasts by 2020, natural gas consumption within its service area will increase to approximately 1,011 billion cf per year. Future 2020 cumulative growth within The Gas Company's service area is accounted for in this forecast. As previously indicated, the Project's annual natural gas usage would represent approximately 0.001 percent of the forecasted total consumption in 2020. The

[18] *California Energy Commission, California Energy Demand 2008–2018 Staff Revised Forecast, November 2007. This document forecasts consumption of 105,054 GWh in 2008, which is higher than SCE's reported delivery of approximately 90,009 GWh for that year.*

Table V.L.4-3
Related Projects' Electricity Usage

Related Project	Land Use	Development Proposed	Factor (KWh/sf or unit/year)[a]	Electricity Usage (MWh/year)
1 Sierra Crossing	Office	99,000 sf	12.95	1,282.05
2 Redmond Project 2	Retail	36,704 sf	13.55	497.34
	Restaurant	7,000 sf	47.45	332.15
	Hotel	55,200 sf	9.95	549.24
3 Kellstrom Project	Fast Food Restaurant	7,700 sf	47.45	365.37
	Mixed-Use Office	95,000 sf	12.95	1,230.25
4 Needham Ranch/Gate King	Industrial Business Park	4,400,000 sf	12.95	56,980.00
5 Vista Canyon (VCR)	Office	646,000 sf	12.95	8,365.70
	Commercial	164,000 sf	13.55	2,222.20
	Hotel	240,000 sf[b]	9.95	2,388.00
	Residential	1,117 du	5,626.50	6,284.80
6 PM068934	Single-Family Residential	2 du	5,626.50	11.25
7 R2007-01655	Single-Family Residential	1 du	5,626.50	5.63
8 Golden Valley Ranch	Retail	631,000 sf	13.55	8,550.05
9 92075	—	—	—	—
10 R2006-01908	—	—	—	—
11 TR070070	Single-Family Residential	15 du	5,626.50	84.40
12 87187	Residential	528 du	5,626.50	2,970.79
13 TR063483	Residential	165 du	5,626.50	928.37
14 PM065342	Single-Family Residential	4 du	5,626.50	22.51
Total Related Projects' Electricity Usage				**93,070.09**

[a] *All factors are from the SCAQMD's CEQA Air Quality Handbook, Appendix 9, Table A9-11-A.*

[b] *Proposed 200 room hotel; assumes approximately 1,200 sf per room.*

Source: Matrix Environmental, 2011.

annual natural gas demand attributable to the 14 Related Projects is shown in Table V.L.4-4 on page V.L.4-21. As indicated therein, these Related Projects would result in an estimated natural gas demand of approximately 318,742 kcf per year, representing approximately 0.032 percent of The Gas Company's future usage. In combination with the Project, anticipated cumulative development would represent approximately 0.033 percent of future consumption within the service area. The natural gas demand attributable to these projects is well within The Gas Company's 2020 demand forecasts, and the Project's contribution to the cumulative natural gas demand would not be substantial. Although such projects would result in additional demand for renewable and non-renewable gas resources

Table V.L.4-4
Related Projects' Natural Gas Usage

Related Project	Land Use	Development Proposed	Factor (cf/sf or unit/month)[a]	Natural Gas Usage (kcf/mo)
1 Sierra Crossing	Office	99,000 sf	2.0	198.00
2 Redmond Project	Retail	36,704 sf	2.9	106.44
	Restaurant	7,000 sf	2.9	20.30
	Hotel	55,200 sf	4.8	264.96
3 Kellstrom Project	Fast Food Restaurant	7,700 sf	2.9	22.33
	Mixed-Use Office	95,000 sf	2.0	190.00
4 Needham Ranch/Gate King	Industrial Business Park	4,400,000 sf	2.0	8,800.00
5 Vista Canyon (VCR)	Office	646,000 sf	2.0	1,292.00
	Commercial	164,000 sf	2.9	475.60
	Hotel	240,000 sf[b]	4.8	1,152.00
	Residential	1,117 du	6,665.0	7,444.81
6 PM068934	Single-Family Residential	2 du	6,665.0	13.33
7 R2007-01655	Single-Family Residential	1 du	6,665.0	6.67
8 Golden Valley Ranch	Retail	631,000 sf	2.9	1,829.90
9 92075	—	—	—	—
10 R2006-01908	—	—	—	—
11 TR070070	Single-Family Residential	15 du	6,665.0	99.98
12 87187	Residential	528 du	6,665.0	3,519.12
13 TR063483	Residential	165 du	6,665.0	1,099.73
14 PM065342	Single-Family Residential	4 du	6,665.0	26.66
Total Related Projects' Natural Gas Demand				**26,561.82**
Total Annual Related Projects' Natural Gas Demand				**318,741.84**

[a] *All factors are from the SCAQMD's CEQA Air Quality Handbook, Appendix 9, Table A9-12-A.*

[b] *Proposed 200 room hotel; assumes approximately 1,200 sf per room.*

Source: Matrix Environmental, 2011.

which would limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for the area. Furthermore, the Related Projects and any other future development would be expected to incorporate energy conservation features, comply with applicable regulations including Title 24, and incorporate mitigation measures as necessary. Therefore, impacts associated with cumulative natural gas consumption and regulatory compliance would be less than significant.

Natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by The Gas Company occur as needed. It is expected that The Gas Company would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. As such, cumulative impacts with respect to natural gas infrastructure would be less than significant.

5. PROJECT DESIGN FEATURES AND MITIGATION MEASURES

a. Project Design Features

PDF L.4-1: The Project shall incorporate energy conservation features to reduce energy usage by at least 15 percent below the equivalent of Title 24 (2008) standards.

PDF L.4-2: As part of the Project, the proposed soundstages, production offices, and the administration building shall comply with the County's Green Building ordinance and achieve Leadership in Energy and Environmental Design (LEED™) Silver Certification. The commissary shall comply with the County's Green Building ordinance and achieve LEED™ Certification. The writers/producers bungalows shall comply with the County's Green Building ordinance. While the mills and the warehouse are exempt from County Code Sections 22.52.2130.C.1 and 22.52.2130.D regarding energy conservation and third party rating systems, they shall comply with the other applicable sections of the County's Green Building ordinance and achieve equivalency of LEED™ Certification. The substation and central utility plant would be exempt from the County's Green Building ordinance.

In addition to this Project Design Feature, Section IV, Project Description and Section V.E.2, Global Climate Change, of this Draft EIR set forth additional Project Design Features that would serve to reduce energy use.

b. Mitigation Measures

Project-level and cumulative impacts related to energy would be less than significant. Therefore, no mitigation measures would be required.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

As indicated above, Project-level and cumulative impacts related to energy would be less than significant and thus, no mitigation measures would be required.

V. Environmental Impact Analysis

M. Environmental Safety/Fire Hazards

V. ENVIRONMENTAL IMPACT ANALYSIS

M. ENVIRONMENTAL SAFETY/FIRE HAZARDS

1. INTRODUCTION

This section of the Draft EIR analyzes the Project's potential impacts regarding hazardous materials and fire hazards. Hazardous materials include solids, liquids, or gaseous materials, which because of their quantity, concentration or physical, chemical or infectious characteristics may: (1) cause or contribute to an increase in mortality or serious illness; or (2) pose a substantial present or potential harm to human health or the environment when improperly handled, used, transported, stored or disposed. This section discusses the following hazardous materials issues: hazardous materials use, storage, and management; hazardous waste; asbestos (including asbestos containing material [ACMs]); lead-based paint (LBP); underground storage tanks (USTs) and aboveground storage tanks (ASTs); and oil wells. The analysis of these environmental issues is based on investigations completed for the Project (with a focus on the Development Area where Project development would be concentrated), including computerized records searches of government databases performed by David Evans and Associates, Inc. (DEA) in April 2009 and an analysis of subsurface soils completed by Calscience Environmental Laboratories, Inc. (CEL) in September 2008. The full text of the investigations is included as Appendices L.1 through L.3 of this Draft EIR.

2. ENVIRONMENTAL SETTING

a. Regulatory Setting

Table V.M-1 on page V.M-2 identifies and summarizes the laws and regulations that regulate the types of hazardous materials and fire hazards addressed in this section. Table V.M-1 also identifies the government agencies charged with administering and enforcing each law or regulation.

(1) Los Angeles County General Plan

Refer to Section V.N, Land Use, of this Draft EIR for a listing of the General Plan policies that pertain to environmental safety and fire hazards. As discussed in the General Plan policy consistency analysis provided therein, the Project would be consistent with the applicable General Plan polices related to environmental safety and fire hazards.

Table V.M-1
Hazardous Materials and Fire Hazards Regulatory Setting

Issue Area and Relevant Legislation	Administering Agency
Hazardous Materials Use, Storage, and Management	
Federal/State Occupational Safety and Health Act (OSHA) This law requires special training of handlers of hazardous materials, notification to employees who work in the vicinity of hazardous materials, acquisition from the manufacturer of material safety data sheets which describe the proper use of hazardous materials, and training of employees to remediate any hazardous material accidental releases. The California Division of Occupational Safety and Health (DOSH) also requires preparation of an Injury and Illness Prevention Program, which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication.	California Division of Occupational Safety and Health (DOSH)
Emergency Planning and Community Right-to-Know Act (Title III of the Federal Superfund Amendments and Reauthorization Act [SARA Title III]) This 1986 Act established nationwide reporting and planning requirements for businesses that handle or store certain hazardous materials. The four programs created under SARA Title III include planning for emergency response, reporting hazardous materials inventories, reporting leaks and spills, and annually reporting the total releases of specified toxic chemicals. The other three programs overlap with the requirements under California's Waters Bill and La Follette Bill, which are discussed below.	U.S. Environmental Protection Agency (U.S. EPA)
Waters Bill of 1985 (Business Emergency Plan/Hazardous Materials Business Plan) This state law requires facilities which meet minimum hazardous materials use/storage thresholds to file a Business Emergency Plan (BEP) (the Los Angeles County Fire Department refers to them as Hazardous Materials Business Plans [HMBP]), which includes a complete inventory of the hazardous materials being used and stored on a site. Employee training and emergency response plans and procedures for the accidental release of hazardous materials are also included in a HMBP. These provisions are also required under SARA Title III and are administered through maintenance of a HMBP.	Los Angeles County Fire Department
La Follette Bill of 1986 (Risk Management Plan) This state law requires preparation of a Risk Management Plan (RMP) for commercial operations which use hazardous materials at defined thresholds. The RMP includes management, engineering and safety studies, and plans for physical improvements to minimize accidental hazardous materials releases.	Los Angeles County Fire Department
Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) (Senate Bill 1082, 1994) The Unified Program consolidates and coordinates the six state programs that regulate business and industry use, storage, handling, and disposal of hazardous materials and wastes. The Los Angeles County Fire Department Health Hazardous Materials Division is the Certified Unified Program Agency (CUPA) for unincorporated portions	Los Angeles County Fire Department

Table V.M-1 (Continued)
Hazardous Materials and Fire Hazards Regulatory Setting

Issue Area and Relevant Legislation	Administering Agency
of Los Angeles County. Businesses subject to the Unified Program are required to submit business information and hazardous materials inventory forms to the CUPA.	
County of Los Angeles Fire Code The County of Los Angeles Fire Code regulates the type, configuration, and quantity of hazardous materials that may be stored within structures or in outdoor areas. The Code is administered through regular site inspections and the issuance of notices of violation in cases of noncompliance.	Los Angeles County Fire Department
Safe Drinking Water and Toxics Enforcement Act (Proposition 65) This state law requires certain businesses which use hazardous materials or certain buildings which contain hazardous materials to post a public notice of any accidental hazardous materials releases or other known risk of exposure to materials known to the State of California to cause cancer or reproductive toxicity. This state law also prohibits such businesses from releases into the environment at levels above identified risk levels.	Los Angeles County Department of Health Services (DHS)
General Plan Safety Element The County of Los Angeles General Plan Safety Element represents the long-range emergency response plan for the County and seeks to address the issues of protection of people from unreasonable risks associated with natural disasters (e.g., fires, floods and earthquakes), as well as reduce future losses of life, injuries and socioeconomic disruption from other safety issues including the management of hazardous materials.	Los Angeles County
General Plan Open Space and Conservation Element The County of Los Angeles General Plan Open Space and Conservation Element sets policy direction for the open space-related resources in the County. These resources include land and water areas devoted to recreation, scenic beauty, conservation, and the use of natural resources. This Element also includes policies to manage development on hillsides and within fire hazard areas.	Los Angeles County
Hazardous Waste	
Federal/State Occupational Safety and Health Act The Occupational Safety and Health Act (OSHA) regulations contain worker safety provisions with respect to hazardous waste management operations and emergency responses involving hazardous wastes. The hazardous waste provisions of OSHA are contained in the Hazardous Waste Operations and Emergency Response (HAZWOPER) Standard. See also the discussion under Hazardous Materials Use and Storage, above.	DOSH
Resource Conservation and Recovery Act (RCRA) and California Hazardous Waste Control Law (HWCL) These federal and state laws regulate the generation, transportation, treatment, storage and disposal of hazardous waste by "large-quantity generators" (1,000 kilograms/month or more) through comprehensive	DTSC, DHS, Los Angeles County Fire Department, DOSH

Table V.M-1 (Continued)
Hazardous Materials and Fire Hazards Regulatory Setting

Issue Area and Relevant Legislation	Administering Agency
life cycle or "cradle to grave" tracking requirements. Tracking requirements include maintaining inspection logs of hazardous waste storage locations, records of quantities being generated and stored, and manifests of pick-ups and deliveries to licensed treatment/storage/ disposal facilities. RCRA also identifies standards for treatment, storage, and disposal. Both RCRA and HWCL require the preparation of hazardous waste reports by hazardous waste generators for submittal to the DTSC, which identify the nature and quantity of the hazardous waste being generated, along with the storage/treatment/ disposal techniques being used. This requirement is administered through the filing of biennial reports with the DTSC.	
Hazardous Waste Source Reduction and Management Review Act of 1989 (Senate Bill 14) This state law requires generators of 12,000 kilograms (kg) or more per year of typical/operational hazardous waste or 12 kg or more per year of extremely hazardous waste to conduct an evaluation of their waste streams every four years and to select and implement viable source reductions alternatives. This Act does not apply to non-typical hazardous waste (such as asbestos and PCBs).	DTSC
County of Los Angeles Fire Code The County of Los Angeles Fire Code regulates hazardous waste storage facilities through regular site inspections. See also the discussion under Hazardous Materials Use, Storage, and Management, above.	Los Angeles County Fire Department
Asbestos and Lead-Based Paint	
Toxic Substances Control Act of 1976 This federal law phased out the use of asbestos and asbestos-containing materials in new building materials, and sets requirements for the use, handling, and disposal of ACMs. New disposal standards for lead based paint wastes are being developed under Section 402(a)(1) of the Act.	U.S. EPA
Federal/State Occupational Safety and Health Act (OSHA) This law regulates asbestos and lead based paint (LBP) as it relates to employee safety through a set of notification and corrective action requirements, warning signs and labels, controlled access, use of protective equipment, demolition/renovation procedures, housekeeping controls, training, and in certain cases, air monitoring and medical surveillance to reduce potential exposure. This legislation also requires contractors involved in asbestos and LBP surveys and removal to be certified by DOSH. See also the discussion under Hazardous Materials Use, Storage, and Management, above. Lead exposure during construction activities is regulated by the federal OSHA Lead Standard under 29 CFR 1926.62	DOSH
California Hazardous Waste Control Law (HWCL) This state law lists asbestos as hazardous waste. See also the discussion under Hazardous Waste, above.	DOSH

Table V.M-1 (Continued)
Hazardous Materials and Fire Hazards Regulatory Setting

Issue Area and Relevant Legislation	Administering Agency
South Coast Air Quality Management District Rule 1403 This local rule regulates asbestos as a toxic material and controls the emission of asbestos from demolition/renovation through requirements for surveying structures for ACMs, procedures for the removal, handling, storage and disposal of ACMs, and through standard record-keeping.	South Coast Air Quality Management District (SCAQMD)
Polychlorinated Biphenyls (PCBs)	
Toxic Substances Control Act of 1976 This federal law bans the manufacture of PCBs and controls the use and disposal of existing PCB-containing equipment.	U.S. EPA
California Hazardous Waste Control Law (HWCL) In addition to the Toxic Substances Control Act of 1976 (TSCA), provisions relating to PCBs are also contained in the California HWCL, which lists PCBs as hazardous waste. See also the discussion under Hazardous Waste, above.	DOSH
Underground and Aboveground Storage Tanks	
Resource Conservation and Recovery Act (RCRA), Subtitle I This federal law authorizes the EPA to issue regulations for new UST installations as well as strict standards for upgrading existing USTs, corrosion protection, spill and overflow protection, on-site practices and record-keeping, UST closure standards, and financial responsibility. The state UST laws have incorporated the federal requirements, as discussed below. See also the discussion under Hazardous Waste, above.	U.S. EPA
California Code of Regulations and California Health and Safety Code This state law and supporting regulations (state UST program) incorporate the requirements of RCRA, Subtitle I, and sets registration and permitting requirements, construction/operational standards, closure requirements, licensing of UST contractors, financial responsibility requirements, release reporting/corrective action requirements, and enforcement. The state program also requires the installation of leak detection systems and/or monitoring of UST installations. Since 1998, all tanks have been required to include corrosion protection, leak detection, and spill/overflow devices.	L.A. County Department of Public Works (LACDPW), Los Angeles Regional Water Quality Control Board (LARWQCB)
Aboveground Petroleum Storage Act This state law regulates ASTs which contain specified petroleum products with a storage capacity of 10,000 gallons or more or are subject to oil pollution prevention and response requirements under the Clean Water Act (CWA). The program requires the preparation of a Spill Prevention Control and Countermeasure Plan (SPCCP), the filing of biennial reports with the Regional Water Quality Control Board (RWQCB), and notification of the State Office of Emergency Services for certain spills or releases of 42 gallons or more of petroleum.	LARWQCB

Table V.M-1 (Continued)
Hazardous Materials and Fire Hazards Regulatory Setting

Issue Area and Relevant Legislation	Administering Agency
County of Los Angeles Requirements The Los Angeles County Fire Department requires that all liquid hazardous material ASTs have secondary containment measures and conform to seismic zone 4 requirements.	Los Angeles County Fire Department
Oil Wells	
Los Angeles County Building Code, Section 110.4 This local code requires permits for buildings or enclosed structures adjacent to or within 25 feet of active, abandoned or idle oil or gas well(s) unless designed according to recommendations contained in a report prepared by a licensed civil engineer and approved by the Building Official. In addition, this code section prevents issuance of permits for a building or structure located between 25 feet and 200 feet from active, abandoned or idle oil or gas well(s) unless designed according to the recommendations contained in a report prepared by a licensed civil engineer and approved by the Building Official or all active, abandoned or idle oil or gas well(s) between 25 feet and 200 feet from said building or structure are examined by a licensed petroleum engineer to evaluate whether, in accordance with the current rules and regulations of DOGGR, such wells are being properly operated or maintained, or are abandoned. Under this section of the code, no permits will be issued until certification of proper operation, maintenance, or abandonment or reabandonment, as determined by DOGGR, is submitted to the Building Official. This requirement is not applicable to active, abandoned or idle oil or gas well(s) located more than 200 feet from the proposed buildings or structures.	Los Angeles County, California Department of Conservation Division of Oil, Gas and Geothermal Resources (DOGGR)
Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) (Senate Bill 1082, 1994) As discussed above, the Los Angeles County Fire Department Health Hazardous Materials Division is the CUPA for unincorporated portions of Los Angeles County. In the case of remediation regulations pertaining to oil wells, DTSC delegates authority to the RWQCB, which in turn delegates to the CUPA, as a result of exclusions granted to oil operations, especially when the threat to groundwater quality is limited.	Los Angeles County Fire Department
Title 14, California Code of Regulations DOGGR regulates the underground storage of natural gas, oil, and wells. The state requires gas storage fields to be closely monitored by facility operators to ensure their safe operation and to establish no damage to health, property, or natural resources occurs, and the state conducts quarterly and annual site inspections for technical and safety purposes.	DOGGR
Public Resources Code Section 3200, et. seq. The Public Resources Code regulates the permitting, establishment, completion, and abandonment/reabandonment of gas and oil wells. DOGGR is the state agency with primary responsibility for the enforcement of these regulations. DOGGR is also the state agency	DOGGR

Table V.M-1 (Continued)
Hazardous Materials and Fire Hazards Regulatory Setting

Issue Area and Relevant Legislation	Administering Agency
responsible for conducting construction site plan review for development proposed in proximity to gas or oil wells.	
Agricultural Lands	
California Food and Agriculture Code Under this state law, the California Department of Food and Agriculture (CDFA) regulates pesticide sales and use in California by registering and classifying pesticides, licensing professional agricultural pest control operations, and monitoring pesticide residues in food samples. Section 12972 requires pesticide applications to be confined to their target and to avoid contamination of non-target populations, and applies penalties (including civil penalties and license revocation) if violations occur.	California Department of Food and Agriculture (CDFA)
Fire Hazards	
California Fire Code Fire safety requirements outlined in the CFC include the installation of fire sprinklers in all high-rise buildings, the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas, and the establishment of fire resistance standards for fire doors, building materials, and particular types of construction. Specific CBC fire safety regulations have been incorporated by reference in the Los Angeles County Code (LACC), with local amendments.	Los Angeles County Fire Department
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. As the Development Area and the Ranch are located within a VHFHS Zone, the Project site is subject to additional regulations of the County Fire Code. Specifically, the Project is required to submit a fuel modification plan to the Forestry Division of the County Fire Department for review and approval before the issuance of building permits. As part of the fuel modification plan for new developments in a VHFHS Zone, fuel modification zone(s) are typically required.	Los Angeles County Fire Department
Los Angeles County Fire Department Regulations The County Fire Department has indicated that all Project buildings and parking areas must comply with Fire Department Regulation No. 27 due to the proximity of the LADWP overhead transmission lines. Per the requirements, new permanent structures may not be constructed within a utility easement underneath high voltage transmission lines, and structures within 100 feet of the drip line of transmission lines shall be subject to additional review with regard to Fire Department Operational Procedures. Review of proposed uses	Los Angeles County Fire Department

Table V.M-1 (Continued)
Hazardous Materials and Fire Hazards Regulatory Setting

Issue Area and Relevant Legislation	Administering Agency
within or near transmission lines are subject to review and compliance verification by the Fire Prevention Division. In addition to fire suppression activities, the County Fire Department has adopted programs directed at wildland fire prevention, including adoption of the State Fire Code standards for new development in hazardous fire areas. Fire prevention requirements include the provision of access roads, adequate road width, and clearance of brush around structures located in hillside areas. In addition, proof of adequate water supply for fire flow is required within a designated distance for new construction in fire hazard areas.	

(2) Santa Clarita Valley Area Plan

The Safety Element of the Area Plan does not contain any policies pertaining to hazardous materials that are directly relevant to the Project.[1] However, refer to Section V.N, Land Use, of this Draft EIR for a listing of the General Plan policies that pertain to fire hazards. As discussed in the General Plan policy consistency analysis provided therein, the Project would be consistent with the applicable General Plan polices related to fire hazards.

b. Hazardous Materials Database Search

To identify hazardous materials uses or incidents within a 1-mile radius of the Development Area, DEA completed a review of the U.S. EPA's Envirofacts database and the California DTSC's Envirostor database in April 2009. To supplement these two databases, DEA also incorporated a detailed review of all remaining federal and state hazardous materials databases performed by Environmental First Search (EFS). The EFS database search also included historical aerial photographs and topographic maps to identify any historical uses which may result in hazardous materials concerns within the Development Area. The DEA and EFS records search results are summarized below and included as Appendix L.1 to this Draft EIR. To identify the potential presence of active or abandoned oil wells in the vicinity of the Ranch, maps prepared by DOGGR were reviewed.

[1] *Based on the 1990 Area Plan, the policies of which are applicable to the Project, as discussed in Section V.N, Land Use, of this Draft EIR.*

(1) U.S. Environmental Protection Agency Envirofacts Database

The U.S. EPA's Envirofacts database is a compilation of several EPA databases that provide information about environmental activities that may affect air, water, and land anywhere in the United States, such as hazardous waste facilities, toxic and air releases, Superfund sites, and water discharge permits. The Envirofacts database lists four facilities within a one-mile radius of the Development Area. The nearest facility is JMT Oil, located approximately 0.25 mile northwest of the Development Area at 20521 Sally Road, across SR-14 and Sierra Highway. This facility is a hazardous waste transporter, under the RCRA program. The next closest facility, Berry Petroleum, is located approximately 0.5 mile northwest of the Development Area at 25121 North Sierra Highway. This facility is a small generator of hazardous waste. The AES Corporation, also a small generator of hazardous waste, is located approximately 0.75 mile west of the Development Area at 20885 Placerita Canyon Road. These nearby sites are not expected to affect environmental conditions at the Development Area or other Ranch portions of the Project site due to their distance from and location in relation to the Development Area. Some of these sites are, however, located in close proximity to portions of the Off-Site Infrastructure Improvement Areas. In particular, the Oak Orchard Alignment for the proposed sewer line would traverse The AES Corporation's property in a proposed easement. For a detailed description of all facilities identified by the U.S. EPA's Envirofacts database search, refer to Appendix L.2 of this Draft EIR.

(2) California Department of Toxic Substances Control (DTSC) Envirostor Database

The DTSC maintains a database of clean-up sites and hazardous waste facilities. The DTSC Envirostor database shows no listed clean-up sites or hazardous waste facilities within a 1-mile radius of the Development Area. The nearest identified site is Special Devices, Inc., located approximately 3 miles east of the Development Area at 16830 Placerita Canyon Road. This is a hazardous waste facility that ceased operation in the mid-1990s and is now vacant. It is subject to corrective action order for site clean-up from the DTSC and the U.S. Forest Service. This facility is not expected to have affected conditions at the Project site due to its distance from and location in relation to the Project site. For a detailed description of all facilities identified by the DTSC's Envirostor database search, refer to Appendix L.2 of this Draft EIR.

(3) Environmental First Search (EFS) Results

The results of the EFS database search indicate the Development Area is listed on only one database, the State Water Resources Control Board's Underground Storage Tanks and Aboveground Storage Tanks Listing, as a hazardous material user or generator.

This listing is associated with operations on the Ranch as a whole and use of ASTs, as described below.

The 63-acre portion of the Ranch used for oil production (referred to on the EFS as the Chevron Newhall Oilfield) had an underground storage tank for diesel fuel that was installed on the Ranch in 1984 and removed in 1994 in accordance with applicable requirements, as indicated in the EFS. This tank is no longer present on the Ranch.

The Ranch is located in the 91321 ZIP code area. Based on the EFS database search, there are twelve sites listed in government databases, with eight of the sites under the Emergency Response Notification System (ERNS) and four sites listed under the California RWQCB's State Spills 90 Database, as occurring on Placerita Canyon Road.

Two spills occurred at the Placerita Oilfield, generally located along and west of SR-14. (The western portion of the Development Area is also underlain by the Placerita Oilfield.) The Los Angeles Regional Water Quality Control Board (RWQCB) has listed the two spills in its Cleanup Program, with one spill requiring no further action and the other spill subject to an order requiring further action. Two other spills at the Pfaheler/Schisler Oil Lease are also in the RWQCB's Cleanup Program, with the Site Assessments for Total Petroleum Hydrocarbons (TPH) ongoing. These spills occurred west of SR-14, downstream of the Ranch, and are not expected to have affected conditions in the Development Area or the rest of the Ranch. The spills within the Placerita Oilfield, however, are located in close proximity to portions of the Off-Site Infrastructure Improvement Areas.

Five of the ERNS listings are located on Placerita Canyon Road, Sierra Highway, and the Placerita Oilfield, but no other details are available. One listing was a spill of sodium hydrochloride from an overturned truck near the intersection of Placerita Canyon Road and Sierra Highway. The other listings involved an accidental release of crude oil at 20885 Placerita Canyon Road (approximately 0.7 mile west (downstream) of the Ranch) in 1991 and a pump line leak in 1992 that led to the release of hydrochloric acid at Placerita Canyon Road. These listings occurred downstream of the Development Area and were not sufficiently close to be expected to have affected conditions in the Development Area. The listings, however, are located in close proximity to portions of the Off-Site Infrastructure Improvement Areas.

c. Background and Existing Site Conditions

The Ranch has been used over the past decades for motion picture and television film production, agriculture, horse breeding, cattle ranching, and some oil production. Before Disney purchased significant holdings within the Ranch in 1959, the property was

used for a variety of film production and agricultural uses with some oil production. Today, approximately 225 acres of the 890-acre Ranch are used for outdoor filming/movie ranch and some intermittent agricultural uses, with the remaining areas of the Ranch, which are mostly undeveloped hillsides, used primarily as a filming backdrop with some intermittent agricultural and oil production uses. Over the years, the approximately 225 acres used for filming have been modified continuously to provide for such uses, including the construction of large filming sets.

Existing buildings within the Development Area include an uninhabited structure and the Ranch Foreman's mobile home. Buildings within the remainder of the Ranch include the Ranch manager's house, a guest house, uninhabited structures, a Ranch office, and various barns, stables and sheds. There are also several temporary filming sets on the Ranch, including farm houses, cottages, mine entrances and a rural bridge over a man-made water feature used as a filming set.

Much of the Development Area is located on two large, mostly barren fill pads that were formed when Caltrans deposited dirt and gravel from grading during the construction of SR-14 in the early 1970s. These two fill pads comprise approximately 23.6 acres and are separated by Placerita Creek, which extends in an east-west direction across the Development Area. Due to the heavy gravel content of the fill, minimal vegetation exists within the fill pad areas. Much of the remainder of the Development Area has been characterized as disturbed or developed or is used for film production, including set construction, and intermittent agricultural uses. The remaining portions of the Development Area include non-native and native plant communities. Refer to Section V.F, Biological Resources, for further discussion.

The Water Tank Area, Conditional Parking Areas, and Potential Mobile Home Relocation Areas are similarly located in previously disturbed areas of the Ranch. Specifically, the Water Tank Area is located in hilly terrain south of Placerita Canyon Road that was previously disturbed by past and current oil drilling operations. These disturbances include prior clearing and grading to create level pads, which remain readily evident today and are largely devoid of native vegetation. The Conditional Parking Areas are located east of the Development Area on undeveloped, previously disturbed land that is used for surface parking and staging for existing Ranch and filming operations. Much of the southern Conditional Parking Area is used for surface parking and staging for existing Ranch and filming operations. Finally, the Potential Mobile Home Relocation Areas are situated in the southeast corner of the Ranch near an existing, developed area where the Ranch office, a barn, and a workshop are located.

The only largely undisturbed portion of the Project site is the majority of the Trail Area, located near the Water Tank Area in the hills south of Placerita Canyon Road. The

Trail Area extends from the SR-14 northbound off-ramp adjacent to Placerita Canyon Road to southeast of the Water Tank Area at the Ranch's southern property line and includes a trailhead/staging area of approximately 19,000 square feet at the base of the existing access road to the Water Tank Area. The Trail Area comprises generally undisturbed land containing native vegetation, including chamise chaparral, coastal sage scrub, and oak woodlands; the trailhead/staging area, however, has been previously disturbed to create access to the past and current oil production uses in the southern areas of the Ranch and mostly contains non-native grasses.

The Applicant is responsible for most operations on the Ranch. However, oil production operations occurring within the southwest corner of the Ranch are unrelated to existing Ranch activities and are conducted by a third party via a separate ownership interest. Specifically, these oil production activities occur within an approximately 63-acre area immediately east of SR-14 and approximately 1,000 feet south of Placerita Canyon Road at its closest point (i.e., near the Water Tank Area). While this land is owned by the Applicant, the Applicant does not hold the mineral rights. Oil production on this 63-acre portion of the Ranch is carried out by a third-party that owns the mineral rights and has surface right of access to this portion of the Ranch. This third-party or any associated party that has been conveyed such access rights is responsible for securing all necessary permits and for ensuring that oil production occurs in compliance with all applicable laws and regulations.

Currently, some activities at the Ranch involve the acquisition, use, storage and disposal of hazardous materials and emit air emissions that include hazardous constituents, including film production, grounds maintenance, agriculture, and oil production. Temporary on-site construction activities (e.g., set production) may also involve the use of hazardous materials. No radioactive materials are used or stored on the Ranch. A more detailed description of activities and conditions within the Ranch is provided below.

The majority of the Off-Site Infrastructure Improvement Areas is located within the City of Santa Clarita, west of the Ranch and SR-14. The improvements proposed within these areas are primarily located within existing road rights-of-way where conditions are either developed or disturbed by paved streets and/or existing residential and commercial development. Depending on the utility alignments ultimately selected, segments of the proposed improvements may pass through or adjacent to land designated as a Mineral Oil Conservation Area (MOCA) where oil drilling activities occur.

(1) Film Production Activities

Film production activities, including construction of on-site sets, can require the use, storage, and handling of hazardous materials. These hazardous materials can include, but are not limited to, hydraulic fluid, propane, carbon dioxide, oxygen and acetylene gas, paint thinner, acetone, buckets of paint waste, which are hauled away for off-site disposal, fiberglass, foam, fog solution (glycol based), mineral oil, explosives (e.g., black powder, gas), batteries, and diesel fuel. For set construction and other filming activities, these substances are brought onto the Ranch by the production crews, stored appropriately for short periods and used during the production, and then removed when the production ends in accordance with the contractual obligations established between the Applicant and the production companies that use the site. All hazardous materials associated with on-site movie production activities are used and stored in accordance with the manufacturers' specifications and regulatory requirements. Any hazardous waste generated from the use of substances such as these is disposed of by Clean Harbors, a licensed waste disposal company. The occasional use of explosive materials is completed under the supervision of trained personnel and the Los Angeles County Fire Department. In addition to the temporary on-site use and storage of hazardous materials, two 1,000 gallon ASTS (used for gas and diesel), an air compressor, paints, and other chemicals in small quantities are permanently located at the Ranch in a developed area east of the Development Area (where the main barn and workshop are located). The ASTs are double lined with the ability of the outside shell to completely absorb the liquid inside should the inside shell be punctured. Additionally, a concrete retention basin has been constructed around the tanks for containment in the event of failure of the second shell.

(2) Agricultural Activities

The Ranch has been used historically for agricultural purposes, horse breeding, and cattle ranching. These previous uses have not resulted in any known soil contamination. Fertilizers and pesticides are maintained on-site in connection with the agricultural uses; however, the quantities of these hazardous materials are not large enough to require reporting. By their very nature, pesticides are toxic, and if handled improperly, can result in health and environmental impacts. Nonetheless, pesticides and herbicides are regulated by the U.S. EPA, which only approves the use of products if it is determined that the product would present little or no danger to the applicator or the environment if used as directed. All on-site pesticides are used and stored in accordance with manufacturers' specifications and regulatory requirements. For instance, all herbicide and pesticide applications occur in accordance with California Agricultural Code Section 12972, which requires applications to be confined to their target and to avoid contamination of non-target properties.

(3) Oil Production Activities

Existing oil production operations are confined to a 63-acre area within the southwest corner of the Ranch near the Water Tank Area. Ten active wells and five inactive or abandoned wells are currently located on this portion of the Ranch. This 63-acre area was previously owned by the Chevron Corporation and was purchased by the Applicant in 2006 to ensure continued use of this area as a filming backdrop. As discussed above, although the Applicant owns the land on this portion of the Ranch, it does not hold the mineral rights. Oil production on this portion of the Ranch is carried out by a third-party that owns the mineral rights and has surface right of access to this portion of the Ranch. The third-party or any associated party that has been conveyed such access rights is responsible for securing all necessary permits and for ensuring oil production on this portion of the Ranch occurs in compliance with all applicable laws and regulations.

Based on review of DOGGR maps, two plugged and abandoned oil wells exist within the westernmost portion of the Development Area.[2] Several plugged and abandoned dry holes also have been mapped within the Ranch to the east of the Development Area.[3]

(4) Subsurface Soil Conditions

As discussed above, a large portion of the Development Area is located on two large, mostly barren fill pads formed when Caltrans deposited dirt and gravel from grading during construction of SR-14 in the early 1970s. These fill pads are flat topped with steep sides. In total, approximately 27.4 acres of the Development Area have been characterized as disturbed or developed or are used for film production, including set construction, and for intermittent agricultural uses. The remaining portions of the Development Area include agricultural land and both non-native and native plant communities.

Two subsurface soil samples were taken in the Development Area in September 2008 and analyzed by CEL for the presence of subsurface soil contaminants. One sample was taken from each of the fill pads and analyzed for the presence of metals, total recoverable petroleum hydrocarbons (TRPHs), TPHs, volatile organic compounds (VOCs), and semi-volatile organic compounds (SVOCs). Metal concentrations were found at levels within normal background levels. TRPHs and TPHs were also detected at low levels in the

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[2] *Division of Oil, Gas, and Geothermal Resource Map, ftp://ftp.consrv.ca.gov/pub/oi/maps/dist2/251/Map251.pdf, accessed December 1, 2010.*

[3] *Ibid.*

two samples, with the highest reading occurring at 150 mg/kg.[4] Most of the TPHs were long-chain hydrocarbons with concentrations as high as 150 mg/kg. Since VOCs were detected at very low levels and SVOCs were not detected in either sample, the detection of long-chain TPHs in subsurface soils is below regulatory standards and not of concern. As such, subsurface soil conditions at the Development Area would not represent an environmental hazard to humans. The detailed results of the analysis of these soil samples can be found in Appendix L.3 of this Draft EIR.

There also are ten active and five abandoned or plugged wells located at the southwest corner of the Ranch south of Placerita Canyon Road, near the Water Tank Area. As oil production has occurred within this portion of the Ranch since approximately 1940, there is potential for subsurface soil contamination associated with historic and current oil production to be present in this area. However, the majority of the oil production areas are located outside of the sub-watersheds south of Placerita Canyon Road that flow towards the Development Area and drain to Placerita Creek.

Although oil production uses exist within the Ranch and surrounding area, significant quantities of water or petroleum are not presently being and have not historically been extracted beneath most of the Project site, including the Development Area, Trail Area, Conditional Parking Areas, and Potential Mobile Home Relocation Areas, or the Off-Site Infrastructure Improvement Areas. The Water Tank Area overlaps with areas of substantial petroleum removal; however, due to the bedrock conditions and compliance with current State and federal regulations, the potential from subsidence hazards is considered low.[5] Refer to Section V.A, Geotechnical Hazards, for further discussion.

(5) Transmission Corridor

A LADWP transmission corridor traverses the Ranch in a generally northwest to southeast direction. The transmission corridor is approximately 330 feet wide and contains transmission towers and high-voltage (500-kilovolt) power lines. The transmission corridor effectively separates the Development Area from the remainder of the Ranch. No known environmental safety concerns are associated with the portion of the Project site within the LADWP transmission corridor due to the height and location of the transmission towers and power lines.

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[4] *Per the RWQCB Site Assessment Manual (1996), the acceptable level ranges between 1,000 and 10,000 mg/kg.*

[5] *Geotechnical Report, URS Corporation, February 28, 2011.*

Electric and magnetic fields (EMFs) are generated by electricity and are created in nature by such things as lightning and static electricity, as well as by manmade sources such as high voltage transmission and distribution lines. An electric field emanates from electrical transmission lines, while magnetic fields are the result of the electric currents flowing through the conductors. Field strength for both electric and magnetic fields falls dramatically with distance from the source. Research conducted over the last two decades has created much debate over the health effects associated with electric and magnetic fields. However, this research has produced no conclusive evidence of risk to human health.[6] No known concerns associated with EMF exist on the portion of the Project site within the LADWP transmission corridor due to the height and location of the transmission towers and power lines.

(6) Emergency Procedures

As mentioned above, hazardous materials are mostly used on the Project site and the remainder of the Ranch on a temporary basis. As further noted above, these hazardous materials are brought onto the site by film production crews, stored and used during the production, and then removed when the production ends. A small quantity of commercially available pesticides are permanently stored and used on the Ranch. These pesticides are associated with the above-mentioned agricultural uses. To ensure safe handling of hazardous materials, all materials are handled in accordance with manufacturers' specifications and regulatory requirements. Further, as part of on-site emergency procedures, employees are trained annually on proper hazardous materials handling and spill response in the event of a hazardous materials spill. Due to the small quantities of hazardous materials permanently stored on the Ranch, it is unlikely a spill event would exceed regulatory reporting requirements or require emergency response.

As discussed above, ten active oil wells are located within the southwest corner of the Ranch near the Water Tank Area. These wells are operated by a third-party that owns the mineral rights and has surface right of access to this portion of the Ranch. This third-party or any associated party that has been conveyed such access rights is responsible for securing all necessary permits and for ensuring oil production on this area of the Ranch occurs in compliance with all applicable laws and regulations.

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[6] *Short Fact Sheet on EMF, California Electric and Magnetic Fields Program, California Department of Health Services and the Public Health Institute, 1999; available at http://www.ehib.org/emf/, accessed June 29, 2011.*

(7) Hazardous Materials Use, Storage, and Management

Hazardous materials in solid, liquid, and gaseous forms are currently stored and used in small quantities on the Ranch. The quantity of hazardous materials used and stored on the Ranch generally increases during film production activities. Minimal amounts of hazardous substances are used and stored on the Ranch to assist in groundskeeping efforts (i.e., weed and pest control, landscaping equipment maintenance). Minimal amounts of fertilizers and herbicides associated with agricultural activities are used and stored on the Ranch. Small amounts of paint and other chemicals are also stored on-site in connection with current Ranch operations. As previously indicated, two ASTs containing gas and diesel are located on the Ranch east of the Development Area. Lastly, an air compressor is located on the Ranch for use in maintenance activities.

Most hazardous substances used on-site are typically stored in small, individually packaged containers intended for commercial use by the manufacturer. All hazardous substances located on the Ranch are currently stored above ground in various containers and where appropriate, within appropriate enclosures.

Active oil production is confined to the southwest corner of the Ranch. Hazardous materials associated with oil production include lubricants, cleansers, surfactants, corrosion, and bacteria controllers, and demulsifiers. Three ASTs are also located within this portion of the Ranch and are used for temporary oil storage.

(a) Federal and California Occupational Safety and Health Acts

In compliance with federal and state Occupational Safety and Health Acts (OSHA) requirements, the Ranch retains all material safety data sheets, conducts appropriate employee hazardous materials handling training and medical supervision when required, and has trained all handlers in the manufacturers' recommendations on appropriate responses to hazardous materials accidental releases.

(b) La Follette Legislation

Under the La Follette bill (California Health and Safety Code 25531, et seq.), facilities that store or use certain types and quantities of hazardous materials may be required to develop Risk Management Plans (RMPs). Quantity thresholds as defined by the La Follette bill vary for different hazardous constituents. The types and/or quantities of regulated hazardous materials used on the Ranch are below the regulatory thresholds; therefore, the development of a RMP is not currently, nor anticipated to be, required.

(c) County of Los Angeles Fire Code

Applicable hazardous materials used on-site are stored in accordance with regulatory requirements. There are no outstanding notices of violation (NOVs) associated with existing operations on the Ranch issued by the Los Angeles County Fire Department.

(d) Safe Drinking Water and Toxics Enforcement Act (22 California Code Regulations § 12000, et seq.), commonly known as Prop. 65

On-site operations currently use hazardous chemicals included on the Prop. 65 list and thus could potentially expose individuals to such chemicals. Therefore, these operations are subject to the requirements of Prop. 65. Operations on the Ranch comply with Prop. 65 by reporting all accidental releases of listed hazardous materials. Moreover, the Ranch posts notices, as required, providing clear and reasonable warning to the public and to employees in areas where hazardous materials are stored and used or provide such warnings through the Ranch's hazard communication program. Further, as discussed above, as part of the on-site emergency response procedures, employees are trained annually on proper handling of hazardous materials and on the proper spill response procedures in the event of a spill of a limited quantity of hazardous materials.

(8) Asbestos, Lead-Based Paint and Polychlorinated Biphenyls

Given the age of structures on the Ranch, there is the potential for asbestos-containing materials (ACMs) and lead based paints (LBPs) to be present in these structures. As discussed above, the only structures within the Project site are an old uninhabited structure and the Ranch Foreman's mobile home. Given its age, the uninhabited structure has the potential to contain ACMs and LBPs.

PCBs were used until 1979 as insulating fluids in electrical equipment, transformers, lighting ballasts and heavy switching gear. Most electrical transformers and oil-filled switches on-site were installed subsequent to legislation banning the use of PCBs. No known sources of PCBs are located within the Development Area or other areas of the Project site. As discussed above, the TSCA phased out the use of asbestos, ACMs, and LBP in new construction materials. ACMs and LBP are regulated through a wide array of federal and state laws; the Ranch currently complies with all applicable regulations. In accordance with TSCA, only non–PCB-containing electrical equipment is used in all new and replacement construction on the Ranch.

(9) Underground Storage Tanks and Aboveground Storage Tanks

There are no known active or abandoned USTs on the Ranch. Two aboveground fuel tanks (gas and diesel) associated with Ranch operations are located on the Ranch

east of the Development Area. According to the hazardous materials database records search discussed above, no known on-site releases from USTs or ASTs were identified.

Three ASTs associated with oil production operations are located in the southwest corner of the Ranch. The third-party that owns the mineral rights and has surface right of access or any associated party that has been conveyed such access rights is responsible for the safe operation and abandonment of these tanks in accordance with all applicable laws and regulations.

Additionally, no USTs or ASTs are known to exist within the proposed utility alignments within the Off-Site Infrastructure Improvement Areas. As previously indicated, the alignments are primarily located within existing road rights-of-way. Oil production uses do occur, however, in the vicinity, and, as such, associated wells may exist near the Off-Site Infrastructure Improvement Areas.

(10) Emergency Access, Fire Flow, and Wildfire Risk

As discussed in more detail in Section V.K.2, Public Services—Fire Protection, the Ranch is served by the County of Los Angeles Fire Department's Fire Station Nos. 123, 72, and 104. Main access routes from the fire stations to the Ranch depend upon the location and type of fire personnel and/or equipment needed, road closures, and other road conditions at the time an emergency call is received. However, emergency response vehicles are generally expected to access the Ranch, including portions of the Project site, via SR-14 and Placerita Canyon Road. Unpaved roads within the Ranch, including within or adjacent to the Development Area, Water Tank Area, Conditional Parking Areas, and the Potential Mobile Home Relocations Areas, currently provide internal circulation. There is currently no access to the undeveloped Trail Area other than the lower portion of the existing access road to the Water Tank Area, which would be used as the trailhead/staging area.

There are no existing fire hydrants or other fire flow infrastructure within the Development Area, Water Tank Area, Trail Area, or Conditional Parking Areas. An existing private well located within the Ranch is used to supply on-site structures with domestic water, and a 500,000 gallon water tank is located on the eastern side of the Ranch for emergency firefighting purposes. Additionally, a helipad is located within the northern portion of the Ranch with access to well water.

The Ranch is situated at the bottom of Placerita Canyon, with relatively steep hillsides and ridgelines to the north, east and south. As such, the Development Area and the Ranch are located within a Very High Fire Hazard Severity (VHFHS) Zone (formerly known as Fire Zone 4). The Fire Suppression Camp Section (Camp Section) is one

component of the County Fire Department's Air and Wildland Division. The Camp Section is responsible for managing 10 fire suppression camps and has a staff of 31 fire crews comprised of paid fire suppression aids and prison inmates who work on a daily basis year-round. Based on the existing water tank for emergency purposes and the helipad on-site, the County Fire Department has indicated that current fire protection capabilities for the Development Area and the Ranch appear to be adequate for existing uses. Refer to Section V.K.2, Public Services—Fire Protection, for further discussion.

3. ENVIRONMENTAL IMPACTS

a. Methodology

To evaluate potential impacts, existing and proposed on-site environmental safety concerns were identified, and compared against the established safety standards and regulations to determine if the Project would result in environmental safety impacts. The analysis of the potential impacts regarding hazardous materials management and the generation and disposal of ACMs, LBPs, and PCB-containing materials was based on site evaluations, plans and operational information provided by the Applicant.

As mentioned above, to identify any recognized environmental concerns, a review of government databases and an analysis of subsurface soil samples were completed for the Project. The review of applicable government hazardous materials databases was conducted by DEA in April 2009 for an area within a 1-mile radius of the Development Area and included a review of historical maps and aerial photographs. Two subsurface soil samples were collected and analyzed by CEL in September 2008 from the Development Area's fill pads. One subsurface soil sample was taken from each of the two fill pads. In addition, DOGGR maps were reviewed to determine the possible presence of active and abandoned oil wells.

For a more detailed description of these investigations and their findings, refer to Appendix L.1 through L.3 of this Draft EIR.

b. Significance Thresholds

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

Threshold M-1: Would the project create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?

Threshold M-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?

Threshold M-3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses or an existing or proposed school?

Threshold M-4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Threshold M-5: For a project located within an airport land use plan, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Threshold M-6: For a project located within the vicinity of a private airport strip, would the project result in a safety hazard for people residing or working in the project area?

Threshold M-7: Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

Threshold M-8: Would the project expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:

- Within a Very High Fire Hazard Severity Zones (Zone 4)?
- Within a high fire hazard area with inadequate access?
- Within an area with inadequate water and pressure to meet fire flow standards?
- In proximity to land uses that have the potential for dangerous fire hazard?

Threshold M-9: Would the project be located on a site with previous uses that indicate residual soil toxicity of the site or is the site located within 2 miles downstream of a known groundwater contamination source within the same watershed?

Threshold M-10: Would the project involve other environmental safety factors?

Threshold M-11: Does the proposed use constitute a potentially dangerous fire hazard?

The Project site is not listed on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, thus further analysis of Threshold M-4 is not required. Additionally, the Ranch is not located within an airport land use plan or within 2 miles of a public or private airport. Therefore, no further analysis of Thresholds M-5 or M-6 is necessary.

c. Project Design Elements

The following measures related to environmental safety would be implemented as part of the Project:

- All hazardous materials within the Project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements.

- Prior to the issuance of any demolition permit for an existing building within the Project site with asbestos-containing materials, the Applicant would provide a copy of the qualifications/license of the asbestos abatement contractor that will perform the abatement or removal of asbestos to the County of Los Angeles Department of Public Works Building and Safety Division and the County of Los Angeles Fire Department Health Hazardous Materials Division. If required, the Applicant would submit a Hazardous Building Materials Demolition Assessment and Management Plan to the County of Los Angeles Department of Public Works and the County of Los Angeles Fire Department for review and approval to ensure compliance with all applicable federal, State, and local laws and regulations.

- Prior to the issuance of any demolition permit for any existing building within the Project site containing lead-based paint, the Applicant would provide a copy of the qualifications/license of the lead-based paint abatement contractor that will perform the abatement or removal of lead-based paint to the County of Los Angeles Department of Public Works Building and Safety Division and the County of Los Angeles Fire Department Health Hazardous Materials Division. If required, the Applicant would submit a Hazardous Building Materials Demolition Assessment and Management Plan to the County of Los Angeles Department of Public Works and the County of Los Angeles Fire Department for review and approval to ensure compliance with all applicable federal, State, and local laws and regulations.

- In accordance with Section 110.4 of the County of Los Angeles Building Code, the Project development plans would comply with the required setbacks from oil and gas wells, as determined by the California Department of Conservation Division of Oil, Gas and Geothermal Resources and the County of Los Angeles Department of Public Works. As part of these requirements, buildings or structures to be located between 25 to 200 feet of active, abandoned or idle oil or

gas wells would be designed according to recommendations prepared by a licensed Civil Engineer and approved by the County Building Official. Any necessary clearance/approvals would be sought from the County of Los Angeles Department of Public Works Environmental Programs Division, as required.

- Prior to the issuance of any grading permit, a qualified professional would conduct soil testing for pesticides, petroleum hydrocarbons, and vapors in the following areas where agricultural operations and oil production activities have occurred but testing has not been previously conducted: the portion of the Development Area located east of the southern fill pad, the Water Tank Area, and the Conditional Parking Areas, if developed. Any soil found to be contaminated would be evaluated, managed, treated or disposed in full compliance with all applicable federal, State, and local laws and regulations prior to construction in the affected area.

- 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 in detail in Section V.K.2, Public Services—Fire Protection, and illustrated in Figure V.K.2-2 therein, the Project would provide a final fuel modification plan, consistent with the approved Preliminary Fuel Modification Plan contained in Appendix F.8 of the Draft EIR, that specifies fuel modification zones for building setbacks, irrigation areas, vegetation thinning areas, Placerita Creek, and fire access roads, subject to review and approval by the County Fire Department prior to the issuance of building permits. One of the primary goals 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.

- The Project would also comply with applicable fire flow requirements set forth in the Fire Code, as discussed in Section V.K.2, Public Services—Fire Protection. Also refer to Section V.L.1, Utilities and Service Systems—Water Supply, for a description of the proposed on- and off-site water infrastructure improvements.

d. Impact Analysis

Threshold M-1: Would the project create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?

Threshold M-3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or

waste within one-quarter mile of sensitive land uses or an existing or proposed school?

Threshold M-11: Does the proposed use constitute a potentially dangerous fire hazard?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Construction

During on-site grading and building construction, fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and caustic or acidic cleaners could be used, handled, and/or stored on-site. The use, handling, storage, and transport of these materials could increase the potential for hazardous materials releases and, subsequently, the exposure of people and the environment to hazardous materials. However, in accordance with the Project Design Features above, all potentially hazardous materials would be contained, stored, used, and transported in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which would prevent or minimize the potential for accidental releases. Further, none of the construction activities would pose a potentially dangerous fire hazard beyond that associated with the typical use of fuels and oils. Any associated risk would be adequately reduced to a less than significant level through compliance with applicable standards, regulations, and recommendations, including proper operation and maintenance of construction equipment. As such, on-site construction would not create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials or use of pressurized tanks.

The Ranch has no filming areas within 0.25 mile of any off-site residences, hospitals, or schools. The Ranch is also not located within 0.25 mile of an existing or proposed school. The nearest sensitive receptor to the Ranch portions of the Project site is a single-family residential building located at 20821 Placerita Canyon Road, approximately 2,400 feet west of the Development Area and west of SR-14. Therefore, on-site construction activities would not handle hazardous materials, substances, or waste within 0.25 mile of a sensitive land use or an existing or proposed school.

(b) Operation

(i) Hazardous Materials Use, Storage, and Management

As the Project would increase film production activities within the Development Area and require construction of a central utility plant and electrical substation, there would be a corresponding increase in the acquisition, use, handling and storage of hazardous materials on-site. Through the development of new facilities, both the number of

hazardous materials users and the quantity of hazardous materials being used would increase. Specific materials used within the Development Area would include hydraulic fluid, propane, liquid nitrogen, carbon dioxide, oxygen and acetylene gas, paint thinner, acetone, barrels of paint waste (hauled off-site for disposal), fiberglass, foam, fog solution (glycol based), mineral oil, explosives (black powder, gas, etc.), batteries (rechargeable and non-rechargeable), and diesel fuel, similar to the materials currently used within the Ranch. None of the film production activities on-site would pose a potentially dangerous fire hazard beyond that associated with the use of the fuels, oils, and explosives indicated. In accordance with the Project Design Features above, all potentially hazardous materials would be contained, stored, used, and transported in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which would prevent or minimize the potential for accidental releases. Specifically, as under existing conditions on the Ranch, most hazardous substances used on-site would continue to be stored in small, individually packaged containers intended for commercial use. These substances would be stored above ground in appropriate containers and where necessary, within appropriate enclosures. Also like under existing conditions, the occasional use of explosive materials would be completed under the supervision of trained personnel and the Los Angeles County Fire Department. No film production activities would occur within the Water Tank Area, the Trail Area, the undeveloped Potential Mobile Home Relocation Areas (i.e., the location not selected for relocation of the mobile home), or Conditional Parking Areas should they be developed as parking lots. Other potentially hazardous materials used within the Project site would include typical cleaning agents and common pesticides or herbicides for landscaping, which would be applied in accordance with manufacturers' instructions. With implementation of hazardous materials management on-site in accordance with all applicable local, State, and federal laws and regulations relating to environmental protection and the management of hazardous materials, which are specifically designed to prevent or minimize the potential for accidental releases and other hazardous conditions, as well as implementation of the identified Project Design Features, operational impacts associated with the on-site use, storage, transport, and management of hazardous materials would be less than significant.

As previously indicated, the Ranch has no filming areas within 0.25 mile of any off-site residences, hospitals, or schools and is not located within 0.25 mile of an existing or proposed school. Therefore, on-site operations would not involve the use or generation of handle hazardous materials, substances, or waste within 0.25 mile of a sensitive land use or an existing or proposed school.

(ii) Hazardous Waste

With implementation of the Project, it is anticipated that hazardous waste generating activities would increase. However, implementation of source reduction measures required under the Hazardous Waste Source Reduction and Management Review Act (SB 14),

including preparation of a Source Reduction Evaluation Review and Plan, a Hazardous Waste Management Performance Report, and a Summary Progress Report, are anticipated to reduce the generation of the operational hazardous waste streams. Due to these required on-site waste reduction efforts and the fact that the majority of typical/operational hazardous waste would be conveyed to licensed treatment, disposal and resource recovery facilities, it is not anticipated that the Project would result in a significant increase in demand for hazardous waste landfill capacity. Thus, no significant impact would result.

Potential environmental impacts related to the increased generation of hazardous waste are associated with potential releases of the materials. Hazardous waste releases may result in potential injury if exposure takes place and, if not mitigated, result in soil and/or groundwater impacts (discussed further below). Compliance with applicable regulations related to the handling, storage and disposal of hazardous waste, which are specifically designed to prevent or minimize the potential for accidental releases and other hazardous conditions, would be effective in reducing the potential for a release of hazardous substances from the proposed uses, including the proposed central utility plant. In the event of an accidental release of hazardous materials, the Applicant would follow emergency response procedures that include: immediate notification of the Los Angeles County Fire Department; identification of the nearest emergency medical facility; clean up by Clean Harbors, a licensed waste handling and disposal company; and evacuation of the site, if necessary. Additionally, compliance with OSHA requirements would ensure implementation of special training for handlers of hazardous materials and employee training regarding the remediation of any accidental hazardous material release. Thus, no significant impact would result.

(2) Off-Site Infrastructure Improvement Areas Impacts

(a) Construction

Sensitive uses in close proximity to the Off-Site Infrastructure Improvement Areas include residential uses along the proposed sewer alignment (Oak Orchard Alignment), which would be located within the public right-of-way along segments of Placerita Canyon Road, Placeritos Boulevard, Golden Oak Lane, Oak Orchard Road, and Quigley Canyon Road. The closest residential uses along this alignment would be approximately 25 feet from the construction zone. Other sensitive receptors near the Off-Site Infrastructure Improvement Areas include residential uses south of Dockweiler Road, which would be approximately 75 feet from the potential water line alignment, and residential uses located at the corner of Kirsch Street and Deputy Jake Drive, which would be approximately 300 feet from the associated water booster pump. Under the second water line alignment option, the nearest sensitive receptor would be residential uses along Placerita Canyon Road, which would be located approximately 500 feet west of the construction area. With

respect to the SCE power pole replacements, which would occur along a portion of Sierra Highway (north of Placerita Canyon Road) and potentially along Placerita Canyon Road (between the Development Area and Sierra Highway), the nearest residential use would be located approximately 400 feet northeast of the intersection of Sierra Highway and Golden Valley Road (assuming power pole replacement could occur as far north as Golden Valley Road). With respect to the off-site roadway intersections to be improved, the nearest sensitive receptors would also be the residential uses along Placerita Canyon Road, approximately 1,900 feet to the west.

As discussed above, construction activities can involve the use and handling of limited volumes of common hazardous materials; however, these would be handled, contained, stored, used, and transported in accordance with applicable local, State, and/or federal regulations which are specifically designed to prevent or minimize the potential for accidental releases and other hazardous conditions. Any associated risk would be adequately reduced to a less than significant level through regulatory compliance. Further, none of the construction activities would pose a potentially dangerous fire hazard beyond that associated with the typical use of fuels and oils, and the construction activities would not be expected to emit hazardous emissions (e.g., substantial amounts of sulfur from diesel engines, particulate matter, or carbon monoxide) or utilize acutely hazardous materials due to compliance with regulatory requirements, including proper operation and maintenance of construction equipment. As such, despite the proximity of sensitive uses, construction within the Off-Site Infrastructure Improvement Areas would not create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials or use of pressurized tanks.

(b) Operation

The Off-Site Infrastructure Improvement Areas would not include uses that would result in a corresponding increase in the acquisition, use, handling and storage of hazardous materials. Nonetheless, implementation of hazardous materials management in accordance with all applicable local, State, and federal laws and regulations relating to environmental protection and the management of hazardous materials would ensure that operation of the Off-Site Infrastructure Improvements would not result in a significant impact associated with the use, storage, and management of hazardous materials.

Threshold M-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Construction

(i) Asbestos, Lead-Based Paints and Polychlorinated Biphenyls

Given the age of the uninhabited structure in the Development Area, asbestos, ACMs and LBPs could be encountered during construction activities. This could expose workers to these materials and the Project could result in a potentially significant impact. However, implementation of the Project Design Features would ensure that any potential ACMS or LBPs found during construction would be managed in accordance with all applicable laws and regulations. Specifically, as detailed above in the Project Design Features section and committed to below as Mitigation Measure (MM) M-4 and MM M-5, the Applicant would ensure that the abatement or removal of asbestos and lead-based paint, if required, would be performed by a licensed abatement contractor in compliance with all applicable federal, State, and local laws and regulations. There are no existing structures within the Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas. Thus, impacts associated with ACMs and LBPs would be less than significant, and no mitigation measures would be required.

Given the current and previous use of the Ranch portions of the Project site, it is not likely that PCBs are present. As previously discussed, most electrical transformers and oil-filled switches on-site were installed subsequent to legislation banning the use of PCBs. No known sources of PCBs are located within the Development Area or other areas of the Project site. Nonetheless, in the event that PCBs are found and may have contaminated soils, MM M-1 would be implemented in accordance with SCAQMD Rule 1166 to make the area suitable for grading activities to resume. As part of these requirements, the contaminated soil discovered would be evaluated and excavated/disposed of, treated *in-situ* (in-place), or otherwise managed in accordance with all applicable regulatory requirements. Therefore, impacts associated with PCBs would be less than significant.

(ii) Underground Storage Tanks and Aboveground Storage Tanks

As mentioned above, no USTs are known to exist on the Ranch. As such, Project construction would not be expected to uncover or disturb USTs. Construction would not occur near or otherwise use or disturb the two existing ASTs located on the Ranch east of the Development Area, or the three ASTs located in the southwest corner of the Ranch that are associated with existing oil production activities (which would continue to be managed by the third-party operator in accordance with all applicable regulations). Although not anticipated, Project-related grading could uncover or disturb existing unknown USTs, which could lead to the potential exposure of people and the environment to hazardous materials if associated soil contamination is present. However, implementation of MM M-1 would

address the potential discovery of contaminated soil during construction, excavation and grading activities. Additionally, if any unknown USTs are discovered, any necessary permits/approvals would be sought from the County of Los Angeles Department of Public Works Environmental Programs Division, as required. As such, Project construction would not result in a significant impact related to USTs or ASTs.

(iii) Oil Wells

Two plugged and abandoned oil wells have been mapped within the westernmost portion of the Development Area. Access to the active and abandoned oils wells would continue to be provided upon completion of the Project as required by DOGGR. The Applicant would coordinate with the County to ensure County and DOGGR requirements regarding development in proximity to active and abandoned oil wells would be met, as ensured via implementation of MM M-6, detailed below. With implementation of these required procedures, rules and regulations, impacts associated development in proximity to abandoned wells or with any previously unidentified abandoned oil wells would be less than significant.

Active oil production occurs at the southwest corner of the Ranch (near the Water Tank Area) under lease to a third-party that owns the mineral rights and has surface right of access to this portion of the Ranch. Operations in this area include ten active wells and five abandoned or plugged wells. With the exception of the proposed water tank, water line, and associated infrastructure, no Project construction would occur in this area. The proposed water infrastructure would be located at least 25 feet from all active and abandoned oil wells. The potential also exists for unknown abandoned wells to be located in the area. Thus, the Applicant would coordinate with the County to ensure County and DOGGR requirements regarding development in proximity to active or abandoned oil wells would be met, as ensured via implementation of MM M-6, detailed below. With implementation of the required procedures, rules and regulations set forth by DOGGR, impacts associated with proximity to existing and abandoned oil wells and the potential uncovering of abandoned oil wells would be less than significant.

(b) Operation

(i) Asbestos, Lead-Based Paints, and Polychlorinated Biphenyls

New on-site development would include use of commercially sold new building materials that are not anticipated to increase the occurrence of friable asbestos, ACMs, or LBPs at the Ranch, as the TSCA of 1976 phased out the use of asbestos, ACMs, and LBP in all new construction materials. Therefore, operation of the new development proposed at the Ranch is not anticipated to expose persons to friable asbestos or LBP. Per applicable regulations, new workers associated with the Project would be protected by

worker safety requirements, including those required by federal and State OSHA requirements. For example, OSHA requirements include special training of handlers of hazardous materials and employee training regarding the remediation of any accidental hazardous material release, while DOSH requires preparation of an Injury and Illness Prevention Program, which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. With compliance with existing laws and regulations, operation of the Project would not expose people to substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, no significant impacts associated with asbestos, ACMs, and LBPs are anticipated from operation of the Project, and no mitigation measures would be required.

No known sources of PCBs are located within the Development Area or other areas of the Project site. The Project includes an on-site electrical substation, which would include several electrical transformers. Modern electrical facilities and fixtures are no longer permitted to contain PCBs in accordance with the provisions of the TSCA of 1976. As such, the development and maintenance of electrical systems associated with the Project, including the proposed electrical substation, would not expose persons to PCBs. All operations on the Ranch would continue to comply with applicable laws in the future. Thus, Project operation would not expose people to substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, no significant impacts associated with human exposure to PCBs are anticipated from Project operation, and no mitigation measures would be required.

(ii) Underground Storage Tanks and Aboveground Storage Tanks

As previously discussed above, there are no known USTs within the Ranch, and Project development would not disturb the two existing ASTs located east of the Development Area or the three ASTs located in the southwest corner of the Ranch. No modifications to the existing ASTs or the development of new USTs or ASTs are proposed by the Project. Therefore, the Project would result in no change related to USTs or ASTs and no impact would result.

(iii) Oil Wells

Oil production within the southwest corner of the Ranch would be unaffected by the Project. Oil production in this area would continue to be managed by a third-party that owns the mineral rights and has surface right of access to this portion of the Ranch. This third-party or any associated party that has been conveyed such access rights would continue to be responsible for all necessary permitting and for ensuring all operations are in compliance with all applicable laws and regulations. Any new construction within this area

would be subject to all applicable rules and regulations related to hazardous materials and oil production facilities.

As discussed above, Project development would primarily occur within the Development Area, which does not contain active oil wells. While the Project includes the construction of a proposed water tank and associated water line within the Water Tank Area, near the southwest corner of the Ranch, these features have been located to avoid all active and known abandoned or plugged wells and to maintain adequate access to these wells. Specifically, as previously cited, the proposed water infrastructure would be located at least 25 feet from all active and abandoned oil wells. Additionally, structures to be located between 25 to 200 feet of oil or gas wells would include a review in accordance with Section 110.4 of the County Building Code, as ensured via implementation of MM M-6. The Project also would not affect access to the known abandoned wells located within the westernmost portion of the Development Area adjacent to SR-14. Furthermore, the Project would comply with all regulatory requirements associated with proximity to active and abandoned wells. As a result, Project operations would have a less than significant impact on active or known abandoned wells and oil wells.

(2) Off-Site Infrastructure Improvement Areas Impacts

(a) Construction

Construction in the Off-Site Infrastructure Improvement Areas would not involve the demolition of any structures and therefore would not present any potential for the release of ACMs, LBP, or PCBs. Additionally, no USTs or ASTs are known to exist within the proposed utility alignments or improvement areas, which are primarily located within existing road rights-of-way. However, oil production uses occur throughout the vicinity and associated wells may exist on private properties near the Off-Site Infrastructure Improvement Areas, but do not exist within the public rights-of-way within which the vast majority of improvements would be located. Additionally, the Oak Orchard Alignment for the proposed sewer line would traverse The AES Corporation's property, which has been identified in the Envirofacts database as a small generator of hazardous waste. As such, construction of the Off-Site Infrastructure Improvements would comply with County and DOGGR requirements regarding development in proximity to active and abandoned oil wells, if any are found. Similarly, the Applicant (and the City of Santa Clarita, who would be responsible for construction of the City portions of the Oak Orchard Alignment) would coordinate with the County Fire Department and any other appropriate regulatory agency in the event USTs or ASTs are discovered within the construction zone. The sewer line easement through The AES Corporation's property also is not anticipated to uncover or disturb any hazardous materials or contamination; however, the mitigation measures specified below would be implemented. With implementation of these required procedures, rules, and regulations, as well as mitigation, if needed, impacts associated with reasonably

foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant.

(b) Operation

Other than limited aboveground infrastructure such as a booster pump station and a sewer crossing of the LADWP aqueduct, which would be located on public property, the utility improvements would involve underground pipelines that would not be visible following installation and repaving of the roadways. The SCE power pole replacements would occur in approximately the same locations as existing poles within public right-of-way. Similarly, the off-site roadway intersection improvements would occur within or immediately adjacent to existing roadways (within existing right-of-way) and would not represent a change in use from existing conditions. The Off-Site Infrastructure Improvements would not include any habitable structures that could expose people to ACMs, LBPs, or PCBs, nor would they involve any USTs or ASTs. As such, no impacts relative to upset and accident conditions involving the release of hazardous materials would occur.

Threshold M-7: Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Construction

Primary access to the Ranch and locations in Placerita Canyon is provided by Placerita Canyon Road via SR-14. Temporary lane closures, utility line construction, as well as the generation of traffic due to the movement of construction equipment and hauling of soil and materials could slow or impede emergency access. However, Construction Traffic Management Plans would be implemented during construction to ensure adequate emergency access during construction within the entire Ranch, including the Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas. As discussed in detail in Section V.J, Traffic, Access and Parking, the Construction Traffic Management Plans would include lane closure information, detour plans, haul routes, and staging plans to the satisfaction of the County, City, and/or Caltrans, as applicable. Additionally, traffic management personnel (flag persons) and appropriate detour signage would be employed as necessary to ensure emergency access to the Project site and all residences and businesses in the surrounding vicinity is maintained, consistent with County Fire Department requirements. Implementation of the Construction Traffic Management Plans would ensure that construction of the Project would not significantly affect emergency access nor impair implementation of, or physically

interfere with, any adopted or on-site emergency response or evacuation plans or a local, state, or federal agency's emergency evacuation plan. Impacts would be less than significant.

(b) Operation

Operation of the proposed studio facilities would be contained within the Development Area and would not affect emergency response or evacuation associated with off-site properties or roadways. As part of the Project, an emergency response and/or evacuation plan for the proposed studio development would be submitted to the County Fire Department, as specified in PDF K.2-4, provided in Section V.K.2, Public Services—Fire Protection. The emergency response plan would include, but not be limited to, the identification of evacuation routes for vehicles and pedestrians and the locations of the nearest hospital and fire stations. Although additional traffic generated by the Project could potentially cause delays in emergency response times, the Project's roadway impacts would be reduced to a less than significant level with the traffic mitigation measures specified in Section V.J, Traffic, Access, and Parking, of this Draft EIR. Additionally, as discussed in Section V.J, Traffic, Access, and Parking, Project development would result in a less than significant impact on access, including impacts associated with queuing and adequate sight distances at all Project driveways. The Project site plan, illustrated in Figure IV-6 in Section IV, Project Description, of this Draft EIR, would include two driveways along Placerita Canyon Road, as well as an emergency access lane, in addition to the existing Ranch main entrance to the east. Access between the southern and northern areas of the Development Area would be provided via two routes as well: a roadway above the existing culvert adjacent to SR-14, and the proposed bridge across Placerita Creek. Thus, adequate routes for emergency response and evacuation would be provided to and throughout the site. In addition, the traffic improvements that would be implemented at nearby intersections, both as part of the Project and as mitigation (described in detail in Section V.J, Traffic, Access and Parking, would serve to improve access and traffic flows in the immediate Project vicinity. In particular, the proposed improvements at Placerita Canyon Road and the SR-14 northbound off-ramp allow for direct site access from the freeway. Further, the trailhead/staging area for the proposed Placerita Canyon Connector Trail would provide for off-street parking to ensure clear emergency access along Placerita Canyon Road. For all the reasons cited herein, the Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

Emergency access to the Off-Site Infrastructure Improvement Areas could be impacted by off-site utility and/or roadway construction activities. Temporary lane closures,

roadway construction, and utility line construction, as well as the generation of traffic due to the movement of construction equipment and hauling of soil and materials, could slow or impede emergency access. However, as discussed above, the Project would implement Construction Traffic Management Plans during construction to ensure emergency access to the Off-Site Infrastructure Improvement Areas and all residences and businesses in the surrounding vicinity is maintained, consistent with County Fire Department requirements. Additionally, implementation of PDF K.1-2, specified in Section V.K.1, Public Services—Law Enforcement, and PDF K.2-1, specified in Section V.K.2, Public Services—Fire Protection, would ensure that the Sheriff's Department, California Highway Patrol, and Fire Department are notified of any lane closures or other road construction and that emergency access for these agencies remains clear and unobstructed. As such, impacts with respect to emergency access would be less than significant. Therefore, off-site construction is not anticipated to significantly impair implementation of, or physically interfere with, any adopted or on-site emergency response or evacuation plans or a local, state, or federal agency's emergency evacuation plan. Impacts would be less than significant.

Threshold M-8: Would the project expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:

- Within a Very High Fire Hazard Severity Zones (Zone 4)?
- Within a high fire hazard area with inadequate access?
- Within an area with inadequate water and pressure to meet fire flow standards?
- In proximity to land uses that have the potential for dangerous fire hazard?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas—and Off-Site Infrastructure Improvement Areas Impacts

As discussed further in Section V.K.2, Public Services—Fire Protection, of this Draft EIR, given the Project site's location within a VHFHS Zone, the Project would comply with all applicable Fire Code and County ordinance requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. In addition, a final fuel modification plan would be submitted for review and approval to the Forestry Division of the County Fire Department before the issuance of building permits. Through compliance with applicable Fire Code and County Fire Department requirements, as well as approval and implementation of the fuel modification plan, impacts relative to the VHFHS Zone would be less than significant. As also discussed in Section V.K.2, Public Services—Fire Protection, use of the proposed Placerita Canyon Connector Trail would not be expected to increase fire hazards.

With respect to emergency access, as discussed above, the Project would implement Construction Traffic Management Plans during construction to ensure emergency access to the Development Area and all residences and businesses in the surrounding vicinity is maintained, consistent with County Fire Department requirements. Refer to MM J-1 in Section V.J, Traffic, Access and Parking, for full details regarding the Construction Traffic Management Plans. In addition, appropriate access would be provided to and through the Project site, and the Project's roadway improvements (including roadway widenings, new turning lanes, and direct access to the Development Area from the SR-14 northbound off-ramp) would improve access and traffic flows throughout the vicinity. The Project would not expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located in a high fire hazard area with inadequate access.

As detailed in Section V.L.1, Utilities and Service Systems—Water Supply, the Project would include both on- and off-site water infrastructure improvements, including an approximately 2,000,000 gallon water tank to be located on the Ranch south of Placerita Canyon Road, which would serve the Project. The water distribution system would be a looped system designed to meet the fire flow requirements ultimately established by the County Fire Department, as discussed further in Section V.K.2, Public Services—Fire Protection. This system would be designed to maintain a minimum pressure of 20 psi at ground level at all points in the distribution system under all conditions of flow. With the incorporation of the on- and off-site improvements, adequate fire flow would be available for the Project. In addition, the existing 500,000 gallon water tank located within the eastern portion of the Ranch would remain operational and would continue to be available to fight off-site fires. Moreover, if additional improvements to the water system are deemed necessary, such improvements would be reviewed and constructed to the satisfaction of the County Fire Department. Therefore, impacts with respect to fire flows would be less than significant.

The Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas are surrounded primarily by existing agricultural, filming, and open space uses, with steep ridgelines and major roadways separating the Ranch from other off-site uses. No known potential dangerous fire hazard uses, such as refineries, flammables, and/or explosives manufacturing, have been identified in close proximity to these areas. With respect to the Off-Site Infrastructure Improvement Areas, while small generators of hazardous waste exist in close proximity, such uses do not represent dangerous fire hazards beyond those hazards already addressed above. Therefore, impacts would be less than significant.

Threshold M-9: Would the project be located on a site with previous uses that indicate residual soil toxicity of the site or is the site located

within 2 miles downstream of a known groundwater contamination source within the same watershed?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas—and Off-Site Infrastructure Improvement Areas Impacts

The Ranch has historically been used for agriculture, horse breeding, cattle ranching activities, oil production, and film production. As discussed above, within the Development Area, subsurface soil contamination was found at very low concentrations that would not represent an environmental hazard to humans. Specifically, two subsurface soil samples were taken in the Development Area in September 2008 and analyzed by CEL for the presence of subsurface soil contaminants. One sample was taken from each of the fill pads and analyzed for the presence of metals, TRPHs, TPHs, VOCs, and SVOCs. Metal concentrations were found at levels within normal background levels. TRPHs and TPHs were also detected at low levels in the two samples, with the highest reading occurring at 150 mg/kg.[7] Most of the TPHs were long-chain hydrocarbons with concentrations as high as 150 mg/kg. Since VOCs were detected at very low levels and SVOCs were not detected in either sample, the detection of long-chain TPHs in subsurface soils is below regulatory standards and not of concern. As such, subsurface soil conditions at the Development Area would not represent an environmental hazard to humans. The detailed results of the analysis of these soil samples can be found in Appendix L.3 of this Draft EIR. Thus, the potential for grading activities to expose workers to unidentified subsurface soil contamination or result in the release of hazardous materials into the environment would be low. Nonetheless, in the unanticipated event that subsurface soil contamination, which could create a risk to workers, was found during grading within the Development Area or Water Tank Area, MM M-1 would require the treatment of such soils in accordance with SCAQMD's Rule 1166, in combination with compliance with existing regulations. Additionally, MM M-3 would require soil testing in portions of the Project site for pesticides, petroleum hydrocarbons, and associated vapors and the treatment or removal of any contaminated soils, if necessary.

As discussed above, there are numerous active and abandoned wells within the southwest corner of the Ranch. Oil production in this 63-acre area has occurred since approximately 1940. While no inhabitable structures are proposed on this portion of the Ranch, the Project's proposed water delivery infrastructure would include construction of a water tank and water line nearby, and construction of the proposed trail would occur in the

[7] *Per the RWQCB Site Assessment Manual (1996), the acceptable level ranges between 1,000 and 10,000 mg/kg.*

same general vicinity. Since oil production has occurred within this area of the Ranch for several decades, there is the potential for unknown subsurface soil contamination to be present in this area. As such, although not anticipated, construction of the proposed water tank, the associated water line, and the trailhead/staging area of the proposed trail has the potential to expose workers to subsurface soil contamination or result in the release of hazardous materials into the environment. To reduce potential impacts associated with unknown subsurface soil contamination within these areas of the Ranch, the Project would implement MM M-2 below, which would require the Applicant to observe by sight and smell and test with the use of a portable VOC analyzer any excavated soil during construction of the water tank infrastructure and the trailhead/staging area of the proposed trail in this area. If contaminated soils were found, the Applicant would manage such soils in full compliance with environmental laws including SCAQMD Rule 1166. Additionally, MM M-3 would require soil testing in portions of the Project site for pesticides, petroleum hydrocarbons, and associated vapors and the treatment or removal of any contaminated soils, if necessary.

These mitigation measures also would be implemented, as applicable, in the area of the abandoned wells within the westernmost portion of the Development Area adjacent to SR-14, as well as within the Off-Site Infrastructure Improvement Areas, if necessary, should any contaminated soils be discovered. Implementation of the proposed mitigation measures would ensure potential hazardous materials impacts associated with previous uses would be less than significant.

As discussed in Section V.D, Water Quality, the Project site is located within the Santa Clara River Valley Groundwater Basin, East Subbasin (Basin). The Basin is the sole source of local groundwater for the City of Santa Clarita's urban water supply. Most groundwater infiltration within the Basin is in the form of winter storm flows. However, the Basin is also replenished by deep percolation of agricultural land, urban irrigation, percolation from septic tanks and leach field systems, and treated effluent from water reclamation plants.

Groundwater in the Project vicinity tends to flow east to west, although cones of depression from groundwater pumping and mounding from irrigation can alter flow patterns over time. The existing land uses and facilities on the Ranch use well water for domestic water supply and irrigation purposes and would continue to do so after Project implementation. Local groundwater would not be used for domestic water for the Project. The groundwater under the Ranch naturally has high sulfur content. However, groundwater contamination sources are not known to be located within two miles upstream of the Project site. Further, implementation of the Off-Site Infrastructure Improvements would not affect local groundwater resources since excavation depths are not expected to reach groundwater, construction dewatering is not anticipated, and operation of the off-site

improvements would not generate surface contaminants that could infiltrate into groundwater. As such, impacts associated with groundwater contamination in the vicinity of the Project would be less than significant.

Threshold M-10: Would the project involve other environmental safety factors?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas—and Off-Site Infrastructure Improvement Areas Impacts

The Project does not include construction or any habitable structures within the LADWP transmission corridor that traverses the Ranch and Development Area. In accordance with LADWP requirements, all habitable Project structures would be located a minimum of 100 feet from the dripline of the transmission lines within the LADWP transmission corridor. Other than the creation of surface parking and access improvements, debris basins, and vegetated swales, no modifications within the transmission corridor would occur. As previously discussed, research regarding EMFs has produced no conclusive evidence of risk to human health. No other environmental safety factors that may affect or be caused by the Project exist in the area. No impact with respect to environmental safety factors would occur.

4. CUMULATIVE IMPACTS

Development of the Project in combination with the Related Projects has the potential to increase the risk for an accidental release of hazardous materials. Environmental safety impacts of the Project would be unique to the site, not leading to a cumulative effect in conjunction with Related Projects. Each of the Related Projects would require evaluation for potential threats to public safety, including those associated with the use, storage, and/or disposal of hazardous materials, ACMs, LBP, and PCBs would be required to comply with all applicable local, State, and federal laws, rules and regulations. Since environmental safety issues are largely site-specific, this evaluation would occur on a case-by-case basis for each individual project affected, in conjunction with development proposals on these properties. Therefore, with full compliance with all applicable local, State, and federal laws, rules and regulations, cumulative impacts would be less than significant.

5. PROJECT DESIGN FEATURES AND MITIGATION MEASURES

a. Project Design Features

PDF M-1: All hazardous materials within the Project site shall be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements.

Additionally, Project Design Features discussed in Section V.K.2, Public Services—Fire Protection, of this Draft EIR, such as the implementation of a fuel modification plan, would serve to reduce potential fire hazards associated with the VHFHS Zone.

b. Mitigation Measures

Compliance with all applicable laws, rules, and regulations associated with hazardous materials management during design, construction and operation would minimize impacts to human health and the environment. In addition, the following mitigation measures would ensure that potential hazardous materials impacts during construction would be less than significant:

MM M-1: If previously unidentified soil contamination is observed by sight or smell or indicated by testing by a qualified professional using a portable volatile organic compound analyzer during excavation and grading activities, excavation and grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented, as contained in the South Coast Air Quality Management District's Rule 1166, to make the area suitable for grading activities to resume. The contaminated soil shall be evaluated and excavated/disposed of, treated in-situ (in-place), or otherwise managed and disposed of in accordance with all applicable federal, State, and local laws and regulations.

MM M-2: During grading for construction of the proposed water tank and associated water line in the southwest corner of the Ranch and construction in the westernmost portion of the Development Area containing abandoned oil wells, a qualified professional shall observe by sight or smell and test using a portable volatile organic compound analyzer the surrounding soil for the presence of potential contaminants. Any soil found to be contaminated shall be excavated/disposed of, treated in-situ (in-place), or otherwise managed and disposed of in full compliance with all applicable federal, State, and local laws and regulations, including the South Coast Air Quality Management District's Rule 1166.

MM M-3: Prior to the issuance of any grading permit, a qualified professional shall conduct soil testing for pesticides, petroleum hydrocarbons, and vapors in the following areas where agricultural operations and oil production activities have occurred but testing has not been previously conducted: the portion of the Development Area located east of the southern fill pad, the Water Tank Area, and the Conditional Parking Areas, if developed. Any soil found to be contaminated shall be evaluated, managed, treated or disposed in full compliance with all applicable federal, State, and local laws and regulations prior to construction in the affected area.

MM M-4: Prior to the issuance of any demolition permit for an existing building within the Project site with asbestos-containing materials, the Applicant shall provide a copy of the qualifications/license of the asbestos abatement contractor that will perform the abatement or removal of asbestos to the County of Los Angeles Department of Public Works Building and Safety Division and the County of Los Angeles Fire Department Health Hazardous Materials Division. If required, the Applicant shall submit a Hazardous Building Materials Demolition Assessment and Management Plan to the County of Los Angeles Department of Public Works and the County of Los Angeles Fire Department for review and approval to ensure compliance with all applicable federal, State, and local laws and regulations.

MM M-5: Prior to the issuance of any demolition permit for any existing building within the Project site containing lead-based paint, the Applicant shall provide a copy of the qualifications/license of the lead-based paint abatement contractor that will perform the abatement or removal of lead-based paint to the County of Los Angeles Department of Public Works Building and Safety Division and the County of Los Angeles Fire Department Health Hazardous Materials Division. If required, the Applicant shall submit a Hazardous Building Materials Demolition Assessment and Management Plan to the County of Los Angeles Department of Public Works and the County of Los Angeles Fire Department for review and approval to ensure compliance with all applicable federal, State, and local laws and regulations.

MM M-6: In accordance with Section 110.4 of the County of Los Angeles Building Code, the Project development plans shall comply with the required setbacks from oil and gas wells, as determined by the California Department of Conservation Division of Oil, Gas and Geothermal Resources and the County of Los Angeles Department of Public Works. As part of these requirements, buildings or structures to be located between 25 to 200 feet of active, abandoned or idle oil or gas wells shall be designed according to recommendations prepared by a licensed Civil Engineer and approved by the County Building Official.

MM M-7: Prior to issuance of a grading permit, the Applicant shall submit documentation to the County of Los Angeles Fire Department to verify that all oil wells within 200 feet of Project buildings or structures have been properly abandoned according to required standards. If the wells were not abandoned properly, as determined by the California Department of Conservation Division of Oil, Gas and Geothermal Resources, the wells shall be re-abandoned in accordance with the requirements of the California Department of Conservation Division of Oil, Gas and Geothermal Resources.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the PDFs and proposed MMs, Project impacts associated with environmental safety and fire hazards would be less than significant.

V. Environmental Impact Analysis

N. Land Use

V. ENVIRONMENTAL IMPACT ANALYSIS

N. LAND USE

1. INTRODUCTION

This section of the Draft EIR analyzes the Project's consistency with applicable jurisdictional land use policies and regulations and evaluates the relationship between the Project and surrounding land uses. The land use compatibility analysis is based on existing uses and land use patterns in the vicinity of the Ranch and the Development Area.

2. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) Project Site

The Ranch comprises approximately 890 acres located in the Santa Clarita Valley in an unincorporated area of the County.[1] The Ranch is situated at the bottom of Placerita Canyon, surrounded by relatively steep hillsides, and used primarily for film production and intermittent agricultural uses. The eastern portion of the Ranch includes private in-holdings within Angeles National Forest. The Development Area, in which the proposed development would generally occur, consists of approximately 58 acres in the westernmost portion of the Ranch, bounded by SR-14 to the west and northwest and Placerita Canyon Road, a secondary highway, to the south. In addition to the Development Area, the Project site includes the Water Tank Area, Trail Area, Conditional Parking Areas, and Potential Mobile Home Relocation Areas, all located within the Ranch, as well as the Off-Site Infrastructure Improvement Areas, each of which is described later in this section.

Primary access to the Ranch is on Placerita Canyon Road. Unpaved roads provide internal circulation within the Ranch. Other major roadways in the vicinity of the Ranch include Sierra Highway, Newhall Avenue, and Interstate 5 (I-5). Figure IV-1 in Section IV,

[1] *The 890-acre Ranch includes an approximately 30-acre strip of land that traverses the Ranch in a generally northwest to southeast direction and is owned by the City of Los Angeles Department of Water and Power (referred to as the LADWP transmission corridor). The southwest corner of the Ranch also includes two smaller LADWP corridors totaling approximately 4 acres. The Applicant holds an easement from LADWP to access and use the land within the LADWP transmission corridor.*

Project Description, of this Draft EIR depicts the location of the Ranch and Development Area from both a regional and local perspective. The City of Santa Clarita (City) borders the Ranch to the west and northwest across SR-14.

The Ranch has been used over the past several decades for motion picture and television film production and agriculture, horse breeding, cattle ranching, and some oil production activities. Prior to Walt Disney Productions' purchase of significant holdings within the Ranch in 1959, the property was used for a variety of film production and agricultural uses with some oil production. Currently, approximately 225 acres of the Ranch are used for outdoor filming/movie ranch uses and some intermittent agricultural uses. The remaining areas of the Ranch, which are mostly undeveloped hillsides, are used primarily as a filming backdrop with some intermittent agricultural and oil production uses. The Ranch areas within which these existing uses occur are depicted in Figure IV-3 in Section IV, Project Description. Over the years, the approximately 225 acres used for filming have been modified continuously to provide for such uses, including the construction of large film sets.

The Ranch is designated as Rural, Non-Urban (R) and Open Space (O) in the County's current General Plan, discussed further below. The 1990 Santa Clarita Valley Area Plan (referred to herein as the Area Plan), the local plan covering the Ranch and the surrounding area that is still in effect, designates different portions of the Ranch as Hillside Management (HM), Open Space/National Forest (O-NF), and Floodway/Floodplain (W).[2] As shown in Figure V.N-1 on page V.N-3, the Area Plan designates the Development Area as HM and W, the Water Tank Area and Trail Area as HM, the Potential Mobile Home Relocation Areas as O-NF, and the two Conditional Parking Areas as W or O-NF. Additionally, the zoning for the Ranch is Heavy Agricultural (A-2-1 and A-2-2), as shown in Figure V.N-2 on page V.N-4. More specifically, the Development Area and surrounding Ranch areas to the northeast and south, including the Water Tank Area, Trail Area, and the northern Conditional Parking Area, are zoned A-2-1, while the eastern portions of the Ranch that fall within Angeles National Forest, including the Potential Mobile Home Relocation Areas and the southern Conditional Parking Area, are zoned A-2-2.

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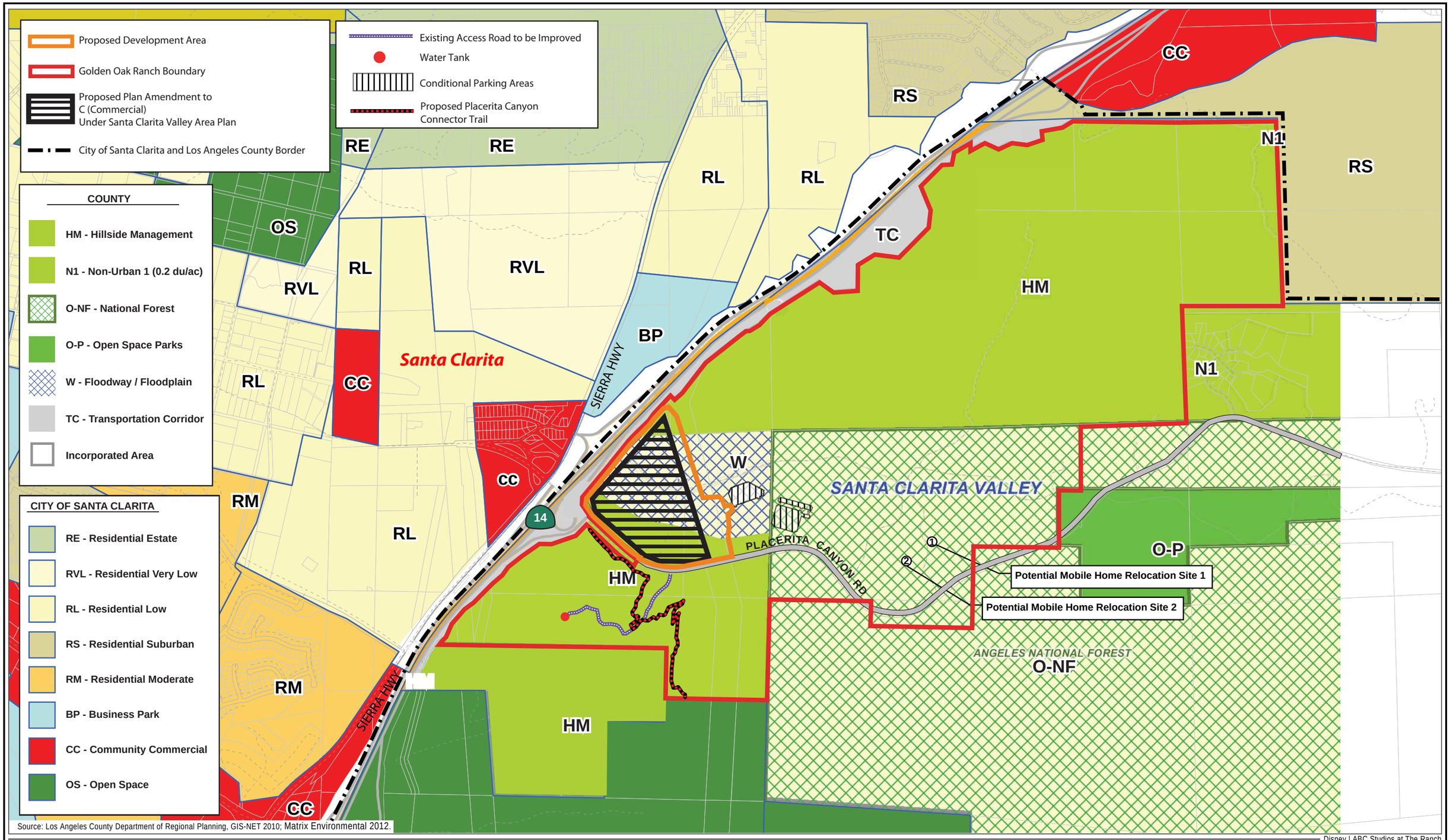
[2] *The Board of Supervisors expressed its intent to adopt the Draft 2012 Area Plan in February 2012 as part of the County's intent to adopt the One Valley One Vision (OVOV) plan, which contains new Area Plan land use designations for the Project site. As currently drafted, the Draft General Plan, as well as the Draft 2012 Area Plan, allow complete project applications filed prior to the effective date of the plans to be reviewed for consistency under the current adopted General Plan and Area Plan. As the County deemed complete the Project's application for a vesting tentative tract map and conditional use permit on May 4, 2010, the Project is evaluated herein for consistency with the current General Plan and the 1990 Area Plan. As discussed in more detail below, however, the Project is consistent with the land use designations for the Project site in the OVOV plan.*



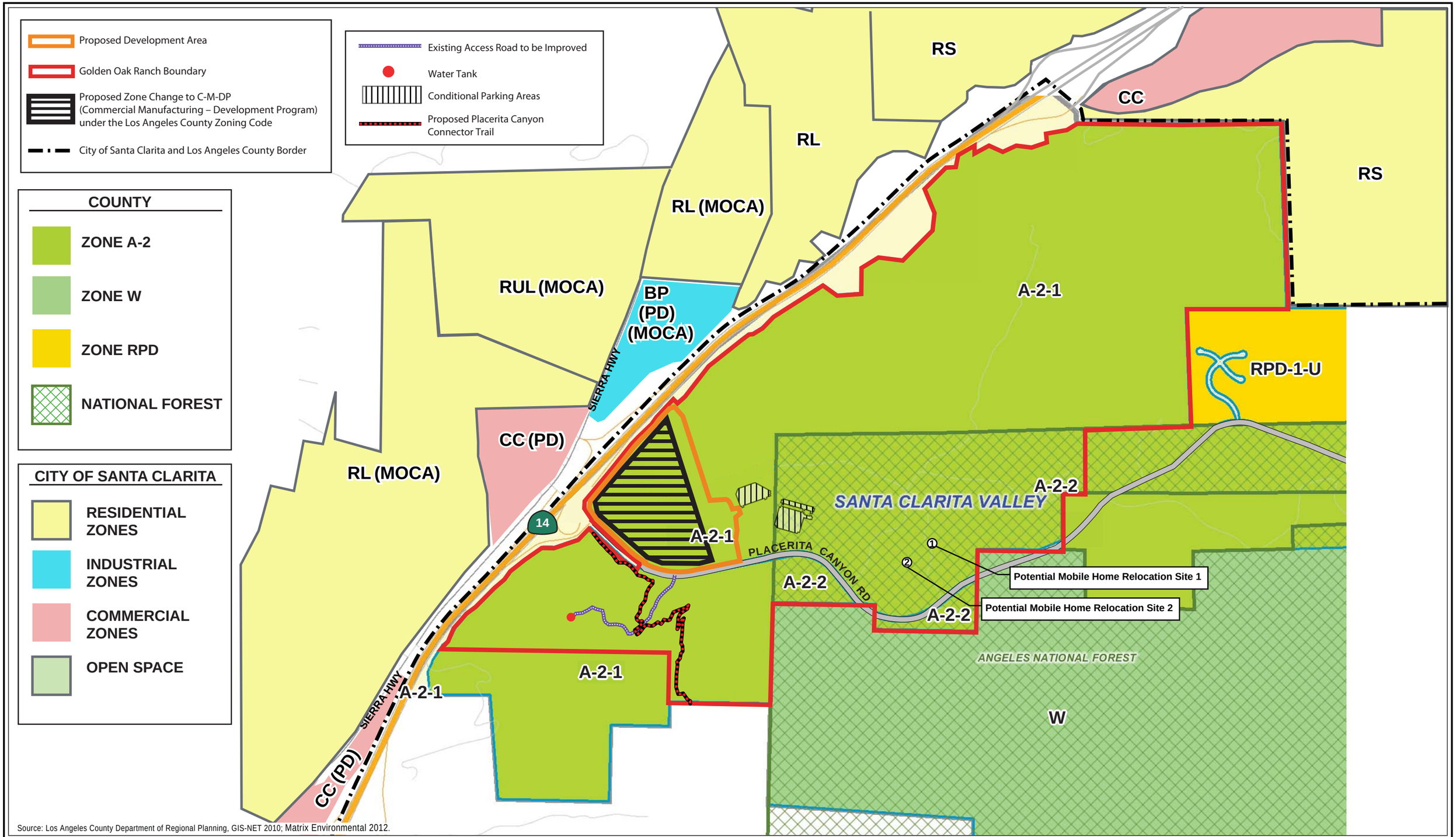
Source: Los Angeles County Department of Regional Planning, GIS-NET 2010; Matrix Environmental 2012.

Disney | ABC Studios at The Ranch

matrix environmental

0' 1500' 3000'
Approximate Scale in Feet

Figure V.N-1
Applicable and Proposed Area Plan Land Use Designations



Source: Los Angeles County Department of Regional Planning, GIS-NET 2010; Matrix Environmental 2012.

The land use and zoning designations provide for "motion pictures sets" as conditionally permitted uses. In 1979, Golden Oak Ranch Properties obtained Conditional Use Permit (CUP) No. 1494 to authorize the use of the Ranch for motion picture sets and the temporary use of wild and domestic animals for filming purposes for a 25-year term. The CUP also allowed up to 600 persons on the Ranch at any one time. Prior to expiration of CUP No. 1494, Golden Oak Ranch Properties applied for a CUP to continue the motion picture set uses on the Ranch. In January 2007, Golden Oak Ranch Properties obtained CUP No. 04-089-(5) to continue using the Ranch for motion picture filming, motion picture set construction, and agricultural activities for 15 years, with the ability to renew the CUP for an additional 15 years. At the same time, the County granted Oak Tree Permit No. 200600032-(5) to Golden Oak Ranch Properties to remove 14 oak trees and permit five encroachments into the protected zone of certain oak trees to relocate the primary site access and driveway in order to meet County line-of-sight requirements on Placerita Canyon Road.

Existing buildings within the Ranch include the Ranch manager's house, the Ranch foreman's mobile home, a guest house, uninhabited structures, a Ranch office, and various barns, stables, and sheds. Collectively, these structures comprise approximately 19,800 square feet of floor area. One of the uninhabited structures and the Ranch foreman's mobile home are located within the Development Area. There are also several temporary filming sets on the Ranch, including a residential area, farm houses, cottages, mine entrances, and a rural bridge over a man-made water feature that is used as a set. The Ranch also includes another man-made water feature used for filming east of the Development Area, various agricultural uses including fields intermittently planted with hay and alfalfa, open meadows, and mature stands of trees, including heritage oak trees. As discussed in greater detail in Section V.F, Biological Resources, of this Draft EIR, the Ranch includes a number of native scrub and woodland plant communities and disturbed and non-native plant communities. Many of the existing oaks within the Ranch have been planted by the Applicant over time as part of ongoing habitat restoration efforts. A recent survey of oaks identified over 3,000 oak trees on the Ranch.

Given its location within Placerita Canyon, the topography of the Ranch varies and includes relatively flat lowlands in the canyon bottom that descend gently toward the west, surrounded by relatively steep hillsides and ridgelines to the north, east, and south measuring approximately 600 feet in height. The Ranch includes two blue line streams, Placerita Creek, which traverses the Ranch as well as the Development Area in an east-west direction, and Heil Creek, which connects with Placerita Creek and extends to the north. Several small ephemeral drainage courses are also located within the southern portion of the Development Area and on the Ranch south of Placerita Canyon Road.

Much of the Development Area is comprised of two large, mostly barren fill pads created when Caltrans deposited dirt and gravel from grading during the construction of SR-14 in the early 1970s. These two fill pads comprise approximately 23.6 acres and are separated by Placerita Creek. Specifically, the northern fill pad is approximately 12 acres in size, approximately 34 to greater than 61.5 feet in depth, and located approximately 10 to 20 feet below the elevated SR-14 to the northwest. The southern fill pad is approximately 11.6 acres in size, 21 feet to greater than 53 feet in depth, and at its southern point located at approximately the same grade as Placerita Canyon Road.

Like the Ranch as a whole, the topography of the Development Area varies, with the lowest elevation at approximately 1,400 feet above mean sea level (MSL) within Placerita Creek near SR-14 and the highest elevation at approximately 1,567 feet above MSL within the northernmost portion of the Development Area. There is a 60-foot drop in elevation on the eastern slope of the southern fill pad, extending into the remaining southern area of the Development Area.

Due to the heavy gravel content of the fill, minimal vegetation exists within the fill pad areas of the Development Area. Much of the remainder of the Development Area is characterized as disturbed and is either barren or vegetated with non-native species and buckwheat scrub/chamise chaparral plant communities. A small portion of the Development Area also includes coast live oak woodland, mixed willow riparian woodland, and a southern willow scrub plant community. With regard to wildlife, the Development Area, and in particular Placerita Creek, is used most frequently by a variety of invertebrates, amphibians, reptiles, birds, and mammals that are generally adapted to disturbed or urban areas, as discussed further in Section V.F, Biological Resources.

The Development Area is separated from the remainder of the Ranch by a 330-foot-wide strip of land that traverses the Ranch in a generally northwest to southeast direction and is used to support existing electrical transmission lines. Comprising roughly 30 acres, this area is owned by the LADWP and referred to herein as the LADWP transmission corridor. Approximately 12 acres of the Development Area falls within the LADWP transmission corridor.

The Water Tank Area is located on the Ranch in hilly terrain south of the Development Area and Placerita Canyon Road. Elevations within the Water Tank Area range from approximately 1,470 feet above MSL at the bottom of an existing unpaved access road to 1,668 feet above MSL at the water tank pad. The footprint of the proposed water tank and access road improvements generally encompass areas previously disturbed by past and current oil operations. These disturbances include prior clearing and grading to create level pads, which remain readily evident today and are largely devoid of native vegetation. South of the Water Tank Area, in the southernmost portion of the

Ranch, oil production uses continue. Two small ephemeral tributaries to Placerita Creek have been delineated within the Water Tank Area, one of which flows within an incised drainage channel then sheet flows across the existing access road and reconnects to its historic channel. The Water Tank Area is located within the designated critical habitat for the coastal California gnatcatcher.

Near the Water Tank Area, the Trail Area is also located in hilly terrain south of the Development Area and Placerita Canyon Road. The Trail Area extends from the SR-14 northbound off-ramp adjacent to Placerita Canyon Road to southeast of the Water Tank Area at the Ranch's southern property line and includes a trailhead/staging area of approximately 19,000 square feet at the base of the water tank access road. Elevations within the Trail Area range from approximately 1,455 feet above MSL at the SR-14 off-ramp to approximately 1,755 feet above MSL at the crest of the proposed trail alignment. The Trail Area comprises generally undisturbed land containing native vegetation, including chamise chaparral, coastal sage scrub, and oak woodlands; the trailhead/staging area, however, has been previously disturbed to create access to the past and current oil production uses in the southern areas of the Ranch and mostly contains non-native grasses. The Trail Area also includes portions of two small ephemeral tributaries to Placerita Creek and is located within the designated critical habitat for the coastal California gnatcatcher.

The Conditional Parking Areas are located east of the Development Area in undeveloped, previously disturbed areas of the Ranch. These areas are generally flat with an average elevation of approximately 1,440 feet above MSL within the northern lot and ranging from 1,450 feet to about 1,470 feet above MSL within the southern lot. Much of the southern Conditional Parking Area is used for surface parking and staging for existing Ranch and filming operations.

The Potential Mobile Home Relocation Areas are situated in the southeast corner of the Ranch near an existing, developed area where the Ranch office, a barn, and a workshop are located. These areas are generally flat with elevations ranging from approximately 1,506 feet to 1,523 feet above MSL.

West of the Ranch and SR-14, a variety of utility lines and associated infrastructure (i.e., the Off-Site Infrastructure Improvement Areas) are proposed largely within the City of Santa Clarita as part of the Project. The majority of these proposed alignments and the SCE power pole replacements are located within existing road rights-of-way where conditions are either developed or disturbed by paved streets and/or existing residential development. Placerita Creek flows through a portion of the Off-Site Infrastructure Improvement Areas. These areas are generally flat with elevations ranging from approximately 1,290 feet above MSL at the lowest point along the proposed sewer line

alignment (Oak Orchard Alignment) to approximately 1,550 feet above MSL at the highest point along the Dockweiler Drive water line alignment (Alternative A).[3] Depending on the alignments ultimately selected, the improvements would pass through or adjacent to land designated and zoned as Residential (Very Low, Low, Suburban, and Moderate), Community Commercial (CC), Business Park (BP), and Private Education (PE). Portions of the residentially designated areas are also designated as a Mineral Oil Conservation Area (MOCA), and some of the CC areas are zoned as a Planned Development (PD). In addition, Project Design Features and Mitigation Measures would require off-site roadway intersection improvements at the current Ranch main entrance/Placerita Canyon Road intersection and at the following intersections: Sierra Highway/SR-14 southbound ramps, Sierra Highway/Placerita Canyon Road, Placerita Canyon Road (new Ranch main entrance)/SR-14 northbound off-ramp, and the current Ranch main entrance/Placerita Canyon Road.

(2) Surrounding Uses

The Santa Clarita Valley has experienced substantial population growth and urban development in recent years. The majority of this development is concentrated between and adjacent to I-5 and SR-14. Land uses surrounding the Project site include residential subdivisions combined with a variety of agricultural, oil production, and industrial uses, as well as established park lands. In general, the existing topography and ridgelines and SR-14 separate the Ranch from surrounding uses.

To the north of the Ranch within the City of Santa Clarita, the 1,259-acre Golden Valley Ranch planned community is currently under construction. This development will ultimately include residential uses, a commercial shopping center, an elementary school, land for a County Fire Station, and a passive trail system accessing substantial open space.[4] These uses are separated from existing uses within the Ranch by steep ridgelines, with no direct line of sight to or from the Ranch. As shown in Figure V.N-1 and Figure V.N-2, the areas north of the Ranch are zoned and designated as Residential Suburban (RS) and Community Commercial (CC) per the City of Santa Clarita's Zoning Code and General Plan.

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[3] *The point of connection of these systems to the proposed on-site system is at an elevation of approximately 1,450 feet MSL.*

[4] *Only that portion of the Golden Valley Ranch project that would be constructed by the Project's buildout year of 2020 (i.e., the non-residential components) is accounted for in the related projects list (Related Project No. 8).*

To the east of the Ranch within an unincorporated County area are undeveloped land and a small residential subdivision that consists of approximately 30 homes accessed from Placerita Canyon Road. This area is zoned for low-density residential uses, Residential Planned Development of one unit per acre (RPD-1-1U), and designated N1 and HM, surrounded by agriculturally zoned land (A-2-1 and A-2-2) designated HM. Like lands to the north, these areas are separated from uses within the Ranch by steep intervening ridgelines.

Areas to the south and southeast of the Ranch include U.S. Forest Service Land (Angeles National Forest) and State Park Land (Placerita Canyon State Park, known as Placerita Canyon Nature Center, operated by the County). These areas are zoned W and agricultural (A-2-1, A-2-2, and A-2-5) and designated in the County General Plan as O-NF and Open Space/Park (O-P).

To the west of the Ranch, across SR-14 in the City of Santa Clarita, there are oil production wells and industrial uses, with The Master's College and residential subdivisions further to the west. The City has zoned and designated these areas as Community Commercial (CC), Residential Low (RL), Residential Very Low (RVL), and Business Park (BP). Additionally, the City has zoned and designated residential subdivisions located southwest and northwest of the Ranch as Residential Moderate (RM) and Residential Suburban (RS), respectively.

An aerial image of the Project site in the context of the greater project vicinity, including the immediately surrounding uses and roadways, is shown in Figure IV-2 in Section IV, Project Description, of this Draft EIR.

b. Regulatory Framework

(1) County Plans, Policies, and Regulations

At the local level, several plans and regulatory documents guide development of the Ranch, including the Development Area. Among those analyzed herein are the Los Angeles County General Plan (General Plan) and the Santa Clarita Valley Area Plan, both of which are in the process of being updated . As currently drafted, the Draft General Plan, as well as the Draft 2012 Area Plan, allow complete project applications filed prior to the effective date of the plans to be reviewed for consistency under the current adopted General Plan and the 1990 Area Plan. The County determined that the entitlement applications for the Project were complete on May 4, 2010. Accordingly, the Project has been reviewed for consistency with the current General Plan and the 1990 Area Plan. Additionally, the Los Angeles County Planning and Zoning Code dictates permitted land uses and associated development requirements based on specified zoning designations.

The County also regulates development through its hillside management requirements and Green Building Program, both described below.

(a) Los Angeles County General Plan

The County's General Plan directs future growth and development in the unincorporated areas of the County. The current General Plan was approved by the Los Angeles County Board of Supervisors in November 1980. The General Plan contains a number of Elements that address specific issues and establish various goals, policies, and objectives that pertain to the County as a whole. These Elements, several of which were updated or amended between 1987 and 2008, guide the County's land use policies. In order to meet the needs of the large number of local communities within the County, the General Plan Elements are supplemented by area plans (discussed below) that provide more detailed planning policies focused on local community issues. As also discussed further below, the County is in the process of updating its General Plan. The County has issued a Draft General Plan (discussed briefly below), which is proceeding through the County's review and approval process. The policies set forth in the adopted General Plan remain applicable to the Project. The following adopted General Plan Elements are applicable to the Project: Land Use; Transportation; Conservation and Open Space; Safety; Noise; Scenic Highway; Water and Waste Management; and Economic Development. Each of these Elements, the associated land use designations for the Project site, and applicable policies are described below.

(i) General Goals and Policies

The General Goals and Policies Chapter outlines broad goals and policies applicable on a County-wide level. Within this section are a series of policy maps that define the overall character of the County. The General Development Policy Map designates the Ranch as Non-Urban Hillside and Non-Urban Open Space. The Non-Urban Hillside designation is defined as mountainous and hilly areas, generally at low densities and without typical urban facilities, such as streetlights and sidewalks, traffic signals, and sewers. The Non-Urban Open Space designation is defined as major public or private lands which are used or intended to be used for open space purposes, such as national forests and national recreation areas. This map designates the Development Area as Non-Urban Hillside. The General Goals and Policies that are applicable to the Project are listed in Table V.N-1 on page V.N-37 in the analysis of impacts below.

(ii) Land Use Element

The County General Plan Land Use Element sets forth policies for the general location, distribution, and intensity of land use. The Land Use Element thus serves as a tool for coordinating future development within both the private and public sectors. The

majority of the Ranch, including the Development Area, the northern Conditional Parking Area, the Water Tank Area, and the Trail Area, is designated on the Land Use Policy Map as Rural, Non-Urban (R). The remainder of the Ranch, including the Potential Mobile Home Relocation Areas and the southern Conditional Parking Area, is designated as Open Space (O). These generalized land use categories are defined in the Land Use Element as follows:

> Rural Communities: Rural Communities are essentially clustered non-urban settlements served by a non-urban level of commercial and public facilities. These communities vary in terms of size and intensity of development and range in function from rustic bedroom communities within or near highly urbanized communities to focal points or activity nodes serving more dispersed non-urban areas.[5]

The Plan's policies generally permit development in such areas at rural and low urban intensities, and future development is encouraged to be of an infill nature, consistent with existing community character and service levels.

> Non-Urban: Non-urban lands primarily include mountain, foothill, and high desert areas of the County, not currently planned for urban use or scheduled to receive an urban level of service. The intent of this classification is to maintain the character of dispersed non-urban settlements and communities; provide for agricultural and mineral production; preserve areas of significant natural and scenic resources; and avoid intensive development of areas subject to severe natural hazards or lacking essential services and facilities. Within non-urban areas, a wide variety of uses and activities may be appropriate.[6]

Within non-urban areas, land uses considered suitable include local and highway-oriented commercial and industrial uses, some manufacturing uses, various public facilities, and other generally compatible specialized uses.

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[5] *County of Los Angeles General Plan, Land Use Element, 1980, page III-27.*

[6] *County of Los Angeles General Plan, Land Use Element, 1980, page III-24.*

Open Space: Open space areas include both public and privately owned lands committed to long term open space use, and lands intended to be used in a manner compatible with open space objectives.[7]

It is acknowledged within the Land Use Element that the Open Space designation includes parcels that may not be intended for long term use as open space and that the classification is not intended to preclude reasonable development.

The Land Use Element contains a series of general objectives and specific policies to direct growth and development. The primary objectives of the Land Use Element that apply to the Project include the following:

- To encourage high quality design in all development projects, compatible with and sensitive to the natural and manmade environment;
- To foster compatible land use arrangements that contribute to reduced energy consumption and improved air quality; and
- To encourage more efficient use of land, compatible with and sensitive to natural ecological, scenic, cultural and open space resources.

Specific policies contained within the current adopted Land Use Element that are relevant to the Project are listed in Table V.N-1 in the analysis of impacts below. Project consistency with such policies is also evaluated below. The Land Use Element also reinforces General Plan policies for conserving natural and ecological resources and protecting County residents from natural hazards through careful management of development in sensitive areas. This is reflected in part in the County's Hillside Management regulations, discussed below.

(iii) Transportation Element

The Transportation Element of the County General Plan sets forth policies for the continued development of a comprehensive transportation system for Los Angeles County. The Transportation Element concurs with the policy positions of the Los Angeles County Metropolitan Transit Authority (Metro) and the Southern California Association of Governments (SCAG) on the need for the continued development and construction of a comprehensive public transportation system. The Transportation Element also reflects the location of existing and future transit corridors. Key features of the Transportation Element

[7] *County of Los Angeles General Plan, Land Use Element, 1980, page III-25.*

are the Transportation Plan, Highway Plan, and Bikeway Plan, as well as the associated Transportation Policy Map and the Highway Policy Map. These policy maps depict the existing transportation system and identify needed additions and improvements, in accordance with the General Plan's growth and development policies.

The Transportation Policy Map identifies major transportation corridors and includes SR-14 as a designated freeway and Placerita Canyon Road as a limited secondary highway. There is also a potential commuter rail line identified west of the Ranch running through the City of Santa Clarita. Transportation Element policies that are applicable to the Project are listed in Table V.N-1 in the analysis of impacts below.

(iv) Conservation and Open Space Element

The Conservation and Open Space Element sets policy direction for the open space-related resources in the County. These resources include land and water areas devoted to recreation, scenic beauty, conservation, and the use of natural resources. To protect areas of significant natural resources, the Conservation and Open Space Element recommends the retention of non-urban or open space areas. Special emphasis is on the protection of hillside character and Significant Ecological Areas (SEAs). The Conservation and Open Space Element also has goals to protect sites of historical, archaeological, scenic, and scientific value.

Within the Conservation and Open Space Element, the Conservation and Open Space Policy Map designates and categorizes all open space uses within the unincorporated areas of the County. The Ranch is designated as a Special Management Area, defined as an area where special safety or mitigation measures are necessary to ensure the protection of natural or scenic resources, property, and/or human life. Such areas include, among others, national forests, open space easements, habitat management areas, hillside management areas, flood prone areas, and agricultural preserves. The Conservation and Open Space Element specifically indicates the Special Management Area designation is not intended to preclude development. The Special Management Areas Policy Map further classifies individual management areas and designates much of the Ranch as Hillside Management, defined as property with natural slopes of 25 percent or greater. While this designation applies specifically to residential development, it is also generally intended to protect the character and natural resource value of hillsides. Hillside Management is discussed further below.

Specific policies set forth in the Conservation and Open Space Element that are applicable to the Project are listed in Table V.N-1 in the analysis of impacts below.

(v) Safety Element

The Safety Element represents the long-range emergency response plan for the County and addresses the protection of people from unreasonable risks associated with natural disasters. It seeks to reduce future loss of life, injuries, and socioeconomic disruption from other safety issues, including the management of hazardous materials. The Safety Element addresses the following issues: seismic hazards, geologic hazards, wildland and urban fires, management of hazardous materials, emergency response resources, and safety-oriented research.

Portions of the Ranch, including portions of the Development Area, currently fall within a 100-year floodplain associated with Placerita Creek and an area of high fire hazard. Additionally, the potentially active Whitney Fault traverses the Development Area generally from north to south.[8] Hazards associated with these designations are addressed in Section V.M, Environmental Safety/Fire Hazards; Section V.A, Geotechnical Hazards; Section V.B, Flood Hazards; and Section V.K.2, Public Services—Fire Protection, of this Draft EIR. Applicable Safety Element policies pertaining to environmental safety issues, including fire and flood hazards, are listed in Table V.N-1 in the analysis of impacts below.

(vi) Noise Element

The Noise Element addresses noise sources in the County's unincorporated areas and identifies noise standards and land use compatibility guidelines to protect noise-sensitive land uses from undesirable noise levels. The Noise Element specifically identifies interior and exterior noise standards as well as construction standards. Noise Element policies that apply to the Project are listed in Table V.N-1 in the analysis of impacts below.

(vii) Scenic Highway Element

The General Plan Scenic Highway Element identifies and protects roadways of scenic value via written and mapped policy in conjunction with associated implementation strategies. Such policies are designed to acknowledge and maintain the aesthetic, cultural, historical, recreational, and environmental features of scenic routes. The Scenic Highway Element recognizes problems and issues that hinder such resources, identifies opportunities to enhance and protect scenic features throughout the County, and offers criteria and standards for scenic corridor protection. While no designated scenic highways exist in the immediate area around the Ranch, Placerita Canyon Road between SR-14 and

[8] *However, the Whitney fault is not located within an Alquist-Priolo Earthquake Fault Zone and is not defined as an active fault by the CGS. Refer to Section V.A, Geotechnical Hazards, for further discussion.*

Sand Canyon Road and SR-14 between I-5 and SR-138 are classified as Second Priority Scenic Routes, indicating they are proposed for further study. Scenic Highway Element policies that are applicable to the Project are listed in Table V.N-1 in the analysis of impacts below.

(viii) Water and Waste Management Element

The Water and Waste Management Element addresses water resources and their availability and identifies standards and guidelines for their distribution and conservation. The Water and Waste Management Element also addresses solid waste management, landfill operation, and recycling opportunities critical to the County, as well as issues relating to flood control, aquifer replenishment, sewerage, and water reclamation systems. Within this Element, the Flood Protection Policy Map designates portions of the Ranch as an Area Needing Flood Management Protection. Applicable Water and Waste Management Element policies pertaining to water, wastewater, solid waste, flood control, and water quality are listed in Table V.N-1 in the analysis of impacts below.

(ix) Economic Development Element

The Economic Development Element identifies goals and policies designed to promote employment, business and investment opportunities, economic growth, and tourist attractions in the County. While the majority of policies set forth in the Economic Development Element apply most directly to County government agencies, one policy applies to the Project and is listed in Table V.N-1 in the analysis of impacts below. A brief discussion of project consistency with the Economic Development Element is also provided below.

(b) Los Angeles County General Plan Comprehensive Update

The County is updating the General Plan in compliance with California Government Code Sections 65300.7, 65301, and 65302, and a Draft General Plan was released to the public in April 2011. The Draft General Plan is intended to reflect changing demographics, growth, and infrastructure conditions in the County. The update process includes setting goals and policies that are designed to address immediate issues and concerns while maintaining an awareness of the long-term implications and consequences of the County's proposed actions.

The Draft General Plan focuses on amending the County-wide Elements of the General Plan and concentrates on the Land Use, Mobility, Air Resources, Housing, Conservation and Open Space, Parks and Recreation, Noise, Safety, Public Services and Facilities, and Economic Development Elements. In addition, the Draft General Plan addresses climate change in a number of General Plan Elements, including Land Use,

Mobility, Conservation and Open Space, and Public Services and Facilities. The update is being conducted in two phases: Phase I includes the Housing Element Update, and Phase II includes the Countywide Elements Update. The County adopted the Housing Element Update on August 5, 2008. As indicated above, the policies set forth in the adopted General Plan remain applicable to the Project.

(c) Santa Clarita Valley Area Plan

The County has adopted a number of community-driven area plans, which are part of the General Plan and designed to more accurately address the needs of local communities and specific geographic areas throughout the County. The Santa Clarita Valley Area Plan was adopted in February 1984 and updated in December 1990. The 1990 Area Plan is in the process of being updated, and in February 2012 the County expressed its intent to adopt the Draft 2012 Area Plan as part of the County's intent to adopt the OVOV plan (discussed further below). As previously indicated, the Project has been evaluated herein for consistency with the 1990 Area Plan, as that was in effect at the time the County deemed complete the Project's application for a vesting tentative tract map and conditional use permit on May 4, 2010 and is still in effect. Brief discussion of relevant aspects of the Draft 2012 update is also provided below.

The Area Plan sets forth area-wide planning policies for the Santa Clarita Valley and creates specific objectives for the individual communities in the valley. In general, the Area Plan provides land use designations which correspond with existing physical features (i.e., streets, existing development, or the toe of a slope on hillsides) or individual parcels within a larger tract. These designations guide development of property within the Area Plan boundaries. As previously indicated and illustrated in Figure V.N-2 on page V.N-4, the Area Plan designates the Ranch as HM, O-NF, and W, with the Development Area designated as HM and W, defined as follows:

> Hillside Management: The HM designation applies to land classified as Non-Urban with slopes in excess of 25 percent. Development in HM areas is generally limited to the most suitable or least environmentally sensitive areas and should take into account compatibility with the natural resources and character of an area. Non-residential uses are permitted and may include agricultural and industrial uses, including those which require remote or secluded locations.
>
> Floodway/Floodplain: The W designation is based on site-specific features such as water courses. The County recommends that uses within a floodway be limited to agricultural, open space, light recreational, certain industrial, and groundwater recharge uses. However, the Area Plan indicates that

commercial and other industrial uses may be developed with incorporation of appropriate flood protection measures.

Open Space/National Forest: In accordance with the O-NF classification, private in-holdings within the national forest are designated for non-urban uses at a maximum density of one unit per five acres, subject to applicable hillside management and flood protection performance standards and criteria. Development proposals within such areas are subject to review by the U.S. Forestry Service.

The Area Plan specifies policies, organized in a series of Elements, the most pertinent of which are the Land Use, Community Design, Economic Development, Environmental Resources Management, and Energy Conservation Elements. Relevant policies are listed in Table V.N-2 in the analysis of impacts below. A discussion of the Project's general consistency with these Area Plan policies is also provided below.

Based on topography, portions of the Ranch and the Development Area are designated Hillside Management. The Area Plan contains suggested conditions of development for such lands where residential development is proposed, limiting density and providing open space standards. The Area Plan also provides general guidelines for non-residential uses in non-urban areas, which include the following: the use of appropriate land buffers; development of appropriate public utility infrastructure, with the associated costs borne by both a developer and the community when the greater community benefits from such improvements; minimization of environmental and geologic impacts and avoidance of groundwater contamination impacts; provision of appropriate access and parking; avoidance of residential communities when hazardous substances may be transported; use of appropriate landscaping and screening; consideration of appropriate hours of operation; sensitive design of outdoor advertising; undergrounding of utilities, where possible; preservation of scenic values through limitations on rooflines, preservation of major ridgelines, and plantings on cut and fill slopes; implementation of hazard mitigation, including fuel modification in fire hazard zones and minimized modification of watercourses to prevent flooding; and consideration of biotic, cultural, and scenic resources. In addition, the Area Plan's Scenic Highway Plan designates Placerita Canyon Road east of SR-14 and SR-14 south of Placerita Canyon Road as Second Priority Study Routes. Further, the Area Plan's Trails Plan depicts a future trail traversing the Ranch along Placerita Creek and connecting to an existing trail within Angeles National Forest.

(d) Draft 2012 Santa Clarita Valley Area Plan: One Valley One Vision

In February 2012, the County expressed its intent to update the Area Plan as part of the OVOV process to address future growth throughout the Santa Clarita Valley. This joint

planning effort with the City of Santa Clarita recognized the mutual need to coordinate land uses and development with the provision of adequate infrastructure, conservation of natural resources, and common objectives for the Santa Clarita Valley. The Valley is defined as the area generally bounded on the west by the Ventura County line, on the north by the Los Padres and Angeles National Forest areas, on the east by the Angeles National Forest, and on the south by the major ridgeline separating the Santa Clarita from the San Fernando Valley. The Draft 2012 Area Plan is intended to serve as a long-term guide for development over the next 20 years and to ensure consistency between the General Plan of the County, which is being updated, and the General Plan of the City of Santa Clarita, of which the OVOV Plan is a part, in order to achieve common goals.

As previously indicated, the Draft 2012 Area Plan allows complete project applications filed prior to the effective date of the Plan to be reviewed for consistency under the 1990 Santa Clarita Valley Area Plan. The County deemed complete the Project's application for a vesting tentative tract map and conditional use permit on May 4, 2010. Accordingly, the Project has been reviewed for consistency with the 1990 Santa Clarita Valley Area Plan.

As it relates to the proposed Project, the Land Use Policy Map in the Draft 2012 Area Plan incorporates new land use designations that maintain consistency between the County and City General Plans and apply Valley-wide. According to the Draft Land Use Policy Map, most of the Ranch is designated as Rural Land 20 (RL20), while the area located west of the LADWP transmission corridor, which makes up the majority of the Development Area and specifically corresponds to the proposed tract map area, is designated as Office and Professional (IO). The portion of the Ranch located within Angeles National Forest is designated Open Space/National Forest (OS-NF). The Draft Land Use Policy Map also identifies a Significant Ecological Area overlay, which covers much of the Ranch with the exception of the Ranch floor, most of the existing filming area covered by the current CUP, and most of the Development Area. A portion of the SEA overlay covers Placerita Creek within the Development Area. The SEA overlay is discussed further in Section V.F, Biological Resources, of this Draft EIR. These land use categories are defined as follows:

Rural Land 20: The RL20 designation applies to land with development constraints such as hillsides and steep slopes. Allowable uses in this designation include single-family homes at a maximum density of one dwelling unit per 20 acres, agriculture, equestrian uses, private recreation, and public and institutional facilities serving the local area, in accordance with the underlying zoning designation.

Office and Professional: The IO designation allows for master-planned, high quality, mixed employment districts in areas accessible to transportation and visible from freeways

and major arterials. Permitted uses include offices, research and development, light assembly and fabrication, warehousing and distribution, and supportive commercial uses. Allowable uses are limited to a maximum Floor Area Ratio (FAR) of 2.0.

Open Space/National Forest: The OS-NF designation applies to land within a national forest and allows uses similar to those specified for RL20 lands, with a permitted residential density of one unit per five acres for privately owned lands within the national forest.

Specific uses and development standards permitted within each of these categories are determined by the underlying zoning designation.

(e) Los Angeles County Planning and Zoning Code

The Los Angeles County Planning and Zoning Code (Chapter 22 of the Los Angeles County Code), also referred to as the Zoning Ordinance, regulates development through land use designations and development standards. As previously discussed, the Ranch is zoned A-2-1 (Heavy Agricultural—One Acre Minimum Required Area) and A-2-2 (Heavy Agricultural—Two Acres Minimum Required Area). The "-1" and "-2" suffixes on the Ranch's zoning designations refer to minimum lot size requirements in acres. Defined A-2 uses include the following: a variety of agricultural uses (e.g., crop fields, grazing lands, livestock farms, greenhouses, dairies, etc.); single-family residences and limited additional residential uses (e.g., second residences, small group homes); oil wells; and parks with associated customary facilities. Several types of accessory uses/structures are also permitted, including building materials storage and signage. Additional allowed uses subject to review and/or permit include motion picture sets, water tanks, shared water wells, explosives storage, communication equipment buildings, radio and television stations and towers, public utility service centers and yards, grading activities and soil import and export in excess of 100,000 cubic yards, and temporary parking lots.

The Zoning Ordinance specifies the same setback requirements in the A-2 zone as required in the R-1 zone, with yards ranging from 5 to 20 feet depending on location. Height is limited by the requirement that the total floor area in all the buildings on any one parcel of land not to exceed 13 times the buildable area of such parcel of land. Additional sections of the Zoning Code specify other development standards and address such issues as parking requirements, signage, and lot area. Specifically, Parts 20, 21, and 22 of Section 22.52 address Green Building, Drought-Tolerant Landscaping, and Low Impact Development (LID) requirements, respectively, all of which are discussed below, while Section 22.56.215, also discussed below, requires conditional use permits for residential development in hillside management areas to protect environmentally sensitive areas.

(f) Los Angeles County Hillside Requirements

A variety of hillside requirements apply throughout Los Angeles County. Within the adopted General Plan, Appendix A of the Land Use Element provides Hillside Management/Performance Review procedures for non-residential development projects in hillside areas. The review process is intended to ensure site suitability, public safety, and resource protection, and protect scenic and open lands. Among the uses permitted in hillside areas are industrial, limited commercial, and "certain research, development, and product testing facilities requiring the seclusion afforded by hillside terrain," as well as various agricultural, mineral extraction, and utility uses. Appendix A specifies a method for calculating densities for residential uses and identifies findings required for approval of hillside residential development; however, such requirements would not apply to the Project.

In addition, as discussed above, the Conservation and Open Space Element of the adopted General Plan addresses hillside issues and specifies Special Management Area designations, including Hillside Management, which applies to much of the Ranch. This designation is intended to protect the character and natural resource value of hillsides, including ridgelines, and minimize hazards associated with hillside development through innovative and sensitive design.

Additional hillside management regulations are set forth in Section 22.56.215 of the Zoning Code. These regulations apply to residential development in non-urban hillside areas and require the filing of a hillside development CUP, allowing for limited development while protecting the natural topography, resources, and character of the hillsides. However, a hillside development CUP would not be required for the Project as it does not involve the development of hillside residential uses.

(g) Los Angeles County Green Building Program

On November 18, 2008, the Los Angeles County Board of Supervisors adopted three ordinances to form the County's Green Building Program: the Green Building ordinance (County Code Chapter 22.52, Part 20), the Drought-Tolerant Landscaping ordinance (County Code Chapter 22.52, Part 21), and the Low Impact Development Standards ordinance (County Code Chapter 22.52, Part 22). The Green Building ordinance is intended to minimize the impact of development by requiring building practices that reduce the use of energy, water, and other natural resources, minimize waste, and promote a healthy environment. Non-residential buildings with a gross floor area between 10,000 and 25,000 square feet are required to meet LEED™ Certification requirements, and non-residential buildings with a gross floor area of 25,000 square feet or more are required to meet LEED™ Silver Certification requirements, with compliance demonstrated via site plan review. If a project site contains multiple buildings, each building must comply

with the Green Building ordinance. The Drought-Tolerant Landscaping ordinance requires the use of native or non-native drought-tolerant plants that require minimal use of water. Applicable to all projects regardless of size, this ordinance requires 75 percent of a project's total landscaped area to contain drought-tolerant plants and limits the amount of turf to 25 percent of total landscaping or no more than 5,000 square feet. The LID ordinance focuses on water resources and specifies storm water handling and treatment requirements that protect streams, groundwater, surface water quality, and natural drainage characteristics.

Further discussion of the Green Building, Drought-Tolerant Landscaping, and LID ordinances is provided in Section V.B, Flood Hazards; Section V.D, Water Quality; Section V.E.1, Air Quality; Section V.E. 2, Global Climate Change; Section V.F, Biological Resources; Section V.L.1, Utilities and Service Systems—Water Supply; and Section V.L.4, Utilities and Service Systems—Energy, of this Draft EIR.

(h) Los Angeles County Rural Outdoor Lighting District

On January 24, 2012, the Board of Supervisors initially approved a Rural Outdoor Lighting District ordinance with a request to County Counsel to make certain changes to the ordinance and return to the Board of Supervisors for final approval. The final ordinance will establish a Rural Outdoor Lighting District with 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 44.28-acre area covered by the Project's vesting tentative tract map would be exempt from the ordinance as it is not included within the Lighting District and the Project's application for a conditional use permit and vesting tentative tract map was deemed complete on May 4, 2010. While the portion of the Development Area and the remainder of the Ranch outside of the tract map area would be subject to the ordinance and included within the Lighting District, light trespass would not apply to the Project lighting on itself within the area covered by the Project's conditional use permit (i.e., the entire 890-acre Ranch) or the LADWP transmission corridor, as the intent of the ordinance is not to regulate a project's impacts on itself. In addition, existing operations within the Ranch covered by the existing CUP would not be subject to the Lighting District regulations; however, any future permanent lighting fixtures, including replacement fixtures, would need to comply with the Lighting District regulations. As indicated in the Light Memo included in Appendix H.2 (see Figure 4A therein), the Project would not create light trespass onto Placerita Canyon Road or any properties outside of the Project site.

(2) Regional Plans and Applicable Policies

Regional land use plans that govern the Ranch and the surrounding area include the Southern California Association of Governments' Regional Transportation Plan (RTP), Growth Vision Report, and Regional Comprehensive Plan (RCP); the Los Angeles County Congestion Management Plan (CMP), administered by the Los Angeles County Metropolitan Transportation Authority (Metro), which regulates regional traffic issues; and the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP), which addresses attainment of State and federal ambient air quality standards throughout the South Coast Air Basin (Basin).

(a) SCAG Regional Transportation Plan, Growth Vision Report, and Regional Comprehensive Plan

SCAG is the federally designated metropolitan planning organization for six Southern California counties, including the County of Los Angeles. SCAG is mandated to create plans for transportation, growth management, hazardous waste management, and air quality. SCAG's 2008 Regional Transportation Plan, adopted in May 2008, presents a long-term transportation vision through the year 2035 for the SCAG region. The 2008 RTP was produced through a balanced approach that considered system preservation, system operation and management, improved coordination between land use decisions and transportation investments, and strategic expansion. Specific issues addressed within the 2008 RTP include mobility, air quality, climate change, energy, transportation financing, security and safety, environmental justice and mitigation, revenues and expenditures, transportation conformity, implementation and monitoring, corridor preservation, and future connections and growth. The RTP provides a basic policy and program framework for long-term investment in the regional transportation system in a coordinated, cooperative, and continuous manner. Transportation investments in the SCAG region that receive State or federal transportation funds must be consistent with the RTP and must be included in the Regional Transportation Improvement Program (RTIP) when ready for funding. The RTP goals and policies that relate to the Project are discussed in Table V.N-3 on page V.N-67 in the analysis of impacts below.

In an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole, SCAG has collaborated with interdependent sub-regions, counties, cities, communities, and neighborhoods in a process referred to by SCAG as Southern California Compass, which resulted in the development of a shared Growth Vision Report for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. SCAG began Compass in 2002, spearheaded by the Growth Visioning Subcommittee, which consists of civic leaders from throughout the region. The shared regional vision sought to address issues such as congestion and housing availability, which may threaten the region's livability.

The underlying goal of the growth visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income. To organize the strategies for improving the quality of life in the SCAG region, a series of principles was established by the Growth Vision Subcommittee. These goals are contained in the Growth Vision Report. The four principles are intended to promote and maximize regional mobility, livability, prosperity, and sustainability. Decisions regarding growth, transportation, land use, and economic development should support and be guided by these principles. Specific policy and planning strategies also are provided as a way to achieve each of the principles. The Project's consistency with the Growth Vision goals is discussed in Table V.N-3 on page V.N-67 in the analysis of impacts below.

In addition, the Compass Blueprint 2% Strategy provides guidance for how and where SCAG can implement the Growth Vision for Southern California's future. It calls for modest changes to current land use and transportation trends on only two percent of the land area of the region. Directing the changes to the selected two percent of the land identified produces the greatest policy achievement for the least land affected. The selected "2% sites" located in the vicinity of the Ranch are identified on the 2% Strategy Opportunity Areas Map for North Los Angeles County. The Ranch is not located within a Compass 2% Strategy Opportunity Area. However, the Ranch is located immediately adjacent to a proposed high speed rail alignment that generally corresponds to SR-14.

SCAG has also prepared and issued the 2008 Regional Comprehensive Plan (RCP) in response to SCAG's Regional Council directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges.[9] The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The plan incorporates principles and goals of the Compass Blueprint Growth Vision and includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The action plans contained in the RCP provide a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

[9] *SCAG, 2008 Regional Comprehensive Plan, www.scag.ca.gov/rcp/pdf/finalrcp/f2008RCP_ExecSum.pdf, accessed February 17, 2009.*

The 2008 RCP replaced SCAG's 1996 Regional Comprehensive Plan and Guide (RCPG) for use in SCAG's Intergovernmental Review (IGR) process. SCAG's Community, Economic and Human Development Committee and the Regional Council took action to accept the RCP, which now serves as an advisory document for local governments in the SCAG region for their information and voluntary use in developing local plans and addressing local issues of regional significance. However, as indicated by SCAG, because of its advisory nature, the RCP is not used in SCAG's IGR process. Rather, SCAG reviews new projects based on consistency with the 2008 RTP and Compass Growth Vision.[10]

(b) SCAQMD Air Quality Management Plan (AQMP)

The SCAQMD was established in 1977 pursuant to the Lewis-Presley Air Quality Management Act. The SCAQMD is responsible for bringing air quality in the South Coast Air Basin into conformity with federal and State air pollution standards. The SCAQMD is also responsible for monitoring ambient air pollution levels throughout the Basin and for developing and implementing attainment strategies to ensure that future emissions will be within federal and State standards. The SCAQMD's AQMP, last amended in 2007, presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts (CAA), including a comprehensive list of pollution control measures aimed at reducing emissions. Further discussion of the AQMP can be found in Section V.E.1, Air Quality, of this Draft EIR.

(c) Metro Congestion Management Program (CMP)[11]

The Los Angeles County Metropolitan Transportation Authority administers the CMP, a State-mandated program designed to provide comprehensive long-range traffic planning on a regional basis. The 2004 CMP includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county-wide computer model used to evaluate traffic congestion and recommend relief strategies and actions. CMP guidelines specify that those freeway segments to which a project could add 150 or more trips in each direction during the peak hours be evaluated. The guidelines also require evaluation of designated CMP roadway

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[10] *Prior to publication of the 2008 RTP, projects considered to be regionally significant based on SCAG criteria were required to provide an analysis of consistency with the 1996 RCPG goals and policies. However, SCAG now considers the RCPG superseded by the 2008 RTP.*

[11] *The Metro Board adopted the 2010 CMP for Los Angeles County on October 28, 2010. However, the Project is subject to the adopted CMP in effect at the time of the Notice of Preparation (NOP), which was the 2004 CMP.*

intersections to which a project could add 50 or more trips during either peak hour. The CMP is discussed further in Section V.J, Traffic, Access, and Parking, of this Draft EIR.

3. ENVIRONMENTAL IMPACTS

a. 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 Ranch, including the Development Area, and 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 Ranch, including the Development Area. 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 compatibility analysis is based on aerial photography, land use maps, and field surveys in which surrounding uses were identified and characterized. The analysis addresses general land use relationships and urban form, based on a comparison of land use relationships in the area surrounding the Ranch under conditions existing at the time the Notice of Preparation (NOP) is published to those that would occur with Project implementation.

b. 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 N-1: Would the project physically divide an established community?

Threshold N-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 plans?

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

Threshold N-4: Would the project conflict with Hillside Management Criteria, SEA conformance criteria, or any other applicable land use criteria?

Impacts on the environment pursuant to CEQA ordinarily focus on changes in the physical environment. An inconsistency between a project and a plan is a policy or legal determination rather than a physical impact on the environment. However, where a plan is adopted for the purpose of avoiding or mitigating a physical impact on the environment, an inconsistency may indicate the project could result in a significant effect on the environment.[12]

The Project site and its vicinity are not located within an area covered by a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan. Therefore, no impacts with respect to such plans would occur and no further analysis of such plans is required.

c. Project Design Elements

A complete description of the Project and associated development characteristics is provided in Section IV, Project Description, of this Draft EIR. As discussed therein, the Project would provide for the development of a state-of-the-art studio and associated film and television production facilities within the westernmost 58 acres of the Ranch.[13] Two development scenarios are proposed under the Project: the Soundstage Option, which would provide up to 12 soundstages, production offices, six mills, a warehouse, writers/producers bungalows, a commissary, an administration building, a central utility plant, and an electrical substation; and the Studio Office Option, which would involve development of a studio office building in lieu of four soundstages, two mills, and production offices within the northern portion of the Development Area. Within Section IV, Project Description, a Conceptual Site Plan of the Soundstage Option is provided in Figure IV-6, and the proposed floor areas by land use are listed in Table IV-1. The Studio Office Option is illustrated in Figure IV-7 and its associated floor areas are indicated in Table IV-2, also in Section IV, Project Description. Buildout of the Soundstage Option

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[12] *Stephen L. Kosta and Michael H. Zischke, Practice Under the California Environmental Quality Act, Continuing Education of the Bar, Chapter 12, Section 12.36, p. 611–612, October 2006.*

[13] *As previously mentioned, the 58-acre Development Area includes approximately 12 acres that are owned by LADWP and traverse the easternmost portion of the Development Area. This area would be graded and used for surface parking as part of the Project.*

would result in a total of approximately 555,950 gross square feet of building area, plus approximately 66,300 square feet of ancillary facilities, while buildout of the Studio Office Option would result in a total of approximately 510,000 gross square feet of building area, plus approximately 66,300 square feet of ancillary facilities.

As described more fully in Section V.I, Visual Qualities, the proposed buildings would be designed to reflect the existing agrarian and rustic character of the Ranch. The new buildings would be integrated into the topography of the site with building heights ranging from approximately 20 to 60 feet in height.[14] The buildings would be partially screened from adjacent roadways by a vegetation barrier (i.e., including a screening berm with native plants), heavy landscaping, and existing mature native trees. Design Guidelines would be implemented in conjunction with the Project and would address such issues as site planning, urban design principles, building design, building heights, setbacks, site circulation, landscaping, and lighting.

Central to the development concept for the Project are sustainability features that would minimize energy usage, greenhouse gas emissions, impacts to ecosystems such as Placerita Creek, and impacts to view corridors of Placerita Canyon. As part of compliance with the County's Green Building ordinance, the soundstages, production offices, and administration building would comply with the County's Green Building Standards and achieve Leadership in Energy and Environmental Design (LEED™) Silver Certification. The commissary would comply with the County's Green Building Standards and achieve LEED™ Certification. The writers/producers bungalows would comply with the County's Green Building Standards. While the mills and the warehouse are exempt from County Code Sections 22.52.2130.C.1 and 22.52.2130.D regarding energy conservation and third party rating systems, they would comply with the other applicable sections of the County's Green Building ordinance and achieve equivalency of LEED™ Certification. The substation and central utility plant would be exempt from the County's Green Building ordinance. Additionally, a variety of design features would be implemented to accomplish the Project's sustainability goals. Refer to Section V.E.2, Global Climate Change, of this Draft EIR for further discussion of proposed sustainability features.

The majority of Project parking would be provided within surface lots adjacent to the soundstages and office buildings on both the northern and southern pads. Parking for production-related vehicles also would be provided adjacent to the soundstages and mills. Additional parking would be provided in two surface lots located within the LADWP

[14] *Per Los Angeles County Code Section 22.08.080 H, building height is defined as the plumb line distance from the point being measured to the grade.*

transmission corridor, as well as potentially within one or two surface lots located east of the Development Area on the Ranch. These latter conditional lots would be constructed and used only if LADWP were to revoke the parking license agreement for the parking lots within its transmission corridor. All Code-required parking could be supplied on Ranch property, as discussed further in Section V.J, Traffic, Access, and Parking, of this Draft EIR.

Primary access to the Project would be provided from Placerita Canyon Road via a new driveway across from the SR-14 northbound off-ramp. This intersection would be reconfigured and signalized to allow for direct site access from the off-ramp.[15] An entry kiosk would be provided on-site to manage access, with sufficient queuing space along the driveway to prevent backups onto Placerita Canyon Road. The current main driveway to the Ranch, located further to the east along Placerita Canyon Road, would continue to be used. The Ranch's existing gated entrance on Placerita Canyon Road, located west of the current Ranch main entrance, would continue to be restricted for emergency access. In addition, pedestrian and bicycle access would be provided throughout the Development Area to enhance non-motorized circulation.

As part of the Project, a comprehensive landscaping plan would be implemented to enhance the existing natural features in the vicinity of the Development Area. Placerita Creek would continue to serve as an integral natural amenity and focal point for the Ranch, enhanced by implementation of a habitat restoration plan. In compliance with the County's Drought-Tolerant Landscaping ordinance, at least 75 percent of the Project's landscaped area would contain plants from the Los Angeles County Drought-Tolerant Plant List. In addition, consistent with existing practices on the Ranch, mature native trees including oak trees would be planted and enhanced with complementary native vegetation. The steep slopes along the south side of the creek would be terraced and planted with native grasses and other native riparian vegetation. Native trees, such as oaks, and other plantings along the existing entrance road would create a landscaped "gateway" to the Ranch.

Project implementation would require the removal of approximately 158 oak trees, including 16 heritage oak trees, and encroachment on 82 oak trees, including 3 heritage oak trees. As such, the Project would require an oak tree permit and would be required to plant 444 new oak trees of 15-gallon size per the County's Oak Tree ordinance and current County practices. In order to better replace the community of the oak woodland habitat and the oak tree canopy in the Development Area, the Project includes a comprehensive

[15] *In the event the proposed improvements to the off-ramp were not approved by Caltrans, the Project traffic ingress would be restricted to the current Ranch main entrance (i.e., the driveway east of the northbound on-ramp on Placerita Canyon Road).*

mitigation program that would involve the planting of at least 1,600 oak trees of a variety of sizes on approximately 10 acres of the Ranch east of the Development Area, as discussed further in Section V.F, Biological Resources.[16]

Also as part of the Project, the Applicant would dedicate a variable-width, 12- to 20-foot-wide easement for a proposed trail, referred to as the Placerita Canyon Connector Trail, which would be constructed as a public, multi-use trail for hiking, mountain-biking, and equestrian use and would connect to existing trails within Angeles National Forest.[17] The trail would extend from the SR-14 northbound off-ramp adjacent to Placerita Canyon Road to southeast of the Water Tank Area at the Ranch's southern property line, incorporating switchbacks as the route climbs in elevation to the Firebreak (Viper) Trail, which in turn connects to existing trails within Placerita Canyon Nature Center to the east. This area is referred to herein as the Trail Area, and the proposed trail alignment is shown in Figure IV-12 in Section IV, Project Description. Elevations would range from approximately 1,455 feet above MSL at the SR-14 off-ramp to approximately 1,755 feet above MSL at the crest of the proposed trail alignment, with a varying trail tread width of 3 to 5 feet and varying grades of up to 30 percent over the course of the approximately 4,600-foot-long trail.[18] Short segments of the trail (totaling approximately 500 feet) would remain unimproved in order to avoid grading beneath any oak tree canopies, and a segment would follow a portion of the water tank access road. Retaining walls of up to three feet in height would be required to maintain trail width and stability along some segments of the trail and would include wood and/or rock materials, consistent with the County of Los Angeles Trail Manual, so as to blend into the surrounding landscape. The Placerita Canyon Connector Trail would also include a trailhead/staging area near the base of the existing access road to the Water Tank Area, which would consist of an approximately 19,000 square foot dirt or gravel surface with un-striped parking for up to four vehicles and horse trailers, a kiosk for way-finding, regulatory and directional signage, horse ties, an entry gate, and potentially lodge pole fencing where needed. As the trail would be for daytime use, no lighting would be provided at the trailhead or along the trail. Additionally, no waste bins would be provided as all trail users would be expected to pack out any trash.

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[16] *Per the Project's approved Oak Tree and Woodland Mitigation and Monitoring Plan (see MM F-3), the Applicant would be required to ensure the survival of 1,144 oak trees throughout the 7-year monitoring period (monitoring to begin once individual trees grow to measure 1 inch in diameter at 1 foot above the base of the trunk).*

[17] *The trail would replace a County proposed Placerita Creek Connector Trail, which is designated within the Santa Clarita Valley Area Plan's Trails Plan, as well as the new draft Conservation and Open Space Element and aligned along Placerita Creek.*

[18] *A trail width of three feet would be provided where necessary to avoid impacts to sensitive habitat such as oak trees or a water course and along sections of the trail that traverse steep terrain.*

To support the energy needs of the Project, an approximately 46,300-square-foot electrical substation with an approximately 1-acre footprint would be constructed on the slope north of the northern fill pad. The substation would consist of a small building for controls/switchgear, two large transformers, and above-grade cabling and structures, as described in detail in Section V.L.4, Utilities and Service Systems—Energy. Additionally, an approximately 20,000-square-foot central utility plant would be located north of Placerita Canyon Road. The central utility plant would include chillers, pumps and other associated equipment which would be enclosed (with exception of louver openings for air ventilation), as well as exterior cooling towers which would be screened from public view. Other utility improvements would include new underground water and sewer connections to existing facilities in the City of Santa Clarita operated, respectively, by Newhall County Water District (NCWD) of the Castaic Lake Water Agency and the Santa Clarita Valley Sanitation District (SCVSD) of Los Angeles County. The improvements would involve installation of off-site water and sewer lines generally extending west of the Ranch, an off-site water supply booster pump, and a water storage tank located on the Ranch south of Placerita Canyon Road. Full descriptions of the proposed infrastructure and potential alignments for these systems are provided in Section V.L.1, Utilities and Service Systems—Water Supply, and Section V.L.2, Utilities and Service Systems—Wastewater/Sewage Disposal, of this Draft EIR.

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 fuel modification plan, described in detail in Section V.K.2, Public Services—Fire Protection, would establish buffer zones around proposed structures and would dictate the types of vegetation permitted within the zones. 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 construction permits. A preliminary fuel modification plan was approved by the County Fire Department in August 2011.

To accommodate Project construction, the uninhabited structure in the western portion of the Ranch would be removed, and the Ranch foreman's mobile home would be relocated to another portion of the Ranch with installation of a new septic system.

While approximately 30 acres of the existing 225-acre outdoor filming area fall within the Development Area, the remaining areas of the Ranch would continue to operate as a working filming ranch, with some intermittent agricultural uses. In addition, approximately 637 acres of the Ranch would continue to be used primarily as a filming backdrop with some intermittent agricultural and oil production uses. The Project would recognize the

synergy of having the existing outdoor filming and proposed indoor film production consolidated on the same site. The Ranch is located within the "Thirty Mile Zone," the area within a 30-mile radius of the intersection of Beverly and La Cienega Boulevards in the City of Los Angeles, which is home to the greatest concentration of studio-related activities in California. In addition, the Project would help satisfy the increased demand for film production studio space within the Los Angeles area as well as support the continued successful establishment of the film industry in the Santa Clarita Valley. The proposed studio uses and continued filming activities could operate 24 hours per day, as under existing conditions.

A number of discretionary approvals are required as part of the Project, including the following:

- Vesting Tentative Tract Map (VTTM) TR071216 to create 20 lots under the Soundstage Option and 18 lots under the Studio Office Option on 44.28 acres of the 58-acre Development Area, corresponding to the area located west of the LADWP transmission corridor. A depiction of the tentative tract map is provided in Figure IV-16 in Section IV, Project Description.

- Local plan amendment to change the land use designation set forth in the 1990 Santa Clarita Valley Area Plan for the tract map area from HM (Hillside Management) to C (Commercial) for approximately 20 acres and from W (Floodway/Flood Plain) to C (Commercial) for approximately 24.28 acres. The remaining portion of the 58-acre Development Area, most of which is owned by the LADWP, would remain designated as HM (Hillside Management) and W (Floodway/Flood Plain). Refer to Figure V.N-1 on page V.N-3 for an illustration of the proposed Area Plan amendment area.

- Zone change to change the zone from A-2-1 (Heavy Agricultural—One Acre Minimum Required Area) to C-M-DP (Commercial Manufacturing—Development Program) within the tract map area. The remaining portion of the 58-acre Development Area, most of which is owned by the LADWP, would remain zoned A-2-1. Refer to Figure V.N-2 on page V.N-4 for an illustration of the proposed zone change area.

- Conditional Use Permit to authorize a Development Program including: grading in excess of 100,000 cubic yards; development of indoor studio and production uses on 44.28 acres associated with VTTM TR071216 in the proposed C-M-DP (Commercial Manufacturing–Development Program) zone; relocation of the Ranch foreman's mobile home and removal and replacement of the associated septic system; construction of an electrical distribution station; construction of a new water tank south of Placerita Canyon Road; construction of a publicly accessible trail and trailhead south of Placerita Canyon Road; authorize outdoor night lighting beyond that allowed by the Rural Outdoor Lighting District

ordinance; continued operation and maintenance of the existing filming ranch and associated outdoor sets on 195 acres with the remaining 637 acres used as a filming backdrop; and continuation of permitted existing agricultural and oil production uses in the A-2-1 (Heavy Agricultural–One Acre Minimum Required Area) and A-2-2 (Heavy Agricultural–Two Acres Minimum Required Area) zones. A depiction of the Exhibit "A" Map to support the CUP application is provided in Figure IV-17 in Section IV, Project Description.

- Oak tree permit to authorize the removal of 158 oak trees and encroachment within the protected zone of 82 oak trees located within or near the Development Area, Water Tank Area, and Conditional Parking Areas.

- A parking permit to authorize tandem parking, use of shared off-lot parking, and an exemption from paving and striping requirements for surplus parking within the conditional parking lots unless parking within the LADWP transmission corridor is later revoked by LADWP.

- Vacation of the portion of Delden Road traversing the Development Area.

- Re-alignment of County floodway/floodplain map boundary.

- Approval by the Los Angeles County Local Agency Formation Commission (LAFCO) to annex the Ranch into the Santa Clarita Valley Sanitation District of Los Angeles County.

- Approval by the California Department of Transportation of off-site traffic improvements.

- Issuance of a U.S. Army Corps of Engineers Nationwide Permit pursuant to Clean Water Act Section 404.

- Issuance of a Streambed Alteration Agreement from the California Department of Fish and Game pursuant to the Fish and Game Code Section 1603.

- Issuance of a Water Quality Certification from the Regional Water Quality Control Board pursuant to Clean Water Act Section 401.

- Approval of Fuel Modification Plan from the Los Angeles County Fire Department.

- Additional County and other governmental actions as may be determined necessary.

d. Impact Analysis

Threshold N-1: Would the project physically divide an established community?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

The 890-acre Ranch is not part of an established community. The residential uses nearest to the Ranch are located along Placerita Canyon Road west of SR-14, approximately 2,400 feet from the Development Area. A new planned community known as Golden Valley Ranch is currently under construction north of the Ranch within the City of Santa Clarita and will include approximately 500 single-family residential units. Additional single-family subdivisions are located approximately 3,400 feet to the southwest of the Development Area south of Dockweiler Road and west of SR-14 and Sierra Highway, and along Running Horse Road, north of Placerita Canyon Road, approximately 6,300 feet east of the Development Area. Each of these communities is separated from the Ranch portions of the Project site by vast undeveloped areas of the Ranch, steep intervening ridgelines, SR-14 and the adjacent Golden Valley Road, and other existing industrial/oil production uses. Given the separation between proposed on-site development and the nearest residential uses, the Project would not disrupt, divide, or isolate any existing neighborhoods or communities.

The Santa Clarita Valley area is home to a substantial number of filming ranches, including the Ranch. The Ranch has been used over the past several decades for motion picture and television film production, agriculture, horse breeding, cattle ranching, and some oil production activities. As such, the proposed development of studio and associated film and television production facilities would not represent a departure from current uses within the Ranch and thus would not introduce new uses that may disrupt or divide any adjacent uses. Further, other than off-site utility improvements (including replacement of the SCE power poles) and roadway improvements, all proposed development would be contained within the Ranch.

An additional factor that can affect existing uses in the surrounding area is land use compatibility. Land use compatibility addresses whether a Project would be compatible in terms of use, size, intensity, density, scale, and other physical and operational factors with the surrounding environment and associated uses. As indicated above, off-site residential uses would be buffered from proposed on-site development by existing intervening roadways, ridges, and largely undeveloped land within the Ranch.

With respect to the Project's general land use compatibility with nearby open space, national forest, and park lands, proposed development would be concentrated within a previously disturbed area in the westernmost portion of the Ranch, adjacent to SR-14. The vast majority of the Ranch would be maintained in its current, mostly undeveloped condition, with the exception of oak tree mitigation planting, which would further enhance the natural qualities and biotic value of the existing areas of the Ranch east of the Development Area. The proposed studio improvements would not occur within the

Ranch's private in-holdings within Angeles National Forest, and the Project would include a public, multi-use trail on the Ranch south of Placerita Canyon Road that would connect to an existing trail network serving the nearby park lands (e.g., Placerita Canyon Nature Center).

The Project would also be compatible with the natural resources and rural character of the area. Specifically, the Project would implement appropriate Project Design Features and Mitigation Measures to address potentially hazardous conditions, including fuel modification activities to reduce fire hazards and the provision of detention and debris basins to prevent excessive runoff, flooding, and erosion. The improvements would ensure the safety of proposed structures and Project visitors and would protect the natural character of the Ranch and Placerita Creek in particular. While the Project would create temporary and permanent impacts on Placerita Creek, permanent impacts would be minimized to the extent feasible and the currently eroding fill slopes to the creek would be stabilized and vegetated with native vegetation, ultimately improving the creek's riparian corridor. The 158 oak trees to be removed as part of Project development would be replaced by at least 1,600 oaks for an average replacement ratio of over 10 to 1 (with the guaranteed survival of 1,144 oak trees throughout the seven-year monitoring period). Furthermore, with the exception of some of the water supply infrastructure in the previously disturbed Water Tank Area and the creation of a public trail in the Trail Area, no development would be placed within designated coastal California gnatcatcher critical habitat. Fuel modification activities would not occur within the designated critical habitat. Moreover, as previously detailed, the Project would implement a variety of sustainability features, including LEED™ Certification or LEED™ Silver Certification for most Project buildings, which would reduce water and energy usage, vehicle trips, and ultimately greenhouse gas emissions.

The Project would incorporate Design Guidelines to regulate site development, promote architectural compatibility and suitable landscaping, and ensure sensitivity to the surrounding natural environment and nearby uses. New buildings would be integrated with the topography of the site and would be partially screened from view from adjacent roadways. Implementation of the Design Guidelines would ensure that views of Placerita Canyon, including Placerita Creek, would be maintained. Further, lighting guidelines would be implemented to minimize light spillover on adjacent native habitat areas, including groves of trees and Placerita Creek, as well as adjacent public roadways. Refer to Section V.I, Visual Qualities, of this Draft EIR for further discussion of the proposed Design Guidelines.

With regard to the Project's physical operations, while operations could occur 24 hours per day, the majority of proposed studio and production uses would occur indoors, with little impact in terms of noise or light spillover onto off-site areas. (Refer to

Section V.C, Noise, and Section V.I, Visual Qualities, of this Draft EIR for further discussion.) Furthermore, the existing outdoor filming activities, which would continue under the Project, are currently permitted to occur 24 hours per day, and thus proposed operations would not change from current conditions. In addition, although the Project would increase traffic levels on nearby roadways, as demonstrated within Section V.J, Traffic, Access, and Parking, following Project mitigation, all traffic impacts would be less than significant. Finally, the Project would obtain permits and approvals from public resource agencies to ensure the proposed land uses are compatible with the surrounding area.

Construction activities can also be a source of incompatibility. Construction of the Project would result in temporary significant impacts associated with air quality and noise. It is also conservatively assumed that haul truck traffic may result in a temporary adverse impact on local roadways. However, these impacts would be short-term in nature and would be staged to minimize disruption to neighboring streets and properties. Refer to Section V.E.1, Air Quality; Section V.C, Noise; and Section V.J, Traffic, Access, and Parking, of this Draft EIR for further discussion.

In summary, the Project uses would be compatible with the surrounding uses, and the Project would not interfere with the activities on adjacent sites. The Project would not substantially or adversely change the existing relationships between the land uses or properties in surrounding neighborhoods or communities, nor would it have the long-term effect of adversely altering a neighborhood or community through ongoing disruption, division, or isolation. Land use impacts on surrounding uses would therefore be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

Development within the Off-Site Infrastructure Improvement Areas would occur primarily in existing road rights-of-way that pass through various residential areas, including the subdivisions to the west and southwest of the Ranch. While construction of the improvements may temporarily affect nearby residences (as evaluated in Section V.C, Noise; Section V.E.1, Air Quality; and Section V.J, Traffic, Access, and Parking, of this Draft EIR), no permanent physical improvements that could disrupt or divide an established community would occur. Limited aboveground facilities (e.g., a booster pump station and an encased portion of the sewer line crossing the LADWP aqueduct) would be constructed and would not be of a size, nature, or in a location that would disrupt or divide an established community, particularly given the amount of industrial, utility and other infrastructure (e.g., electrical transmission towers, large water/storage tanks, working oil pumps) that presently exist throughout the area. Similarly, the roadway improvements proposed as Project Design Features and Mitigation Measures would involve the reconfiguration of four existing intersections where conditions are developed and disturbed,

and operation of the improved intersections would not represent a change in use from existing conditions. Therefore, development within the Off-Site Infrastructure Improvement Areas would not divide an established community, and impacts would be less than significant.

Threshold N-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 plans?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Consistency with County Plans, Policies, and Regulations

As previously discussed, Project development would be subject to several County land use plans, including the County's General Plan and the Santa Clarita Valley Area Plan. The Project's consistency with relevant aspects of the General Plan and Area Plan is discussed below.

(i) Los Angeles County General Plan

The Project would be consistent with the goals, objectives and policies of the adopted General Plan. General Plan goals and policies that are applicable to the Project and an analysis of the Project's consistency with these policies are provided in Table V.N-1 on page V.N-37. Project consistency with the various land use designations set forth in the General Plan Elements is also discussed below.

(A) General Goals and Policies

As discussed above, the General Development Policy Map designates a majority of the Ranch, including the Development Area, the northern Conditional Parking Area, the Trail Area, and the Water Tank Area, as Non-Urban Hillside, which generally corresponds to an agricultural environment at low densities without typical urban infrastructure. The remainder of the Ranch, including the Potential Mobile Home Relocation Areas and the southern Conditional Parking Area, are designated as Non-Urban Open Space, which generally corresponds to major public and private land used or intended to be used for open space purposes. Specifically, the Ranch includes private in-holdings within Angeles National Forest, though no forest uses occur within the Ranch.

The Project would provide studio uses and production facilities integrated within the existing filming ranch. Specifically, Project development would be limited to the westernmost 58 acres within the 890-acre Ranch adjacent to SR-14, such that 195 acres

Table V.N-1
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
General Goals and Policies	
Policy 10: Protect areas that have significant natural resources and scenic values, including significant ecological areas, the coastal zone and prime agricultural lands.	**Consistent:** The Project would preserve natural resources including significant ecological areas by preserving natural site elements, enhancing existing riparian areas, minimizing the transport of sediment into Placerita Creek and its tributaries, revegetating graded areas and slopes, preserving heritage trees, planting at least 1,600 new oak trees, using fencing during construction to prevent adverse impacts to protected trees, and limiting exterior lighting. Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Ranch. New buildings would be integrated with the topography of the site and would be partially screened from view from adjacent roadways. Implementation of the Design Guidelines would ensure that views of Placerita Canyon, including Placerita Creek, would be maintained. As discussed in Section V.H, Agricultural and Forestry Resources, per the 2010 Farmland Mapping and Monitoring Program (FMMP) mapping update the Ranch is designated as Grazing Land and Other Land, and any loss or conversion of such lands would not be considered a significant impact. Further, the intermittent agricultural uses occurring elsewhere within the Ranch would continue as under existing conditions and would not be directly or indirectly impacted by the Project's operational activities.
Policy 13: Conserve the available supply of water and protect water quality.	**Consistent:** As discussed in Section V.D, Water Quality, of this Draft EIR, implementation of the Storm Water Pollution Prevention Plan (SWPPP), Standard Urban Stormwater Mitigation Plan (SUSMP), and associated BMPs would reduce or eliminate the discharge of potential pollutants from stormwater runoff to the maximum extent practicable during the construction and operation phases of the Project. More specifically, implementation of the BMPs would ensure the quality of stormwater runoff leaving the Project site would meet all regulatory standards and maintain the beneficial uses of Placerita Creek and its downstream waters. Additionally, the Project would reduce its water demand by at least 20 percent through the use of Project Design Features, specified in Section V.L.1, Utilities and Service Systems—Water Supply.
Policy 14: Restore and protect air quality through the control of industrial and vehicular emissions, improved land use management, energy conservation and transportation planning.	**Consistent:** Development of the Project would implement Project Design Features that would reduce vehicular trips, reduce vehicle miles traveled, and encourage use of alternative modes of transportation. The Project would substantially reduce the number of truck trips from outside productions which currently require travel between film shoots on the Ranch and off-site production facilities, thus advancing regional air quality goals. The Project would also minimize

Table V.N-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
	regional air quality impacts from new development by conserving energy through the use of highly efficient electric and HVAC equipment (housed in the proposed central plant), conserving water through the use of irrigation/sprinkler controls and low consumption fixtures, and introducing building design and construction that achieve the equivalent of the LEED™ Silver Certification for most of the buildings within the Development Area.
Policy 15: Promote more effective recycling and reuse of resources, especially those that are nonrenewable.	**Consistent:** As discussed further below, the Applicant would implement Project Design Features to reduce the Project's solid waste generation during construction as well as during long-term operations.
Policy 23: Ensure that development in non-urban areas is compatible with rural lifestyles, does not necessitate the expansion of urban service systems, and does not cause significant negative environmental impacts or subject people and property to serious hazards.	**Consistent:** A variety of land uses are considered appropriate within non-urban areas, including commercial, industrial, and some manufacturing uses. The Project would introduce low-intensity commercial uses which require an isolated and secluded location, in a manner sensitive to the natural features of the site, while preserving the vast majority of the Ranch. The Project would maintain the surrounding hillsides, forest, and the existing intermittent agricultural and oil production uses. The Project's location immediately adjacent to SR-14 would minimize disruption to the rural character of the area while facilitating site access. Although extension of local water and wastewater systems to the Development Area would be necessary, as demonstrated throughout the analyses within this Draft EIR, environmental impacts would be minimized to the maximum extent feasible. Further, as discussed in Section V.M, Environmental Safety/ Fire Hazards, the Project would not subject people or property to serious hazards.
Policy 38: Protect and enhance the visual uniqueness of natural edges and encourage superior design of major entryways.	**Consistent:** As discussed above, the Project would preserve natural resources including significant ecological areas by preserving natural site elements, enhancing existing riparian areas, minimizing the transport of sediment into Placerita Creek and its tributaries, revegetating graded areas and slopes, preserving heritage trees, planting at least 1,600 new oak trees, using fencing during construction to prevent adverse impacts to protected trees, and limiting exterior lighting. Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Ranch. New buildings would be integrated with the topography of the site and would be partially screened from view from adjacent roadways via perimeter landscaping. Implementation of the Design Guidelines would ensure that views of Placerita Canyon, including Placerita Creek, would be maintained. A new main entrance would be developed across from the SR-14 northbound off-ramp and would feature an entry kiosk,

Table V.N-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
	landscaping, and an illuminated signage feature, a conceptual rendering of which is provided in Figure V.I-8. Native trees, such as oaks, and other plantings along the existing main entrance road would also create a landscaped "gateway" to the Ranch.
Policy 60: Encourage a strong diversified economy that will provide business opportunities, an adequate number of jobs for this County's labor force and an improved standard of living.	**Consistent:** The entertainment industry is one of four main industry "clusters" targeted for expansion in the Santa Clarita Valley, with the intention of building on existing production facilities, expanding opportunities for location filming, and reducing the number of film industry professionals who commute out of the area. The Project would build upon existing film production uses in the Santa Clarita Valley and within the Ranch and create new job opportunities.
Policy 64: Promote jobs within commuting range of urban residential areas in order to reduce commuting time, save energy, reduce air pollution and improve public convenience.	**Consistent:** The Project would support the continued successful establishment of the film industry in the Santa Clarita Valley, serving to create jobs within commuting range of urban residential areas, thereby reducing commuting time, saving energy, reducing air pollution, and improving public convenience.
Conservation and Open Space Element	
Policy 1: Actively support strict air quality regulations for mobile and stationary sources, and continued research to improve air quality. Promote vanpooling and improved public transportation.	**Consistent:** The Project would support air quality regulations by reducing emissions to the maximum extent practicable. The Project also would include a carpool matching program and preferred parking for carpool/vanpool vehicles.
Policy 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 would incorporate a variety of sustainability features, described above, that would reduce energy and water usage. Such features would include LEED™ Certification or LEED™ Silver Certification for many of the new buildings. The Project also would incorporate relevant sustainability features set forth in the County's Green Building, Low Impact Development, and Drought-Tolerant Landscaping ordinances. In conjunction with LEED™ design elements, the Project would include a variety of design features intended to reduce energy usage by at least 15 percent below equivalent Title 24 (2008) standards. Electricity would be supplied to meet the Project's power needs through the construction of a new on-site substation designed, owned, and operated by the Southern California Edison (SCE). SCE is currently constructing the Tehachapi Renewable Transmission Project, a series of new and updated electric transmission lines and substations planned to deliver electricity from new wind farms in the Tehachapi area to SCE customers and the California transmission grid.

Table V.N-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
Policy 3: Promote the use of solar energy to the maximum extent possible.	**Consistent:** See Conservation and Open Space Policy 2, above. In addition, the Project would incorporate energy saving features into building design, such as solar energy features, as appropriate and where feasible.
Policy 4: Protect groundwater recharge and watershed areas, conserve storm and reclaimed water, and promote water conservation programs.	**Consistent:** The underground detention systems in the northern and southern portions of the Development Area would capture and detain stormwater flows and provide first flush treatment before either infiltrating back into the local groundwater basin or draining via outlets to Placerita Creek. In addition, under the Project, Placerita Creek would be enhanced by implementation of a habitat restoration plan. Surface water infiltration would be promoted within the Development Area through a variety of BMPs, and the soft bottom of Placerita Creek would be maintained and would continue to allow unencumbered infiltration. The Project would reduce its water demand by at least 20 percent through the use of Project Design Features that would include the following measures, or equivalent measures capable of achieving the same results, at minimum: high-efficiency toilets, high-efficiency urinals or waterless urinals, low-flow restroom faucets, and restroom faucets of a self-closing design. In addition, in accordance with the County's Drought-Tolerant Landscaping ordinance, at least 75 percent of the Project's landscaped area would contain plants from the Los Angeles County Drought-Tolerant Plant List.
Policy 5: Encourage the maintenance, management and improvement of the quality of imported domestic water, groundwater supplies, natural runoff and ocean water.	**Consistent:** As discussed in Section V.D, Water Quality, of this Draft EIR, implementation of the Storm Water Pollution Prevention Plan (SWPPP), Standard Urban Stormwater Mitigation Plan (SUSMP), and associated BMPs would reduce or eliminate the discharge of potential pollutants from stormwater runoff to the maximum extent practicable during the construction and operation phases of the Project. More specifically, implementation of the BMPs would ensure the quality of stormwater runoff leaving the Project site would meet all regulatory standards and maintain the beneficial uses of Placerita Creek and its downstream waters.
Policy 6: Preserve significant agricultural areas and encourage the expansion of agricultural activities into under-utilized lands such as utility rights-of-way and flood prone areas.	**Consistent:** As discussed in Section V.H, Agricultural and Forestry Resources, per the 2010 FMMP mapping update the lands within the Ranch are designated as Grazing Land and Other Land, and any loss or conversion of such lands would not be considered a significant impact. Further, the intermittent agricultural uses occurring elsewhere within the Ranch would continue as under existing conditions and would not be directly or indirectly impacted by the Project's operational activities.
Policy 7: Preserve significant ecological areas and habitat management areas by appropriate measures, including preservation,	**Consistent:** The Project would preserve significant ecological and habitat areas by preserving natural site elements, enhancing existing riparian areas, minimizing the

Table V.N-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
mitigation and enhancement.	transport of sediment into Placerita Creek and its tributaries, revegetating graded areas and slopes, preserving heritage trees, planting at least 1,600 new oak trees, using fencing during construction to prevent adverse impacts to protected trees, and limiting exterior lighting.
Policy 12: Protect watershed, streams, and riparian vegetation to minimize water pollution, soil erosion and sedimentation, maintain natural habitats, and aid in groundwater recharge.	**Consistent:** See Conservation and Open Space Element Policies 4, 5, and 7 above.
Policy 13: Encourage open space easements and dedications as a means of meeting scenic, recreational, and conservation needs.	**Consistent.** While the Project would not include an open space easement, as described above, the Project would include the dedication of an easement, funding, and construction of a public, multi-use trail for hiking, mountain-biking and equestrian use on the Ranch south of Placerita Canyon Road, which would connect to existing trails within Angeles National Forest. Also, the Project would retain 637 acres of mostly undeveloped hillsides surrounding the Ranch floor.
Policy 16: Substantially retain the integrity and natural grade elevations of significant natural ridgelines and prominent landforms that form the Valley's skyline backdrop.	**Consistent:** Project grading would be designed to retain the integrity and natural grade elevations of the landforms that influence the visual quality of the Ranch. While the Project would involve grading of the hillside in the far northern portion of the Development Area to create a development pad for the substation, this area does not contain any major ridgelines, and finished grades would include a steep slope rising up from the substation to the northeast, similar to existing conditions. No designated significant ridgelines are identified within the Project site or the Ranch. Also, the Project would retain 637 acres of mostly undeveloped hillsides surrounding the Ranch floor.
Policy 17: Protect cultural heritage resources, including historical, archaeological, paleontological and geological sites, and significant architectural structures.	**Consistent:** There are no known or eligible cultural resources within or adjacent to the Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, Conditional Parking Areas, or the Off-Site Infrastructure Improvement Areas that would be affected by Project development. The Jauregui Ranch House located within the Development Area was found to be ineligible for listing in the National and California Registers. However, there is potential for buried archaeological sites along the Placerita Creek floodplain as well as within areas underlain by Saugus Formation. As such, the Project would protect potential cultural resources through implementation of the following measures: monitoring by a qualified archaeologist along the Placerita Creek floodplain during stripping and other earthmoving activities; monitoring by a qualified archaeologist during grading and excavation for the septic tank at the selected of the two Potential Mobile Home Relocation Areas

Table V.N-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
	and for light poles and electrical conduits at the Conditional Parking Areas, if developed; monitoring of ground-disturbing activities within Saugus Formation by a paleontological monitor; and conducting Native American consultation in accordance with SB 18. Refer to Section V.G, Cultural and Paleontological Resources, for further discussion and the recommended Mitigation Measures.
Policy 20: Encourage private owners to protect cultural heritage resources.	**Consistent:** See Conservation and Open Space Policy 17, above.
Policy 21: Restrict urban development in areas subject to seismic and geologic hazards.	**Consistent:** The potentially active Whitney Fault traverses the Development Area, however the California Geological Survey does not delineate any part of the Development Area as being within an Earthquake Fault Zone. With respect to compliance with the Seismic Hazards Mapping Act, seismic hazards specific to the Development Area, as mapped on the Seismic Hazard Zone Map for the area, include liquefaction which has been taken into consideration in the Project's design. The Project would be designed and constructed in accordance with California and Los Angeles County Building Code requirements, as well as the Project Design Features and recommendations set forth in the Geotechnical Report, and any additional design features or mitigation measures established via the required design level investigations to be performed. The Project would minimize exposure to severe seismic hazards through implementation of appropriate mitigation measures, and in particular would include provisions for the stabilization of the slopes along Placerita Creek.
Policy 22: Restrict urban development in flood prone areas, and thus avoid major new flood control works. Maintain natural watershed processes by regulating development in tributary watersheds. Minimize increased runoff, erosion, and siltation of streambeds that would limit the uses of streams and water bodies for recreation and other beneficial water-related uses.	**Consistent:** Although the Project would not qualify as urban development, following grading for the Project, no structures would be placed within the 100-year floodplain. The average water surface elevation in Placerita Creek during a County 50-year storm event is far below the future elevations within the Development Area. Accordingly, the Development Area would lie outside the floodplain for Placerita Creek and would not be subject to inundation. Furthermore, the drainage system to be installed within the Development Area as part of the Project would be designed and sized to ensure that post-development flow rates would not exceed pre-development flow rates. In addition, as discussed in Section V.B, Flood Hazards, the results of sediment transport analyses conducted for Placerita Creek showed that post-project conditions would not result in adverse impacts to downstream properties. The Project could result in a limited degree of soil erosion from vegetated areas. However, in accordance with NPDES permit requirements, the Project would be required to have a SUSMP in place during the operational life of the Project. The SUSMP would include BMPs, developed, in part,

Table V.N-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
	based on the County's Low Impact Development (LID) Standards Manual, which would reduce erosion from vegetated areas within the Project site.
Policy 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 Area Plan designates portions of the Development Area as well as the Water Tank Area and Trail Area as Hillside Management (HM). With respect to the protection of the natural and scenic character of the Project site, see Conservation and Open Space Element Policy 16 above. With respect to reducing erosion and risks from flooding, see Conservation and Open Space Policy 22 above. To reduce risks from fire, a Fuel Modification Plan would be implemented, as detailed in Section V.K.2, Public Services—Fire Protection. All plantings would be in accordance with the County's Fuel Modification Plan Guidelines. Appropriate Fire Department access would also be provided throughout the Project site during both construction and operation. Additionally, the Project would comply with the County Fire Department's adopted programs directed at wildland fire prevention, including the State Fire Code standards for new development in hazardous fire areas. Impacts related to landslides would not be significant since with the exception of relatively steep slopes within the Water Tank Area and the Trail Area, the natural slopes within much of the area proposed for new development are relatively flat, and no evidence of pre-existing slope instability was encountered during geotechnical studies for the Project. Furthermore, the Seismic Hazards Zone Map (SHZM) indicates the Project site does not lie within an area designated as prone to future earthquake-induced landslides or in an area of previous landslide occurrence.
Policy 30: Develop a system of bikeways, scenic highways, and riding and hiking trails; link recreational facilities where possible.	**Consistent:** As part of the Project, the Project would include the dedication of an easement, funding, and construction of a public, multi-use trail for hiking, mountain-biking and equestrian use on the Ranch south of Placerita Canyon Road, which would connect to existing trails within Angeles National Forest. This proposed Placerita Canyon Connector Trail would include a trailhead/staging area near the existing access road to the Water Tank Area.
Policy 35: Support preservation of heritage trees. Encourage tree planting programs to enhance the beauty of urban landscaping.	**Consistent:** Project implementation would require the removal of approximately 158 oak trees, including 16 heritage oak trees. Under the proposed Oak Tree Mitigation and Monitoring Plan, the Applicant would plant at least 1,600 oak trees of a variety of sizes on 10 acres of the Ranch east of the Development Area. Consistent with existing practices on the Ranch, the oak trees would be planted and enhanced with complementary native vegetation.

Table V.N-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
Economic Development Element	
Policy 7: Identify the kinds of firms that are most likely to provide stable employment and rising incomes for County residents and that will also conserve land and protect environmental resources. Give special consideration to retaining and attracting industries that show the most favorable combination of such characteristics.	**Consistent:** The Project would support policies to expand targeted industries such as the entertainment industry. As discussed above, Project development would support the continued successful establishment of the film industry in the Santa Clarita Valley, while creating new job opportunities within a housing-rich area
Policy 19: Support efforts to promote Los Angeles County and all its cities nationally and internationally as an area with an improved business climate and exceptional advantages for commerce and industry. Particular emphasis should be placed on promoting tourism and international trade and on attracting new firms and private investment to the County.	**Consistent:** As previously discussed, the Project would support the continued successful establishment of the film industry in the Santa Clarita Valley. Further, as the Applicant represents an internationally recognized company and brand, the establishment of its proposed studio facilities could attract new investment and improve the business climate within the region.
Policy 21: Work closely with existing commercial and industrial firms to maintain a high level of satisfaction with their location in the County.	**Consistent:** While this policy is applicable on a jurisdictional level rather than a project level, the Project Applicant has and continues to work with various County departments with respect to the Project.
Policy 23: Support and work closely with local jurisdictions, other counties, and organizations in Southern California concerned with economic development in order to minimize harmful inter-jurisdictional competition and duplication of effort.	**Consistent:** While this policy is applicable on a jurisdictional level rather than a project level, the Project Applicant has and continues to work with various County departments with respect to the Project, in addition to other agencies, including but not limited to, the City of Santa Clarita, Newhall County Water District, U.S. Army Corps of Engineers, and California Department of Fish and Game.
Land Use Element	
Objective 1: To foster compatible land use arrangements that contribute to reduced energy consumption and improved air quality.	**Consistent:** See General Policy 14, above.
Policy 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 would incorporate Design Guidelines to regulate site development, promote architectural compatibility and suitable landscaping, and ensure sensitivity to the surrounding natural environment and nearby uses. New buildings would be integrated with the topography of the site and would be partially screened from view from adjacent roadways. Implementation of the Design Guidelines would ensure that views of Placerita Canyon, including Placerita Creek, would be maintained. Further, lighting guidelines would be implemented to minimize light spillover on adjacent native habitat areas, including groves of trees and Placerita Creek, as well as adjacent public roadways.

Table V.N-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
Policy 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:** Off-site residential uses would be buffered from proposed on-site development by existing intervening roadways, ridges, and largely undeveloped land within the Ranch. Land use compatibility, including the Project's compatibility with surrounding uses in terms of physical and operational factors as well as construction impacts, would be less than significant, as addressed earlier in this section. As discussed, Project operations would have little impact in terms of noise or light spillover onto off-site areas. Similarly, following Project mitigation, all traffic impacts would be less than significant. Construction-related impacts would include temporary significant impacts associated with air quality and noise and a temporary adverse impact associated with haul truck traffic. These impacts would be short-term in nature and would be staged to minimize disruption to neighboring streets and properties. For further discussion refer to Section V.C, Noise; Section V.E.1, Air Resources—Air Quality; Section V.I, Visual Qualities; and Section V.J, Traffic, Access and Parking.
Policy 13: Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards, and in areas where essential services and facilities do not exist and are not planned.	**Consistent:** See General Policy 23 and Conservation and Open Space Policy 24, above.
Policy 14: Establish and implement regulatory controls that ensure compatibility of development adjacent to or within major public open space and recreation areas including National Forests, the National Recreation Area, and State and regional parks.	**Consistent:** See General Policy 23 and Land Use Policy 7, above.
Policy 15: Require that new developments in non-urban areas have adequate accessibility to paved roads and water lines of sufficient capacity.	**Consistent:** See General Policy 23, above.
Policy 18: Ensure future land division activity within Los Angeles County occurs in strict compliance with State and Local laws.	**Consistent:** The new lots created under Vesting Tentative Tract Map TR071216 would comply with applicable regulations.
Policy 20: Establish land use controls that afford effective protection for significant ecological and habitat resources, and lands of major scenic value.	**Consistent:** See Conservation and Open Space Policy 7, above.
Policy 22: In non-urban areas outside of Potential Agricultural Preserves, encourage the retention and expansion of agriculture by promoting compatible land use arrangements and providing technical assistance to involved farming interests.	**Consistent.** See Conservation and Open Space Policy 6, above. As indicated, the intermittent agricultural uses occurring within the Ranch areas outside of the Project site would continue, as under existing conditions, and would not be directly or indirectly impacted by the Project's operational activities. Similarly, any neighboring agricultural uses located outside the Ranch would not be impacted, as the

Table V.N-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
	Development Area is situated a substantial distance away from adjacent properties, buffered by the remainder of the Ranch and SR-14. In addition, the Project would not involve other changes in the existing environment which, due to their location or nature, would result in the conversion of farmland to non-agricultural use.
Policy 24: Promote compatible land use arrangements that reduce reliance on the private automobile in order to minimize related social, economic and environmental costs.	**Consistent:** See General Policy 14, above. The Project would include pedestrian and bicycle access throughout the Development Area to reduce unnecessary vehicular travel and promote non-motorized circulation.
Policy 25: Promote land use arrangements that will maximize energy conservation	**Consistent:** See General Policies 14 and 64 and Conservation and Open Space Policy 2, above.
Policy 27: Provide a land use mix at the countywide, areawide and community levels based on projected need and supported by evaluation of social, economic and environmental impacts.	**Consistent:** See Economic Development Policy 7, above.
Policy 28: Ensure continuing opportunity for citizen involvement in the land-use decision making process.	**Consistent:** As part of the environmental review process, a public Scoping Meeting was held regarding the Project on January 21, 2010 in order to solicit public input regarding the Project and its potential impacts. Refer to Section I, Introduction, for further discussion of the public distribution of the EIR and related documents as part of this process.
Policy 29: Improve the land use decision-making process by closely monitoring and evaluating the cumulative impacts of individual projects and by modernizing development regulations.	**Consistent:** The cumulative impacts of the Project combined with 14 Related Projects, or known development projects that are either proposed, approved, or under construction in the vicinity of the Ranch, are analyzed throughout each of the environmental impact sections throughout this Draft EIR.
Safety Element	
Policy 3: Continue enforcement of stringent site investigations (such as seismic, geologic, hydrologic, and soils investigations) and implementation of adequate hazard mitigation measures for development projects in areas of high earthquake hazard, especially those involving critical facilities. Do not approve proposals and projects which cannot mitigate safety hazards to the satisfaction of responsible agencies.	**Consistent:** While this policy applies most directly to jurisdictional responsibilities, the Project would nonetheless support it. Extensive site investigations, including a Preliminary Geotechnical Investigation and a Drainage Concept/SUSMP/LID Plan, have been prepared for the Project and are appended to this Draft EIR. Further, as discussed in Section V.A, Geotechnical Hazards, and Section V.B, Flood Hazards, appropriate Project Design Features and Mitigation Measures have been proposed to minimize safety hazard impacts to a less than significant level.
Policy 8: Review proposals and projects proposing new development and expansion of existing development in areas susceptible to landsliding, debris flow, and rockfalls, and in areas where collapsible or expansive soils	**Consistent:** While this policy applies most directly to jurisdictional responsibilities, the Project would nonetheless support it. As discussed in Section V.A, Geotechnical Hazards, and Section V.B, Flood Hazards, appropriate Project Design Features and Mitigation Measures have been

Table V.N-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
are a significant problem; and disapprove projects which cannot mitigate these hazards to the satisfaction of responsible agencies.	proposed to minimize safety hazards, including impacts associated with landslides, debris flows, and soil stability to a less than significant level.
Policy 9: Continue to improve and enforce stringent slope investigation and design standards, and to apply innovative hazard mitigation and maintenance plans for development in hillside areas.	**Consistent:** While this policy applies most directly to jurisdictional responsibilities, the Project would nonetheless support it. As discussed in Section V.A, Geotechnical Hazards, and Section V.B, Flood Hazards, appropriate Project Design Features have been proposed to stabilize the slopes along Placerita Creek. Further, as previously discussed, the Project would meet the County's hillside requirements.
Policy 10: Upgrade slope maintenance measures and improve emergency response capability in hillside areas.	**Consistent:** While this policy applies most directly to jurisdictional responsibilities, the Project would nonetheless support it As discussed in Section V.J, Traffic, Access, and Parking, Project development would result in a less than significant impact on access. Although additional traffic generated by the Project could potentially cause delays in emergency response times, the Project's roadway impacts would be reduced to a less than significant level with mitigation. Further, emergency access would be maintained at all times during Project construction and operation. Please also see Safety Policy 9, above.
Policy 11: Continue to review proposals and projects for expansion of existing development and construction of new facilities, especially critical facilities, within areas subject to floods and other high-risk inundation areas, and disapprove projects which cannot mitigate the hazards to the satisfaction of responsible agencies.	**Consistent:** While this policy applies most directly to jurisdictional responsibilities, the Project would nonetheless support it. See Conservation and Open Space Policy 22, above. As discussed in Section V.B, Flood Hazards, appropriate Project Design Features and Mitigation Measures have been proposed to minimize flood hazards to a less than significant level.
Policy 12: Promote the use of flood plain 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:** See Conservation and Open Space Policy 22, above.
Policy 13: Encourage improvement of the existing flood control system capacity to ensure that it is capable of protecting existing development from rising amounts of runoff produced by increased urbanization.	**Consistent:** While this policy applies most directly to jurisdictional responsibilities, the Project would nonetheless support it. See Conservation and Open Space Policy 22, above.
Policy 14: Upgrade protection of the public from inundation hazards caused by structural failure and/or breaching of water storage tanks, debris basins, or dam and reservoir facilities.	**Consistent:** There are no major levees or dams near the Ranch that could expose people or structures to a significant risk of loss associated with flooding due to structure failure. The proposed water tank would meet all safety requirements set forth by the County and Newhall County Water District

Table V.N-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
	(NCWD).
Policy 15: Maintain and strengthen the review of projects and development proposals; and upgrade County fire prevention standards and mitigation measures in areas of high wildland (mainly Fire Zone 4) and urban fire hazard.	**Consistent:** While this policy applies most directly to jurisdictional responsibilities, the Project would nonetheless support it. The Development Area and the Ranch are located with a Very High Fire Hazard Severity (VHFHS) Zone (formerly known as Fire Zone 4). See Conservation and Open Space Policy 24, above, regarding the Fuel Modification Plan to be implemented as part of the Project.
Policy 17: Continue efforts to reduce all fire hazards, with special emphasis on reducing hazards associated with older buildings, multistory structures, and fire-prone industrial facilities; and maintain an adequate fire prevention capability in all areas.	**Consistent:** See Conservation and Open Space Policy 24, above.
Policy 18: Expand and improve vegetation management efforts in wildland fire hazard areas.	**Consistent:** See Conservation and Open Space Policy 24, above.
Policy 19: Promote improved watershed management practices to reduce the risk of damaging runoff and debris movement into urban areas.	**Consistent:** See Conservation and Open Space Policy 22, above.
Policy 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:** While this policy applies most directly to jurisdictional responsibilities, the Project would nonetheless support it. As discussed in Section V.M, Environmental Safety/Fire Hazards, appropriate Project Design Features and Mitigation Measures have been proposed to minimize safety hazards associated with the use, storage, and handling of hazardous materials to a less than significant level.
Policy 21: Promote the safe transportation of hazardous materials.	**Consistent:** While this policy applies most directly to jurisdictional responsibilities, the Project would nonetheless support it. See Safety Policy 20, above.
Policy 25: Promote greater public awareness and understanding of safety hazards and emergency preparedness and response procedures.	**Consistent:** As discussed in Section V.M, Environmental Safety/Fire Hazards, the Applicant would submit to the County Fire Department and the County Department of Public Works, as applicable, an emergency response and/or evacuation plan, as appropriate, for operation of the Project. The emergency response plan would include, but not be limited to, the following: mapping of evacuation routes for vehicles and pedestrians, and the location of the nearest hospital and fire departments. Further, all hazardous materials would be used and stored in accordance with manufacturers' specifications and regulatory requirements.
Policy 26: Promote the development of community/neighborhood and workplace self-help and disaster relief groups to improve the	**Consistent:** See Safety Policy 25, above.

Table V.N-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
effectiveness of local emergency response, light search and rescue, and emergency medical care.	
Scenic Highway Element	
Policy 3: Protect and enhance aesthetic resources within corridors of designated scenic highways.	**Consistent.** Project implementation would not affect views along a designated scenic highway as none exist in the vicinity. However, Placerita Canyon Road between SR-14 and Sand Canyon Road and SR-14 between I-5 and SR-138 are classified as Second Priority Scenic Routes, indicating that they are proposed for further study. As discussed in Section V.I, Visual Qualities, appropriate Project Design Features and Mitigation Measures have been proposed to minimize aesthetic impacts to a less than significant level. Also see Land Use Policy 7, above.
Policy 4: Establish and maintain rural scenic highways to provide access to scenic resources and serve recreational users.	**Consistent:** While this policy applies most directly to jurisdictional responsibilities, the Project would nonetheless support it. See Scenic Highway Policy 3 and Land Use Policy 7, above.
Policy 7: Develop and apply standards to regulate the quality of development within corridors of designated scenic highways.	**Consistent:** While this policy applies most directly to jurisdictional responsibilities, the Project would nonetheless support it. See Scenic Highway Policy 3 and Land Use Policy 7, above.
Transportation Element	
Policy 2: Provide transportation planning, services, and facilities that provide access for equitable employment, educational, housing and recreational opportunities.	**Consistent:** While this policy applies most directly to jurisdictional responsibilities, the Project would nonetheless support it. The Project would include roadway improvements designed to improve access to the Development Area and throughout the Project site. Also see General Policy 64, above.
Policy 3: Plan and develop bicycle routes and pedestrian walkways.	**Consistent:** See Land Use Policy 24, above.
Policy 5: Coordinate land use and transportation policies.	**Consistent:** While this policy applies most directly to jurisdictional responsibilities, the Project would nonetheless support it. The Project would directly support the expansion of the film and television industry in the Valley, capitalizing on the synergy of having the existing outdoor filming and proposed indoor film production consolidated on the same site and providing new job opportunities for local residents. Also see General Policy 64 and Transportation Policy 5, above.
Policy 19: Support traffic-operation improvements for improved flow of vehicles.	**Consistent:** See General Policy 64 and Transportation Policy 5, above.
Policy 22: Avoid or minimize the adverse impacts upon people, businesses and communities caused by development of	**Consistent:** As discussed in Section V.J, Traffic, Access, and Parking, appropriate Project Design Features and Mitigation Measures have been proposed to reduce traffic

Table V.N-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
transportation facilities.	impacts, including impacts associated with construction of the proposed roadway improvements and access, to a less than significant level.
Policy 26: Encourage the efficient use and conservation of energy used in transportation.	**Consistent:** As discussed in Section V.J, Traffic, Access, and Parking, the Project would include a number of Project Design Features and Mitigation Measures designed to encourage efficiency and conservation, including the following: • The provision of information on transportation alternatives (transit schedules, maps, etc.). • Carpool matching program. • Preferred parking for low-emitting (Zero Emission Vehicles) and fuel-efficient vehicles. • Electric charging stations for electric vehicles. • Preferred parking for carpool/vanpool vehicles. • Video conferencing facilities would be provided within the Project. • On-site secure, bicycle storage areas. • Non-dedicated walkways, bicycle access, and paved surfaces would be provided throughout the Development Area to minimize use of automobiles and trucks travelling throughout the Development Area. • An on-site circulation system design that reduces vehicle idling and queuing.
Policy 30: Provide transportation facilities that will improve the safety, security and dependability of all transportation modes, provide for seismic safety and be effective in emergency situations.	**Consistent:** The roadway improvements proposed as part of the Project would meet all safety requirements set forth by the Los Angeles County Department of Public Works and/or the California Department of Transportation (Caltrans). Please also see Safety Policy 10, above.
Water and Waste Management Element	
Policy 8: Promote solid waste technology, including source reduction, to reduce dependence on sanitary landfills.	**Consistent:** The Applicant, recognizing the importance of recycling, would incorporate several Project Design Features targeted at reducing the Project's solid waste generation during construction as well as during long-term operations, including: • Establish a solid waste diversion target of 50 percent for operational waste. • Establish a construction Waste Diversion Program of 75 percent (thus exceeding the regional diversion rate of

Table V.N-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
	65 percent). These features would reduce the Project's dependence on sanitary landfills.
Policy 13: Program water and sewer service extensions to be consistent with General Plan policies and to mitigate situations that pose immediate health and safety hazards.	**Consistent:** Details regarding the proposed off-site water and sewer line improvements would meet all applicable regulatory requirements set forth by the County, the City, NCWD, and the County Sanitation Districts of Los Angeles County. Further, as discussed in Section V.L.1, Utilities and Service Systems—Water Supply, and Section V.L.2, Utilities and Service Systems—Wastewater/Sewage Disposal, appropriate Project Design Features and Mitigation Measures have been proposed to minimize associated impacts to a less than significant level.
Policy 14: Continue to recover off-site costs for capital improvements necessitated by development, including required additional plant capacity, as well as other water and waste management facilities.	**Consistent:** The Applicant, like all new users, would be required to pay their fair share of the County Sanitation Districts' sewerage system expansion through a connection fee. These fees fund treatment capacity expansion and construction of trunk lines. Furthermore, as discussed in Section V.L.1, Utilities and Service Systems—Water Supply, the storage capacity of the water tank to be constructed as part of the Project would far exceed the Project's water demand and would provide supplemental capacity for NCWD, consistent with their 2001 Master Plan. Additionally, the Project's power needs would be met through the construction of a new on-site substation designed, owned, and operated by SCE.
Policy 17: Protect public health and prevent pollution of groundwater through the use of whatever alternative is necessary.	**Consistent:** See Conservation and Open Space Policy 4, above.
Policy 18: Provide protection for groundwater recharge areas to ensure water quality and quantity.	**Consistent:** See Conservation and Open Space Policy 4, above.
Policy 19: Avoid or mitigate threats to pollution of the ocean, drainage ways, lakes, and groundwater reserves.	**Consistent:** See Conservation and Open Space Policy 4, above.
Policy 20: Design flood control facilities to minimize alteration of natural stream channels.	**Consistent:** See Conservation and Open Space Policy 22, above.
Policy 21: Design and construct new water and waste management facilities to maintain or protect existing riparian habitats.	**Consistent:** See Water and Waste Management Policy 13, above. As discussed in Section V.F, Biological Resources, construction of the on-site water system as well as the Off-Site Infrastructure Improvements would not have a significant impact on riparian habitat associated with Placerita Creek.
Policy 22: Design water and waste management systems which enhance the appearance of the neighborhoods in which they are located and minimize negative	**Consistent:** See Water and Waste Management Policy 13, above. The proposed off-site utility alignments are primarily located within existing road rights-of-way where conditions are either developed or disturbed by paved streets and/or existing

Table V.N-1 (Continued)
Project Consistency with the Los Angeles County General Plan

Goal/Objective/Policy	Analysis of Project Consistency
environmental impacts.	development. Other than limited aboveground infrastructure such as a booster pump station and the sewer line crossing of the LADWP aqueduct, the utility improvements would involve underground pipelines that would not be visible following installation and repaving of the roadways.
Policy 23: Facilitate the recycling of wastes such as metal, glass, paper, and textiles.	**Consistent:** The Project would include a recycling program to facilitate the recycling of wastes. The Applicant would provide readily accessible areas around the Project site for the deposit, storage, and collection of non-hazardous materials for recycling.
Policy 25: Encourage development and application of water conservation, including recovery and reuse of storm and waste water.	**Consistent:** See Conservation and Open Space Policy 4, above.
Source: Los Angeles County General Plan, November 1980; Matrix Environmental, 2011.	

would continue to operate as a working filming ranch with some intermittent agricultural uses, while approximately 637 acres of the Ranch would continue to be used primarily as a filming backdrop with some intermittent agricultural and oil production uses. The proposed buildings would be designed to reflect the existing agrarian and rustic character of the Ranch and integrated into the topography of the site. Furthermore, much of the new development would be partially screened from view from Placerita Canyon Road and SR-14 by a vegetation barrier (i.e., including a screening berm with native plants) heavily planted with trees and shrubs. While the Project would involve urban-type improvements such as the installation of street signals along Placerita Canyon Road and utility infrastructure, such improvements are not uncommon in the area surrounding the Ranch. Sidewalks would not be introduced along Placerita Canyon Road, thus maintaining the roadway's rural character, consistent with Plan Policy 23. Further, the Project would not subject people and property to serious hazards. In accordance with Plan Policy 60, the Project would support the continued successful establishment of the film industry in the Santa Clarita Valley, serving to further diversify the local economy and providing new jobs for the local labor force. As such, the Project would be generally consistent with the site's Non-Urban Hillside designation, Non-Urban Open Space designation, and applicable General Plan policies. Refer to Table V.N-1 for further discussion.

(B) Land Use Element

The majority of the Ranch, including the Development Area, the northern Conditional Parking Area, the Water Tank Area, and the Trail Area, is designated on the Land Use Policy Map as Rural, Non-Urban. As detailed in the Land Use Element, rural communities

may involve activity centers serving larger areas with low urban development intensities. Non-urban lands primarily include mountainous areas and are intended to preserve rural, natural, scenic, agricultural, and/or mineral production resources. A variety of land uses considered appropriate within non-urban areas are identified, including commercial, industrial uses, and some manufacturing uses. The remainder of the Ranch, including the Potential Mobile Home Relocation Areas and the southern Conditional Parking Area, is designated as Open Space. Open space lands include both public and privately owned lands committed to long-term open space use. The Project would be consistent with these designations as it would introduce low-intensity commercial uses which require an isolated and secluded location, in a manner sensitive to the natural features of the site, such as Placerita Creek, while preserving the vast majority of the Ranch. The Project would maintain the surrounding hillsides, forest, and the existing intermittent agricultural and oil production uses. The Project's location immediately adjacent to SR-14 would minimize disruption to the rural character of the area while facilitating site access. As such, the Project would be generally consistent with the site's Rural, Non-Urban and Open Space designations.

Regarding the primary objectives of the Land Use Element, the Project would involve high quality building designs that reflect the existing agrarian and rustic character of the Ranch and would incorporate a variety of sustainability features to minimize energy usage, greenhouse gas emissions, impacts to ecosystems such as Placerita Creek, and impacts to view corridors of Placerita Canyon. The majority of the proposed buildings would achieve LEED™ Certification or Silver Certification, and a comprehensive landscaping plan would be implemented to enhance the existing natural features in the vicinity of the Development Area. Placerita Creek would continue to serve as an integral natural amenity and focal point for the Ranch, enhanced by implementation of a habitat restoration plan.

As detailed throughout Table V.N-1, the Project would support the applicable Land Use Element objectives and policies.

(C) Conservation and Open Space Element

The Ranch is designated within the Conservation and Open Space Element as a Special Management Area, and the Special Management Areas Policy Map further classifies portions of the Ranch, including much of the Development Area, the Water Tank Area, and the Trail Area as Hillside Management (HM). However, much of the Development Area is comprised of two large, mostly barren fill pads which are relatively flat. The 60-foot slope located on the eastern side of the southern fill pad would be graded to provide a more level finished grade, and appropriate geotechnical features would be implemented, including the use of engineered fill and pile foundations in potential liquefaction areas. Limited grading would occur within the Water Tank Area in order to

smooth and pave the existing unpaved access road and construct a pad for the water tank. Similarly, limited grading would occur within the Trail Area to create smooth grades for trail users. As discussed above, the Project would minimize risks associated with natural hazards via the incorporation of a variety of safety features. The Project would provide for the restoration of riparian habitat within Placerita Creek, the planting of at least 1,600 oak trees of a variety of sizes within the Ranch (with the guaranteed survival of 1,142 oak trees throughout the seven-year monitoring period), and substantial other landscaping throughout the Development Area. With the exception of water supply infrastructure and the construction of a public, multi-use trail, no development would be placed within designated coastal California gnatcatcher critical habitat, and fuel modification activities would not take place within such habitat. Furthermore, the vast majority of hillsides within the Ranch would remain untouched, thus preserving the natural and scenic character of the area. As detailed throughout Table V.N-1, the Project would support the applicable Conservation and Open Space Element objectives and policies.

(ii) Adopted Santa Clarita Valley Area Plan

The Project would be consistent with the goals, objectives and policies of the adopted 1990 Santa Clarita Valley Area Plan. Area Plan goals and policies that are applicable to the Project and an analysis of the Project's consistency with these policies are provided in Table V.N-2 on page V.N-55. Project consistency with the various land use designations set forth in the Area Plan are discussed below.

As previously discussed, the Project site includes of a number of land use designations specified within the Area Plan, as shown in Figure V.N-1. The Development Area is designated as HM and W, the Water Tank Area and Trail Area are designated as HM, the Potential Mobile Home Relocation Areas are designated as O-NF, and the two Conditional Parking Areas are designated as W or O-NF.

As part of the Project, a local plan amendment would be sought to change the land use designation for the proposed tract map area (44.28 acres of the 58-acre Development Area) from HM and W to C (Commercial), as shown in Figure V.N-1, to accurately reflect the proposed uses and the proposed zone change (discussed below). The remaining portion of the Development Area, most of which falls within the LADWP transmission corridor, would remain designated as HM and W, and the remaining portions of the Project site and the Ranch would retain their current land use designations.

According to the Area Plan, the Commercial (C) land use designation is appropriate for commercial centers that serve a population of 150,000 to 200,000 persons spread out over a relatively large area. Motion picture, commercial, and television production are compatible with the types of service uses foreseen for the C designation, and the proposed studio uses would serve a regional market of the film and television industry. More

Table V.N-2
Project Consistency with the 1990 Santa Clarita Valley Area Plan[19]

Goal/Objective/Policy	Analysis of Project Consistency
Circulation Element	
Policy 1.3: Review future traffic projections as actual land use changes occur. In addition to standard weekday traffic counts, weekend counts will be made on arterials significantly affected by weekend recreational areas.	**Consistent:** As analyzed in Section V.J, Traffic, Access, and Parking, the land use changes proposed under the Project have been evaluated with respect to future (2020) traffic conditions.
Community Design Element	
Policy 1.1: Mitigate where possible undesirable impacts of development on adjacent land uses through utilization of appropriate buffers, building codes and standards.	**Consistent:** The Project would adhere to all applicable building codes and standards. As demonstrated throughout this Draft EIR, appropriate Project Design Features and Mitigation Measures have been proposed to minimize impacts to adjacent properties to the maximum extent practicable. Among the proposed Project Design Features, Design Guidelines would be implemented as part of the Project to address site planning, urban design principles, building design, building heights, setbacks, site circulation, landscaping, and lighting. Specifically, buildings within the Development Area would be partially screened from Placerita Canyon Road and SR-14 by a heavily planted vegetation barrier (i.e., including a screening berm with native plants) and existing landscaping. Finally, Ranch lands to the north, east, and south of the Ranch portions of the Project site would buffer off-site uses from Project development, while SR-14 and Sierra Highway would buffer off-site uses to the west.
Policy 2.1: Carefully integrate physical development in rural areas into the natural environmental setting.	**Consistent:** The Project would incorporate Design Guidelines to regulate site development, promote architectural compatibility and suitable landscaping, and ensure sensitivity to the surrounding natural environment and nearby uses. The proposed buildings would be designed to reflect the existing agrarian and rustic character of the Ranch. New buildings would also be integrated with the topography of the site and would be partially screened from view from adjacent roadways. Implementation of the Design Guidelines would ensure that views of Placerita Canyon, including Placerita Creek, would be maintained. Further, lighting guidelines would be implemented to minimize light spillover on adjacent native habitat areas, including groves of trees and Placerita Creek, as well as adjacent public roadways. Also see Community Design Policy 1.1.

[19] *As previously indicated, the Project is evaluated herein for consistency with the 1990 Area Plan, since it was in effect at the time the County deemed complete the Project's application for a vesting tentative tract map and conditional use permit on May 4, 2010.*

Table V.N-2 (Continued)
Project Consistency with the 1990 Santa Clarita Valley Area Plan

Goal/Objective/Policy	Analysis of Project Consistency
Policy 3.2: Require that all new power distribution networks, communication lines, and other service network facilities be located underground wherever practical. Transmission lines should be located underground where feasible.	**Consistent:** Power from the proposed on-site substation would be distributed underground through four feeder circuits to the various buildings on-site. This distribution would occur entirely underground through a dedicated network of ductbanks and manholes.
Policy 3.4: Identify and use landmarks, topographic features and other dominant physical characteristics of each community as a focus for developing a community image.	**Consistent:** Placerita Creek would continue to serve as an integral natural amenity and focal point for the Ranch, enhanced by implementation of a habitat restoration plan, discussed in Section V.F, Biological Resources.
Policy 3.7: Promote and enhance a rural community character in rural areas.	**Consistent:** See Community Design Policies 1.1 and 2.1, above.
Economic Development Element	
Policy 1.1: Promote a strong and diversified economy and the growth of job opportunities in the Santa Clarita Valley.	**Consistent:** The entertainment industry is one of four main industry "clusters" targeted for expansion in the Santa Clarita Valley, with the intention of building on existing production facilities, expanding opportunities for location filming, and reducing the number of film industry professionals who commute out of the area. The Project would build upon existing film production uses in the Santa Clarita Valley and within the Ranch and create new job opportunities.
Policy 1.2: Encourage development of clean industries, a broad range of retail and service commercial uses, medical, and entertainment facilities in appropriate locations.	**Consistent:** See Economic Development Policy 1.1, above.
Policy 1.3: Support infrastructure improvements in appropriate locations which contribute to development or expansion of employment producing uses.	**Consistent:** The Project includes Off-Site Infrastructure Improvements, including utility and roadway improvements, that have been developed in consultation with the County, City, NCWD, the County Sanitation Districts of Los Angeles County, and Caltrans. The proposed off-site utility alignments are primarily located within existing road rights-of-way where conditions are either developed or disturbed by paved streets and/or existing development. Other than limited aboveground infrastructure such as a booster pump station and the sewer line crossing of the LADWP aqueduct, the utility improvements would involve underground pipelines that would not be visible following installation and repaving of the roadways. These improvements are considered appropriately located and would generate employment opportunities during construction.
Energy Conservation Element	
Policy 1.1: Conserve energy in all its forms to a degree commensurate with an optimum	**Consistent:** As part of compliance with the County's recently adopted Green Building ordinance, many of the proposed buildings, would achieve LEED™ Silver Certification or LEED™ Certification (as detailed above). The Project also

Table V.N-2 (Continued)
Project Consistency with the 1990 Santa Clarita Valley Area Plan

Goal/Objective/Policy	Analysis of Project Consistency
level of living and economic activities.	would incorporate relevant sustainability features set forth in the County's Green Building, Low Impact Development, and Drought-Tolerant Landscaping ordinances. In conjunction with LEED™ design elements, the Project would include a variety of design features intended to reduce energy usage by at least 15 percent below equivalent Title 24 (2008) standards, as detailed in Section V.L.4, Utilities and Service Systems—Energy.
Policy 1.2: Require the adequate insulation of all new heated or cooled structures for energy conservation.	**Consistent:** See Energy Conservation Policy 1.1, above. The Project would include a number of design features intended to reduce energy usage, including the use of appropriate building materials.
Policy 1.5: Encourage installation of water saving devices such as low-flow faucets, showerheads, etc., in new private and public structures.	**Consistent:** The Project would reduce its water demand by at least 20 percent through the use of Project design features that would include the following measures, or equivalent measures capable of achieving the same results at minimum: high-efficiency toilets, high-efficiency urinals waterless urinals, low-flow restroom faucets, and restroom faucets of a self-closing design.
Environmental Resources Management Element	
Policy 1.4: 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 comply with all state, regional, and County requirements relating to water quality, including NPDES and LID requirements. Implementation of BMPs would ensure the quality of stormwater runoff leaving the Project site meets all regulatory standards and maintains the beneficial uses of Placerita Creek and its downstream waters.
Policy 1.6: Protect known archaeological and historical resources to the extent appropriate.	**Consistent:** There are no known cultural resources within or adjacent to the Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, Conditional Parking Areas, or the Off-Site Infrastructure Improvement Areas that would be affected by Project development. Nonetheless, the Project would protect potential cultural resources through implementation of the following measures: monitoring by a qualified archaeologist along the Placerita Creek floodplain during stripping and other earthmoving activities; monitoring by a qualified archaeologist during grading and excavation for the septic tank at the selected of the two Potential Mobile Home Relocation Areas and for light poles and electrical conduits at the Conditional Parking Areas, if developed; monitoring of ground-disturbing activities within Saugus Formation by a paleontological monitor; and conducting Native American consultation in accordance with SB 18. Refer to Section V.G, Cultural and Paleontological Resources, for further discussion and the recommended Mitigation Measures.

Table V.N-2 (Continued)
Project Consistency with the 1990 Santa Clarita Valley Area Plan

Goal/Objective/Policy	Analysis of Project Consistency
Policy 1.7: Require archaeological surface reconnaissance and impact assessment by a qualified archaeologist for any significant development proposed on, or adjacent to, known archaeological sites.	**Consistent:** As discussed in Section V.G, Cultural and Paleontological Resources, given the composition of the fill pads, the negative results of the pedestrian surveys, and the disturbance from previous development that likely would have displaced any resources, the potential to encounter buried archaeological resources is considered low within much of the Project site. However, there is potential for buried archaeological sites along the Placerita Creek floodplain and within areas of Saugus Formation. As such, the Project would protect potential cultural resources through implementation of the following measures: monitoring by a qualified archaeologist along the Placerita Creek floodplain during stripping and other earthmoving activities; monitoring by a qualified archaeologist during grading and excavation for the septic tank at the selected of the two Potential Mobile Home Relocation Areas and for light poles and electrical conduits at the Conditional Parking Areas, if developed; monitoring of ground-disturbing activities within Saugus Formation by a paleontological monitor.
Policy 1.8: Promote air quality that is compatible with health, well-being and enjoyment of life. The public nuisance, property and vegetative damage, and the deterioration of aesthetic qualities that result from air pollution contaminants should be prevented to the greatest degree possible.	**Consistent:** See Community Design Policy 2.1 and Land Use Policy 5.1. Additionally, as discussed in Section V.E.1, Air Quality, and Section V.I, Visual Qualities, appropriate Project Design Features and Mitigation Measures have been proposed to minimize impacts to a less than significant level.
Policy 2.1: Protect identified resources in Significant Ecological Areas (shown on the Land Use Map) by appropriate measures including preservation, mitigation and enhancement.	**Consistent:** The existing SEA overlay maps, which are a part of the County's General Plan, do not overlap with the Project site. However, the Project site is located within a proposed SEA, as discussed in Section V.F, Biological Resources. In addition, the Project would preserve significant ecological and habitat areas by preserving natural site elements, enhancing existing riparian areas, minimizing the transport of sediment into Placerita Creek and its tributaries, revegetating graded areas and slopes, preserving heritage trees, planting at least 1,600 new oak trees, using fencing during construction to prevent adverse impacts to protected trees, and limiting exterior lighting.
Policy 2.3: Require site level analysis of proposed development projects within Significant Ecological Areas to insure that adverse impacts upon resources within identified Significant Ecological Areas are minimized.	**Consistent:** See Environmental Resources Management Policy 2.1, above.
Policy 3.1: Maintain, where feasible, aquifer recharge zones to assure water quality and quantity.	**Consistent:** The underground detention systems in the northern and southern portions of the Development Area would capture and detain stormwater flows and provide first flush treatment before either infiltrating back into the local

Table V.N-2 (Continued)
Project Consistency with the 1990 Santa Clarita Valley Area Plan

Goal/Objective/Policy	Analysis of Project Consistency
	groundwater basin or draining via outlets to Placerita Creek. In addition, under the Project, Placerita Creek would be enhanced by implementation of a habitat restoration plan. Surface water infiltration would be promoted within the Development Area through a variety of BMPs, including vegetated swells and detention basins, and the soft bottom of Placerita Creek would be maintained and would continue to allow unencumbered infiltration. The Project would also incorporate the use of permeable surfaces (e.g., gravel, decomposed granite, pervious concrete, interlocking pavers, geogrid/grasspavers, or porous asphalt) primarily for pedestrian walkways and along the bungalows, the administration building, and the commissary, as well as within the Conditional Parking Areas, if developed. In addition, permeable surfaces could potentially be used for parking that would not be used for trucks (e.g., single rows of parking with a limited number of spaces, such as those that would surround some of the proposed detention basins, or the parking row adjacent to the Administration building).
Policy 3.2: Carefully consider, in all governmental and private actions related to sewage and solid waste disposal, the potential effects on local groundwater quality.	**Consistent:** See Environmental Resources Management Policy 3.1, above. The sewage and waste disposal systems for the Project would be separate from the drainage system described above, and there would be no potential for wastewater or solid waste to affect local groundwater.
Policy 4.1: Prevent public exposure to flood hazards by prohibiting residential, commercial, and industrial development in recognized flood inundation areas unless proper mitigation is instituted.	**Consistent:** Following grading for the Project, no structures would be placed within the 100-year floodplain. The average water surface elevation in Placerita Creek during a County 50-year storm event is far below the future elevations within the Development Area. Accordingly, the Development Area would lie outside the floodplain for Placerita Creek and would not be subject to inundation. Furthermore, the drainage system to be installed within the Development Area as part of the Project would be designed and sized to ensure that post-development flow rates would not exceed pre-development flow rates. In addition, as discussed in Section V.B, Flood Hazards, the results of sediment transport analyses conducted for Placerita Creek showed that post-project conditions would not result in adverse impacts to downstream properties.
Policy 4.3: Support programs to reduce fire hazards in areas of high and extreme fire risk.	**Consistent:** See Safety Policy 2.1.
Policy 6.2: Encourage developers to accommodate trail needs within and between equestrian developments, including the construction of private feeder routes into the main trails system. The provision of local trails is particularly compatible with the	**Consistent:** As previously discussed, the Project would include the dedication of an easement, funding, and construction of a public, multi-use trail for hiking, mountain-biking and equestrian use on the Ranch south of Placerita Canyon Road, which would connect to existing trails within Angeles National Forest. The trail would be located within

Table V.N-2 (Continued)
Project Consistency with the 1990 Santa Clarita Valley Area Plan

Goal/Objective/Policy	Analysis of Project Consistency
hillside management and open space provisions of this plan.	land designated for hillside management.
Policy 6.3: Where feasible, utilize designated open bottom flood control channels for horseback riding trails during the dry season as shown on the Trails Plan.	**Not Inconsistent:** Equestrian use of Placerita Creek within the Ranch would not be feasible under existing or Project conditions as the creek runs through private property that is used as an active filming ranch and particularly given the sensitivity of the creek with respect to plants and wildlife. As previously discussed, the Project would include the dedication of an easement, funding, and construction of a public, multi-use trail for hiking, mountain-biking and equestrian use
Policy 6.6: Encourage the construction of public trail heads, especially where trails cross public parks to serve as trails starts and mid-trail rest stops.	**Consistent:** See Environmental Resources Management Policy 6.2, above. As previously discussed, the Project would include the dedication of an easement, funding, and construction of a public, multi-use trail for hiking, mountain-biking and equestrian use on the Ranch south of Placerita Canyon Road, which would connect to existing trails within Angeles National Forest. The Placerita Canyon Connector Trail would also include a trailhead/staging area near the existing access road to the Water Tank Area, which would consist of an approximately 19,000-square-foot dirt or gravel surface with un-striped parking for up to four vehicles and horse trailers, a kiosk for way-finding, regulatory and directional signage, horse ties, an entry gate, and potentially lodge pole fencing where needed. As the trail would be for daytime use, no lighting would be provided at the trailhead or along the trail. Additionally, no waste bins would be provided as all trail users would be expected to pack out any trash.
Policy 7.3: Encourage developers to accommodate local bikeway needs within and between developments of all types.	**Consistent:** As previously described, the Project would include pedestrian and bicycle access throughout the Development Area to reduce unnecessary vehicular travel and promote non-motorized circulation within the Ranch.
Land Use Element	
Policy 1.4: Promote a balanced, autonomous community with a full range of public and commercial services and a wide variety of housing and employment opportunities to minimize the dependency upon southern Los Angeles County and to reduce long distance commuting and its impacts upon gasoline consumption and air pollution.	**Consistent:** Development of the Project would implement Project Design Features that would reduce vehicular trips, reduce vehicle miles traveled, and encourage use of alternative modes of transportation. The Project would substantially reduce the number of truck trips from outside productions which currently require travel between film shoots on the Ranch and off-site production facilities, thus advancing regional air quality goals. The Project would minimize regional air quality impacts from new development by energy conservation through the use of highly efficient electric and HVAC equipment (housed in the proposed central plant), water conservation through the use of irrigation/sprinkler controls and low consumption fixtures, and building design and construction that achieves the equivalent of the LEED™ Silver Certification or LEED™ Certification for many of the buildings within the Development Area. Also see Economic

Table V.N-2 (Continued)
Project Consistency with the 1990 Santa Clarita Valley Area Plan

Goal/Objective/Policy	Analysis of Project Consistency
	Development Policy 1.1, above.
Policy 2.2: Determine future land use growth in the Santa Clarita Valley by considering the following criteria: a. Sensitivities of natural environmental systems; b. Hazards or constraints to natural environmental systems of land use; c. Infrastructure and service capacities; and d. Need for the project.	**Consistent:** While this policy applies most directly to jurisdictional responsibilities, the Project would nonetheless support it. As demonstrated throughout this Draft EIR, the Project has been designed with sensitivity to natural environmental systems, including Placerita Creek, oak woodlands within the Ranch, and coastal California gnatcatcher designated critical habitat. The Project has also been designed to reduce hazards associated with geotechnical risks, flooding, mudslides, fire, and environmental safety. Further, the Project includes infrastructure improvements to ensure that the Project's utility needs can be met.
Policy 2.3: Concentrate land use growth in and adjacent to existing urban, suburban, and rural communities. Within these areas, encourage development of bypassed lands designated and appropriate for development.	**Consistent:** The Project would concentrate new uses within the western portion of the Ranch, adjacent to SR-14 and Placerita Canyon Road, thus facilitating site access and minimizing impacts to more remote or secluded areas of the Ranch. Development in this location would be consistent with the pattern of freeway-oriented commercial development evident in the Project area. The Project would also include transportation improvements to improve connections within the local roadway network.
Policy 3.2: Require that new development fund the entire cost of all of the infrastructure demand created by the project.	**Consistent:** The on- and off-site utility and roadway improvements proposed as part of the Project and/or as Project Mitigation Measures would be funded by the Applicant.
Policy 4.1: In areas deemed significantly hazardous to the health, safety and welfare of the public, limit future development unless appropriate corrective measures are implemented.	**Consistent:** As discussed in Section V.A, Geotechnical Hazards; Section V.B, Flood Hazards; and Section V.M, Environmental Safety/Fire Hazards, appropriate Project Design Features and Mitigation Measures have been proposed to minimize safety hazard impacts to a less than significant level.
Policy 5.1: Direct future growth away from areas exhibiting high environmental sensitivity to development unless appropriate mitigating measures can be implemented.	**Consistent:** As discussed in Section V.A, Geotechnical Hazards; Section V.B, Flood Hazards; Section V.F, Biological Resources; and Section V.M, Environmental Safety/Fire Hazards, appropriate Project Design Features and Mitigation Measures have been proposed to minimize impacts associated with sensitive areas to a less than significant level.
Policy 5.2: Minimize disruption and degradation of the environment as development occurs, working with nature in the design of land uses so that they are compatible with natural environmental systems.	**Consistent:** See Community Design Policy 2.1 and Land Use Policy 5.1.

Table V.N-2 (Continued)
Project Consistency with the 1990 Santa Clarita Valley Area Plan

Goal/Objective/Policy	Analysis of Project Consistency
Policy 5.5: Minimize environmental degradation by enforcing controls on sources of pollutants (including visual pollution and noise).	**Consistent:** See Community Design Policy 2.1 and Land Use Policy 5.1. Additionally, as discussed in Section V.C, Noise, Section V.E.1, Air Quality, and Section V.I, Visual Qualities, appropriate Project Design Features and Mitigation Measures have been proposed to minimize impacts to a less than significant level.
Policy 6.1: Encourage the appropriate mix of land use types to prevent disharmony and degradation. Residential, commercial, employment, recreational, and cultural uses should be integrated using appropriate buffering techniques to create a cohesive community.	**Consistent:** The Project would directly support the expansion of the film and television industry in the Valley, capitalizing on the synergy of having the existing outdoor filming and proposed indoor film production consolidated on the same site and providing new job opportunities for local residents. Also see Community Design Policies 1.1 and 2.1, above.
Policy 7.1: Encourage development of convenient services to meet the needs of Santa Clarita Valley residents including health; education, welfare, police and fire protection; governmental operations; recreation and cultural facilities; and public utilities. Such services should be expanded at a rate commensurate with population growth. Phasing of development and implementation should be timed to prevent gaps in service as the area grows. Where feasible, service facilities will be established in central urban areas, with branches located in outlying communities. When the population base in a community is too small to support a facility, a common facility—to be shared by several small communities—should be established at a central point.	**Consistent:** As previously discussed, the Project would include substantial on- and off-site infrastructure improvements designed to meet the needs of the Project as well as, in some cases. other properties in the area. In particular, as discussed in Section V.L.1, Utilities and Service Systems—Water Supply, the storage capacity of the water tank to be constructed as part of the Project would far exceed the Project's water demand and would provide supplemental capacity for NCWD, consistent with their 2001 Master Plan. As discussed in Section V.L.2, Utilities and Service Systems—Wastewater/Sewage Disposal, the proposed Oak Orchard Alignment is part of the sewer master plan for the City of Santa Clarita and would allow an existing residential area and other existing development in the area to convert from septic tanks to a public sewer system. All improvements would be scheduled so as to minimize disruption to other users.
Policy 9.1: Minimize travel time by concentrating community facilities, intensifying land use densities, and establishing central shopping and industrial facilities.	**Consistent:** The Project would recognize the synergy of having the existing outdoor filming activities and proposed indoor film production consolidated on the same site, thus maximizing efficiencies and reducing vehicle trips.
Policy 11.2: Encourage appropriate aesthetic (landscaping, signage, street furniture, design themes, etc.) measures so that each community can be clearly distinguished from neighboring ones.	**Consistent:** Design Guidelines would be implemented as part of the Project to address site planning, urban design principles, building design, building heights, setbacks, site circulation, landscaping, and lighting. The proposed buildings would be designed to reflect the existing agrarian and rustic character of the Ranch. Placerita Creek would continue to serve as an integral natural amenity and focal point for the Development Area and the Ranch, enhanced by implementation of a habitat restoration plan. Project signage would be in keeping with the character of the Development Area and the remainder of the Ranch and the surrounding landscape, and any associated lighting would be kept to the

Table V.N-2 (Continued)
Project Consistency with the 1990 Santa Clarita Valley Area Plan

Goal/Objective/Policy	Analysis of Project Consistency
	minimum sufficient to provide visibility and interest without creating bright light spots or light spillover.
Policy 14.1: Require adherence to the policies and programs of the General Plan Elements. Proposed amendments which deviate from the Plan's intent will be carefully weighed for appropriateness and impact. Plan flexibility is encouraged as a means of accommodating changing demands and lifestyles and inducing innovation for the benefit of the community. However, the Plan should not be flexible to the point that it has no real significance or control. It should be utilized as an active and persuasive tool in guiding the community's future.	**Consistent:** As demonstrated in Table V.N-1 and the analysis within this section, the Project would be consistent with applicable policies within the adopted General Plan (including the 1990 Area Plan) as well as the draft General Plan.
Public Services and Facilities Element	
Policy 1.1: Develop and use groundwater sources to their safe yield limits, but to not the extent that degradation of the groundwater basins occur.	**Consistent:** As discussed in Section V.L.1, Utilities and Service Systems—Water Supply, the Project would not use water from existing wells within the Ranch. As for other groundwater resources in the area, the Water Supply Assessment (WSA) prepared for the Project by NCWD in April 2010 concluded groundwater aquifers were not in a state of overdraft and groundwater necessary to meet the initial and projected water demand associated with the Project was appropriately addressed in the 2005 Urban Water Management Plan (UWMP). Furthermore, as previously discussed, water conservation features would be incorporated into the Project pursuant to Title 20 of the California Code of Regulations and the County's Green Building ordinance and Drought-Tolerant Landscaping ordinance.
Policy 2.1: Require a public or private sewage treatment system for developments which, if left unsewered, would threaten nitrate pollution of groundwater, or where otherwise required by County regulation.	**Consistent:** Sanitary sewer service for the Project would be provided by connecting a proposed on-site wastewater system to the City of Santa Clarita's existing local wastewater collection system via the construction of a new sewer main following a proposed alignment (referred to as the Oak Orchard Alignment). The existing private septic sewer systems that serve the other residential and office buildings on the Ranch would not be affected by the Project. The Project would remove and replace the existing septic tank that services the Ranch foreman's mobile home to one of two potential sites identified within the Ranch, east of the Development Area. As such, no threat to groundwater due to nitrate pollution would occur.

Table V.N-2 (Continued)
Project Consistency with the 1990 Santa Clarita Valley Area Plan

Goal/Objective/Policy	Analysis of Project Consistency
Policy 2.2: Require annexation of a newly developing area to an existing sanitation district where practicable.	**Consistent:** As discussed in Section V.L.2, Utilities and Service Systems—Wastewater/Sewage Disposal, as part of the Project, the Santa Clarita Valley Sanitation District, which is part of the County Sanitation Districts, would annex the Development Area into the District before sanitary services could be provided.
Policy 3.2: Construct flood control improvements to protect existing or proposed urban areas.	**Consistent:** Through a combination of sheet flow, concentrated drainage swales, localized catch basin inlets, and storm drain pipes, all stormwater runoff from the Development Area would flow to Placerita Creek. The Project's drainage systems for the conveyance of both on- and off-site generated flows would ensure post-development flow rates would not exceed pre-development flow rates. The results of the hydromodification modeling for Placerita Creek indicate that the sediment load transported downstream of the SR-14 culvert that abuts the Development Area is considered negligible and would not adversely impact downstream properties, including those located in urban areas. Also see Environmental Resources Management Policy 4.1.
Safety Element	
Policy 2.1: Carefully control urban development in areas with identified brush fire hazards, except in areas where fire retardant planting and/or fuel removal have eliminated the fire hazard to the satisfaction of the County Forester.	**Consistent:** The Development Area and the Ranch are located with a Very High Fire Hazard Severity (VHFHS) Zone (formerly known as Fire Zone 4). To reduce risks from fire, a Fuel Modification Plan would be implemented, as detailed in Section V.K.2, Public Services—Fire Protection. All plantings would be in accordance with the County's Fuel Modification Plan Guidelines. Appropriate Fire Department access would also be provided throughout the Project site during both construction and operation. Additionally, the Project would comply with the County Fire Department's adopted programs directed at wildland fire prevention, including the State Fire Code standards for new development in hazardous fire areas.
Policy 3.1: Improve programs and practices for dealing with erosion, settlement, and other soil-related hazards.	**Consistent:** The Project would be required to have a SWPPP pursuant to NPDES permit requirements. As part of the SWPPP, BMPs would be implemented during construction to reduce sedimentation and erosion levels to the maximum extent possible. The Project would be designed and constructed in accordance with CBC and Los Angeles County Building Code requirements, as well as the Project Design Features and recommendations set forth in the Geotechnical Reports and Drainage Concept, and any additional Design Features or Mitigation Measures established via the required design level investigations to be performed.

Source: Santa Clarita Valley Area Plan, December 1990; Matrix Environmental, 2011.

specifically, the proposed C designation would allow the development of indoor studios on the westernmost portion of the Ranch, a natural extension of the outdoor filming uses that have occurred at the Ranch since at least the 1950s and that are currently permitted by Conditional Use Permit No. 04-089-(5). The County would benefit from the resulting state-of-the-art studio uses, including soundstages and outdoor filming in a single site, in that the Project would help retain motion picture and television production in the County and, in particular, within the Thirty Mile Zone. The Ranch's remote location, including the portion to be designated for C uses (located adjacent to SR-14 and distant from established residential communities), has allowed it to flourish as an outdoor filming ranch for many decades and would allow the Project to thrive without adverse affects on area residents and their properties. Furthermore, the proposed change in land use designation would help implement the policies of the Santa Clarita Valley Area Plan, in particular the Project would increase the variety of land uses within the area and provide numerous job opportunities associated with motion picture and television production in the County.

Based on its topography, the Project site is considered in the Area Plan to be a Hillside Management area. The Project would also be consistent with this designation for many of the reasons cited above. Following Project development, over 800 acres of the Ranch would be maintained in its current natural, open state, while major ridgelines in the area would be preserved (discussed further in Section V.I, Visual Qualities), Placerita Creek and its banks would be restored and revegetated, and at least 1,600 new oak trees would be planted. In summary, with approval of the proposed local plan amendment, the Project would be consistent with the currently adopted Santa Clarita Valley Area Plan.

(iii) Draft 2012 Santa Clarita Valley Area Plan: One Valley One Vision

As previously indicated, in February 2012 the County expressed its intent to update the Santa Clarita Valley Area Plan with its intent to adopt the One Valley One Vision plan. While the 1990 Area Plan is still applicable to the Project, a brief discussion is provided below regarding the Project's consistency with the land use designation for the Project site proposed within the Draft 2012 Area Plan, as it is relevant to the Project. The proposed SEA overlay is discussed further in Section V.F, Biological Resources, of this Draft EIR.

According to the Land Use Policy Map within the Land Use Element of the Draft 2012 Area Plan, most of the Ranch is designated as Rural Land 20, while the area located west of the LADWP transmission corridor, which makes up the majority of the Development Area and specifically corresponds to the proposed tract map area, is designated as IO (Office and Professional). The portion of the Ranch located within Angeles National Forest (which includes the southern Conditional Parking Area and the Potential Mobile Home Relocation Areas) is designated Open Space/National Forest. The IO designation allows for master-planned, high quality, mixed employment districts in areas accessible to transportation and visible from freeways and major arterials, much like the Project site.

Permitted uses include offices, research and development, light assembly and fabrication, warehousing and distribution, and supportive commercial uses, consistent with the proposed studio and production uses. The Project's maximum FAR of approximately 0.29:1 would fall well within the maximum FAR of 2.0 allowed in areas designated IO. Within the other Ranch areas of the Project site (i.e., the Water Tank Area, Trail Area, Conditional Parking Areas, and Potential Mobile Home Relocation Areas), all of which would be designated as Rural Land 20, the proposed uses would be permitted per the underlying zoning, discussed below. As such, the Project would be consistent with the land use designations proposed within the Draft 2012 Area Plan.

(b) Consistency with Regional Plans and Policies

As previously discussed, Project development would be subject to several regional land use plans, including SCAG's Regional Transportation Plan, Growth Vision Report, and Regional Comprehensive Plan, SCAQMD's Air Quality Management Plan, and Metro's Congestion Management Program. Project consistency with relevant aspects of the SCAG plans is discussed below. Analysis of consistency with the AQMP is provided in Section V.E.1, Air Quality, which concludes the Project would be consistent with the goals and policies of the AQMP and therefore would be consistent with the AQMP as a whole. Similarly, the analysis in Section V.J, Traffic, Access, and Parking, demonstrates that the Project would not create a significant impact at any CMP freeway monitoring locations during the A.M. or P.M. peak hours, nor would it add 50 or more vehicles to the nearest CMP intersections during the A.M. or P.M. peak hour, and thus would be consistent with the CMP.

SCAG reviews regionally significant projects for consistency with goals and policies in the Regional Transportation Plan and principles stated in the Growth Vision Report. Although the Project is not considered regionally significant by SCAG, an analysis of the Project's consistency with the 2008 RTP and the Growth Vision Report is nonetheless provided in Table V.N-3 on page V.N-67. As demonstrated therein, the Project would be consistent with the both the RTP and Growth Vision Report.

(c) Conclusion

As analyzed above, the Project would be consistent with most of the land use designations established for the Project site. With approval of the requested local plan amendment, the Project would be consistent with the designation set forth in the current adopted Area Plan and, even though the current Area Plan applies to the Project, the Project would be consistent with the proposed designation set forth in the Draft 2012 Area Plan. Additionally, as identified through the consistency analysis presented in Table V.N-1, Table V.N-2, and Table V.N-3, the Project would not conflict with applicable goals and policies of the County's General Plan, the Santa Clarita Valley Area Plan, or the SCAG

Table V.N-3
Project Consistency with SCAG RTP and Compass Growth Vision

Goals and Policies	Project Consistency
Regional Transportation Plan Goals	
RTP G1: Maximize mobility and accessibility for all people and goods in the region.	**Consistent:** The Project would develop new studio and production uses on a site with convenient regional access via freeways (including the adjacent SR-14 and nearby I-5 freeways). Additionally, the Project would include transportation improvements to facilitate mobility and access within the Project area. Thus, the Project would be consistent with this goal.
RTP G2: Ensure travel safety and reliability for all people and goods in the region.	**Consistent:** The Project would include transportation improvements within the immediate area to improve local access, with appropriate design considerations to ensure travel safety and reliability. All such improvements would be constructed in accordance with County Public Works and/or Caltrans requirements, as appropriate. Further, the Project would include pedestrian and bicycle access throughout the Development Area to enhance non-motorized circulation on-site. Thus, the Project would be consistent with this goal.
RTP G3: Preserve and ensure a sustainable regional transportation system.	**Consistent:** By combining proposed studio and production uses with existing filming uses on one site, the Project would serve to reduce vehicle trips and thus vehicle miles travelled, thus contributing to a reduction in air pollutant emissions. Additionally, the Project would make use of the Ranch's location within the "Thirty Mile Zone," the area within a 30-mile radius of the intersection of Beverly and La Cienega Boulevards in the City of Los Angeles which is home to the greatest concentration of studio-related activities in California. Thus, the Project would promote a sustainable regional transit system and consistent with this goal.
RTP G4: Maximize the productivity of our transportation system.	**Consistent:** The Project would develop new uses in proximity to SR-14 and connecting to I-5, thus facilitating access and mobility and improving the productivity of the transportation system. Thus, the Project would be consistent with this goal.
RTP G5: Protect the environment, improve air quality and promote energy efficiency.	**Consistent:** The Project would combine proposed studio and production uses with existing filming uses on one site, which would serve to reduce vehicle trips and vehicle miles travelled, thus contributing to a reduction in air pollutant emissions. The Project would also incorporate a variety of sustainability features, described above, that would reduce energy and water usage. Such features would include LEED™ Certification or LEED™ Silver Certification for many of the new buildings, which would further promote energy efficiency. Thus, the Project would be consistent with this goal.
RTP G6: Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures.	**Consistent:** The Project would concentrate new uses within the western portion of the Ranch, adjacent to SR-14 and Placerita Canyon Road, thus facilitating site access and minimizing impacts to more remote or secluded areas of the Ranch. Development in this location would be consistent with the pattern of freeway-oriented commercial development evident in the Project area. The Project would also include transportation improvements to improve connections within the

Table V.N-3 (Continued)
Project Consistency with SCAG RTP and Compass Growth Vision

Goals and Policies	Project Consistency
	local roadway network. Thus, the Project would complement transportation investments and improve the cost-effectiveness of expenditures and be consistent with this goal.
RTP G7: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	**Consistent:** The Project would manage site access through use of an entry kiosk at the proposed main entrance, with sufficient queuing space along the driveway to prevent backups onto Placerita Canyon Road. Additionally, the Project's transportation improvements would incorporate appropriate design considerations to ensure travel safety and reliability. Further, the Applicant has and will continue to consult and coordinate with the County Sheriff Department and other security agencies, as appropriate. Thus, the Project would be consistent with this goal.
Compass/Growth Visioning Principles	
Principle 1: Improve mobility for all residents	
GV P1.1: Encourage transportation investments and land use decisions that are mutually supportive.	**Consistent:** The Project would concentrate new uses within the western portion of the Ranch, adjacent to SR-14 and Placerita Canyon Road, thus facilitating site access. Development in this location would be consistent with the pattern of freeway-oriented commercial development evident in the Project area. The Project would also include transportation improvements to improve connections within the local roadway network. Thus, the Project would be consistent with this goal.
GV P1.2: Locate new housing near existing jobs and new jobs near existing housing.	**Consistent:** The Project would support the continued successful establishment of the film industry in the Santa Clarita Valley, serving to further diversify the local economy, providing new jobs for the local labor force, and favorably impacting the local jobs/housing balance. Thus, the Project would be consistent with this goal.
GV P1.3: Encourage transit-oriented development.	**Consistent:** The Project would introduce new employment uses in proximity to two existing bus lines. While bus stops are not currently provided adjacent to the Development Area, the nearest stops are within a short walking distance from the site, and Project employees would thus have transit options available to them. Thus, the Project would be generally consistent with this goal.
GV P1.4: Promote a variety of travel choices.	**Consistent:** The Project would encourage walking and biking throughout the Development Area via the provision of pedestrian and bike access. In addition, the Project's location near two bus lines would afford the opportunity for employees to travel by public transit. Thus, the Project would be generally consistent with this goal.
Principle 2: Foster livability in all communities	
GV P2.1: Promote infill development and redevelopment to revitalize existing communities.	**Consistent:** The Project would cluster development within a freeway-oriented portion of the Ranch, thus minimizing impacts to more remote or secluded areas of the Ranch and protecting nearby residential communities from encroachment. The Project would also provide new jobs in proximity to a growing local labor force, serving to revitalize the

Table V.N-3 (Continued)
Project Consistency with SCAG RTP and Compass Growth Vision

Goals and Policies	Project Consistency
	local economy and improve the jobs/housing balance. Thus, the Project would be generally consistent with this principle.
GV P2.2: Promote developments that provide a mix of uses.	**Consistent:** The Project would combine proposed studio and production uses with existing filming uses within the Ranch, recognizing the synergy between such uses and taking advantage of the Ranch's location within the "Thirty Mile Zone." Thus, the Project would be consistent with this principle.
GV P2.3: Promote "people scaled," pedestrian-friendly (walkable) communities.	**Consistent:** The Project would include writers/producers bungalows and a commissary with associated amenities for employees/visitors and would incorporate pedestrian and bike access within the Development Area to facilitate non-motorized circulation on-site. The Project would also incorporate Design Guidelines to regulate site development, promote architectural compatibility and suitable landscaping, and ensure sensitivity to existing natural environments. Adherence to the Design Guidelines would ensure that the Project results in a pedestrian-friendly environment. Thus, the Project would be consistent with this principle.
GV P2.4: Support the preservation of stable, single-family neighborhoods.	**Consistent:** The Development Area is separated from nearby residential communities by the eastern portions of the Ranch, existing topography and ridgelines, SR-14, and Placerita Canyon Road. As discussed above, the Project would not disrupt, divide, or isolate any existing neighborhoods or communities. Thus, the Project would be consistent with this principle.
Principle 3: Enable prosperity for all people	
GV P3.1: Provide, in each community, a variety of housing types in each community to meet the housing needs of all income levels.	**Not Applicable:** The Project does not include residential uses, and as such, this principle is not applicable to the Project. However, as previously indicated, the Project would not disrupt, divide, or isolate any existing neighborhoods or communities.
GV P3.2: Support educational opportunities that promote balanced growth.	**Consistent:** The Project would support the continued successful establishment of the film industry in the Santa Clarita Valley, serving to further diversify the local economy. The Project would also support smart growth principles through incorporation of LEED™ and LID practices. Thus, the Project would promote balanced growth within the area, and would be consistent with this principle.
GV P3.3: Ensure environmental justice regardless of race, ethnicity or income class.	**Consistent:** The Project would establish new uses that would support environmental justice within the surrounding community, regardless of race, ethnicity, or income class. Thus, the Project would be consistent with this principle.
GV P3.4: Support local and state fiscal policies that encourage balanced growth.	**Consistent:** As previously analyzed, Project implementation would support County goals and policies to expand the entertainment industry, a targeted industry in the Santa Clarita Valley, as well as to create employment opportunities proximate to housing. Furthermore, the Project would generate new revenues for the County. Thus, the

Table V.N-3 (Continued)
Project Consistency with SCAG RTP and Compass Growth Vision

Goals and Policies	Project Consistency
	Project would be consistent with this principle.
GV P3.5: Encourage civic engagement.	**Consistent:** Civic engagement is generally defined as citizens contributing ideas, energy, and action for proposals for improving community. The Applicant is known for supporting a variety of charities and causes and engaging its employees in volunteerism opportunities. This spirit of civic engagement would be maintained at the Ranch. Thus, the Project would be consistent with this principle.
Principle 4: Promote sustainability for future generations	
GV P4.1: Preserve rural, agricultural, recreational and environmentally sensitive areas.	**Consistent:** As discussed throughout this analysis, Project development would be clustered in the western portion of the Ranch so as to preserve the vast majority of rural open space and minimize impacts to environmentally sensitive areas such as Placerita Creek, oak woodland, and designated coastal California gnatcatcher habitat. In addition, existing agricultural uses within the Ranch would be maintained. Furthermore, the Project would include the dedication of an easement, funding, and construction of a public, multi-use trail for hiking, mountain-biking and equestrian use on the Ranch south of Placerita Canyon Road that would connect to an existing trail network within Angeles National Forest and State park land. This trail would include a trailhead/staging area near the existing access road to the Water Tank Area. Thus, the Project would be consistent with this principle.
GV P4.2: Focus development in urban centers and existing cities.	**Not Applicable/Consistent:** The Project site is located in a rural area in unincorporated Los Angeles County. However, the Project location is nonetheless appropriate as it comprises a largely previously disturbed site that is directly served by SR-14 and located near the growing community of the City of Santa Clarita. Thus, the Project would be consistent with this principle.
GV P4.3: Develop strategies to accommodate growth that uses resources efficiently, eliminates pollution and significantly reduces waste.	**Consistent:** As previously discussed, the Project would promote sustainability with specific design features that would achieve a 20 percent reduction in domestic water demand, a 50 percent reduction in landscaping water demand, at least a 15 percent reduction in energy usage below Title 24 (2008) standards, construction waste diversion of 75 percent, and operational waste diversion of as much as 70 percent. The Project's characteristics and specific sustainability features would also serve to reduce vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods, all of which would contribute to a reduction in air pollutant emissions. Thus, the Project would be consistent with this principle.
GV P4.4: Utilize "green" development techniques.	**Consistent:** The Project would be designed and constructed to achieve LEED™ Certification or LEED™ Silver Certification for many of the new buildings, including the proposed soundstages, production offices, administration building, and commissary. As previously analyzed, the Project would also be consistent with the County's Green Building ordinance, including the Green Building ordinance, Drought-Tolerant Landscaping ordinance, and LID ordinance. For example, the

Table V.N-3 (Continued)
Project Consistency with SCAG RTP and Compass Growth Vision

Goals and Policies	Project Consistency
	Project would implement a series of Best Management Practices (BMPs) based in part on the LID Standards Manual (January 2009) to minimize impacts to surface water quality. Thus, the Project would be consistent with this principle.

Source: Southern California Association of Governments Regional Transportation Plan, 2008, and Growth Vision Report; Matrix Environmental, 2010.

RTP and Compass Blueprint. As such, on-site impacts related to consistency with applicable plans and the plan designations would be less than significant.

(2) Off-Site Infrastructure Improvement Areas Impacts

The Off-Site Infrastructure Improvement Areas are located almost entirely within the City of Santa Clarita. While the proposed improvements would be located primarily in existing paved roadways or along adjacent unpaved rights-of-way, depending on the alignments ultimately selected, the improvements would pass through or adjacent to land designated as various Residential including Very Low (RVL), Low (RL), Suburban (RS), and Moderate (RM), Community Commercial (CC), Business Park (BP), and Private Education (PE). Portions of the residentially designated areas are also designated as a Mineral Oil Conservation Area (MOCA), and some of the CC areas are zoned as a Planned Development (PD). Once implemented, the off-site infrastructure improvements would be almost entirely underground and the Off-Site Infrastructure Improvement Areas would be returned to their existing uses. Similarly, replacement of the SCE power poles would occur in approximately the same locations as the existing power poles, and those areas would be returned to their current condition. In addition, the proposed roadway improvements would involve the reconfiguration of existing intersections where conditions are developed and disturbed, and operation of the improved intersections would not represent a change in use from existing conditions. As such, the off-site improvements would not result in a change in existing land use patterns which would be inconsistent with land use policies set forth for the Off-Site Infrastructure Improvement Areas. Therefore, off-site impacts related to consistency with applicable plan designations would be less than significant. Refer to Table V.N-1 for discussion of consistency with specific General Plan policies and Table V.N-2 for discussion of consistency with applicable Area Plan policies.

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

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

As previously discussed, the Ranch, including the Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas, encompasses the A-2-1 (Heavy Agricultural–One Acre Minimum Required Area) and A-2-2 (Heavy Agricultural–Two Acres Minimum Required Area) zoning designations. Pursuant to Zoning Code Section 22.16.070, the Project would involve a zone change of the 44.28-acre tract map area from A-2-1 to C-M-DP (Commercial Manufacturing—Development Program), as shown in Figure V.N-2. The C-M zone allows for a wide variety of commercial uses and services, including motion picture studios and indoor sets and motion picture processing (production), in addition to assembly, manufacturing, and agricultural uses, accessory buildings and structures, and signs. The C-M zone also allows for the same maximum building height as the A-2 zone (Section 22.52.050.A of the County Zoning Code applies to the C-M zone: "The total floor area in all the buildings on any one parcel of land shall not exceed 13 times the buildable area of such parcel of land"). The Project proposes structures up to 60 feet in height within the Development Area and would comply with this standard.

The zone change would allow the development of indoor studios on the westernmost portion of the Ranch, a natural extension of the outdoor filming uses that have occurred at the Ranch since at least the 1950s and that are currently permitted by Conditional Use Permit No. 04-089-(5). It also would recognize the synergy between the existing outdoor filming operations at the Ranch and high technology indoor motion picture and television production on the western portion of the Ranch. Further, the zone change would be consistent with the IO land use designation within the Draft 2012 Area Plan. The remaining approximately 846 acres of the Ranch, including the LADWP transmission corridor, would remain zoned A-2-1 and A-2-2. Within the Water Tank Area, Trail Area, Conditional Parking Areas, and Potential Mobile Home Relocation Areas, the proposed uses would be permitted in the A-2-1 and A-2-2 zones based on County review and/or permit, similar to the existing conditionally permitted filming uses within the Ranch. In particular, construction and use of the proposed water tank and the electrical distribution station and relocation of the Ranch foreman's mobile home would require a CUP.

Pursuant to Los Angeles County Zoning Code Section 22.40.030, the approval of a zone change and associated development program requires a conditional use permit. The Project would include a development program for the proposed soundstages and ancillary facilities within the 44.28-acre tract map area. Compliance with the plans and exhibits in the development program would provide safeguards to ensure the re-zoned area of the Ranch is developed in harmony with the remaining areas of the Ranch and the surrounding area. As part of the proposed development program, the buildings would be designed to reflect the existing agrarian and rustic character of the Ranch. Buildings would be partially

screened from Placerita Canyon Road and SR-14 with landscaping, including mature oaks trees and other native trees.

In compliance with the development standards specified for the C-M zone, Project buildings would not exceed 90 percent of the net area of the tract map area (as previously indicated, the FAR would range from 0.26:1 to 0.29:1, depending on the development option ultimately constructed), and a minimum of 10 percent of the net tract map area would be landscaped and maintained in good condition. In addition, proposed parking would exceed the Code parking requirements, as discussed further in Section V.J, Traffic, Access and Parking, of this Draft EIR. The Project would comply with applicable Zoning Code requirements related to yards, walls, fences, loading facilities, landscaping, and other development features. All retaining walls and fences would conform to County requirements, and proposed landscaping would comply with the County's Drought-Tolerant Landscaping ordinance. In summary, with approval of the requested zone change and the associated conditional use permit, the Project would be consistent with the Los Angeles County Planning and Zoning Code.

(2) Off-Site Infrastructure Improvement Areas Impacts

As previously discussed, the Off-Site Infrastructure Improvement Areas are primarily located within the City of Santa Clarita. While the proposed improvements would be located primarily in existing paved roadways or along adjacent unpaved rights-of-way, depending on the alignments ultimately selected, the improvements would pass through or adjacent to land zoned as various Residential including Very Low (RVL), Low (RL), Suburban (RS), and Moderate (RM), Community Commercial (CC), Business Park (BP), and Private Education (PE). Portions of the residentially designated areas are also designated as a Mineral Oil Conservation Area (MOCA), and some of the CC areas are zoned as a Planned Development (PD). However, once implemented, the off-site improvements would be almost entirely underground and the Off-Site Infrastructure Improvement Areas would be returned to their existing uses. Similarly, replacement of the SCE power poles would occur in approximately the same locations as the existing power poles, and those areas would be returned to their current condition. In addition, the proposed roadway improvements would involve the reconfiguration of existing intersections where conditions are developed and disturbed, and operation of the improved intersections would not represent a change in use from existing conditions. As such, the off-site improvements would not result in inconsistency with existing zoning, and off-site impacts would be less than significant.

Threshold N-4: Would the project conflict with Hillside Management Criteria, SEA conformance criteria, or any other applicable land use criteria?

(1) On-Site Impacts—Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, and Conditional Parking Areas

(a) Los Angeles County Hillside Requirements

The Area Plan designates the southern portion of the Development Area, the northern tip of the Development Area, and the entire Water Tank Area and Trail Area as Hillside Management (HM). Appendix A of the adopted General Plan Land Use Element provides Hillside Management/Performance Review procedures for non-residential development projects in hillside areas. The HM designation applies to land classified as Non-Urban with slopes in excess of 25 percent. Within the Development Area, the primary areas exhibiting a slope of 25 percent or more were created during construction of SR-14 when Caltrans placed fill on both sides of Placerita Creek east of SR-14. These artificial fill pads created slopes greater than 25 percent along Placerita Creek, and a slope immediately east of the southern fill pad with a 60-foot drop in elevation. There is a natural slope area immediately northeast of the northern fill pad that separates the pad from the location of the proposed electrical substation. While grading of this hillside would be needed to create a level development pad for the substation, the finished grades would include a steep slope rising up from the new structure to the northeast, similar to existing conditions. Small hillside areas also exist along a portion of the Development Area boundary along Placerita Canyon Road and adjacent to the current main Ranch entrance. In general, the only designated hillside area where proposed development would occur is along the 60-foot slope east of the southern fill pad, which would be raised with engineered fill to achieve the desired building pad elevations. Such work would occur in conjunction with mass grading and excavation of the fill pads, which would be reengineered and brought down to the design pad elevations. It is anticipated that the majority of the proposed structures would be supported on pile foundations in order to achieve adequate bearing support as well as provide adequate mitigation for potential seismic-settlement hazards such as liquefaction. To provide for stable slopes and to address the erosion of the slopes that occurs under current conditions, portions of the slopes within Placerita Creek would be graded, stabilized, and replanted with native plant species. Additionally, earthwork within the Water Tank Area and Trail Area would generally follow existing grades and would be limited to that necessary to smooth and pave the existing unpaved access road, create a pad for the tank, and construct the public, multi-use trail. Refer to Section V.A, Geotechnical Hazards, of this Draft EIR for further discussion of geotechnical issues and Section V.D, Water Quality, regarding slopes and erosion. As demonstrated therein, all aspects of the Project would incorporate appropriate construction techniques, engineering recommendations, and mitigation measures to ensure the safety of proposed structures and Project occupants and to protect the natural character of the Ranch and Placerita Creek in particular. Refer to Section V.I, Visual Qualities, for further discussion of aesthetic considerations related to hillside development.

Per Appendix A of the adopted Land Use Element, a variety of non-residential uses may be appropriately located within non-urban hillside management areas, particularly those that require remote hillside locations, and specific permitted uses include industrial, limited commercial, and certain research and development uses, as well as various agricultural mineral extraction, and utility uses. The Ranch's remote and secluded nature has allowed it to flourish as an outdoor filming ranch since the 1950s and would allow the Project to thrive without adverse affects on area residents or properties. The proposed studio and production uses are a natural extension of the existing filming uses within the Ranch and therefore would be considered appropriate to the site. Furthermore, the existing agricultural and oil production uses that occur within the Ranch would be maintained.

Development in HM areas is generally limited to the most suitable or least environmentally sensitive areas and should take into account compatibility with the natural resources and character of an area. Non-residential uses are permitted and may include agricultural and industrial uses, including those which require remote or secluded locations. As prescribed under the Hillside Management ordinance, a conditional use permit in the hillside management area would not be required because the Project would not include residential uses exceeding the low density threshold established for an area with a natural slope of 25 percent or more located within a nonurban hillside management area. As such, on-site impacts related to conflict with the Hillside Management ordinance would be less than significant.

(b) SEA Conformance Criteria

The existing SEA overlay maps, which are a part of the County's General Plan, do not overlap with the Development Area, Water Tank Area, Trail Area, Potential Mobile Home Relocation Areas, or the Conditional Parking Areas. As such, existing County policies regarding SEAs do not currently apply to the Project. The County, however, is in the process of updating the SEA overlay maps for the Santa Clarita Valley as part of the One Valley One Vision Plan, which is the Draft 2012 Santa Clarita Valley Area Plan. In the Draft SEA overlay maps, portions of the Development Area, in particular, the hillside above the northern fill pad, Placerita Creek, and the Water Tank Area have been proposed for designation within the Santa Clara River SEA (SEA 20). This proposed designation excludes most of the Ranch floor and the two large, mostly barren fill pads within the Development Area. Further discussion of this issue is provided in Section V.F, Biological Resources, of this Draft EIR. As discussed therein, the Project is not subject to the Draft 2012 Area Plan and associated SEA regulations. Nevertheless, the Project would enhance the SEA area around the Development Area by improving Placerita Creek and planting native vegetation throughout. Any new applications for new development beyond the requests of this Project after the adoption of the Draft 2012 Area Plan would be subject to the 2012 Area Plan and associated updated SEA regulations.

(c) Los Angeles County Green Building Program

The County's Green Building Program is made up of the Green Building ordinance, Drought-Tolerant Landscaping ordinance, and Low Impact Development Standards ordinance. As part of compliance with the Green Building ordinance, many of the proposed buildings, including the soundstages, would achieve LEED™ Certification or LEED™ Silver Certification. The Project would incorporate numerous sustainability features set forth in the ordinances, as described above under Project design features and detailed further in Section V.E.2, Global Climate Change. Such features would achieve a 20 percent reduction in domestic water demand, a 50 percent reduction in landscaping water demand, at least a 15 percent reduction in energy usage below Title 24 (2008) standards, construction waste diversion of 75 percent, and operational waste diversion of at least 50 percent. The Project's characteristics and specific sustainability features would serve to reduce vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods, all of which would contribute to a reduction in air pollutant emissions. In addition, in accordance with the Drought-Tolerant Landscaping ordinance, at least 75 percent of Project landscaping would consist of drought-tolerant plants, and turf would not be introduced.

The Project would incorporate LID features designed to mimic natural hydrological conditions and thereby control stormwater runoff and associated pollution. More specifically, the Project would implement a series of Best Management Practices (BMPs) based in part on the LID Standards Manual (January 2009) to minimize impacts to surface water quality. Such measures would include a vegetated bioswale, riparian buffers, and possibly infiltration trenches among others, as discussed further in Section V.D, Water Quality. The Project would incorporate underground detention systems that would capture and detain stormwater flows and provide first flush treatment before either infiltrating back into the local groundwater basin or draining via outlets to Placerita Creek. As a result, there would be no impact to the volume or quality of runoff as compared to pre-development conditions, as discussed further in Section V.B, Flood Hazards.

In summary, the Project would comply with the County's Green Building Program, including the Green Building ordinance, Drought-Tolerant Landscaping ordinance, and Low Impact Development Standards ordinance. Further discussion of these ordinances is provided in Section V.B, Flood Hazards; Section V.D, Water Quality; Section V.E.1, Air Quality; Section V.E.2, Global Climate Change; Section V.F, Biotic Resources; Section V.L.1, Utilities and Service Systems—Water Supply; and Section V.L.4, Utilities and Service Systems—Energy, of this Draft EIR.

(d) Vacation of Delden Road

Although Delden Road is not shown on the North Portion County of Los Angeles Highway Plan map, it is shown in the 1990 Area Plan and on the Assessor's map that covers the Ranch. An approximately 1,300-foot-long segment of Delden Road traverses the western portion of the Ranch in an east-west direction beginning at the eastern edge of the SR-14 and terminating at the eastern edge of Parcel No. 2848-019-011. This "paper" street, paved and used only seldom in the years before SR-14 was constructed, has not been publicly used or accessible in the years since the SR-14 cut off public access and the resulting freeway and fill pads covered the only asphalted section. As part of the Project, the segment of Delden Road that traverses the Development Area would be vacated. As this road does not exist in physical form, no impact would result.

(2) Off-Site Infrastructure Improvement Areas Impacts

As previously described, the Off-Site Infrastructure Improvement Areas are generally flat and do not include any hillside areas. Within the Off-Site Infrastructure Improvement Areas, portions of the RL, RM, and RE-designated areas adjacent to some of the roadways where the improvements would occur are also designated as a Mineral Oil Conservation Area (MOCA). According to the Santa Clarita Land Use Element, the MOCA Overlay category is used to designate areas that have significant mineral aggregate resource areas (SMARA) and/or oil fields. The purpose of this overlay is to permit the continuation of the mineral/oil usage while allowing development if specific requirements are met. Development of the improvements proposed within the Off-Site Infrastructure Improvement Areas would not interfere with the continuation of mineral/oil uses since the improvements would occur primarily within existing roadways. In addition, the existing SEA overlay maps, which are a part of the County's General Plan, do not overlap with the Off-Site Infrastructure Improvement Areas. Off-site impacts related to conflicts with Hillside Management Criteria, SEA Conformance Criteria, or any other applicable land use criteria would be less than significant.

4. CUMULATIVE IMPACTS

The geographic context for the cumulative impact analysis for land use is the Santa Clarita Valley. Future growth through 2020 (i.e., the Project buildout year) associated with identified Related Projects in the area and general ambient growth would have the potential to alter the existing land use environment due to conversion of vacant land to new development, infill development at increased densities, and/or conversion of existing land uses (e.g., commercial to residential). However, future development projects would be subject to existing zoning and land use designations as well as environmental review by the appropriate jurisdiction. Therefore, such future projects are not expected to fundamentally alter the existing land use relationships in the community. Rather, the

concentration of development in the area would be expected to promote a more cohesive, semi-urban environment and provide needed services for the Valley's growing population.

As indicated in Table III-1 and mapped in Figure III-1 within Section III, Environmental Setting, of this Draft EIR, there are 14 Related Projects in the project vicinity. The Related Projects consist of several commercial and mixed-use infill and redevelopment projects, as well as a few new residential subdivisions. The majority of the Related Projects are located within the City of Santa Clarita, and only one project is located within the immediate project vicinity. Related Project No. 3 is a proposed mixed-use commercial development located at the southwest corner of Placerita Canyon Road and Sierra Highway, across SR-14 from the Development Area. By virtue of their location adjacent to interchanges along SR-14, several of the Related Projects, including Related Project No. 3, are freeway-oriented commercial developments likely intended to serve weekday commuters passing through the area, such as employees of the Project, as well as local residents of nearby subdivisions. Other than desired patronage of the proposed commercial uses, the Project would not interact with the Related Projects in a manner that affects local land use patterns and relationships. As such, the Project's cumulative impacts regarding land use compatibility would be less than significant.

Like the Project, development of the Related Projects is expected to occur in accordance with adopted plans and regulations. 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. Based on the information available regarding the Related Projects, the Related Projects under consideration in the Project area would implement and support important local and regional planning goals and policies. New projects 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. PROJECT DESIGN FEATURES AND MITIGATION MEASURES

a. Project Design Features

No specific Project Design Features are proposed with respect to land use beyond those described in Section IV, Project Description, and listed throughout the other environmental analysis sections of this Draft EIR. As demonstrated above, implementation of the Project Design Features would ensure that the Project complies with applicable land use criteria and remains compatible with surrounding uses.

b. Mitigation Measures

With approval of the Project's requested discretionary actions, Project-level land use impacts with regard to regulatory consistency and land use compatibility would be less than significant. In addition, cumulative land use impacts would be less than significant. Therefore, no mitigation measures would be required.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

With approval of the requested discretionary actions, including a local plan amendment, zone change, and CUP, the Project would be consistent with the regulatory framework relative to land use, including the County's adopted General Plan, the adopted Santa Clarita Valley Area Plan, Planning and Zoning Code, Hillside Requirements, Green Building Program, SCAG's Regional Transportation Plan, Growth Vision Report, and Regional Comprehensive Plan, SCAQMD's Air Quality Management Plan, and Metro's Congestion Management Program. The Project would also be compatible in terms of land use, size, intensity, density, scale, and other physical and operational factors with surrounding development and would not divide or disrupt an established community. Therefore, the Project would result in less than significant impacts relative to land use regulations and compatibility. No significant and unavoidable land use impacts would occur.

VI. Project Alternatives

VI. PROJECT ALTERNATIVES

1. INTRODUCTION

CEQA requires an EIR to describe a reasonable range of alternatives to the project, including in many cases an alternative location of the project, which would feasibly attain most of the project's basic objectives but would avoid or substantially lessen any of the project's significant environmental impacts.[1] CEQA also requires an EIR to evaluate the comparative merits of the proposed alternatives. This section of the Draft EIR analyzes alternatives to the Project and compares the potential impacts of each alternative with the Project's potential environmental impacts.

The CEQA Guidelines emphasize that the selection of project alternatives should be based primarily on the ability of an alternative to reduce significant impacts of the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."[2] An EIR need not consider every conceivable alternative to a project, but rather the range of alternatives should be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are analyzed.[3]

In selecting project alternatives for analysis, potential alternatives should be feasible. 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....

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1 *CEQA Guidelines Section 15126.6(a).*

2 *CEQA Guidelines Section 15126.6(b).*

3 *Ibid, Section 15126.6(f).*

The CEQA Guidelines require the analysis of a "No Project" Alternative and an evaluation of alternative location(s) for the project, if feasible. Of the alternatives analyzed in an EIR, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.[4]

As indicated above, the intent of an alternatives analysis is to try to reduce the Project's significant impacts. As evaluated in Section V.C, Noise, of this Draft EIR, construction of the proposed off-site infrastructure improvements would result in short-term significant impacts in the vicinity of sensitive receptors. Similarly, short-term cumulative construction noise impacts associated with construction of the off-site infrastructure improvements and construction of nearby Related Projects would also remain significant. In addition, cumulative off-site traffic would result in a significant and unavoidable noise impact affecting existing residential homes along Placerita Canyon Road (west of Sierra Highway). As analyzed in Section V.E.1, Air Resources–Air Quality, construction of the Project would result in significant and unavoidable air quality impacts associated with regional NO_X and VOC emissions during the most intense construction period. Cumulative regional air quality impacts associated with construction of the Project would also be significant and unavoidable. Finally, as discussed in Section V.J, Traffic, Access, and Parking, cumulative construction traffic impacts would be significant and unavoidable to the extent that haul trips associated with the Project coincide with those of the Kellstrom Project (Related Project No. 3).

Based on these potentially significant environmental impacts and the objectives established for the Project (listed in Section V, Project Description, Goals and Objectives, in this Draft EIR), as well as consideration of the local plans and zoning designations that guide development of the Project site, the following alternatives to the Project were selected for analysis:

1. Alternative 1 – No Project/No Build;
2. Alternative 2 – Development in Accordance with Existing Plans;
3. Alternative 3 – Reduced Program; and
4. Alternative 4 – Alternative Design with Reduced Program.

[4] *Ibid, Section 15126.6(e)(2).*

Table VI-1 on page VI-4 provides a comparison of the land uses associated with the Project and each alternative. This chapter describes and evaluates the four alternatives. In addition, CEQA Guidelines Section 15126.6(c) requires an EIR to identify any alternatives considered for analysis but rejected as infeasible. These potential alternatives are described below.

2. ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FUTHER CONSIDERATION

In accordance with CEQA Guidelines Section 15126.6(c), an EIR should identify alternatives considered for analysis but rejected as infeasible, and briefly explain the reasons for their rejection. According to the CEQA Guidelines, the following factors may be used to eliminate alternatives from detailed consideration: the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives that have been considered and rejected as infeasible include:

- **Option One—Culverting Placerita Creek:** Development Option One would culvert approximately 1,100 linear feet of Placerita Creek to allow for a developable area above the creek and provide a more compact development footprint shifted to the north. Under this option, the amount of grading and export required would be somewhat reduced when compared to the Project, as cut materials would be used to fill a portion of Placerita Creek.

  Under this option, impacts to Placerita Creek, hydrology/drainage, and aesthetics would be greater than those of the Project. Specifically, culverting the creek would require permanent removal of biological resources such as riparian woodland in the affected portion of the creek. The eastern portion of the alternative Development Area would be raised out of the floodplain.

  With the new culvert through a portion of Placerita Creek, drainage patterns within the Development Area would be altered, and the 100-year floodplain boundary would extend throughout a larger portion of the Ranch floor. Additionally, replacement of the culverted area with development would adversely affect public views from SR-14 and Placerita Canyon Road. Further, this option would not be expected to eliminate the Project's significant and unavoidable impacts (i.e., Project and cumulative regional construction air emissions, Project and cumulative off-site construction noise, cumulative off-site operational traffic noise, and cumulative construction traffic).

  In addition, this option would not meet several basic Project objectives, particularly those that focus on environmental sensitivity to Placerita Creek, its riparian corridor, and the Ranch's rural setting. Given Option One's potential to result in greater environmental impacts than the Project and its inability to reduce or eliminate the Project's significant environmental impacts, as well as its inability to meet all Project objectives, this option was eliminated from further consideration.

Table VI-1
Comparison of Land Uses Under the Alternatives

	Proposed Project—Soundstage Option	Proposed Project—Studio Office Option	Alternative 1: No Project/ No Build	Alternative 2: Development in Accordance with Existing Plans	Alternative 3: Reduced Program Alternative	Alternative 4: Alternative Design with Reduced Program
Land Uses						
Residential	—	—	—	34 du	—	—
Soundstages	237,600 sf	158,400 sf	—	—	118,800 sf	198,000 sf
Production Offices	168,750 sf	112,500 sf	—	—	84,375 sf	168,750 sf
Mills	69,000 sf	46,000 sf	—	—	34,500 sf	69,000 sf
Warehouse	23,000 sf	23,000 sf	—	—	11,500 sf	23,000 sf
Writers/Producers Bungalows	10,350 sf	10,350 sf	—	—	5,175 sf	10,350 sf
Studio Office	—	112,500 sf	—	—	—	—
Commissary/Amenities	17,250 sf	17,250 sf	—	—	8,625 sf	17,250 sf
Administration	30,000 sf	30,000 sf	—	—	15,000 sf	30,000 sf
Subtotal New Uses	**555,950 sf**	**510,000 sf**	**—**	**34 du**	**169,075 sf**	**516,350 sf**
Ancillary Uses						
Central Utility Plant	20,000 sf	20,000 sf	—	—	10,000 sf	20,000 sf
Electrical Substation	46,300 sf	46,300 sf	—	—	30,867 sf	46,300 sf
Subtotal Ancillary Uses	**66,300 sf**	**66,300 sf**	**—**	**—**	**40,867 sf**	**66,300 sf**

Source: Matrix Environmental, 2010.

- **Option Two—Reduced Grading:** Development Option Two would cover a footprint identical to the Project, but would reduce the amount of grading and soil export by approximately 300,000 cubic yards. Under this option, primary access to the site would remain from Placerita Canyon Road near the southern fill pad. However, in order to reduce the amount of grading and export, the elevation of the northern pad and southern pads would not be lowered to the same extent that would occur under the Project. Due to these higher grade elevations within Option Two, retaining walls of approximately 8 feet higher than those proposed by the Project would be required within Placerita Creek.

  Under this option, impacts to Placerita Creek, drainage patterns, aesthetics/ visual qualities, and internal access would be greater than those of the Project. Specifically, the permanent retaining walls within the creek would increase the area of disturbance to the streambed and associated riparian habitat and could change the existing drainage patterns. With the increased finished elevations within the westernmost portion of the Development Area, proposed buildings would be highly visible from SR-14 and Placerita Canyon Road and possibly land uses further to the west. In addition, the numerous retaining walls could affect the visual quality of the creek and the site. With the increased elevation of the northern fill pad, internal access to the northern fill pad would be compromised. Trucks in particular may have difficulty navigating the access road that would be required to accommodate this elevation difference. In addition, secondary access to the northern pad via a bridge would likely not be feasible given the grade difference between the north and south pads. Furthermore, due to the raised elevations under this option, development would be more visible from other areas of the Ranch, potentially affecting filming locations within the Ranch. On the other hand, with reduced grading and export, it is possible that the Project's significant and unavoidable impact with respect to regional construction air emissions could be reduced. However, this option would not eliminate the Project's other significant and unavoidable impacts (i.e., Project and cumulative regional construction air emissions, Project and cumulative off-site construction noise, cumulative off-site operational traffic noise, and cumulative construction traffic).

  In addition, this option would not meet several basic Project objectives, including designing development to be environmentally sensitive to Placerita Creek and its riparian corridor, minimizing the Development Area's visibility from existing outdoor filming areas within the Ranch, minimizing visibility from adjacent roadways and off-site areas, and providing adequate internal access within the Development Area to meet the needs of the proposed studio-related uses. Given Option Two's potential to result in greater environmental impacts than the Project and its inability to reduce or eliminate most of the Project's significant environmental impacts, as well as its inability to meet several Project objectives, this option was eliminated from further consideration.

- **Options Three and Four—Development Within the Western and Central Portions of the Ranch Floor:** Development Options Three and Four would make use of the western and central portions of the Ranch floor, respectively. Under Option Three, proposed development would occur to the east of the fill pads in an area of the Ranch referred to as the "Bottom Region." Development under Option Four would be located within the central portion of the Ranch in an area referred to as the "Central Region" as well as in part of the Bottom Region. Both these options would require substantial soil import to raise the development areas out of the floodplain. Primary access for Option Three would be the current main entrance to the Ranch, while access for Option Four would be the former Ranch entrance, located east of the current main entrance.

  Under these options, impacts regarding hydrology/flood hazards, visibility from off-site, traffic on Placerita Canyon Road, internal access within the Ranch, and existing filming and intermittent agricultural operations would be greater than under the Project. In particular, portions of the development areas under each option would be within the 100-year floodplain, thus requiring substantial fill (soil import) to raise proposed buildings out of the floodplain and create a relatively flat site. These changes to the Ranch topography would affect drainage patterns, and the 100-year floodplain boundary would be expanded into other areas of the Ranch floor. With respect to the visibility of new development, while visibility from SR-14 may be reduced, development would be highly visible from Placerita Canyon Road and Angeles National Forest. In addition, the locations of the access driveways would substantially increase the number of vehicles traveling along Placerita Canyon Road as compared to the Project (which would provide direct access from SR-14 northbound). Further, due to the location of proposed development and the elevation difference between the development footprint and the surrounding Ranch floor, access within the Ranch would be substantially compromised. Both options would also result in the loss of a substantial amount of area currently used for filming and intermittent agricultural operations and, given the pad elevations required for new buildings, proposed development would be highly visible from other areas of the Ranch, thus affecting filming activities. Although the number of oak trees and the amount of oak woodland to be removed would be reduced as compared to the Project, overall, the trees and oak woodland within the Bottom and Central Regions of the Ranch are generally of better quality than those within the Development Area. Finally, neither of these options would be expected to eliminate the Project's significant and unavoidable impacts (i.e., Project and cumulative regional construction air emissions, Project and cumulative off-site construction noise, cumulative off-site operational traffic noise, and cumulative construction traffic).

  In addition, these options would not meet several basic Project objectives, including: focusing the development near the SR-14 in order to preserve the outdoor filming area and incorporate the existing barren fill pads into the proposed development; locating more intense production uses next to SR-14 while continuing less intense outdoor filming uses further east on the Ranch;

protecting the existing filming areas and filming backdrop, including minimizing visibility of the new development from those areas; minimizing visibility from adjacent roadways and off-site areas; providing for convenient vehicular access to and from SR-14 to limit the amount of Project-related vehicles traveling along Placerita Canyon Road; and maintaining adequate internal access within the Ranch to allow continuation of existing outdoor filming and intermittent agricultural operations. Given the potential for Option Three and Option Four to result in greater environmental impacts than the Project and their inability to reduce or eliminate the Project's significant environmental impacts, as well as their inability to meet many basic Project objectives, these options were eliminated from further consideration.

- **Option Five—Alternative Site:** The Applicant owns the Ranch on which the Project is proposed. The results of a search to find an alternative site on which the Project could be built revealed that no suitable, similar locations are available to the Applicant to meet the Project's underlying purpose of providing a state-of-the-art motion picture and television studio on the same site as existing outdoor filming activities. In addition, the Project's key land use and planning, operational, and economic objectives, such as those regarding the provision of soundstages and associated production support facilities within the Ranch, transformation of the portion of the Ranch currently comprised of mostly barren fill pads, consolidation of indoor and outdoor production uses on a single site, continued support of the Ranch's role in the entertainment industry though the provision of studio-related uses, and the provision of jobs in a housing rich area, would not be met if the Project were developed at an alternative site.

  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 utility infrastructure, the nature and extent of other future development expected in the surrounding vicinity, and the presence of nearby noise-sensitive uses such as residences, the Project's impacts associated with noise merely would be moved to another location. In addition, development of the Project at an alternative site could potentially produce other environmental impacts that otherwise would not occur at the Ranch. Specifically, development at an alternative site may have greater environmental impacts (e.g., traffic, cultural resources, land use compatibility, aesthetics/views, etc.) than the proposed 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 feasible as it is not expected that the Applicant can reasonably acquire, control, or have access to an alternative site that would provide for the proposed synergy of uses and square footage 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.

3. ANALYSIS FORMAT

Under 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 IV, Project Description, would be substantially attained by the alternative.[5] 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 underlying purpose and basic Project objectives are feasibly and substantially attained by the alternative.

Table VI-2 on page VI-9 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.

[5] *Ibid. Section 15126.6(c).*

Table VI-2
Comparison of Impacts Associated with the Proposed Project and Impacts of the Alternatives

Environmental Issue	Project Impact	Alternative 1: No Project/No Build	Alternative 2: Development in Accordance with Existing Plans	Alternative 3: Reduced Program	Alternative 4: Alternative Design with Reduced Program
A. GEOTECHNICAL HAZARDS					
Geologic Hazards	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Sedimentation and Erosion	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)
Landform Alteration	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
B. FLOOD HAZARDS (HYDROLOGY)					
Construction					
On-Site and Off-Site Drainage and Flooding	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)
Operation					
On-Site Hydrology, Drainage, and Flooding	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
C. NOISE					
Construction Noise (Project and Cumulative)	Significant and Unavoidable	Less (Project – No Impact; Cumulative – Less Than Significant)	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Construction Vibration	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Operational Noise	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Operational Vibration	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Cumulative Operational Mobile Noise	Significant and Unavoidable	Less (Less Than Significant)	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)

Table VI-2 (Continued)
Comparison of Impacts Associated with the Proposed Project and Impacts of the Alternatives

Environmental Issue	Project Impact	Alternative 1: No Project/No Build	Alternative 2: Development in Accordance with Existing Plans	Alternative 3: Reduced Program	Alternative 4: Alternative Design with Reduced Program
D. WATER QUALITY					
Construction	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Operation	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
E.1 AIR RESOURCES—AIR QUALITY					
Construction					
Regional Emissions	Significant and Unavoidable	Less (No Impact)	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Local Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Toxic Air Contaminants	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Operation					
Regional Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Local Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Toxic Air Contaminants	Less Than Significant	Less (No Impact)	Greater (Potentially Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Odors	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
E.2 AIR RESOURCES—CLIMATE CHANGE					
GHG Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)

Table VI-2 (Continued)
Comparison of Impacts Associated with the Proposed Project and Impacts of the Alternatives

Environmental Issue	Project Impact	Alternative 1: No Project/No Build	Alternative 2: Development in Accordance with Existing Plans	Alternative 3: Reduced Program	Alternative 4: Alternative Design with Reduced Program
F. BIOLOGICAL RESOURCES					
Plant Communities	Less Than Significant with Mitigation	Less (No Impact)	Less (Less Than Significant with Mitigation)	Less (Less Than Significant with Mitigation)	Greater (Less Than Significant with Mitigation)
Plant Species	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Wildlife Species	Less Than Significant with Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
Wildlife Movement	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Nesting Birds	Less Than Significant with Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
Regulated Trees	Less Than Significant with Mitigation	Less (No Impact)	Less (Less Than Significant with Mitigation)	Less (Less Than Significant with Mitigation)	Less (Less Than Significant with Mitigation)
Jurisdictional Waters	Less Than Significant with Mitigation	Less (No Impact)	Less (Less Than Significant with Mitigation)	Less (Less Than Significant with Mitigation)	Less (Less Than Significant with Mitigation)
G. CULTURAL AND PALEONTOLOGICAL RESOURCES					
Historic Resources	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)
Archaeological Resources	Less Than Significant with Mitigation	Less (No Impact)	Less (Less Than Significant with Mitigation)	Less (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
Paleontological Resources	Less Than Significant with Mitigation	Less (No Impact)	Less (Less Than Significant with Mitigation)	Less (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)

Table VI-2 (Continued)
Comparison of Impacts Associated with the Proposed Project and Impacts of the Alternatives

Environmental Issue	Project Impact	Alternative 1: No Project/No Build	Alternative 2: Development in Accordance with Existing Plans	Alternative 3: Reduced Program	Alternative 4: Alternative Design with Reduced Program
H. AGRICULTURAL AND FORESTRY RESOURCES					
Farmland and Forestry Resources	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
I. VISUAL QUALITIES					
Aesthetics/Visual Quality	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)
Views	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)
Light and Glare	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Greater (Light) Less (Glare) (Less Than Significant)	Greater (Less Than Significant)
J. TRAFFIC, ACCESS, AND PARKING					
Construction					
Traffic, Access, and Parking	Less Than Significant with Mitigation	Less (No Impact)	Less (Less Than Significant with Mitigation)	Less (Less Than Significant with Mitigation)	Less (Less Than Significant with Mitigation)
Cumulative Construction Traffic (Haul Truck Trips)	Significant and Unavoidable	Less (Less Than Significant)	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Less (Less Than Significant)
Operation					
Intersections	Less Than Significant with Mitigation	Less (No Impact)	Less (Less Than Significant with Mitigation)	Less (Less Than Significant with Mitigation)	Less (Less Than Significant with Mitigation)
Caltrans Analysis	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Access	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)

Table VI-2 (Continued)
Comparison of Impacts Associated with the Proposed Project and Impacts of the Alternatives

Environmental Issue	Project Impact	Alternative 1: No Project/No Build	Alternative 2: Development in Accordance with Existing Plans	Alternative 3: Reduced Program	Alternative 4: Alternative Design with Reduced Program
CMP Intersections and Freeways	Less Than Significant with Mitigation	Less (No Impact)	Less (Less Than Significant with Mitigation)	Less (Less Than Significant with Mitigation)	Less (Less Than Significant with Mitigation)
Parking	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
K.1 PUBLIC SERVICES—LAW ENFORCEMENT					
Construction	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Operation	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
K.2 PUBLIC SERVICES—FIRE PROTECTION					
Construction	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Operation	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
L.1 UTILITIES AND SERVICE SYSTEMS—WATER SUPPLY					
Construction	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Operation					
Water Supply	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Fire Water Supply	Less Than Significant	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Groundwater and Existing Wells	Less Than Significant	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)

Table VI-2 (Continued)
Comparison of Impacts Associated with the Proposed Project and Impacts of the Alternatives

Environmental Issue	Project Impact	Alternative 1: No Project/No Build	Alternative 2: Development in Accordance with Existing Plans	Alternative 3: Reduced Program	Alternative 4: Alternative Design with Reduced Program
L.2 UTILITIES AND SERVICE SYSTEMS—WASTEWATER/SEWAGE DISPOSAL					
Construction	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Operation					
Wastewater Generation	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Wastewater Conveyance	Less Than Significant	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Wastewater Treatment	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
L.3 UTILITIES AND SERVICE SYSTEMS—SOLID WASTE					
Construction	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Operation	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
L.4 UTILITIES AND SERVICE SYSTEMS—ENERGY					
Electricity	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less Than Significant)
Natural Gas	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)
M. ENVIRONMENTAL SAFETY/FIRE HAZARDS					
Construction	Less Than Significant with Mitigation	Less (No Impact)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
Operation	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)

Table VI-2 (Continued)
Comparison of Impacts Associated with the Proposed Project and Impacts of the Alternatives

Environmental Issue	Project Impact	Alternative 1: No Project/No Build	Alternative 2: Development in Accordance with Existing Plans	Alternative 3: Reduced Program	Alternative 4: Alternative Design with Reduced Program
N. LAND USE					
Land Use Consistency	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Land Use Compatibility	Less Than Significant	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)

Source: Matrix Environmental, 2012.

VI. PROJECT ALTERNATIVES

A. ALTERNATIVE 1: NO PROJECT/NO BUILD

1. DESCRIPTION OF THE ALTERNATIVE

Under the CEQA Guidelines, the No Project Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states: "in certain instances, the No Project Alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, for purposes of this analysis, the No Project/No Build Alternative, Alternative 1, assumes the Project would not be approved and no new development would occur within the Development Area. Thus, the physical conditions of the Development Area would remain as they are today, with the two large, barren fill pads, other undeveloped areas, the existing vegetation and unimproved surface drainage features, and two small buildings (a vacant structure and the Ranch foreman's mobile home). Alternative 1 assumes on-site activities would be limited to the continuation of existing outdoor filming and intermittent agricultural uses within the Ranch. As a result, the proposed studio and production facilities would not be developed. Alternative 1 would be equivalent to the existing conditions within Development Area and Ranch, as discussed in Section III, Environmental Setting, for each category analyzed in this Draft EIR. The existing uses would remain consistent with the current land use designation and zoning for the Development Area and the Applicant's current Conditional Use Permit (CUP) No. 04-089-(5), and current Ranch operations would continue unchanged.

2. ENVIRONMENTAL IMPACTS

a. Geotechnical Hazards

Alternative 1 would not alter the existing uses on the Development Area and would not introduce new uses or activities. Existing structures in the Development Area would remain, and, as such, the potential for 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 would be less than under the Project.

b. Flood Hazards

Under Alternative 1, the existing uses on the Development Area would remain and no new development would occur. Alternative 1 would not introduce new impervious surfaces, new landscaped areas, or drainage improvements. Existing drainage patterns and the amount and direction of surface water flow would not be altered, and flows in Placerita Creek would not be affected. Since no new construction activities or development would occur under Alternative 1, the Project's less than significant construction and operational impacts associated with flood hazards and hydrology would be avoided. Although the Project's impacts would be less than significant, potential impacts would be less than those of the Project.

c. 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 less than significant noise and vibration impacts associated with on-site construction activities and the short-term significant noise impact associated with the construction of off-site utility improvements under the Project would be avoided.

Under Alternative 1, existing uses in the Development Area would continue. 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 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.

d. Water Quality

Since no new development would occur under Alternative 1, no new pollutants would be introduced into stormwater runoff. However, Alternative 1 would not implement the Project's source control and treatment best management practices (BMPs) that would treat on-site stormwater runoff. In particular, the fill pad slopes, which currently experience erosion during the rainy season, would not be stabilized and vegetated with native vegetation. Nonetheless, since no new construction activities or development would occur under Alternative 1, construction and operational impacts associated with surface water quality and groundwater quality would not occur. Although the Project's impacts would be less than significant, potential impacts would be less than under the Project.

e. Air Resources

(1) Air Quality

Alternative 1 would not alter the Development Area's existing uses or result in new construction and, therefore, would not generate additional air pollutant emissions beyond those associated with the uses that currently exist in the Development Area. 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. Alternative 1 would not implement a number of land use policies of the County's General Plan that have direct and indirect positive air quality benefits by reducing vehicle trips and reducing vehicle miles traveled. Impacts associated with air quality would not occur under Alternative 1. Potential impacts would be less than those of the Project.

(2) Climate Change

There would be no new development or operations in the Development Area, so no new greenhouse gas (GHG) emissions would occur. As such, impacts associated with air quality and global climate change would not occur under Alternative 1. Potential impacts would be less than those of the Project.

f. 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 communities and oak woodland), plant species (including sensitive plant species), wildlife species (including sensitive wildlife species), wildlife corridors, nesting birds, regulated oak trees, "waters of the U.S./waters of the State" under the jurisdiction of the U.S. Army Corps of Engineers (ACOE) and/or the Regional Water Quality Control Board (RWQCB), or streambed or habitat under the jurisdiction of the California Department of Fish and Game (CDFG) that exist within the Development Area, water tank area, or off-site infrastructure improvement area would be affected. However, Project benefits, such as the planting of at least 1,600 new oak trees (with the guaranteed survival of 1,144 oak trees through the seven-year monitoring period) within the Ranch (which would exceed mitigation requirements) or the restoration and revegetation of native habitat within Placerita Creek associated with the Habitat Mitigation and Monitoring Program (HMMP), would not be achieved. Existing uses and activities within the Ranch would continue, including ongoing oak tree planting efforts. Nonetheless, new construction and operational impacts to biotic resources would not occur. Although the Project's impacts would be less than significant, potential impacts associated with Alternative 1 would be less than those of the Project.

g. Cultural and Paleontological Resources

(1) Historic Resources

Under Alternative 1, development of new permanent structures and associated grading activities would not occur. Nonetheless, there are no historical resources within or adjacent to the Development Area or in the vicinity of the off-site infrastructure improvement area. 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.

(2) Archaeological and Paleontological Resources

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.

h. Agricultural and Forestry Resources

As existing conditions would be maintained under Alternative 1, the approximately 10.5 acres of former agricultural fields located within the Development Area would not be developed. The intermittent agricultural activities occurring elsewhere on the Ranch would also continue as under existing conditions. However, as the Ranch does not include designated Farmland, like the Project, impacts to Farmland would not occur. In addition, the existing uses that would continue under Alternative 1 would represent the continued use of designated forest land for non-forest uses, and no land used for forest uses would be converted to a non-forest use, also like the Project. As such, impacts associated with Alternative 1 would be similar to those of the Project.

i. Visual Qualities

With no construction activities or new development occurring under Alternative 1, no impacts to aesthetics/visual qualities, views, light, or glare would occur. The Development Area would remain unchanged from existing conditions, with the two large, barren fill pads, other undeveloped areas, the existing vegetation and unimproved surface drainage features, and two small buildings (a vacant structure and the Ranch foreman's mobile home). Similarly, the water tank would not be developed on the hillside south of Placerita Canyon Road. However, given the barren nature of the fill pads within the Development Area, some viewers may actually perceive existing conditions as being less aesthetically

pleasing than the development and associated landscaping proposed as part of the Project. Nonetheless, impacts associated with Alternative 1 would be less than that of the Project.

j. Traffic, Access, and Parking

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. Furthermore, the Project's significant and unavoidable cumulative construction traffic impact, which would only occur to the extent that haul trips associated with the Project coincide with those of the Kellstrom Project (Related Project No. 3), would be avoided under Alternative 1 since no haul truck trips would occur under the Alternative.

Since no new development or changes in land use would occur under Alternative 1, no increase in operational traffic would occur, as shown in Table VI-3 on page VI-21. As such, no impacts to local intersections or freeway segments, including Los Angeles County Congestion Management Program (CMP) intersections and freeways, would occur, and no impacts would occur regarding access or parking. Although Project impacts after mitigation would be less than significant, such impacts would be avoided under Alternative 1.

k. Public Services

(1) Law Enforcement

Alternative 1 would not result in new development or land uses and thus would not increase the daytime population 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.

(2) Fire Protection

Alternative 1 would not result in new development or land uses and thus would not increase the daytime population or generate an associated increase in calls for fire protection and emergency medical services by the County Fire Department (Fire Department). Therefore, the demand for fire protection and emergency medical services in

Table VI-3
Trip Generation of Project Alternatives (Year 2020)

Proposed Land Use		Total New Trips		
		Daily	A.M. Peak Hour	P.M. Peak Hour
Project: Soundstages Option	*Trip Generation*	**3,323**	**396**	**364**
Project: Studio Office Option	*Trip Generation*	**3,477**	**410**	**377**
Alternative 1: No Project/No Build	*Trip Generation*	0	0	0
Soundstages Option	*Difference from Project*	(3,323)	(396)	(364)
	% Difference from Project	-100%	-100%	-100%
Studio Office Option	*Difference from Project*	(3,477)	(410)	(377)
	% Difference from Project	-100%	-100%	-100%
Alternative 2: Development in Accordance with Existing Plans				
	Trip Generation	**325**	**26**	**34**
Soundstages Option	*Difference from Project*	(2,998)	(370)	(330)
	% Difference from Project	-90%	-93%	-91%
Studio Office Option	*Difference from Project*	(3,152)	(384)	(343)
	% Difference from Project	-91%	-94%	-91%
Alternative 3: Reduced Program				
	Trip Generation	**1,949**	**227**	**221**
Soundstages Option	*Difference from Project*	(1,374)	(169)	(143)
	% Difference from Project	-41%	-43%	-39%
Studio Office Option	*Difference from Project*	(1,528)	(183)	(156)
	% Difference from Project	-44%	-45%	-41%
Alternative 4: Alternative Design with Reduced Program				
	Trip Generation	**3,029**	**349**	**322**
Soundstages Option	*Difference from Project*	(294)	(47)	(42)
	% Difference from Project	-9%	-12%	-12%
Studio Office Option	*Difference from Project*	(448)	(61)	(55)
	% Difference from Project	-13%	-15%	-15%

Source: Gibson Transportation Consulting, Inc., 2010

the area would remain generally unchanged from existing conditions. However, Project benefits such as construction of the water tank south of Placerita Canyon Road, which would provide future fire flows for off-site properties within the Project vicinity, as well as the Project's fuel modification plan, which would require the maintenance of vegetation, including vegetation within Placerita Creek, to reduce fire hazards, would not be achieved. Nonetheless, although Project impacts would be less than significant, such impacts would be less under Alternative 1.

I. Utilities

(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. Water demand within the Development Area would remain unchanged and would continue to be supplied from existing wells within the Ranch, as under existing conditions. However, Project benefits such as construction of the water tank south of Placerita Canyon Road, which would provide supplemental capacity to meet the future projected service area needs of the Newhall County Water District (NCWD), as determined in their 2001 Master Plan, would not be achieved.[6] Nonetheless, although Project impacts would be less than significant, such impacts would be less under Alternative 1.

(2) Wastewater/Sewage Disposal

Under Alternative 1, new wastewater flows would not be generated, and new wastewater improvements would not be constructed. The Ranch foreman's mobile home within the Development Area would continue to be served by a septic tank, as under existing conditions. However, Project benefits, such as construction of the Oak Orchard Alignment, which is part of the sewer master plan for the City of Santa Clarita and would allow an existing residential area and other existing development in the area to convert from septic tanks to a public sewer system, would not be achieved.[7] Nonetheless, although Project impacts would be less than significant, such impacts would be less (i.e., avoided) under Alternative 1.

(3) 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

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[6] *Master Plan for Newhall Division of Newhall County Water District, NCWD, October 5, 2001.*

[7] *The alternate force main system along Sierra Highway and Golden Valley Road would not be constructed and would therefore not be available to serve off-site properties in the Project vicinity.*

remain consistent with existing levels. Therefore, no impacts on landfill capacity would occur under Alternative 1, and the Project's less than significant impacts on landfill capacity would be avoided.

(4) Energy

Under Alternative 1, new demand for electricity and natural gas would not be generated, and associated infrastructure improvements would not be constructed. The Ranch foreman's mobile home within the Development Area would continue to be served by Southern California Edison's (SCE) local electrical distribution system along Placerita Canyon Road, as under existing conditions. The proposed substation and central utility plant would not be developed. Although Project impacts would be less than significant, such impacts would be avoided under Alternative 1.

m. Environmental Safety/Fire Hazards

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, removal of materials potentially containing asbestos or lead-based paint, uncovering of unknown USTs, or development in proximity to 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 alter the existing uses within the Development Area, and would not introduce new uses or activities. Hazardous substances associated with existing film production, agricultural and groundskeeping uses would continue to be used and stored in small quantities within the Ranch and the Development Area. All hazardous materials would continue to be handled, used, stored, and disposed in accordance with all applicable federal, state and local requirements. 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.

Although portions of the Ranch, including the Development Area, are located within a Very High Fire Hazard Severity (VHFHS) Zone, no new development would occur under Alternative 1, and thus 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.

n. Land Use

(1) Land Use Consistency

Under Alternative 1, the existing physical conditions of the Development Area would remain unchanged, with the two large, barren fill pads, other undeveloped areas, the existing vegetation and unimproved surface drainage features, and two small buildings (a vacant structure and the Ranch foreman's mobile home). On-site activities would be limited to the continuation of existing outdoor filming and intermittent agricultural uses within the Ranch, which would remain consistent with the current land use designation and zoning for the Development Area and the remainder of the Ranch, and the existing CUP No. 04-089-(5). The Project's requested discretionary actions, including a local plan amendment, zone change, vesting tentative tract map, oak tree permit, parking permit, and new CUP, would not be required. Alternative 1 would be generally consistent with the regulatory framework regarding land use, including the County's General Plan (adopted plan), Santa Clarita Valley Area Plan, Planning and Zoning Code**,** Hillside Requirements, and Green Building Program, the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP), Growth Vision Report, and Regional Comprehensive Plan (RCP), and the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP). 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. However, Project benefits, such as the public multi-use trail to be provided on the Ranch south of Placerita Canyon Road, which would connect to existing trails within Angeles National Forest, would not be achieved. Nonetheless, although Project impacts would be less than significant, potential impacts associated with Alternative 1 would be less than those of the Project.

(2) Land Use Compatibility

With regard to land use compatibility, Alternative 1 would not introduce new uses or new development within the Development Area. Thus, Alternative 1 would not affect existing on- or off-site land uses or existing land use relationships within the Ranch 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.

3. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES

Alternative 1 would not meet the Project's underlying purpose to provide for a state-of-the-art motion picture and television studio, which would include at least 8 soundstages, on the westernmost portion of the Ranch while maintaining the scenic qualities of the filming backdrop and the Ranch and existing filming activities on the remainder of the

Ranch floor, including the use of outdoor filming sets and intermittent agricultural uses. The Project would recognize the synergy of having the existing outdoor filming activities and the proposed indoor film production consolidated on the same site, thus maximizing efficiencies and reducing vehicle trips. The proposed production facilities would accommodate indoor production needs in the County, while supporting the expansion of the entertainment industry locally and regionally. Alternative 1 would not meet these underlying purposes and goals of the Project. Furthermore, Alternative 1 would not meet many of the basic objectives that support this underlying purpose.

Specifically, Alternative 1 would not meet many of the Project's land use and planning objectives, including the following: transforming the barren fill pads into a vibrant studio with development of at least eight soundstages and associated production support facilities; implementing a comprehensive landscaping program that emphasizes the use of native and drought-tolerant landscaping; enhancing Placerita Creek and its riparian corridor; and implementing a comprehensive oak tree planting program. Alternative 1 would, however, maintain the rural and agricultural setting of the Development Area and the Ranch, maintain the 225 acres currently used for outdoor filming and the 665 acres of existing filming backdrop areas within the Ranch, retain the ability to film in a natural setting, and maintain views of Placerita Creek and the surrounding hillsides of Placerita Canyon.

Alternative 1 would not meet any of the Project's operational objectives, including the following: consolidating indoor and outdoor film production uses on a single site; providing the flexibility to host up to six first-year productions or up to two mature productions, along with additional post-production facilities associated with those shows on a single site; providing flexibility to respond to evolving market conditions and production needs; and providing a secure environment for indoor and outdoor filming on the Ranch.

Similarly, Alternative 1 would not meet most of the Project's transportation, parking, access, or transit objectives, including the following: improving vehicular access between SR-14, Placerita Canyon Road, and other local roadways in the Project vicinity; connecting the Development Area with the other areas of the Ranch; ensuring adequate vehicular queuing areas and lines of sight at entrances and exits in the Development Area and the Ranch; promoting the use of recreation trails within the Project vicinity; and providing pedestrian and bicycle pathways throughout the Development Area to reduce unnecessary vehicular travel and promote non-motorized circulation. Alternative 1 would, however, maintain adequate internal access within the Ranch to allow the continuation of existing outdoor filming and intermittent agricultural uses on the Development Area and the remainder of the Ranch.

Alternative 1 would not meet any Project objectives addressing sustainability, including the following: implementing a comprehensive program of resource protection, enhancement, and conservation; promoting sustainability, including measures to increase efficiency and the use of renewable resources while decreasing use of non-renewable energy; using green building design and construction practices as well as new technologies to reduce the consumption of energy and water; implementing green building design and construction practices capable of achieving Leadership in Energy and Environmental Design (LEED™) Silver certification; using drought-tolerant plant species, including native and non-native plants, for a minimum of 75 percent of total landscaping in order to minimize water usage; using planted areas and bio-swales to promote groundwater infiltration and reduce stormwater runoff; and promoting the efficient use of water through incorporation of water conservation measures.

Finally, Alternative 1 would not meet any of the Project's economic objectives, including the following: supporting expansion of the entertainment industry both locally and regionally; providing for studio-related uses on the Ranch to meet the growing and changing needs of the entertainment industry; expanding the economic base of the County and City of Santa Clarita by generating additional employment opportunities and revenues; providing jobs in a housing rich area; creating construction jobs; and providing a substantial boost to the local economy.

Overall, Alternative 1 would not meet the Project's underlying purpose or the majority of Project objectives addressing: (1) land use and planning; (2) operations; (3) transportation, parking, access, and transit; (4) sustainability; and (5) economic development.

VI. PROJECT ALTERNATIVES

B. ALTERNATIVE 2: DEVELOPMENT IN ACCORDANCE WITH EXISTING PLANS

1. DESCRIPTION OF THE ALTERNATIVE

Under CEQA Guidelines Section 15126.6(e)(3)(B), the No Project Alternative may discuss "predictable actions by others, such as the proposal of some other project" if disapproval of the project under consideration were to occur. CEQA Guidelines Section 15126.6(e)(3)(C) further states that the No Project Alternative should reflect "what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." Based on this guidance, Alternative 2, Development in Accordance with Existing Plans, is analyzed and assumes the proposed Development Area would be developed with uses consistent with the site's existing land use and zoning designations.

The Ranch is designated in the County General Plan as Rural, Non-Urban (R) and Open Space (O) and is zoned A-2-1 (Heavy Agricultural—One Acre Minimum Required Area) and A-2-2 (Heavy Agricultural—One Acre Minimum Required Area), designations and zoning that allow for agricultural and residential uses and provides for motion picture sets as conditionally permitted uses. The Ranch is also governed by the Santa Clarita Valley Area Plan, which currently designates the Ranch as HM (Hillside Management), W (Floodway/Flood Plain) and O-NF (Open Space/National Forest). The HM designation limits development of residential uses to areas of a site with a natural slope of 25 percent or less. Under these zoning and land use parameters, the proposed Development Area could be built out with single-family residential units, consistent with development of other properties in the Project vicinity. Assuming this scenario, Alternative 2 would include approximately 34 single-family dwelling units spread throughout approximately 34 acres of the approximately 58-acre Development Area. The remaining 24 acres, comprised of approximately 12 acres that contain slopes greater than 25 percent and approximately 12 acres that are part of the LADWP transmission corridor, would not be developed.

As part of Alternative 2, the existing vacant structure within the Development Area would be removed and the Ranch foreman's mobile home would be relocated within the Ranch, similar to the Project. Substantial grading would be required for development of the

residential pads and to stabilize the slopes of the existing fill pads within the Development Area.[8] Under Alternative 2, it is assumed that Placerita Creek would be restored and enhanced, but to a lesser degree than with the Project. Access to the residential uses under Alternative 2 would be provided by two or more access points along Placerita Canyon Road that would connect to an internal roadway system. While an electrical substation and central utility plant would not be necessary, on and off-site infrastructure improvements, including a water storage tank, would be required, similar to the Project.

2. ENVIRONMENTAL IMPACTS

a. Geotechnical Hazards

The Development Area is not located within a State-designated Alquist-Priolo earthquake fault zone or within a County-designated fault rupture study area. The Whitney fault, which crosses through the Development Area, is regarded as a potentially active fault. However, based on the Geotechnical Report prepared for the Project, no lineaments suggestive of surficial faulting were identified as passing through the Development Area. Therefore, similar to the Project, the potential for fault rupture to occur as part of Alternative 2 would be low. As with the Project, fault rupture impacts associated with Alternative 2 would be less than significant with compliance with regulatory requirements. Such impacts would be similar to those of the Project.

Under Alternative 2, new development would be located on the same site as the Project, although spread throughout 34 graded pads. Therefore, development under Alternative 2 would be subject to the same degree of seismic hazard risks and geological considerations as the Project. New building design and construction would be required to conform to current regulatory requirements, including the California Building Code (CBC), which incorporates the latest seismic design standards for structural loads and materials. Therefore, as with the Project, operational impacts associated seismic and geologic hazards, including ground shaking, liquefaction, lateral spreading, subsidence, landslides, and expansive soils, under Alternative 2 would be less than significant. Like the Project, Alternative 2 would not include development within an area that would be subject to seismically induced flooding, or inundation by a seiche or tsunami. Thus, these impacts would be similar to those of the Project.

With regard to potential construction activities, Alternative 2 may result in a reduction in grading when compared to the Project since approximately 24 acres of the Development

[8] *It is assumed herein that less than 700,000 cubic yards of grading (as required for the Project) would be necessary since approximately 22 acres of the Development Area would remain undeveloped.*

Area would not be developed. In addition, a reduction in overall construction activities would occur due to the reduction of building square footage that would be developed. Thus, potential impacts associated with sedimentation and erosion and landform alteration would be less when compared to the Project. However, like the Project, such impacts would be less than significant with implementation of regulatory requirements.

b. Flood Hazards

Construction activities under Alternative 2 would involve the removal of existing structures within the Development Area, as well as the clearing and grading of potential development pads for the placement of residential units. New internal roadways connecting to Placerita Canyon Road, new buildings, open space/landscaped areas, and necessary drainage improvements would be developed. Like the Project, the drainage system would be designed to maintain historic drainage patterns and flow rates within the site, in accordance with County requirements. It is assumed that a Storm Water Pollution Prevention Plan (SWPPP) and a Standard Urban Stormwater Management Plan (SUSMP) would be implemented in accordance with regulatory requirements to provide for temporary stormwater management and prevent construction activities from adversely affecting the amount of surface water flowing to Placerita Creek. Grading under Alternative 2 would alter the floodplain boundary due to changes in the finished grade needed to ensure all new buildings would be located outside of the 100-year flood zone. Presumably, an increase in the floodplain contour would result upstream within undeveloped land on the Ranch, but the change in the floodplain would not affect any existing structures. The existing storm drain facilities that serve the SR-14/Placerita Canyon Road interchange are sufficiently deep and would remain in place during construction. Therefore, as with the Project, no significant on-site or off-site drainage or flood impacts would result during construction. Such impacts would be similar to those of the Project.

Buildout of Alternative 2 would result in an increase in impervious surfaces as compared to existing conditions, which would be expected to increase the volume and rate of stormwater runoff generated on-site. It is assumed that the new drainage system would be designed and sized to ensure that post-development flow rates would not exceed pre-development flow rates while maintaining existing drainage patterns, similar to the Project and in accordance with regulatory requirements. Specifically, as part of the SUSMP requirements, site-specific operational BMPs would be implemented, such as the use of on-site detention facilities and energy dissipators and/or velocity reducers at outlets in Placerita Creek, as necessary. In addition, as discussed above, finished grades would ensure that no structures would be placed within the 100-year floodplain. Therefore, no significant impacts associated with changes to drainage patterns, the capacity of stormwater drainage systems, or flooding would result from Alternative 2. Such impacts would be similar to those of the Project.

c. Noise

Under Alternative 2, the overall amount of new construction would be less when compared to the Project. In addition, the peak daily impacts associated with construction equipment, which are used for measuring significance, would also be less under Alternative 2 as the equipment size and quantity would be reduced. Like the Project, noise impacts from on-site construction activities would be less than significant. Alternative 2 would also require new off-site utility improvements. Thus, similar to the Project, Alternative 2 would also result in significant off-site construction noise impacts associated with construction of the utility improvements. Also similar to the Project, noise associated with construction traffic and ground vibration during construction activities would be less than significant. Overall construction noise impacts under Alternative 2 would be less when compared to the Project.

Alternative 2 would result in a reduction in vehicle trips during operation when compared to the Project. In addition, when compared to the Project, development of residential uses would reduce or eliminate operational noise sources associated with use of parking facilities, loading/unloading operations, mechanical equipment, outdoor filming and production activities. Therefore, operational noise impacts under Alternative 2 would be less when compared to the Project. As with the Project, the impacts would be less than significant. In addition, the cumulative operational noise impact associated with mobile sources (i.e., off-site traffic) would be significant and unavoidable under Alternative 2; this impact would occur regardless of the amount or type of development within the Project site due to development of the Related Projects and ambient growth in the area.

Due to the reduction in vehicle traffic and the reduction in sources of on-site noise, Alternative 2 would result in a reduction in vibration when compared to the Project. Like the Project, vibration impacts under Alternative 2 would be less than significant.

d. Water Quality

Construction activities, such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of hazardous construction materials, for Alternative 2 could contribute to pollutant loading in stormwater runoff. However, similar to the Project, Alternative 2 would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit) under National Pollutant Discharge Elimination System (NPDES) requirements. In accordance with the permit requirements, a site-specific SWPPP would be prepared and implemented, which would specify BMPs to be used during construction to reduce or eliminate the discharge of potential pollutants from the stormwater runoff to the maximum extent practicable. Construction-related impacts to surface water quality would therefore be less than significant and similar to those of the Project.

During operation of Alternative 2, stormwater runoff from the Development Area would have the potential to introduce pollutants into the stormwater system. However, in accordance with NPDES requirements, a SUSMP would be implemented throughout the operational life of Alternative 2, and stormwater BMPs would be incorporated into the development design to address surface water quality in stormwater runoff. In addition, operational and maintenance measures would be implemented to separate stormwater from potential pollutants, and Low Impact Development (LID) BMPs would be implemented to promote infiltration in accordance with the County's LID Manual. Implementation of the SUSMP measures would ensure the quality of stormwater runoff leaving the Development Area would meet all regulatory standards and would maintain the beneficial uses of Placerita Creek and its downstream waters. Thus, operational impacts to surface water quality would be less than significant, similar to the Project.

e. Air Resources

(1) Air Quality

(a) Construction

Under Alternative 2, construction activities associated with development would be reduced in scale compared to the Project. Construction activities would be incrementally less than under the Project due to the reduction in square footage developed. In addition, the extent and type of construction would be less complex under Alternative 2, which would likely reduce equipment size and quantity compared to the Project. As with the Project, construction of Alternative 2 would generate pollutant emissions through the use of heavy-duty construction equipment and through haul truck and construction worker trips. The total construction emissions generated by Alternative 2 would be less than those of the Project over the construction period. In addition, peak daily impacts, those used for measuring significance, would be less when compared with those of the Project, but would likely remain significant and unavoidable for regional NO_X and VOCs.

The intensity and duration of site grading would be similar under Alternative 2 compared to the Project. However, localized pollutant construction impacts would be less compared to the Project due to the reduction in equipment size and quantity. As with the Project, these impacts would be less than significant at sensitive receptors in close proximity to the Project site.

With respect to construction air toxics, diesel particulate emissions represent the greatest potential for TAC emissions. As mentioned previously, the construction intensity of Alternative 2 would be reduced in comparison to the Project, resulting in reduced diesel particulate emissions. In addition, there would be no residual emissions after construction and a corresponding reduced individual cancer risk. As with the Project, construction-

related air toxic emission impacts during construction of Alternative 2 would be less than significant and less than the Project's.

(b) Operation

The number of daily trips generated by Alternative 2 would be less in comparison to the Project due to the change in land uses. As vehicular emissions depend on the number of trips, vehicular sources would have a similar decrease in pollutant emissions compared to the Project. With the reduction in overall square footage, both area sources and stationary sources would generate a similar reduction in on-site operational pollutant emissions. Regional operational emissions under this Alternative would be less than the Project. However, similar to the Project, Alternative 2 would remain less than significant for regional operational air quality impacts.

Alternative 2 is forecasted to generate fewer (inbound + outbound) operational trips during the A.M. and P.M. peak hours than the Project. The local CO hotspot analysis conducted for the Project showed a maximum CO concentration of 6.2 parts per million (ppm) for the 1-hour CO concentration (approximately 69 percent below the 20 ppm standard) and 3.2 ppm for the 8-hour concentration (approximately 64 percent below the 9.0 ppm standard), of which the Project's contribution was less than 0.1 ppm for both pollutant averaging times. As Alternative 2 would generate less A.M. and P.M. peak-hour trips in comparison to the Project, the resultant change in local CO pollutant concentrations would slightly decrease. Since the localized CO hotspot analysis for the Project did not result in any significant impacts, Alternative 2 would likewise not have any localized impacts, although such impacts would be less than the Project's.

With respect to potential air toxic impacts, Alternative 2 would be similar to the Project as it would not include new substantial sources of air toxic emissions. However, Alternative 2 would include a residential component and, therefore, could potentially locate sensitive receptors within siting distances identified by SCAQMD and ARB guidelines. Specifically, Alternative 2 could locate residential uses within 500 feet of SR-14. Thus, Alternative 2 could potentially result in a significant air toxic impact, which would be greater than the Project's less than significant air quality impact related to air toxics.

Alternative 2 would not include any uses identified by the SCAQMD as being associated with odors. As with the Project, the proposed uses would not be a source of odors and odor impacts would be less than significant.

(2) Climate Change

Similar to the Project, Alternative 2 would be designed with the intent of reducing vehicular trips and congestion by placing residential uses in an area served by public transit, thereby contributing to the reduction of GHG. Alternative 2 would incorporate numerous project design features to reduce GHG emissions and would be designed to meet the criteria for LEED™ certification. Alternative 2 would also be designed in compliance with the 2010 CALGreen Code. However, unlike the Project, Alternative 2 would not provide jobs in close proximity to housing.

With consideration of Alternative 2's design features to reduce cumulative GHG, this Alternative would emit fewer GHG than the Project due to its reduction in square footage and corresponding decrease in daily trips relative to Soundstage Option and the Studio Office Option. By incorporating energy and VMT reducing features and mitigation measures, such as designing, constructing, and operating the project to obtain LEED™ certification, Alternative 2 would be similar to the Soundstage Option and the Studio Office Option as it would result in a substantial reduction in GHG emissions from "business-as-usual" consistent with the goals of the State of California and City of Los Angeles. As compared to Soundstage Option and the Studio Office Option, impacts would be less and would be considered less than significant.

GHG emissions are determined mainly by daily trips generated and energy consumption from proposed land uses. This Alternative would generate less vehicle trips compared to the Project, which would lead to a decrease in GHG emissions. Alternative 2 would incorporate similar Project Design Features and/or Mitigation Measures that would substantially reduce GHG emissions from "business-as-usual" consistent with the goals of the State of California and the County. Thus, impacts to GHG emissions under Alternative 2 would be mitigated to levels that are less than significant, and impacts would be less than the Project due to the decrease in vehicle trips and associated residential uses.

f. Biological Resources

Development under Alternative 2 would affect a reduced portion of the Development Area because approximately 24 acres of the Development Area, comprised of approximately 12 acres that contain slopes greater than 25 percent and 12 acres that are part of the LADWP transmission corridor, would not be developed. As such, Alternative 2 would affect a somewhat reduced area of both common and sensitive plant communities. Alternative 2 would restore riparian habitat within Placerita Creek, which would reduce impacts to sensitive plant communities to a less than significant level, but the restoration would be less extensive than with the Project. Nonetheless, impacts under Alternative 2 would be less than those of the Project.

Similar to the Project, impacts to common plant and wildlife species would be less than significant, as would impacts to sensitive plant and wildlife species due to the lack of observed species during focused surveys in the study area. As the Development Area does not function as a regional wildlife corridor (it allows movement on a local level rather than functioning as an established wildlife movement corridor), impacts to local and regional wildlife movement are also anticipated to be less than significant, as under the Project. Further, any potential impacts to nesting birds would be mitigated to a less than significant level based on compliance with the federal Migratory Bird Treaty Act (MBTA), and impacts would be similar to those of the Project.

While oak trees would inevitably need to be removed under this Alternative, it is assumed that the residential units could be sited so as to reduce tree removals, thus potentially reducing impacts to both regulated trees and associated oak woodland in comparison with the Project. Like the Project, Alternative 2 would be required to mitigate such losses, although it is unlikely that mitigation under Alternative 2 would include the extensive oak tree planting program proposed as part of the Project's Oak Tree and Woodland Mitigation and Monitoring Program (OTWMMP). Nonetheless, impacts to oak trees and oak woodland would be less than significant with mitigation, and may be less as compared to the Project.

Given the reduced area of disturbance associated with Alternative 2, it is anticipated that impacts to ACOE/RWQCB jurisdictional "waters of the U.S./waters of the State" and to CDFG jurisdictional streambed and associated riparian habitat within Placerita Creek may be somewhat less as compared to the Project. However, like the Project, Alternative 2 would be required to mitigate jurisdictional impacts to ensure that any loss in the functions and values of such features and associated habitat are restored, which would reduce impacts to a less than significant level. Impacts under Alternative 2 would likely be less than those of the Project.

g. Cultural and Paleontological Resources

(1) Historic Resources

Alternative 2 would require the removal of existing buildings and the construction of new residential units throughout portions of the Development Area. However, there are no historical resources within or adjacent to the Development Area or in the vicinity of the off-site infrastructure improvement area. Thus, similar to the Project, no impacts to historic resources would occur under this Alternative.

(2) Archaeological and Paleontological Resources

Alternative 2 would require grading and other earthwork activities. Thus, similar to the Project, this Alternative would have the potential of uncovering unknown archaeological and paleontological resources. While archaeological and paleontological finds are unlikely, if such resources were uncovered under this Alternative, regulatory requirements and mitigation measures would be implemented to ensure that impacts to these resources would be less than significant. However, given the possible reduction in grading activities under this Alternative, impacts relative to archaeological and paleontological resources would be less than those of the Project.

h. Agricultural and Forestry Resources

Over half of the 10.5 acres of former agricultural fields located within the Development Area falls within the LADWP transmission corridor, which would remain undeveloped under Alternative 2. However, none of this area nor any land within the Ranch is designated as Farmland, and therefore impacts to designated Farmland would not occur. Similarly, existing uses in the southeast portion of the Ranch would represent the continued use of designated forest land for non-forest uses, and no land used for forest uses would be converted to a non-forest use, also like the Project. As such, impacts associated with Alternative 2 would be similar to those of the Project.

i. Visual Qualities

(1) Aesthetics/Visual Quality

During construction of Alternative 2, the visual appearance of the Development Area would be altered due to the removal of existing structures and vegetation, construction activities and materials storage, and truck traffic. However, temporary construction fencing would likely be placed around the perimeter of the Development Area to screen much of the construction activity from view at the street level, and replacement landscaping ultimately would be introduced. Construction activities would not substantially alter or degrade the existing visual character of the site, nor contrast substantially in the long-term with the visual character of the surrounding area. Therefore, visual quality impacts associated with construction would be less than significant, similar to the Project.

Relative to buildout of Alternative 2, to the extent possible new buildings would be carefully located so as to avoid and maintain environmentally sensitive areas, such as oak trees and Placerita Creek. However, Alternative 2 is not anticipated to involve the restoration of Placerita Creek (other than to mitigate impacts). Landscaping would be provided throughout the Development Area, but would not likely include the extensive oak tree planting program proposed as part of the Project's OTWMMP. The 34 residential units

would be expected to feature high quality building materials and architectural design, though it is unlikely the residential units in Alternative 2 would have the same degree of visual cohesiveness as the Project. While reduced building heights and total floor area under Alternative 2 would contribute to a lesser impact upon the Development Area's visual character, without the Project's benefits, such as the OTWMMP (which would exceed mitigation requirements), impacts associated with Alternative 2 would be generally similar to those of the Project and would be less than significant.

(2) Views

While views of and across the Development Area would be expected to change with implementation of Alternative 2, the 34 residences would have reduced building heights and a reduced total floor area in comparison to the Project and would not be expected to block views of the Ranch and surrounding hillsides. Additionally, new landscaping would serve to obscure views of the new structures. A water tank would be constructed south of Placerita Canyon Road and may be somewhat smaller than that proposed under the Project; as such, views of the adjacent ridgeline would be maintained, and the visual quality of the tank itself would not be out of character with other infrastructure in the surrounding area. View impacts would be less than significant and would be less than those of the Project, primarily due to the reduced building heights and floor area.

(3) Light and Glare

(a) Light

Substantial lighting is not anticipated during construction as construction activities would generally occur during daylight hours. Potential short-term lighting impacts during construction would therefore be less than significant, similar to the Project.

Permanent lighting introduced as part of Alternative 2 would include street lights along internal roadways, interior residential lighting visible through windows, landscape accent lighting, and potentially driveway visibility lights. While the exterior residential fixtures would be shielded and low to the ground, the street lights would consist of pole fixtures that may produce light spillover onto Placerita Canyon Road and SR-14. While the reduced area of development and reduced total floor area may involve fewer fixtures than under the Project, the addition of street lights (i.e., pole light fixtures) would result in impacts that would be generally similar to those of the Project and less than significant.

(b) Glare

Any glare generated during construction would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area

and the temporary nature of specific construction activities. Potential short-term glare impacts during construction would therefore be less than significant, similar to the Project.

Building materials would likely include wood, brick, stucco, concrete, and glass, and exterior windows, glass, or metal used on building surfaces would be expected to be non-reflective or treated with a standard low-reflective or non-reflective glazing. As such, substantial glare effects would not be expected. Alternative 2 would not involve a large surface parking area where parked vehicles may present the potential for reflected sunlight. Therefore, impacts would be less than significant and less as compared to the Project.

j. Traffic, Access, and Parking

Construction of Alternative 2 would generate traffic from construction worker trips and truck trips, including haul trucks for soil export, construction materials, and equipment. Given the reduced level of construction and reduced amount of earthwork, such trips would be less than those necessary for the Project. As such, construction traffic impacts would be less than significant and less as compared to the Project. Furthermore, the Project's significant and unavoidable cumulative construction traffic impacts, which would only occur to the extent that haul trips associated with the Project coincide with those of the Kellstrom Project (Related Project No. 3), would be reduced under Alternative 2 since fewer haul truck trips would occur under the Alternative. However, to the extent such trips coincide with Related Project No. 3, cumulative construction traffic impacts associated with Alternative 2 would still be significant and unavoidable.

As shown in Table VI-3 on page VI-21, buildout of Alternative 2 would result in approximately 325 new daily trips, which include 26 A.M. peak-hour trips and 34 P.M. peak-hour trips. As also shown, this Alternative would result in a substantial decrease in trips when compared to the Project. Therefore, this Alternative would be expected to result in less traffic impacts with respect to local intersections and freeway segments, including CMP intersections and freeways, as compared to the Project. These impacts would be less than significant. However, impacts relative to access and parking would be generally similar with the Project, as necessary access would be maintained and sufficient on-site parking would be provided, in accordance with regulatory requirements. Access and parking impacts would be less than significant.

k. Public Services

(1) Law Enforcement

Temporary lane closures, utility line construction, and the generation of short-term traffic due to the movement of construction equipment and hauling of soil and materials could slow or impede emergency access. However, Alternative 2 would implement

Construction Traffic Management Plans during construction to mitigate potential impacts to Sheriff Department or CHP services, thus reducing impacts to a less than significant level, similar to the Project.

Alternative 2 would increase the demand for law enforcement services due to the increase in residential population. However, while increasing the residential population of the Development Area, this Alternative would involve a reduced daytime population on-site in comparison to the Project. Similarly, while the additional traffic generated by this Alternative could potentially affect emergency response, the additional traffic would be reduced relative to the Project and would not substantially impact response times or emergency vehicle access, particularly given significant traffic impacts would not occur. While Alternative 2 would not include the suite of security features to be implemented as part of the Project, impacts would be less than significant and less as compared to Project.

(2) Fire Protection

Temporary lane closures, utility line construction, and the generation of short-term traffic due to the movement of construction equipment and hauling of soil and materials could slow or impede emergency access. However, Alternative 2 would implement Construction Traffic Management Plans during construction to mitigate potential impacts to Fire Department response, thus reducing impacts to a less than significant level, similar to the Project.

Alternative 2 would increase the demand for fire protection services due to the increase in residential floor area and population. However, this Alternative would involve a reduced floor area and reduced daytime population in comparison to the Project. Similarly, while the additional traffic generated by this Alternative could potentially affect emergency response, the additional traffic would be reduced relative to the Project and would not substantially impact response times or emergency vehicle access, particularly given significant traffic impacts would not occur. Given that the Development Area is located in a Very High Fire Hazard Severity (VHFHS) Zone, Alternative 2 would be subject to the Fire Department's fuel modification requirements as well as other general fire safety standards, similar to the Project. Overall, impacts would be less than significant and less as compared to Project.

I. Utilities

(1) Water Supply

A short-term demand for water would occur during construction of Alternative 2. However, given the reduced level of construction, such demand would be less than that of the Project, and impacts would be less than significant.

Operation of Alternative 2 would generate new water demand associated with the new uses and population. This demand would be substantially less than that of the Project given the relative reduction in floor area and population, and as such, impacts to water supply would be less than significant. Alternative 2 would involve construction of on- and off-site water infrastructure, including a water tank, similar to the infrastructure proposed as part of the Project. With completion of the improvements, impacts with respect to water delivery and fire flows would be less than significant and similar to the Project. In addition, because the existing on-site private well water system would not serve the Development Area, impacts with respect to the existing private well water system would be less than significant.

(2) Wastewater/Sewage Disposal

Construction of Alternative 2 would result in a temporary increase in wastewater generation. However, given the reduced level of construction, wastewater flows would be less than those of the Project, and impacts would be less than significant.

Operation of Alternative 2 would result in a net increase in wastewater generation associated with the new uses and population. This generation would be substantially less than that of the Project given the relative reduction in floor area and daytime population, and, as such, impacts on wastewater treatment capacity would be less than those of the Project. Alternative 2 would involve the construction of on- and off-site sewer infrastructure, similar to the infrastructure proposed as part of the Project. With completion of the improvements, impacts with respect to wastewater conveyance would be less than significant, similar to the Project. Additionally, like the Project, Alternative 2 would require approval by the Los Angeles County Local Agency Formation Commission (LAFCO) to annex 34 acres of the Development Area into the Santa Clarita Valley Sanitation District of Los Angeles County.

(3) Solid Waste

As with the Project, construction of Alternative 2 would involve demolition, site grading/preparation, and building construction activities. These activities would generate construction and demolition wastes that would be recycled or collected by private waste haulers and taken for disposal at the County's inert landfills. When compared to the Project, this Alternative would result in a decreased amount of building area. As discussed in Section V.L.3, Utilities and Service Systems–Solid Waste, unclassified landfills generally do not face capacity shortages and would have adequate capacity. Thus, as with the Project, construction impacts relative to solid waste would be less than significant. Due to the decreased generation of construction and demolition wastes under this Alternative, construction impacts relative to solid waste would be less than those of the Project.

During operation, Alternative 2 would generate municipal solid waste typical of that generated by residential uses. Due to the reduction in building area and the development of residential uses in lieu of studio-related uses, this Alternative would result in a decrease in annual waste disposal when compared to the Project. As discussed in Section V.L.3, Utilities and Service Systems–Solid Waste, the Project would not generate solid waste at a level that would require construction of new disposal facilities or the expansion of existing recycling or disposal facilities. Thus, similar to the Project, impacts associated with solid waste disposal capacity under Alternative 2 would be less than significant. Such impacts would be less than those that would occur under the Project.

(4) Energy

(a) Electricity

During construction, electricity would be consumed to operate construction equipment and light construction activities. However, given the reduced level of construction, electricity usage would be less than that of the Project, and impacts would be less than significant.

Operation of Alternative 2 would result in a net increase in electricity demand associated with the new uses and population. This demand would be substantially less than that of the Project given the relative reduction in floor area and daytime population, and, as such, impacts would be less than significant and less than those of the Project. Alternative 2 would involve construction of on-site electrical infrastructure, which is anticipated to connect to existing power lines adjacent to the Development Area. Alternative 2 would not involve development of an electrical substation or a central utility plant. Nonetheless, with completion of the utility improvements, impacts with respect to electrical transmission would be less than significant, similar to the Project.

(b) Natural Gas

The construction of new buildings and infrastructure typically does not involve the consumption of natural gas. Therefore, impacts on natural gas associated with short-term construction activities would be less than significant, similar to the Project.

Operation of Alternative 2 would result in a net increase in natural gas demand associated with the new uses and population. This demand would be substantially less than that of the Project given the relative reduction in floor area and daytime population, and, as such, impacts would be less than significant and less than those of the Project. Alternative 2 would also involve construction of on-site gas infrastructure, which is anticipated to connect to an existing gas line within Placerita Canyon Road. Alternative 2 would not involve development of a central utility plant. Nonetheless, with completion of

the utility improvements, impacts with respect to natural gas distribution would be less than significant, similar to the Project.

m. Environmental Safety/Fire Hazards

(1) Construction

Similar to the Project, during construction activities under Alternative 2, hazardous materials would be used, handled and/or stored in small amounts. As with the Project, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Thus, similar to the Project, construction-related impacts associated with the use of hazardous materials under Alternative 2 would be less than significant. However, the total amount of hazardous materials used under Alternative 2 may be less than under the Project due to the reduced level of construction.

As with the Project, Alternative 2 would require removal of the uninhabited structure in the Development Area. Thus, asbestos and lead-based paints could be encountered during construction activities under this Alternative. However, like the Project, compliance with regulatory requirements would ensure that any potential asbestos and lead-based paints found during construction would be appropriately managed and disposed. Thus, similar to the Project, impacts associated with asbestos and lead-based paint would be less than significant.

In addition, similar to the Project, Alternative 2 would involve construction activities, such as demolition, excavation, and grading, that could unearth previously unidentified contaminated soils or underground features, including USTs. However, as with the Project, compliance with regulatory requirements and implementation of mitigation measures would ensure potential impacts associated with the exposure to any hazards associated with such soils or underground features would be less than significant.

Similar to the Project, this Alternative would include improvements within the Development Area located in close proximity to abandoned wells, and off-site infrastructure improvements constructed in close proximity to active and abandoned wells. However, like the Project, Alternative 2 would comply with all regulatory requirements associated with proximity to active and abandoned wells, including Department of Conservation Division of Oil, Gas and Geothermal Resources (DOGGR) requirements that require access to the wells be maintained. As a result, similar to the Project, Alternative 2 would have a less than significant impact on active or abandoned oil wells.

Overall, with compliance with regulatory requirements and implementation of mitigation measures, potential hazards impacts associated with construction activities under this Alternative would be less this significant. These impacts would be similar to those of the Project.

(2) Operation

Alternative 2 would provide for residential uses, which would use small amounts of hazardous substances associated with maintenance activities and landscaping. Like the Project, all hazardous materials would be handled, used, stored, and disposed of in accordance with all applicable federal, state and local requirements. In addition, similar to the Project, no USTs, ASTs or active oil wells would be impacted by use of the Development Area since such facilities are not known to exist within the Development Area. Finally, as with the Project, operation of Alternative 2 would comply with all regulatory requirements associated with proximity to active and abandoned oil wells near the off-site infrastructure improvements and abandoned wells within the Development Area. Thus, potential hazards impacts associated with operation of Alternative 2 would be less than significant. Due to the reduction in the amount of hazardous materials used within the Development Area under Alternative 2, such impacts would be less when compared to the Project.

As portions of the Ranch, including the Development Area, are located within a VHFHS Zone, Alternative 2 would expose the new residential uses and the associated population to potential fire hazards. However, through compliance with applicable Fire Code and County Fire Department requirements, as well as approval and implementation of a fuel modification plan, as required, impacts with respect to wildfire risk would be less than significant, similar to the Project's.

n. Land Use

(1) Land Use Consistency

Development contemplated under Alternative 2 would be consistent with the current land use designations and zoning for the Development Area. This Alternative would not require several of the discretionary approvals required for the Project, including a local plan amendment, zone change, and parking permit. However, a vesting tentative tract map, CUP for construction of a new water tank, oak tree permit, and approval for vacation of a portion of Delden Road would be required, along with various approvals by and/or permits from LAFCO, ACOE, CDFG, RWQCB, the Fire Department, and the California Department of Transportation (Caltrans). The existing outdoor filming and intermittent agricultural uses elsewhere within the Ranch would continue and would remain consistent with the current land use designation and zoning for the Ranch, as well as existing CUP No. 04-089-(5).

While Alternative 2 would be generally consistent with the regulatory framework relative to land use, including the County's General Plan (adopted plan), Area Plan (adopted plan), Planning and Zoning Code**,** Hillside Requirements, Green Building Program, SCAG's RTP, Growth Vision Report, and RCP, SCAQMD's AQMP, and Metro's CMP, it would not achieve local and regional goals and objectives to the same extent as the Project. Similar to the Project, the dedication, funding, and construction of a public multi-use trail would be required for Alternative 2. Alternative 2 also would be inconsistent with the designation for the 44.28-acre tract map area proposed in the Draft 2012 Area Plan. Nonetheless, impacts relative to consistency with land use plans, policies, and regulations would be less than significant. Since fewer discretionary approvals would be required for Alternative 2, such impacts would be less than those of the Project.

(2) Land Use Compatibility

While the residential uses contemplated under Alternative 2 represent a departure from the existing outdoor filming uses that occur within the Development Area, limited residential uses do occur within other areas of the Ranch. The new residences would not conflict with the existing agricultural and residential uses in the surrounding area. This Alternative would not introduce new land uses that do not presently exist in the area, and the existing relationships between on- and off-site land uses would generally be maintained. Therefore, Alternative 2 would not disrupt, divide, or isolate any existing neighborhoods or communities. Impacts associated with land use compatibility would be less than significant, similar to the Project's.

3. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES

Alternative 2 would not meet the Project's underlying purpose to provide for a state-of-the-art motion picture and television studio, which would include at least 8 soundstages, on the westernmost portion of the Ranch while maintaining the scenic qualities of the filming backdrop and the Ranch and existing filming activities on the remainder of the Ranch floor, including the use of outdoor filming sets and intermittent agricultural uses. Furthermore, Alternative 2 would not meet many of the objectives that support this underlying purpose.

Specifically, this Alternative would not meet several of the Project's land use and planning objectives, including the following: developing at least eight soundstages and associated production support facilities; minimizing visibility of the Development Area from existing outdoor filming areas within the Ranch; and developing new buildings at grades that minimize visibility from off-site. Alternative 2 would, however, achieve the following objectives: transforming the barren fill pads; minimizing the amount of land within the Ranch to be developed; maintaining the rural setting of the Development Area and the Ranch; maintaining 195 acres used for outdoor filming and 637 acres of existing filming

backdrop areas within the Ranch; retaining the ability to film in a natural setting; locating proposed buildings and structures outside the 100-year flood plain; ensuring appropriate infrastructure capacity; and maintaining views of Placerita Creek and the surrounding hillsides of Placerita Canyon. In addition, the following objectives would be achieved, but to a lesser degree than under the Project (since the Project would exceed mitigation requirements via its Project Design Features and objectives): implementing an environmentally sensitive development that respects and enhances Placerita Creek and its riparian corridor; implementing a comprehensive landscaping program that emphasizes the use of native and drought-tolerant landscaping; and implementing a comprehensive oak tree planting program that exceeds County requirements.

Alternative 2 would not meet the Project's operational objectives, including the following: consolidating indoor and outdoor production uses on a single site; providing the flexibility to host up to six first-year productions or up to two mature productions, along with additional post-production facilities associated with those shows; or providing flexibility to respond to evolving market conditions and production needs.

Similarly, Alternative 2 would not meet most of the Project's transportation, parking, access, or transit objectives, including the following: improving vehicular access between SR-14, Placerita Canyon Road, and other local roadways in the Project vicinity; interconnecting the Development Area with the other areas of the Ranch; promoting internal access within the Ranch to allow the continuation of existing outdoor filming and agricultural operations; promoting the use of recreation trails within the Project vicinity; and providing pedestrian and bicycle pathways throughout the Development Area to reduce unnecessary vehicular travel and promote non-motorized circulation. Alternative 2 would, however, ensure adequate vehicular queuing areas and lines of sight at entrances and exits in the Development Area.

Alternative 2 would likely implement various sustainability objectives, but fewer than the Project. The objectives could include the following: implementing a comprehensive program of resource protection, enhancement, and conservation; promoting sustainability, including measures to increase efficiency and the use of renewable resources while decreasing use of non-renewable energy; using green building design and construction practices as well as new technologies to reduce the consumption of energy and water; implementing green building design and construction practices capable of achieving LEED™ certification; using drought-tolerant plant species, including native and non-native plants, for a minimum of 75 percent of total landscaping in order to minimize water usage; using planted areas and bio-swales to promote groundwater infiltration and reduce stormwater runoff; and promoting the efficient use of water through incorporation of water conservation measures.

Finally, Alternative 2 would not meet most of the Project's economic objectives, including the following: supporting the expansion of the entertainment industry locally and regionally; providing for studio-related uses on the Ranch to meet the growing and changing needs of the entertainment industry; expanding the economic base of the County and the City of Santa Clarita by generating additional employment opportunities and revenues; providing jobs in a housing rich area; and providing a substantial boost to the local economy. Alternative 2 would, however, create construction jobs, although not to the same extent as the Project.

Overall, Alternative 2 would not meet the Project's underlying purpose or the majority of Project objectives addressing: (1) land use and planning; (2) operations; (3) transportation, parking, access, and transit; (4) sustainability; or (5) economic development.

C. ALTERNATIVE 3: REDUCED PROGRAM

1. DESCRIPTION OF THE ALTERNATIVE

The Reduced Program Alternative, Alternative 3, includes the Project's proposed uses, but reduces the quantity and footprint of development that would occur. Specifically, development of Alternative 3 would be generally limited to the two large, mostly barren, fill pads within the westernmost portion of the Ranch that collectively comprise approximately 23.6 acres. In addition, similar to the Project, a new electrical substation would be developed within an approximate two-acre area north of the fill pads. The portion of Placerita Creek that runs between the two fill pads would be enhanced as part of Alternative 3, and the 12-acre portion of the Development Area located within the LADWP transmission corridor would not be developed with structures but may be used for surface parking. Under Alternative 3, the remaining approximately 18 acres of the Development Area located to the east of the fill pads would remain undeveloped. Thus, the area to be developed with studio and production facilities would be substantially reduced as compared to the Project. Due to the reduced site footprint of approximately 40 acres, the number of soundstages and associated production facilities would be reduced. Specifically, Alternative 3 would accommodate a total of six soundstages or approximately half the number of soundstages and associated production facilities that would be accommodated by the Project. Similar to the Project, grading would occur within both of the existing fill pads. However, with no development located east of the fill pads, the pad elevations would not need to be substantially lowered, nor the area east of the southern pad raised, and, thus, grading would be limited to that necessary to provide for new foundations, access between the two pads, and stabilization of the fill pad slopes along Placerita Creek. Overall, under Alternative 3 the amount of grading would be reduced by 575,000 cubic yards and soil export would be approximately the same as under the Project.[9] Restoration and enhancement of Placerita Creek would be limited to the area of the Creek that passes between the two fill pads.

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[9] *The Project is anticipated to involve approximately 700,000 cubic yards of cut and 350,000 cubic yards of fill within the Ranch, with approximately 350,000 cubic yards of soil export. However, to be conservative, soil export of up to 500,000 cubic yards was evaluated in relevant sections of the Draft EIR. Thus, the analysis of Alternative 3 provided herein actually assumes a 150,000 cubic yard reduction in export as compared to analysis of the Project, with an associated reduction in haul truck trips.*

Under Alternative 3, primary access to the Development Area would be provided from Placerita Canyon Road adjacent to the southern pad, with additional access provided from an internal roadway within the Ranch that would connect to Placerita Canyon Road in the vicinity of the existing main entrance to the Ranch. Like the Project, internal access between the two pads would be provided via an access road crossing over Placerita Creek at the western edge of the proposed Development Area. However, the bridge proposed under the Project to span across Placerita Creek would not be developed under Alternative 3. Also as part of Alternative 3, parking would be provided within surface parking areas adjacent to new buildings on the pad areas; parking could also potentially be located within the LADWP transmission corridor as well as within the existing unpaved parking area located on the Ranch east of the Development Area (i.e., within one of the Conditional Parking Areas). On and off-site infrastructure improvements would be required, similar to the Project, including a water tank on the Ranch south of Placerita Canyon Road. A landscape program similar to the Project's would be implemented, but would cover only the approximately 24-acre fill pad areas and adjacent frontage along SR-14 and Placerita Canyon Road.

The existing vacant structure within the Development Area would not need to be removed, as it is located in the area to remain undeveloped; however, the Ranch foreman's mobile home may be relocated within the Ranch, similar to the Project.

2. ENVIRONMENTAL IMPACTS

a. Geotechnical Hazards

The Project site is not located within a State-designated Alquist-Priolo earthquake fault zone or within a County-designated fault rupture study area. The Whitney fault, which crosses through the Development Area, is regarded as a potentially active fault. However, based on the Geotechnical Report prepared for the Project, no lineaments suggestive of surficial faulting were identified as passing through the Development Area. Therefore, similar to the Project, the potential for fault rupture for Alternative 3 would be low. As with the Project, fault rupture impacts for Alternative 3 would be less than significant with compliance with regulatory requirements. Such impacts would be similar to those of the Project.

Under Alternative 3, new development would be located within the same area as the Project, although with a reduced footprint. Therefore, development under Alternative 3 would be subject to the same degree of seismic hazard risks and geological considerations as the Project. New building design and construction would be required to conform to current regulatory requirements including the CBC, which incorporates the latest seismic design standards for structural loads and materials. Therefore, similar to the Project, operational impacts associated seismic and geologic hazards, including ground shaking,

liquefaction, lateral spreading, subsidence, landslides, and expansive soils, under Alternative 3 would be less than significant. While Alternative would expose a smaller population to seismic hazards than would the Project, the nature and degree of such impacts would be the same as the Project's. In addition, like the Project, Alternative 3 would not include development within an area that would be subject to seismically induced flooding, or inundation by a seiche or tsunami. Thus, impacts would be less than significant and similar to those of the Project.

With regard to potential construction activities, Alternative 3 would result in a reduction in grading when compared to the Project due to the reduction in the building pad areas to be developed. In addition, a reduction in overall construction activities would occur due to the reduction of building square footage that would be developed. Thus, potential impacts associated with sedimentation and erosion and landform alteration would be less when compared to the Project. Like the Project, such impacts would be less than significant with implementation of regulatory requirements.

b. Flood Hazards

Construction activities under the Alternative 3 may involve the removal of one existing structure within the Development Area, as well as the clearing and grading of the fill pads. New internal roadways connecting to Placerita Canyon Road, new buildings, landscaped areas, and necessary drainage improvements would be developed. Like the Project, the drainage system would be designed to maintain historic drainage patterns and flow rates within the site, in accordance with County requirements. A SWPPP and a SUSMP would be implemented in accordance with regulatory requirements to provide for temporary stormwater management and prevent construction activities from adversely affecting the amount of surface water flowing to Placerita Creek. Grading of the fill pads under Alternative 3 would not substantially alter the floodplain boundary as the 100-year flood zone is fully contained within the creek channel in the westernmost portion of the Development Area and does not extend onto the fill pads; grading for the parking lots within the LADWP transmission corridor would be limited to that necessary to create level surfaces and would not need to elevate that area out of the floodplain, as no structures would be located within the lots. Additionally, the existing storm drain facilities that serve the SR-14/Placerita Canyon Road interchange are sufficiently deep and would remain in place during construction. As with the Project, no significant on-site or off-site drainage or flood impacts would result during construction. Such impacts would be generally similar to those of the Project.

Buildout of Alternative 3 would result in an increase in impervious surfaces as compared to existing conditions, which would be expected to increase the volume and rate of stormwater runoff generated on-site. The new drainage system would be designed and sized to ensure post-development flow rates would not exceed pre-development flow rates

while maintaining existing drainage patterns, similar to the Project and in accordance with regulatory requirements. Specifically, as part of the SUSMP requirements, site-specific operational BMPs would be implemented, such as the use of on-site detention facilities and energy dissipators and/or velocity reducers at outlets in Placerita Creek, as necessary. In addition, as discussed above, no structures would be placed within the 100-year floodplain. Therefore, no significant impacts associated with changes to drainage patterns, the capacity of stormwater drainage systems, or flooding would result from Alternative 3. The impacts would be less as compared to those of the Project due to the reduced development footprint and the corresponding reduced amount of drainage infrastructure (e.g., detention basins, debris basins, etc.) to be introduced, thus leaving more of the Development Area in its natural state.

c. Noise

Under Alternative 3, the overall amount of new construction would be reduced when compared to the Project. However, peak daily impacts associated with construction equipment, which are used for measuring significance, would be similar to those of the Project. Thus, like the Project, noise impacts from on-site construction activities would be less than significant. Alternative 3 would require new off-site utility improvements. Thus, similar to the Project, this Alternative would result in significant short-term off-site construction noise impacts associated with construction of the utility improvements. Also similar to the Project, noise associated with construction traffic and ground vibration during construction activities would be less than significant. Overall construction noise and vibration impacts under Alternative 3 would be similar to those of the Project, as peak daily construction activity levels would be similar.

Alternative 3 would result in a reduction in vehicle trips during operation when compared to the Project. In addition, due to the reduction in number of soundstages and overall development, development of Alternate 3 would likely result in a reduction in parking facilities, loading/unloading areas, mechanical equipment, and production activities. Therefore, operational noise impacts under this Alternative would be less when compared to the Project. As with the Project, such impacts would be less than significant. In addition, the cumulative operational noise impact associated with mobile sources (i.e., off-site traffic) would be significant and unavoidable under Alternative 3; this impact would occur regardless of the amount or type of development within the Project site due to development of the Related Projects and ambient growth in the area.

Due to the decrease in vehicle trips and decrease in building area, Alternative 3 would also result in a reduction in vibration when compared to the Project. Like the Project, vibration impacts under Alternative 3 would be less than significant.

d. Water Quality

Construction activities for Alternative 3, such as earth moving, maintenance/ operation of construction equipment, and handling/storage/disposal of hazardous construction materials, could contribute to pollutant loading in stormwater runoff. However, similar to the Project, Alternative 3 would be required to obtain coverage under the NPDES Construction General Permit. In accordance with the permit requirements, a site-specific SWPPP would be prepared and implemented, which would specify BMPs to be used during construction to reduce or eliminate the discharge of potential pollutants from the stormwater runoff to the maximum extent practicable. Construction-related impacts to surface water quality would therefore be less than significant and similar to those of the Project.

During operation of Alternative 3, stormwater runoff from the Development Area would have the potential to introduce pollutants into the stormwater system. However, in accordance with NPDES requirements, a SUSMP would be implemented throughout the operational life of Alternative 3, and stormwater BMPs would be incorporated into the design of the development to address surface water quality in stormwater runoff. In addition, operational and maintenance measures would be implemented to separate stormwater from potential pollutants, and LID BMPs would be implemented to promote infiltration in accordance with the County's LID Manual. Implementation of the SUSMP measures would ensure the quality of stormwater runoff leaving the Development Area would meet all regulatory standards and would maintain the beneficial uses of Placerita Creek and its downstream waters. Thus, operational impacts to water quality would be less than significant, similar to the Project.

e. Air Resources

(1) Air Quality

(a) Construction

Under Alternative 3, construction activities associated with development would be reduced in scale compared to the Project. Construction activities would be incrementally less than under the Project due to the reduction in grading and square footage developed. As with the Project, construction of Alternative 3 would generate pollutant emissions through the use of heavy-duty construction equipment and through haul truck and construction worker trips. The overall amount of building construction would be less under Alternative 3 compared to the Project. However, pollutant emissions and fugitive dust from site preparation and construction activities would be similar on a daily basis, although the duration and the intensity of these activities could decrease compared to the Project. The total construction emissions generated by Alternative 3 would be less than those of the Project over the construction period. However, peak daily impacts, those used for

measuring significance, would be similar to those of the Project and would be significant and unavoidable for regional NO_X and VOCs.

Localized pollutant construction impacts would be similar to the Project as the intensity of site grading would be similar. As with the Project, Alternative 3 would result in less than significant localized impacts at sensitive receptors in close proximity to the Project site.

With respect to construction air toxics, diesel particulate emissions represent the greatest potential for TAC emissions. As mentioned previously, the construction intensity of Alternative 3 would be reduced in comparison to the Project, resulting in reduced diesel particulate emissions. In addition, there would be no residual emissions after construction and corresponding individual cancer risk. As with the Project, construction-related air toxic emission impacts during construction of Alternative 3 would be less than significant.

(b) Operation

The number of daily trips generated by Alternative 3 would be less in comparison to the Project due to the reduction in density. As vehicle emissions depend on the number of trips, vehicle sources would have a similar decrease in pollutant emissions compared to the Project. With the reduction in overall square footage, both area sources and stationary sources would generate a similar reduction in on-site operational pollutant emissions. Regional operational emissions under this Alternative would be less than the Project. Similar to the Project, Alternative 3 would remain less than significant for regional operational air quality impacts.

Alternative 3 is forecasted to generate fewer (inbound and outbound) operational trips during the A.M. and P.M. peak hours than the Project. The local CO hotspot analysis conducted for the Project showed a maximum CO concentration of 6.2 parts per million (ppm) for the 1-hour CO concentration (approximately 69 percent below the 20 ppm standard) and 3.2 ppm for the 8-hour concentration (approximately 64 percent below the 9.0 ppm standard), of which the Project's contribution was less than 0.1 ppm for both pollutant averaging times. As Alternative 3 would generate less A.M. and P.M. peak-hour trips in comparison to the Project, the resultant change in local CO pollutant concentrations would decrease slightly. Since the localized CO hotspot analysis for the Project did not result in any significant impacts, Alternative 3 would likewise not have any localized impacts.

With respect to potential air toxic impacts, Alternative 3 would be similar to the Project as it would not include any new substantial sources of air toxic emissions. Alternative 3 would avoid locating sensitive receptors within siting distances identified by

SCAQMD and ARB guidelines. Thus, similar to the Project, Alternative 3 would result in a less than significant air quality impact related to air toxics.

Alternative 3 would not include any uses identified by the SCAQMD as being associated with odors. As with the Project, the proposed uses would not be a source of odors, and odor impacts would be less than significant.

(2) Climate Change

GHG emissions are determined mainly by daily trips generated and energy consumption from proposed land uses. Alternative 3 would generate fewer vehicle trips when compared to the Project, which would lead to a decrease in GHG emissions. Alternative 3 would incorporate similar Project Design Features and/or Mitigation Measures. Impacts to GHG emissions under this Alternative would be mitigated to levels that are less than significant, and would be less than the Project's due to the overall decrease in vehicle trips and associated reduced development program.

f. Biological Resources

Alternative 3 would affect a reduced portion of the Ranch compared to the Project since other than parking, which could occur within the LADWP transmission corridor or potentially east of the Development Area, new buildings would occur entirely within the existing fill pad areas. As such, it is expected that Alternative 3 would affect a reduced area of both common and sensitive plant communities. However, Alternative 3 would restore only the portion of Placerita Creek between the fill pads rather than the entire length of Placerita Creek within the Development Area. Nevertheless, Alternative 2 would reduce impacts to sensitive plant communities to a less than significant level, and impacts under Alternative 3 would be less than those of the Project.

Similar to the Project, impacts to common plant and wildlife species would be less than significant, as would impacts to sensitive plant and wildlife species due to the lack of observed species during focused surveys in the study area. As the Development Area does not function as a regional wildlife corridor (it allows movement on a local level rather than functioning as an established wildlife movement corridor), impacts to local and regional wildlife movement are also anticipated to be less than significant, similar to the Project. Further, any potential impacts to nesting birds would be mitigated to a less than significant level based on compliance with the federal MBTA, and impacts would be similar to those of the Project.

Oak trees would need to be removed under Alternative 3. However, with a reduced development footprint, impacts to regulated oak trees and associated oak woodland would

be less in comparison with the Project. Like the Project, Alternative 3 would be required to mitigate such losses. An oak tree planting program less extensive than that proposed as part of the Project's OTWMMP would be implemented. Impacts to oak trees and oak woodland would be less than significant and less as compared to the Project.

Given the reduced area of disturbance associated with Alternative 3, impacts to ACOE/RWQCB jurisdictional "waters of the U.S./waters of the State" and to CDFG jurisdictional streambed and associated riparian habitat within Placerita Creek and its tributaries would be less as compared to the Project. Like the Project, Alternative 3 would be required to mitigate jurisdictional impacts to ensure any loss in the functions and values of such features and associated habitat are restored, which would reduce impacts to a less than significant level. Impacts under Alternative 3 would be less than those of the Project.

g. Cultural and Paleontological Resources

(1) Historic Resources

Alternative 3 would not require the removal of existing buildings within the Development Area. There are no historical resources within or adjacent to the Development Area or in the vicinity of the off-site utility improvements. Thus, similar to the Project, no impacts to historic resources would occur under this Alternative.

(2) Archaeological and Paleontological Resources

Alternative 3 would require grading and other earthwork activities; however, the grading would be less than with the Project as it would be confined mostly to the fill pads. This Alternative would have the potential to uncover unknown archaeological and paleontological resources. While archaeological and paleontological finds are unlikely, in the event that such resources are uncovered under this Alternative, regulatory requirements and mitigation measures would be implemented to ensure impacts to these resources would be less than significant. Therefore, impacts relative to archaeological and paleontological resources under Alternative 3 would be less compared to those of the Project due to the reduced grading area.

h. Agricultural and Forestry Resources

Over half of the 10.5 acres of former agricultural fields located within the Development Area falls within the LADWP transmission corridor, which could be developed with surface parking under Alternative 3. However, none of this area nor any land within the Ranch is designated as Farmland, and therefore impacts to designated Farmland would not occur. Similarly, existing uses in the southeast portion of the Ranch would represent the continued use of designated forest land for non-forest uses, and no land

used for forest uses would be converted to a non-forest use, also like the Project. As such, impacts associated with Alternative 3 would be similar to those of the Project.

i. Visual Qualities

(1) Aesthetics/Visual Quality

During construction of Alternative 3, the visual appearance of the Development Area would be altered due to the removal of existing vegetation, construction activities and materials storage, and truck traffic. However, temporary construction fencing would likely be placed around the perimeter of the Development Area to screen much of the construction activity from view at the street level, and replacement landscaping would ultimately be introduced. Construction activities would not substantially alter or degrade the existing visual character of the site or generate substantial long-term contrast with the visual character of the surrounding area. Therefore, visual quality impacts associated with construction would be less than significant, similar to the Project.

Relative to buildout of Alternative 3, to the extent possible, new buildings would be located to avoid and maintain environmentally sensitive areas, such as oak trees and Placerita Creek. Landscaping would be provided but would only cover the approximately 24-acre fill pad areas and adjacent frontage along SR-14 and Placerita Canyon Road. Alternative 3 would include the Project's Design Guidelines and thus would feature high quality building materials and architectural design, with a strong degree of visual cohesiveness and visual compatibility with the surrounding environment. Finished grades would be higher than under the Project since the fill pads would not be lowered substantially, and since building heights would be comparable to those of the Project, the new buildings under Alternative 3 would be more visible from off-site. Like the Project, aesthetic impacts would be less than significant. However, despite the reduced development footprint and total floor area, the overall impacts associated with Alternative 3 would be greater than those of the Project due to the increased visibility of buildings compared to the Project.

(2) Views

Views of and across the Development Area would be expected to change, under Alternative 3. While new landscaping would assist in obscuring views of the new structures, the structures would be much more visible when compared with the Project due to the higher grade elevations of buildings under this Alternative. A water tank would be constructed south of Placerita Canyon Road and may be somewhat smaller than that proposed under the Project; as such, views of the adjacent ridgeline would be maintained, and the visual quality of the tank itself would not be out of character with other infrastructure in the surrounding area. View impacts would be less than significant and would be greater than

those of the Project, primarily due to the increased visibility of new development when compared to the Project.

(3) Light and Glare

(a) Light

Substantial lighting is not anticipated during construction as construction activities would generally occur during daylight hours. Potential short-term lighting impacts during construction would therefore be less than significant, similar to the Project.

Permanent lighting introduced as part of Alternative 3 would be similar to that proposed under the Project. New lighting would be subject to the Project's Design Guidelines, which would limit light levels within the site and minimize light spillover. However, given the reduced area of development and reduced total floor area, Alternative 3 would likely involve fewer fixtures than the Project. However, these light fixtures would be more visible than they would be under the Project due to the higher grade elevation of this Alternative. As such, impacts may be greater than those of the Project, but like the Project would be less than significant.

(b) Glare

Any glare generated during construction would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of specific construction activities. Potential short-term glare impacts during construction would therefore be less than significant, similar to the Project.

As Alternative 3 would adhere to the Project's Design Guidelines, building materials would be comparable to those of the Project, windows and glass on building surfaces would be non-reflective or treated with a standard low-reflective or non-reflective glazing, and measures would be in place to minimize glare from light fixtures. As such, substantial glare effects would not be expected; thus, impacts would be less than significant and similar to the Project's. Similar to the Project, surface parking areas may present the potential for reflected sunlight, although such areas would likely the smaller than those of the Project. While impacts would be less than significant, such impacts would be somewhat less as compared to the Project due to the reduction in floor area and parking.

j. Traffic, Access, and Parking

Construction of Alternative 3 would generate traffic from construction worker trips and truck trips, including haul trucks, construction materials, and equipment. Given the reduced level of construction and reduced amount of earthwork, such trips would be less

than those necessary for the Project. As such, construction traffic impacts would be less than significant and less as compared to the Project. Additionally, the Project's significant and unavoidable cumulative construction traffic impacts, which would only occur to the extent that haul trips associated with the Project coincide with those of the Kellstrom Project (Related Project No. 3), would be reduced under Alternative 3 since fewer haul truck trips would occur under the Alternative.[10] However, to the extent such trips coincide with Related Project No. 3, cumulative construction traffic impacts associated with Alternative 3 would still be significant and unavoidable.

As shown in Table VI-3 on page VI-21, buildout of Alternative 3 would result in approximately 1,949 new daily trips, including 227 A.M. peak-hour trips and 221 P.M. peak-hour trips. This Alternative would result in a decrease in trips when compared to the Project. Therefore, Alternative 3 would be expected to result in less traffic impacts with respect to local intersections and freeway segments, including CMP intersections and freeways, as compared to the Project, and such impacts would be less than significant. However, impacts relative to access and parking would be generally similar, as necessary access would be maintained and sufficient on-site parking would be provided, in accordance with regulatory requirements. Access and parking impacts would be less than significant.

k. Public Services

(1) Law Enforcement

Temporary lane closures, utility line construction, and the generation of short-term traffic due to the movement of construction equipment and hauling of soil and materials could slow or impede emergency access. However, Alternative 3 would be expected to implement Construction Traffic Management Plans during construction to mitigate potential impacts to Sheriff Department or CHP services, thus reducing impacts to a less than significant level, similar to the Project.

Alternative 3 would increase the demand for law enforcement services due to the increase in daytime population. However, Alternative 3 would involve a reduced population on-site in comparison to the Project due to the reduction in floor area. Similarly, while the additional traffic generated by Alternative 3 could potentially affect emergency response,

[10] *As previously indicated, although it is estimated that both the Project and Alternative 3 would involve approximately 350,000 cubic yards of soil export, the Project analysis was conservatively based on the export of 500,000 cubic yards; therefore, for purposes of this analysis, the Alternative would result in a reduced level of export and associated haul truck trips.*

the additional traffic would be reduced relative to the Project and would not substantially impact response times or emergency vehicle access. Impacts would be less than significant and less as compared to the Project.

(2) Fire Protection

Temporary lane closures, utility line construction, and the generation of short-term traffic due to the movement of construction equipment and hauling of soil and materials could slow or impede emergency access. However, Alternative 3 would be expected to implement Construction Traffic Management Plans during construction to mitigate potential impacts to Fire Department response, thus reducing impacts to a less than significant level, similar to the Project.

Alternative 3 would increase the demand for fire protection services due to the increase in floor area and population. However, Alternative 3 would involve a reduced floor area and on-site population in comparison to the Project. Similarly, while the additional traffic generated by Alternative 3 could potentially affect emergency response, the additional traffic would be reduced relative to the Project and would not substantially impact response times or emergency vehicle access. However, the bridge proposed under the Project to span across Placerita Creek would not be developed under Alternative 3, thereby removing an alternative emergency access route between the southern and northern fill pads. Like the Project, Alternative 3 would be subject to the Fire Department's fuel modification requirements as well as other general fire safety standards, and a fuel modification plan similar to that of the Project would be implemented. Overall, impacts would be less than significant and less as compared to Project.

I. Utilities

(1) Water Supply

A short-term demand for water would occur during construction of Alternative 3. However, given the reduced level of construction, such demand would be less than that of the Project, and impacts would be less than significant.

Operation of Alternative 3 would generate new water demand associated with the new uses and daytime population. This demand would be less than that of the Project given the relative reduction in floor area and population, and as such, impacts to water supply would be less than significant. Alternative 3 would involve construction of on- and off-site water infrastructure, including a water tank, similar to the infrastructure proposed as part of the Project. With completion of the improvements, impacts with respect to water delivery and fire flows would be less than significant and similar to the Project. In addition, because the existing on-site private well water system would not serve the Development

Area, impacts with respect to the existing private well water system would be less than significant, similar to the Project.

(2) Wastewater/Sewage Disposal

Construction of Alternative 3 would result in a temporary increase in wastewater generation. However, given the reduced level of construction, wastewater flows would be less than those of the Project, and impacts would be less than significant.

Operation of Alternative 3 would result in a net increase in wastewater generation associated with the new uses and daytime population. This generation would be less than that of the Project given the relative reduction in floor area and population, and as such, impacts on wastewater treatment capacity would be less than those of the Project. Alternative 3 would also involve construction of on- and off-site sewer infrastructure, similar to that proposed as part of the Project. With completion of the improvements, impacts with respect to wastewater conveyance would be less than significant, similar to the Project. Additionally, like the Project, Alternative 3 would require approval by LAFCO to annex the fill pads into the Santa Clarita Valley Sanitation District of Los Angeles County.

(3) Solid Waste

As with the Project, construction of Alternative 3 would involve demolition, site grading/preparation, and building construction activities. These activities would generate construction and demolition wastes that would be recycled or collected by private waste haulers and taken for disposal at the County's inert landfills. When compared to the Project, this Alternative would result in a decreased amount of building area. As discussed in Section V.L.3, Utilities and Service Systems–Solid Waste, unclassified landfills generally do not face capacity shortages and would have adequate capacity to accommodate the Project. Thus, as with the Project, construction impacts relative to solid waste would be less than significant under Alternative 3. Due to the decreased generation of construction and demolition wastes under this Alternative, construction impacts relative to solid waste would be less than those of the Project.

During operation, Alternative 3 would generate municipal solid waste associated with the studio-related uses. Due to the reduction in building area, this Alternative would result in a decrease in annual waste disposal when compared to the Project. As discussed in Section V.L.3, Utilities and Service Systems–Solid Waste, the Project would not generate solid waste at a level that would require construction of new disposal facilities or the expansion of existing recycling or disposal facilities. Thus, similar to the Project, impacts associated with solid waste disposal capacity under Alternative 3 would be less than significant. Such impacts would be less than those that would occur under the Project.

(4) Energy

(a) Electricity

During construction, electricity would be consumed to operate construction equipment and light construction activities. However, given the reduced level of construction, electricity usage would be less than that of the Project, and impacts would be less than significant.

Operation of Alternative 3 would result in a net increase in electricity demand associated with the new uses and daytime population. This demand would be less than that of the Project given the relative reduction in floor area and population, and, as such, impacts would be less than those of the Project. Alternative 3 would involve construction of on-site electrical infrastructure, including an electrical substation and central utility plant. With completion of the utility improvements, impacts with respect to electrical transmission would be less than significant, similar to the Project.

(b) Natural Gas

The construction of new buildings and infrastructure typically does not involve the consumption of natural gas. Therefore, impacts on natural gas associated with short-term construction activities would be less than significant, similar to the Project.

Operation of Alternative 3 would result in a net increase in natural gas demand associated with the new uses and daytime population. This demand would be less than that of the Project given the relative reduction in floor area and population, and, as such, impacts would be less than those of the Project. Alternative 3 would involve construction of on-site gas infrastructure, which is anticipated to connect to an existing gas line within Placerita Canyon Road, as well as construction of the central utility plant. With completion of the utility improvements, impacts with respect to natural gas distribution would be less than significant, similar to the Project.

m. Environmental Safety/Fire Hazards

(1) Construction

Similar to the Project, during construction activities under Alternative 3, hazardous materials would be used handled and/or stored in small amounts. However, as with the Project, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Thus, similar to the Project, construction-related impacts associated with the use of hazardous materials under Alternative 3 would be less than significant.

Alternative 3 would not require removal of the uninhabited structure in the Development Area as new development under Alternative 3 would generally be limited to the fill pads. Thus, asbestos and lead-based paints would not be encountered during construction activities under this Alternative. However, the positive environmental benefit of safely removing these possible hazards from the environment (which could otherwise expose future populations to asbestos and lead-based paints if such materials were disturbed) would not be realized under this Alternative.

Similar to the Project, Alternative 3 would involve construction activities, such as demolition, excavation, and grading, that could unearth previously unidentified contaminated soils or underground features, including USTs. However, as with the Project, compliance with regulatory requirements and implementation of mitigation measures would ensure that potential impacts associated with the exposure to any hazards associated with such soils or underground features would be less than significant, similar to the Project.

In addition, similar to the Project, this Alternative would include improvements within the Development Area located in close proximity to abandoned wells, and off-site infrastructure improvements constructed in close proximity to active and abandoned wells. However, like the Project, Alternative 3 would comply with all regulatory requirements associated with proximity to active and abandoned wells, including DOGGR requirements that require access to the wells be maintained. As a result, similar to the Project, Alternative 3 would have a less than significant impact on active or known abandoned oil wells.

Overall, with compliance with regulatory requirements and implementation of mitigation measures, potential hazards impacts associated with construction activities under this Alternative would be less this significant. These impacts would be similar to those of the Project.

(2) Operation

Similar to the Project, Alternative 3 would provide for film production activities, which would use small amounts of hazardous substances. Like the Project, all hazardous materials would be handled, used, stored, and disposed of in accordance with all applicable federal, state and local requirements. In addition, similar to the Project, no USTs, ASTs or active oil wells would be impacted by use of the Development Area since such facilities are not known to exist within the Development Area. Finally, as with the Project, operation of Alternative 3 would comply with all regulatory requirements associated with proximity to active and abandoned oil wells near the off-site infrastructure improvements and abandoned wells within the Development Area. Thus, potential hazards

impacts associated with operation of Alternative 3 would be less than significant. Such impacts would be similar to those of the Project.

As portions of the Ranch, including the Development Area, are located within a VHFHS Zone, Alternative 3 would expose the new studio uses and the associated population to potential fire hazards. However, through compliance with applicable Fire Code and County Fire Department requirements, as well as approval and implementation of a fuel modification plan, as required, impacts with respect to wildfire risk would be less than significant, similar to the Project's.

n. Land Use

(1) Land Use Consistency

Development contemplated under Alternative 3 would require the same discretionary approvals as the Project, including a local plan amendment, zone change vesting tentative tract map, CUP, parking permit, oak tree permit, and approval for vacation of a portion of Delden Road, along with various approvals by and/or permits from LAFCO, ACOE, CDFG, RWQCB, the Fire Department, and Caltrans.

Alternative 3 would be generally consistent with the regulatory framework relative to land use, including the County's General Plan, Area Plan, Planning and Zoning Code, Hillside Requirements, Green Building Program, SCAG's RTP, Growth Vision Report, and RCP, SCAQMD's AQMP, and Metro's CMP, and it would implement the same beneficial policies/provisions set forth in these regulatory documents as well as achieve the same local and regional goals and objectives as the Project. Further, some Project benefits, such as the public multi-use trail to be provided on the Ranch south of Placerita Canyon Road, would be implemented. As such, land use consistency impacts would be less than significant and similar to those of the Project.

(2) Land Use Compatibility

The land uses associated with Alternative 3 would be the same as those proposed as part of the Project. Such uses would not conflict with the existing outdoor filming, agricultural, or residential uses on the Ranch and in the surrounding area. Given the distance between the Development Area and surrounding properties, the existing relationships between on- and off-site land uses would generally be maintained, and Alternative 3 would not disrupt, divide, or isolate any existing neighborhoods or communities. Impacts associated with land use compatibility would be less than significant, similar to the Project.

3. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES

Alternative 3 would not meet the Project's underlying purpose to provide for at least eight soundstages within a state-of-the-art motion picture and television studio within the westernmost portion of the Ranch. While Alternative 3 would meet several of the Project's objectives, in the absence of eight soundstages, the operational objectives of the Project would not be achieved.

Specifically, Alternative 3 would meet most of the Project's land use and planning objectives, including the following: maintaining the rural setting of the Development Area and the Ranch; transforming the barren fill pads; locating more intensive production uses closest to SR-14; implementing a comprehensive landscaping program that emphasizes the use of native and drought-tolerant landscaping; maintaining 195 acres used for outdoor filming and 637 acres of existing filming backdrop areas within the Ranch; retaining the ability to film in a natural setting; locating proposed buildings and structures outside the 100-year flood plain; and ensuring appropriate infrastructure capacity. In addition, Alternative 3 would minimize the amount of land within the Ranch to be developed, limiting new development to the existing fill pad areas to reduce the area of impact. Alternative 3, however, would restore and enhance less of Placerita Creek than would be enhanced under the Project. Given the minimal grading and resulting increased fill pad elevation when compared to the Project, Alternative 3 would have increased impacts on views of Placerita Creek and the surrounding hillsides of Placerita Canyon. It also would increase the visibility of the Development Area from existing outdoor filming areas within the remainder of the Ranch, disrupting existing filming activities. Alternative 3 would implement a less comprehensive oak tree planting program than would occur under the Project. Most significantly, Alternative 3 would not meet the Project objective to develop at least eight soundstages and associated production support facilities to allow a minimum of six first-year productions or two mature productions within the studio area.

Alternative 3 would meet some of the Project's operational objectives, including the following: consolidating indoor and outdoor production uses on a single site; providing flexibility to respond to evolving market conditions and production needs; and providing a secure environment. However, Alternative 3 would not provide the flexibility to host up to six first-year productions (in twelve soundstages) or up to two mature productions (in eight soundstages), along with additional post-production facilities associated with those shows. Alternative 3 would not include a Studio Office Option, which would not fulfill the Project's objective of providing the flexibility to develop studio offices based on industry needs.

Alternative 3 would meet some of the Project's transportation, parking, access, and transit objectives, including the following: improving vehicular access between SR-14, Placerita Canyon Road, and other local roadways in the Project vicinity; ensuring adequate vehicular queuing areas and lines of sight at entrances and exits in the Development Area;

and promoting the use of recreation trails within the Project vicinity. However, given the minimal grading of the fill pads, Alternative 3 would not provide for a smooth connection between the fill pads and the remaining areas of the Ranch and, accordingly, would not promote internal access within the Ranch to the same extent as the Project.

Additionally, Alternative 3 would meet the sustainability objectives, including the following: implementing a comprehensive program of resource protection, enhancement, and conservation; promoting sustainability, including measures to increase efficiency and the use of renewable resources while decreasing use of non-renewable energy; using green building design and construction practices as well as new technologies to reduce the consumption of energy and water; implementing green building design and construction practices capable of achieving LEED™ Silver certification for several buildings; using drought-tolerant plant species, including native and non-native plants, for a minimum of 75 percent of total landscaping in order to minimize water usage; using planted areas and bio-swales to promote groundwater infiltration and reduce stormwater runoff; and promoting the efficient use of water through incorporation of water conservation measures.

Finally, Alternative 3 would not fully attain the Project's economic objectives, including the following: supporting expansion of the entertainment industry locally and regionally; providing for studio-related uses on the Ranch to meet the growing and changing needs of the entertainment industry; expanding the economic base of the County and the City of Santa Clarita by generating additional employment opportunities and revenues; providing jobs in a housing rich area; creating construction jobs; and providing a boost to the local economy.

Overall, Alternative 3 would not meet the Project's underlying purpose and several basic Project objectives addressing: (1) land use and planning; (2) operations; (3) transportation, parking, access, and transit; (4) sustainability; and (5) economic development.

VI. PROJECT ALTERNATIVES

D. ALTERNATIVE 4: ALTERNATIVE DESIGN WITH REDUCED PROGRAM

1. DESCRIPTION OF THE ALTERNATIVE

The Alternative Design with Reduced Program Alternative, Alternative 4, was developed to reduce the number of oak trees removed within the Development Area. Specifically, this Alternative would expand the Project beyond the Development Area to include additional areas of the Ranch to the east to accommodate most of the proposed program uses, while siting the development so as to reduce the number of oak trees removed. Based on the Development Area, approximately six soundstages would be accommodated within the existing northern and southern fill pad areas under this Alternative. In addition, new development pads would be located elsewhere on the Ranch floor in areas that do not contain a substantial number of oak trees and do not consist of steep slopes. To ensure development is outside of the 100-year floodplain, these additional development pads would be raised. In order to minimize the number of oak trees removed, the development pads and associated new structures would be spread throughout a larger geographic area and would be connected via internal access roads. Based on the limited amount of area within the Ranch that is not currently used for filming purposes, is not located within the LADWP transmission corridor, does not consist of steep slopes, and does not include an abundance of oak trees, only four additional soundstages and associated production facilities could be accommodated to the east of the Project's Development Area. Thus, in total, this Alternative would include ten soundstages and associated production facilities, or a reduction of two soundstages when compared to the Project.

Similar to the Project, grading would occur within the existing fill pads in the Development Area. However, the pad elevations would not be substantially lowered, and grading would be limited to that necessary to provide for new foundations, access between the two pads, and stabilization of the slopes along Placerita Creek. Restoration and enhancement of Placerita Creek would be limited to the area of the Creek that passes between the two fill pads. Grading would also occur on other areas of the Ranch where additional facilities would be built, and fill soils would be required to raise pad elevations above the 100-year floodplain. Thus, some import of soil would be required under Alternative 4; however, an effort would be made to balance the soils on the Ranch. Similar to the Project, the stabilization of the fill slopes along Placerita Creek would require the removal of several oak trees.

Under Alternative 4, primary access to the site would be provided from Placerita Canyon Road adjacent to the southern pad, with secondary access provided further to the east near the existing Ranch main entrance. Like the Project, internal access between the two fill pads would be provided via an access road crossing over Placerita Creek at the western edge of the Development Area. However, the bridge proposed by the Project to span across Placerita Creek would not be provided under Alternative 4. Internal roadways would be developed and paved throughout portions of the Ranch to connect the various development sites. Under Alternative 4, parking would be provided within surface parking areas adjacent to new buildings on the fill pad areas and on the other development pads scattered throughout the Ranch; parking also could be located below the LADWP transmission corridor and within the existing unpaved parking area to the east of the Development Area (i.e., within one of the Conditional Parking Areas). On- and off-site infrastructure improvements would be required, including a water tank on the Ranch south of Placerita Canyon Road, similar to the Project. A landscape program similar to the Project's would be implemented and would be expanded to cover each of the development sites.

The existing vacant structure within the Development Area would not need to be removed, as it is located in the area to remain undeveloped; however, the Ranch foreman's mobile home could be relocated within the Ranch, similar to the Project.

2. ENVIRONMENTAL IMPACTS

a. Geotechnical Hazards

The Project site is not located within a State-designated Alquist-Priolo earthquake fault zone or within a County-designated fault rupture study area. The Whitney fault, which crosses through the Development Area, is regarded as a potentially active fault. However, based on the Geotechnical Report prepared for the Project, no lineaments suggestive of surficial faulting were identified as passing through the Development Area. Therefore, similar to the Project, the potential for fault rupture for Alternative 4 would be low. As with the Project, fault rupture impacts for Alternative 4 would be less than significant with compliance with regulatory requirements. Such impacts would be similar to those of the Project.

Under Alternative 4, new development would be located within the fill pad areas and areas east of the Development Area on the Ranch. The fill pad elevations would not be substantially lowered, and grading would be limited to that necessary to provide for new foundations, access between the two pads, and stabilization of the slopes along Placerita Creek. Grading also would occur on other areas of the Ranch where additional facilities would be built, and fill soils would be required to raise pad elevations above the 100-year floodplain. Development of Alternative 4 would be subject to the same degree of seismic

hazard risks and geological considerations as the Project. New building design and construction would be required to conform to current regulatory requirements, including the CBC, which incorporates the latest seismic design standards for structural loads and materials. Therefore, as with the Project, operational impacts associated seismic and geologic hazards, including ground shaking, liquefaction, lateral spreading, subsidence, landslides, and expansive soils, under Alternative 4 would be less than significant, similar the Project's. While Alternative would expose a smaller population to seismic hazards than would the Project, the nature and degree of such impacts would be the same as the Project's. In addition, like the Project, Alternative 4 would not include development within an area that would be subject to seismically induced flooding, or inundation by a seiche or tsunami. Thus, these impacts would be similar to those of the Project.

With regard to potential construction activities, Alternative 4 would result in a reduction in grading when compared to the Project as grading of the two primary fill pads would be reduced. In addition, a reduction in overall construction activities would occur due to the reduction of building square footage that would be developed. However, the footprint of development would be expanded when compared with the Project. Thus, potential impacts associated with sedimentation and erosion and landform alteration would be similar when compared to the Project. Like the Project, such impacts would be less than significant with implementation of regulatory requirements.

b. Flood Hazards

Construction activities under the Alternative 4 could involve the removal of one existing structure within the Development Area, as well as the clearing and grading of the fill pads and other development pads east of the Development Area. New internal roadways connecting to Placerita Canyon Road, new buildings, landscaped areas, and necessary drainage improvements would be developed. Like the Project, the drainage system would be designed to maintain historic drainage patterns to the extent possible and flow rates within the site, in accordance with County requirements. A SWPPP and a SUSMP would be implemented in accordance with regulatory requirements to provide for temporary stormwater management and prevent construction activities from adversely affecting the amount of surface water flowing to Placerita Creek. Grading of the existing fill pads under Alternative 4 would not substantially alter the floodplain boundary as the 100-year flood zone is fully contained within the creek channel in the westernmost portion of the Development Area and does not extend onto the fill pads. Grading for parking lots within the LADWP transmission corridor would be limited to that necessary to create level surfaces and would not need to elevate that area out of the floodplain, as no structures would be located within the parking lots. However, the development sites within the eastern portion of the Ranch would be raised with fill soils in order to elevate structures outside of the floodplain, which would alter the floodplain boundary further upstream and would alter drainage patterns. The existing storm drain facilities that serve the

SR-14/Placerita Canyon Road interchange are sufficiently deep and would remain in place during construction. As with the Project, no significant on-site or off-site drainage or flood impacts would result during construction. However, such impacts likely would be greater than those of the Project due to the expanded footprint of the Project site.

Buildout of Alternative 4 would result in an increase in impervious surfaces as compared to existing conditions, which would be expected to increase the volume and rate of stormwater runoff generated on-site. The new drainage system would be designed and sized to ensure post-development flow rates would not exceed pre-development flow rates while maintaining existing drainage patterns, similar to the Project and in accordance with regulatory requirements. Specifically, as part of the SUSMP requirements, site-specific operational BMPs would be implemented, such as the use of on-site detention facilities and energy dissipators and/or velocity reducers at outlets in Placerita Creek, as necessary. In addition, as discussed above, no structures would be placed within the 100-year floodplain. Therefore, no significant impacts associated with the capacity of stormwater drainage systems or flooding would result from Alternative 4. However, given the potential for changes to drainage patterns, the increased footprint of development, and the corresponding increased amount of drainage infrastructure (e.g., detention basins, debris basins, etc.) that would be needed, such impacts would be greater than those of the Project.

c. Noise

Under Alternative 4, the overall amount of new construction would be reduced when compared to the Project. However, peak daily impacts associated with construction equipment, which are used for measuring significance, would be similar to those of the Project. Thus, like the Project, noise impacts from on-site construction activities would be less than significant. Alternative 4 would also require new off-site utility improvements. Similar to the Project, this Alternative would result in significant off-site construction noise impacts associated with construction of the utility improvements. Also similar to the Project, noise associated with construction traffic and ground vibration during construction activities under Alternative 4 would be less than significant. Overall construction noise and vibration impacts under Alternative 4 would be similar to those of the Project, as peak daily construction activity levels would be similar.

Due to the reduction in soundstages and overall development, development of Alternate 4 would likely result in a decrease in stationary noise sources, although such sources of noise would be spread over a larger area. In addition, Alternative 4 would result in a reduction in vehicle trips during operation when compared to the Project. Therefore, operational noise impacts under this Alternative would be less when compared to the Project. However, as with the Project, such impacts would be less than significant. In addition, the cumulative operational noise impact associated with mobile sources (i.e., off-

site traffic) would be significant and unavoidable under Alternative 4; this impact would occur regardless of the amount or type of development within the Project site due to development of the Related Projects and ambient growth in the area.

Due to the reduction in vehicle trips and overall development, Alternative 4 would also result in a reduction in vibration when compared to the Project. Like the Project, vibration impacts under Alternative 4 would be less than significant.

d. Water Quality

Construction activities, such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of hazardous construction materials, for Alternative 4 could contribute to pollutant loading in stormwater runoff. However, similar to the Project, Alternative 4 would be required to obtain coverage under the NPDES Construction General Permit. In accordance with the permit requirements, a site-specific SWPPP would be prepared and implemented, which would specify BMPs to be used during construction to reduce or eliminate the discharge of potential pollutants from the stormwater runoff to the maximum extent practicable. Construction-related impacts to surface water quality would therefore be less than significant and similar to those of the Project.

During operation of Alternative 4, stormwater runoff from the Development Area would have the potential to introduce pollutants into the stormwater system. However, in accordance with NPDES requirements, a SUSMP would be implemented throughout the operational life of Alternative 4, and stormwater BMPs would be incorporated into the design of the development to address surface water quality in stormwater runoff. In addition, operational and maintenance measures would be implemented to separate stormwater from potential pollutants, and LID BMPs would be implemented to promote infiltration in accordance with the County's LID Manual. Implementation of the SUSMP measures would ensure the quality of stormwater runoff leaving the Project site would meet all regulatory standards and would maintain the beneficial uses of Placerita Creek and its downstream waters. Thus, operational impacts to water quality would be less than significant, similar to the Project.

e. Air Resources

(1) Air Quality

(a) Construction

Under Alternative 4, new development would be spread throughout a larger area of the Ranch to avoid oak trees. The amount of grading on the fill pads would be reduced.

Overall construction activities associated with Alternative 4 would be reduced in scale compared to the Project. Construction activities would be incrementally less than under the Project due to the reduction in square footage developed and decreased grading activities under this Alternative. Similar to the Project, construction of Alternative 4 would generate pollutant emissions through the use of heavy-duty construction equipment and through haul truck and construction worker trips. The overall amount of building construction would be less under this Alternative compared to the Project. However, pollutant emissions and fugitive dust from site preparation and construction activities would be similar on a daily basis, although the duration of these activities could decrease compared to the Project. The total construction emissions generated by Alternative 4 would be less than those of the Project over the construction period. However, peak daily impacts, those used for measuring significance, would be similar to those of the Project and would be significant and unavoidable for regional NO_X and VOCs.

Localized pollutant construction impacts would also be similar to the Project as the maximum daily intensity of site grading would be similar. Similar to the Project, Alternative 4 would result in less than significant localized impacts at sensitive receptors in close proximity to the Project site.

With respect to construction air toxics, diesel particulate emissions represent the greatest potential for TAC emissions. As mentioned previously, the construction intensity of Alternative 4 would be reduced in comparison to the Project resulting in reduced diesel particulate emissions. In addition, there would be no residual emissions after construction and corresponding individual cancer risk. Similar to the Project, construction-related air toxic emission impacts during construction of Alternative 4 would be less than significant.

(b) Operation

The number of daily trips generated by Alternative 4 would be less in comparison to the Project due to the reduction in density. As vehicular emissions depend on the number of trips, vehicle sources would have a similar decrease in pollutant emissions compared to the Project. With the reduction in overall square footage, both area sources and stationary sources would also generate a similar reduction in on-site operational pollutant emissions. Regional operational emissions under this Alternative would be less than the Project. However, similar to the Project, Alternative 4 would also remain less than significant for regional operational air quality impacts.

Alternative 4 is forecasted to generate fewer (inbound and outbound) operational trips during the A.M. and P.M. peak hours than the Project. The local CO hotspot analysis conducted for the Project showed a maximum CO concentration of 6.2 parts per million (ppm) for the 1-hour CO concentration (approximately 69 percent below the 20 ppm

standard) and 3.2 ppm for the 8-hour concentration (approximately 64 percent below the 9.0 ppm standard), of which the Project's contribution was less than 0.1 ppm for both pollutant averaging times. As Alternative 4 would generate fewer A.M. and P.M. peak-hour trips in comparison to the Project, the change in local CO pollutant concentrations would slightly decrease. Since the localized CO hotspot analysis for the Project did not result in any significant impacts, Alternative 4 would likewise not have any localized impacts.

With respect to potential air toxic impacts, Alternative 4 would be similar to the Project as it would not include any new substantial sources of air toxic emissions. This Alternative would avoid locating sensitive receptors within siting distances identified by SCAQMD and ARB guidelines. Thus, similar to the Project, Alternative 4 would result in a less than significant air quality impact related to air toxics.

Alternative 4 would not include any uses identified by the SCAQMD as being associated with odors. Similar to the Project, the proposed uses would not be a source of odors and odor impacts would be less than significant.

(2) Climate Change

GHG emissions are determined mainly by daily trips generated and energy consumption from proposed land uses. Alternative 4 would generate fewer vehicle trips when compared to the Project, which would lead to a decrease in GHG emissions. Alternative 4 would incorporate similar Project Design Features and/or Mitigation Measures. Thus, impacts to GHG emissions under this Alternative would be mitigated to levels that are less than significant. Thus, such impacts would be less than the Project due to the overall decrease in vehicle trips and associated reduced development program.

f. Biological Resources

Alternative 4 would affect a greater portion of the Ranch compared to the Project. As such, Alternative 4 would affect an increased area of common and sensitive plant communities. While project mitigation to restore and expand riparian habitat within the portion of Placerita Creek between the fill pads would reduce impacts to sensitive plant communities to a less than significant level, impacts under Alternative 4 would nonetheless be greater than those of the Project.

Similar to the Project, impacts to common plant and wildlife species would be less than significant, as would impacts to sensitive plant and wildlife species due to the lack of observed species during focused surveys in the study area. As the Development Area and the Ranch do not function as a regional wildlife corridor (these areas allow movement on a local level rather than functioning as an established wildlife movement corridor), impacts to

local and regional wildlife movement are anticipated to be less than significant, similar to under the Project. Further, any potential impacts to nesting birds would be mitigated to a less than significant level based on compliance with the federal MBTA, and impacts would be similar to those of the Project.

As described above, Alternative 4 was developed to reduce the number of oak trees removed within the Development Area. Specifically, Alternative 4 would expand the project footprint to include areas of the Ranch east of the Development Area to accommodate the proposed program of uses, while carefully siting structures to reduce the number of oak trees removed. Therefore, impacts to both regulated trees and associated oak woodland would be less in comparison with the Project. Like the Project, Alternative 4 would be required to mitigate any tree or woodland losses, and an oak tree planting program would be implemented as part of an OTWMMP. Impacts to oak trees and oak woodland would be less than significant and less as compared to the Project.

Alternative 4 would result in a greater area of disturbance when compared with the Project. However, Alternative 4 would not require the filling of a portion of the tributary along the fill pad. Thus, impacts to ACOE/RWQCB jurisdictional "waters of the U.S./waters of the State" and to CDFG jurisdictional streambed and associated riparian habitat within Placerita Creek and its tributaries would be less as compared to the Project. Like the Project, Alternative 4 would be required to mitigate jurisdictional impacts to ensure any loss in the functions and values of such features and associated habitat are restored, which would reduce impacts to a less than significant level.

g. Cultural and Paleontological Resources

(1) Historic Resources

Alternative 4 would not require the removal of existing buildings within the Development Area or within portions of the Ranch floor to the east of the Development Area. There are no historical resources within these areas or in the vicinity of the off-site infrastructure improvement area. Thus, similar to the Project, no impacts to historic resources would occur under Alternative 4.

(2) Archaeological and Paleontological Resources

This Alternative would require grading and other earthwork activities. Similar to the Project, this Alternative would have the potential of uncovering unknown archaeological and paleontological resources. While archaeological and paleontological finds are unlikely, in the event that such resources are uncovered under this Alternative, regulatory requirements and mitigation measures would be implemented to ensure that impacts to

these resources would be less than significant. Impacts relative to archaeological and paleontological resources under Alternative 4 would be similar to those of the Project.

h. Agricultural and Forestry Resources

Over half of the 10.5 acres of former agricultural fields located within the Development Area falls within the LADWP transmission corridor, which could be developed with surface parking under Alternative 4. However, none of this area nor any land within the Ranch is designated as Farmland, and therefore impacts to designated Farmland would not occur. Similarly, existing uses in the southeast portion of the Ranch would represent the continued use of designated forest land for non-forest uses, and no land used for forest uses would be converted to a non-forest use, also like the Project. As such, impacts associated with Alternative 4 would be similar to those of the Project.

i. Visual Qualities

(1) Aesthetics/Visual Quality

During construction of Alternative 4, the visual appearance of the Development Area would be altered due to the removal of existing vegetation, construction activities and materials storage, and truck traffic. However, temporary construction fencing would likely be used to screen much of the construction activity from view at the street level, and replacement landscaping would ultimately be introduced. Construction activities would not substantially alter or degrade the existing visual character of the site or generate substantial long-term contrast with the visual character of the surrounding area. Therefore, visual quality impacts associated with construction would be less than significant, similar to the Project.

Relative to buildout of Alternative 4, new buildings would be located to avoid and maintain environmentally sensitive areas, such as oak trees and Placerita Creek. Alternative 4 would include the Project's Design Guidelines and thus would feature high quality building materials and architectural design, with a strong degree of visual cohesiveness and visual compatibility with the surrounding environment. However, finished grades within the western portion of the Development Area would be higher than under the Project since the existing fill pads would not be substantially lowered; given that building heights would be comparable to those of the Project, the westernmost buildings under Alternative 4 would be more visible from off-site. Similarly, new buildings within the more central portions of the Ranch would be visible from Placerita Canyon Road and public trails within Angeles National Forest. While landscaping would be provided throughout the development areas to help screen the development, the visibility of buildings from off-site would be greater under Alternative 4 than under the Project. Nonetheless, aesthetic

impacts would be less than significant, although greater than the Project's due to the increased development footprint and the increased elevation of the fill pads.

(2) Views

Views of and across the Development Area and Ranch would be expected to change. With higher finished grades and an expanded area of development, Alternative 4, even with a reduced total floor area in comparison to the Project, would result in an increase of blocked views of the Ranch and surrounding hillsides. A water tank would be constructed south of Placerita Canyon Road, but, like the Project, would maintain views of the adjacent ridgeline, and the visual quality of the tank itself would not be out of character with other infrastructure in the surrounding area. While greater than the Project, view impacts would be less than significant.

(3) Light and Glare

(a) Light

Substantial lighting is not anticipated during construction as construction activities would generally occur during daylight hours. Potential short-term lighting impacts during construction would therefore be less than significant, similar to the Project.

Permanent lighting introduced as part of Alternative 4 would be similar to that proposed under the Project. New lighting would be subject to the Project's Design Guidelines, which would limit light levels within the site and minimize light spillover. Given the reduced total floor area, Alternative 4 would likely involve fewer fixtures than the Project. However, such lighting would be spread out over a larger area of development within the Ranch. As such, impacts would be slightly greater than those of the Project, but would be less than significant.

(b) Glare

Any glare generated during construction would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of specific construction activities. Potential short-term glare impacts during construction would therefore be less than significant, similar to the Project.

As Alternative 4 would adhere to the Project's Design Guidelines, building materials would be comparable to those of the Project, windows and glass on building surfaces would be non-reflective or treated with a standard low-reflective or non-reflective glazing, and measures would be in place to minimize glare from light fixtures. As such, substantial glare effects would not be expected. Similar to the Project, surface parking areas may

present the potential for reflected sunlight. Such areas would likely be smaller than those of the Project due to the reduced floor area and associated reduction in parking requirements, but spread out over a larger area. The reduction in vehicle glare potential would be off-set by the increased glare potential due to the larger area of development and higher finished grade. Therefore, impacts would be generally similar to the Project's and would be less than significant.

j. Traffic, Access, and Parking

Construction of Alternative 4 would generate traffic from construction worker trips and truck trips, including haul trucks, construction materials, and equipment. Given the reduced level of construction and reduced amount of earthwork, such trips would be less than those necessary for the Project. As such, construction traffic impacts would be less than significant and less as compared to the Project. Furthermore, the Project's significant and unavoidable cumulative construction traffic impacts, which would only occur to the extent that haul trips associated with the Project coincide with those of the Kellstrom Project (Related Project No. 3), would be avoided under Alternative 4 since few haul truck trips would occur for the limited soil import anticipated under the Alternative.

As shown in Table VI-3 on page VI-21, buildout of Alternative 4 would result in approximately 3,029 new daily trips, including 349 A.M. peak-hour trips and 322 P.M. peak-hour trips. This Alternative would result in a decrease in trips when compared to the Project. Therefore, Alternative 4 would be expected to result in less traffic impacts than the Project with respect to local intersections and freeway segments, including CMP intersections and freeways, as compared to the Project, and such impacts would be less than significant. Impacts relative to access and parking would be generally similar with the Project, as necessary access would be maintained and sufficient on-site parking would be provided, in accordance with regulatory requirements. Access and parking impacts would be less than significant.

k. Public Services

(1) Law Enforcement

Temporary lane closures, utility line construction, and the generation of short-term traffic due to the movement of construction equipment and hauling of soil and materials could slow or impede emergency access. However, Alternative 4 would be expected to implement Construction Traffic Management Plans during construction to mitigate potential impacts to Sheriff Department or CHP services, thus reducing impacts to a less than significant level, similar to the Project.

Alternative 4 would increase the demand for law enforcement services due to the increase in daytime population. However, Alternative 4 would involve a reduced population on-site in comparison to the Project due to the reduction in floor area. Similarly, while the additional traffic generated by Alternative 4 could potentially affect emergency response, the additional traffic would be reduced relative to the Project and would not substantially impact response times or emergency vehicle access. However, the bridge proposed under the Project to span across Placerita Creek would not be developed under Alternative 4, thereby removing an alternative emergency access route between the southern and northern fill pads. Impacts would be less than significant and less as compared to Project.

(2) Fire Protection

Temporary lane closures, utility line construction, and the generation of short-term traffic due to the movement of construction equipment and hauling of soil and materials could slow or impede emergency access. However, Alternative 4 would be expected to implement Construction Traffic Management Plans during construction to mitigate potential impacts to Fire Department response, thus reducing impacts to a less than significant level, similar to the Project.

Alternative 4 would also increase the demand for fire protection services due to the increase in floor area and population. However, Alternative 4 would involve a reduced floor area and population on-site in comparison to the Project. Similarly, while the additional traffic generated by Alternative 4 could potentially affect emergency response, the additional traffic would be reduced relative to the Project and would not substantially impact response times or emergency vehicle access. However, the bridge proposed under the Project to span across Placerita Creek would not be developed under Alternative 4, thereby removing an alternative emergency access route between the southern and northern fill pads. Like the Project, Alternative 4 would be subject to the Fire Department's fuel modification requirements as well as other general fire safety standards, and a fuel modification plan similar to that of the Project would be implemented. Overall, impacts would be less than significant and less as compared to Project.

I. Utilities

(1) Water Supply

A short-term demand for water would occur during construction of Alternative 4. However, given the reduced level of construction, such demand would be less than that of the Project, and impacts would be less than significant.

Operation of Alternative 4 would generate new water demand associated with the new uses and daytime population. This demand would be less than that of the Project

given the relative reduction in floor area and population, and as such, impacts to water supply would be less than significant. Alternative 4 would involve the construction of on- and off-site water infrastructure, including a water tank, similar to that proposed as part of the Project, however, the water lines would extend deeper into the Ranch. With completion of the improvements, impacts with respect to water delivery and fire flows would be less than significant and similar to the Project. In addition, because the existing on-site private well water system would not serve the Development Area, impacts with respect to the existing private well water system would be less than significant, similar to the Project.

(2) Wastewater/Sewage Disposal

Construction of Alternative 4 would result in a temporary increase in wastewater generation. However, given the reduced level of construction, wastewater flows would be less than those of the Project, and impacts would be less than significant.

Operation of Alternative 4 would result in a net increase in wastewater generation associated with the new uses and daytime population. This generation would be less than that of the Project given the relative reduction in floor area and population, but it would require the extension of sewer lines deeper into the Ranch. Impacts on wastewater treatment capacity would be less than those of the Project. Alternative 4 would also involve the construction of on- and off-site sewer infrastructure, similar to that proposed as part of the Project. With completion of the improvements, impacts with respect to wastewater conveyance would be less than significant, similar to the Project. Additionally, like the Project, Alternative 4 would require approval by LAFCO to annex the fill pads and the other developed areas of the Ranch into the Santa Clarita Valley Sanitation District of Los Angeles County.

(3) Solid Waste

As with the Project, construction of Alternative 4 would involve site grading/ preparation and building construction activities. These activities would generate construction wastes that would be recycled or collected by private waste haulers and taken for disposal at the County's inert landfills. When compared to the Project, this Alternative would result in a decreased amount of building area. As discussed in Section V.L.3, Utilities and Service Systems–Solid Waste, unclassified landfills generally do not face capacity shortages and would have adequate capacity to accommodate the Project. Thus, as with the Project, construction impacts relative to solid waste would be less than significant under Alternative 4. Due to the decreased generation of construction and demolition wastes under this Alternative, construction impacts relative to solid waste would be less than those of the Project.

During operation, Alternative 4 would generate municipal solid waste associated with the studio-related uses. Due to the reduction in building area, this Alternative would result in a decrease in annual waste disposal when compared to the Project. As discussed in Section V.L.3, Utilities and Service Systems–Solid Waste, the Project would not generate solid waste at a level that would require construction of new disposal facilities or the expansion of existing recycling or disposal facilities. Thus, similar to the Project, impacts associated with solid waste disposal capacity under Alternative 4 would be less than significant. Such impacts would be less than those that would occur under the Project.

(4) Energy

(a) Electricity

During construction, electricity would be consumed to operate construction equipment and light construction activities. However, given the reduced level of construction, electricity usage would be less than that of the Project, and impacts would be less than significant.

Operation of Alternative 4 would result in a net increase in electricity demand associated with the new uses and daytime population. This demand would be less than that of the Project given the relative reduction in floor area and population; however, it would require the extension of new power lines deeper into the Ranch. Impacts would be less compared to the Project. Alternative 4 would also involve the construction of on-site electrical infrastructure, including an electrical substation and central utility plant. With completion of the utility improvements, impacts with respect to electrical transmission would be less than significant, similar to the Project.

(b) Natural Gas

The construction of new buildings and infrastructure typically does not involve the consumption of natural gas. Therefore, impacts on natural gas associated with short-term construction activities would be less than significant, similar to the Project.

Operation of Alternative 4 would result in a net increase in natural gas demand associated with the new uses and daytime population. This demand would be less than that of the Project given the relative reduction in floor area and population, however, it would require the extension of new gas lines deeper into the Ranch. Impacts would be less compared to the Project. Alternative 4 would also involve the construction of on-site gas infrastructure, which is anticipated to connect to an existing gas line within Placerita Canyon Road, as well as construction of the central utility plant. With completion of the

utility improvements, impacts with respect to natural gas distribution would be less than significant, similar to the Project.

m. Environmental Safety/Fire Hazards

(1) Construction

Similar to the Project, during construction activities under Alternative 4, hazardous materials would be used, handled and/or stored in small amounts. However, as with the Project, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Thus, similar to the Project, construction-related impacts associated with the use of hazardous materials under Alternative 4 would be less than significant.

Alternative 4 would not require removal of the uninhabited structure in the Development Area as new development under Alternative 4 within the Development Area would generally be limited to the fill pads. Thus, asbestos and lead-based paints would not have the potential to be encountered during construction activities under this Alternative. However, the positive environmental benefit of safely removing these possible hazards from the environment (which could otherwise expose future populations to asbestos and lead-based paints if such materials were disturbed) would not be realized under this Alternative.

Similar to the Project, Alternative 4 would involve construction activities, such as demolition, excavation, and grading, that could unearth previously unidentified contaminated soils or underground features, including USTs. However, as with the Project, compliance with regulatory requirements and implementation of mitigation measures would ensure that potential impacts associated with the exposure to any hazards associated with such soils or underground features would be less than significant.

In addition, similar to the Project, this Alternative would also include improvements within the Development Area located in close proximity to abandoned wells, and off-site infrastructure improvements constructed in close proximity to active and abandoned wells. However, like the Project, Alternative 4 would comply with all regulatory requirements associated with proximity to active and abandoned wells, including DOGGR requirements that require that access to the wells be maintained. As a result, similar to the Project, Alternative 4 would have a less than significant impact on active or known abandoned oil wells.

Overall, with compliance with regulatory requirements and implementation of mitigation measures, potential hazards impacts associated with construction activities under Alternative 4 would be less this significant. These impacts would be similar to those of the Project.

(2) Operation

Similar to the Project, Alternative 4 would provide for film production activities, which would use small amounts of hazardous substances. Like the Project, all hazardous materials would be handled, used, stored, and disposed of in accordance with all applicable federal, state and local requirements. In addition, similar to the Project, no USTs, ASTs or active oil wells would be impacted by use of the Development Area and areas of the Ranch to the east since such facilities are not known to exist within these areas. Finally, as with the Project, operation of Alternative 4 would comply with all regulatory requirements associated with proximity to active and abandoned oil wells near the off-site infrastructure improvements and abandoned wells within the Development Area. Thus, potential hazards impacts associated with operation of Alternative 4 would be less than significant. Such impacts would be similar to those of the Project.

As portions of the Ranch, including the Development Area, are located within a VHFHS Zone, Alternative 4 would expose the new studio uses and the associated population to potential fire hazards. However, through compliance with applicable Fire Code and County Fire Department requirements, as well as approval and implementation of a fuel modification plan, as required, impacts with respect to wildfire risk would be less than significant, similar to the Project's.

n. Land Use

(1) Land Use Consistency

Development contemplated under Alternative 4 would require the same discretionary approvals as the Project, including a local plan amendment, zone change vesting tentative tract map, CUP, parking permit, oak tree permit, and approval for vacation of a portion of Delden Road, along with various approvals by and/or permits from LAFCO, ACOE, CDFG, RWQCB, the Fire Department, and Caltrans.

Alternative 4 would be generally consistent with the regulatory framework relative to land use, including the County's General Plan, Area Plan, Planning and Zoning Code**,** Hillside Requirements, Green Building Program, SCAG's RTP, Growth Vision Report, and RCP, SCAQMD's AQMP, and Metro's CMP, and it would implement the same beneficial policies/provisions set forth in these regulatory documents as well as achieve the same local and regional goals and objectives as the Project. Further, some Project benefits,

such as the public multi-use trail to be provided on the Ranch south of Placerita Canyon Road, would be implemented. As such, land use consistency impacts would be less than significant and similar to those of the Project.

(2) Land Use Compatibility

The land uses associated with Alternative 4 would be the same as those proposed as part of the Project. However, under Alternative 4, new development would be spread throughout a larger area of the Ranch, which would likely conflict with existing outdoor filming activities in the Ranch. Nonetheless, given the distance between the Development Area and surrounding properties, the existing relationships between on- and off-site land uses would generally be maintained, and Alternative 4 would not disrupt, divide, or isolate any existing neighborhoods or communities. Impacts associated with land use compatibility would be less than significant, similar to the Project.

3. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES

Alternative 4 would not meet the Project's underlying purpose to provide for at least eight soundstages within a state-of-the-art motion picture and television studio within the westernmost portion of the Ranch, while maintaining the scenic qualities and existing operational activities at the Ranch, including the use of outdoor filming sets and venues and intermittent agricultural operations. Alternative 4 would have a significant impact on outdoor filming. While Alternative 4 would meet most of the Project's objectives, given the significant impact on outdoor filming, the fundamental operational objectives of the Project would not be achieved.

Specifically, Alternative 4 would meet several of the Project's land use and planning objectives, including the following: developing at least eight soundstages and associated production support facilities; transforming the barren fill pads; implementing a comprehensive landscaping program that emphasizes the use of native and drought-tolerant landscaping; locating proposed buildings and structures outside the 100-year flood plain; and ensuring appropriate infrastructure capacity. Alternative 4, however, would restore and enhance less of Placerita Creek than would be enhanced under the Project. Given the minimal grading and resulting increased fill pad elevation when compared to the Project, Alternative 4 would have increased impacts on views of Placerita Creek and the surrounding hillsides of Placerita Canyon. It also would increase the visibility of the Development Area from existing outdoor filming areas within the remainder of the Ranch and develop areas currently used for outdoor filming, significantly disrupting existing filming activities. Alternative 4 would implement a less comprehensive oak tree planting program than would occur under the Project. Alternative 4 would not minimize the amount of land within the Ranch to be developed, cluster and focus new development within the existing fill pad areas to reduce the area of impact, or provide for a consolidated, efficiently planned

development while minimizing the impact to outdoor filming within the Ranch. Alternative 4 also would not achieve the following to the same extent as the Project: maintaining the rural setting of the Development Area and the Ranch; locating more intensive production uses closest to SR-14; maintaining the acreage used for outdoor filming and existing filming backdrop areas within the Ranch; minimizing visibility of the Development Area from existing outdoor filming areas within the Ranch and retaining the ability to film in a natural setting; and developing new buildings at grades that minimize visibility from off-site.

Alternative 4 would meet one of the Project's operational objectives: providing a secure environment. However, given its impacts on existing outdoor filming uses, Alternative 4 would not consolidate indoor and outdoor production uses on a single site or provide flexibility to respond to evolving market conditions and production needs, as this Alternative would not allow the development of the Studio Office Option. It would not provide the flexibility to host up to six first year productions (in twelve soundstages), although it could host up to two mature productions (in eight soundstages), along with additional post-production facilities associated with those shows.

Alternative 4 would meet some of the Project's transportation, parking, access, and transit objectives, including the following: improving vehicular access between SR-14, Placerita Canyon Road, and other local roadways in the Project vicinity; ensuring adequate vehicular queuing areas and lines of sight at entrances and exits in the Development Area; and promoting the use of recreation trails within the Project vicinity. However, given the minimal grading of the fill pads and expansion of the development footprint, Alternative 4 would not provide for a smooth connection between the fills pads and the other developed areas of the Ranch and, accordingly, would not promote internal access within the Ranch to the same extent as the Project.

Alternative 4 would meet the sustainability objectives, including the following: implementing a comprehensive program of resource protection, enhancement, and conservation; promoting sustainability, including measures to increase efficiency and the use of renewable resources while decreasing use of non-renewable energy; using green building design and construction practices as well as new technologies to reduce the consumption of energy and water; implementing green building design and construction practices capable of achieving LEED™ Silver certification for several buildings; using drought-tolerant plant species, including native and non-native plants, for a minimum of 75 percent of total landscaping in order to minimize water usage; using planted areas and bio-swales to promote groundwater infiltration and reduce stormwater runoff; and promoting the efficient use of water through incorporation of water conservation measures.

Finally, Alternative 4 would meet several of the Project's economic objectives, although not to the same degree as the Project, including the following: providing for

studio-related uses on the Ranch to meet the growing and changing needs of the entertainment industry; expanding the economic base of the County and the City of Santa Clarita by generating additional employment opportunities and revenues; providing jobs in a housing rich area; creating construction jobs; and providing a boost to the local economy. However, given the significant impact of Alternative 4 on the existing outdoor filming on the Ranch, Alternative 4 could decrease the economic boost to the local economy and affect the expansion of the entertainment industry locally and regionally.

Overall, Alternative 4 would not meet the Project's underlying purpose and several basic Project objectives addressing: (1) land use and planning; (2) operations; (3) transportation, parking, access, and transit; (4) sustainability; and (5) economic development.

E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Under CEQA Guidelines Section 15126.6(e)(2), an analysis of alternatives to a project must identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives. With respect to identifying an Environmentally Superior Alternative among those analyzed in this Draft EIR, the range of viable alternatives includes the No Project/No Build Alternative (Alternative 1), the Development in Accordance with Existing Plans Alternative (Alternative 2), the Reduced Program Alternative (Alternative 3), and the Alternative Design with Reduced Program Alternative (Alternative 4).

A comparative summary of the environmental impacts anticipated under each alternative with the environmental impacts associated with the Project is provided in Table VI-2 on page VI-9. A detailed discussion of the potential impacts associated with each alternative is provided above, with comparisons to the impacts of the Project. Pursuant to Section 15126.6(c) of the CEQA Guidelines, the discussion below addresses the ability of the alternatives to "avoid or substantially lessen one or more of the significant effects" of the Project.

Of the alternatives analyzed in this Draft EIR, Alternative 1, the No Project/No Build Alternative is considered the Environmentally Superior Alternative as it would reduce the impacts occurring under the Project. In addition, all of the significant and unavoidable impacts under the Project would be eliminated under the No Project/No Build Alternative. However, as indicated above, this Alternative would not meet the objectives established for the Project.

In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives indicates that Alternative 3, the Reduced Program Alternative, would be the Environmentally Superior Alternative. As summarized in Table VI-2, this Alternative

would reduce more of the Project impacts compared to the other remaining alternatives.[11] However, the Reduced Project Alternative would not eliminate any of the significant impacts of the Project. Specifically, the significant short-term impacts associated with regional construction air emissions and off-site construction noise would remain, as would cumulative operational mobile noise and cumulative construction traffic impacts.

In addition, as described above, this Alternative would not meet the Project's underlying purpose to provide for at least eight soundstages within a state-of-the-art motion picture and television studio within the westernmost portion of the Ranch. In addition, Alternative 3 would not fulfill many of the basic objectives of the Project.

[11] *Although Alternative 3 would not avoid the Project's significant and unavoidable cumulative construction traffic impact, which would only occur if haul trips associated with the Alternative coincide with those of the Kellstrom Project (Related Project No. 3) and which would be avoided under Alternative 4, a comparative evaluation of Alternatives 3 and 4 demonstrates that Alternative 4 would result in greater impacts than Alternative 3 with respect to nine environmental issues, as indicated in Table VI-2.*

VII. Other Environmental Considerations

VII. OTHER ENVIRONMENTAL CONSIDERATIONS

A. SIGNIFICANT UNAVOIDABLE IMPACTS

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 V, Environmental Impact Analysis, of this Draft EIR.

1. Noise

As analyzed in Section V.C, Noise, short-term significant noise impacts would be expected from the off-site utility infrastructure installations. Compliance with the recommended mitigation measures would reduce construction noise impacts at the sensitive receptors near the off-site utility infrastructure construction areas, to the greatest extent feasible. Nevertheless, construction noise impacts during the off-site utility infrastructure installation would remain significant even with implementation of the proposed mitigation measures. Similarly, short-term cumulative construction noise impacts associated with construction of the off-site infrastructure improvements and construction of nearby Related Projects would also remain significant.

Cumulative off-site traffic volumes would result in a significant operational noise impact affecting the existing residential development along Placerita Canyon Road west of Sierra Highway. There are no feasible mitigation measures to reduce this impact since vehicular access to and from the single-family residential uses is provided via driveways along Placerita Canyon Road and construction of a noise barrier wall at these locations would interfere with property access.

2. Air Resources—Air Quality

As analyzed in Section V.E.1, Air Resources—Air Quality, construction-related daily maximum regional construction emissions would exceed the South Coast Air Quality Management District's daily significance thresholds for VOCs and NO_X, which is the mixture of nitric oxide and NO_2. However, emissions estimates do not take into account recently promulgated emission standards for off-road diesel construction equipment, such as bulldozers, loaders, backhoes and forklifts, and many other self-propelled off-road diesel

vehicles. Actual construction activities would, on average, occur at a somewhat reduced level compared to the maximum predicted day and would have a corresponding reduction in pollutant emissions. Accordingly, the modeled set of conservative assumptions overstates the potential air quality impacts. Nevertheless, the Project's regional air quality impacts during construction would be significant and unavoidable even with incorporation of feasible mitigation measures. Cumulative regional air quality impacts associated with construction of the Project also would remain significant.

3. Traffic, Access, and Parking

As analyzed in Section V.J, Traffic, Access, and Parking, to the extent that haul trips associated with construction of the Kellstrom Project (Related Project No. 3) coincide with soil export trips generated by the Project, such cumulative impacts could be potentially significant. Short of delaying earthwork activities for one of the projects so as to avoid any overlap, no feasible mitigation measures exist to eliminate this impact. Cumulative construction traffic impacts would therefore be significant and unavoidable to the extent that haul trips associated with the two projects coincide.

B. REASONS WHY THE 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 IV, Project Description, of this Draft EIR, the Ranch is located within the "Thirty Mile Zone," the area within a 30-mile radius of the intersection of Beverly and La Cienega Boulevards in the City of Los Angeles, which is home to the greatest concentration of studio-related activities in California. The Santa Clarita Valley, part of which lies within the Thirty Mile Zone, has become an established location for filming and is one of the most filmed areas in southern California due to its location, varied topography, and abundance of settings. The Santa Clarita Valley area is home to a number of filming ranches, including the Ranch. As such, the film industry is an important contributor to the local and regional economy.

The Project would recognize the synergy of having outdoor filming and indoor motion picture and television production consolidated on the same site location, would help satisfy the increased demand for production studio space in the Los Angeles area, and would further the establishment of the film industry in the Santa Clarita Valley, which is one three main industries targeted for expansion under the County's One Valley One Vision Plan. The Project would provide needed support for the local economy and numerous employment opportunities in an area with much housing but fewer job opportunities, thereby improving the jobs/housing balance of the Santa Clarita Valley.

The Project, which would provide for the development of a state-of-the-art studio and associated film and television production facilities within the westernmost portion of the Ranch, would be a natural extension of the outdoor filming uses that have occurred at the Ranch since at least the 1950s and that are currently permitted by Conditional Use Permit No. 04-089-(5). The Project would cluster development of the studio within 58 acres on the westernmost portion of the Ranch, leaving approximately 195 acres for continued outdoor filming and 637 acres as a mostly undeveloped filming backdrop. The development would be located in an area that is highly disturbed and next to SR-14, and would incorporate two large, mostly barren fill pads of approximately 24 acres created by Caltrans during construction of SR-14 in the early 1970s. These fill areas would be graded and transformed by enhanced landscaping and architecture that would blend with the surrounding rural environment. The eroding slopes of the fills pads would be stabilized and revegetated with native vegetation. Accordingly, the Project would balance the need for indoor motion picture and television production facilities in the County and economic growth in the Santa Clarita Valley with protection of the surrounding rural environment of the remaining, mostly undeveloped area of the Ranch.

The Project would implement "green" design features with the studio-related uses at the Ranch and would incorporate sustainability features from the County's Green Building ordinance, Low Impact Development ordinance and Drought-Tolerant Landscaping ordinance. In particular, many of the proposed buildings would achieve LEED™ Silver Certification or LEED™ Certification. Specifically, the soundstages, production offices, and administration building would comply with the County's Green Building Standards and achieve LEED™ Silver Certification. The commissary would comply with the County's Green Building Standards and achieve LEED™ Certification. The writers/producers bungalows would comply with the County's Green Building Standards. While the mills and the warehouse are exempt from County Code Sections 22.52.2130.C.1 and 22.52.2130.D regarding energy conservation and third party rating systems, they would comply with the other applicable sections of the County's Green Building ordinance and achieve equivalency of LEED™ Certification. The substation and central utility plant would be exempt from the County's Green Building ordinance. In addition, central to the development concept for the Project are sustainability features that would minimize the

consumption of natural gas and other carbon-based fuels and their associated greenhouse gas emissions. Design features would include the following measures or any equivalent measures designed to achieve the same results at minimum: photovoltaic technology on selected roofs; use of color and shade structures such as awnings or canopies to reduce the heat island effect; the use of highly efficient electric and heating, ventilation, and air-conditioning (HVAC) equipment (housed in a central utility plant); and the use of drought-tolerant plant species, including native and non-native plants, for a minimum of 75 percent of total landscaping. Water conservation and design features would include the following measures or any equivalent measures capable of achieving at least the same results: low flow/ultra low-flow fixtures, energy star appliances, and the use of drip irrigation systems. The Project also would incorporate a recycling program.

As part of the Project, a water tank would be constructed on the Ranch south of Placerita Canyon Road. The approximately 2,000,000-gallon steel tank would provide supplemental capacity for NCWD, consistent with their 2001 Master Plan, which called for approximately four million gallons of future storage needs in the area.

Several alternatives to the Project were considered as discussed in Section VI, 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 the underlying purpose of the Project or most of the Project's objectives.

The No Project/No Build Alternative would avoid the Project's significant impacts and would be the environmentally superior alternative. However, this alternative is not feasible as it would not meet the underlying purpose of the Project.

The Alternative Site Alterative would fail to meet the Project's key land use and planning, operational, and economic objectives, such as the provision of soundstages and associated production support facilities within the Ranch, transformation of the portion of the Ranch currently comprised of mostly barren fill pads, consolidation of indoor and outdoor production uses on a single site, continued support of the Ranch's role in the entertainment industry though the provision of studio-related uses, and the provision of jobs in a housing rich area. The Project's decrease in VMT due to the synergy of having outdoor and indoor filming on the same site would not be possible to the same extent if the Project were developed at another site or distributed among many smaller sites. For example, due to the substantial internal trip capture between the Project's outdoor filming and indoor film production, traffic generation from the Development Area would be less than the traffic generation resulting from development of the Project at a distant location or development of the Project components within a number of separate smaller properties. Development at an alternative site or several smaller sites also would likely not avoid the

Project's significant construction-related air quality impacts as such impacts would merely be relocated to an alternative location(s) or the Project's significant noise impacts expected from off-site utility infrastructure installations if the same infrastructure were required at the alternative site. In addition, cumulative regional air quality impacts associated with construction of the Project are not based on geography, so these impacts would occur regardless of the Project's exact location within the South Coast Air Basin. Finally, development of the Project at an alternative site could potentially produce other environmental impacts, for example, impacts on traffic, cultural resources, land use compatibility, aesthetics/view, that otherwise would not occur at the Ranch. Although the Project would have significant, unavoidable impacts on air quality, noise, and cumulative traffic during construction, these impacts could be cumulatively less than if the Project were located at a different site or several smaller sites.[1]

C. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

According to CEQA Guidelines Section 15126.2(c), an EIR must evaluate significant irreversible environmental changes that would be caused by implementation of a project. As stated in CEQA Guidelines Section 15126.2(c):

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The Project would necessarily consume non-renewable resources and resources that are effectively non-renewable due to their long regeneration time during both construction and operation. The Project would require a commitment of non-renewable and renewable resources that would include: (1) building materials; (2) water; and

[1] *The Project's cumulative construction traffic impact would only occur to the extent soil export trips associated with the Project coincide with construction-related trips associated with one of the nearby related projects. As this impact is location specific, it might not occur at another site. Conversely, cumulative construction traffic impacts could potentially occur, and could potentially be worse than under the Project, at another site depending on local traffic conditions and the proximity of other construction projects.*

(3) energy resources. Specifically, during construction of Project buildings, the Project would consume non-renewable resources that would include the following building materials: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt, such as sand, gravel and stone; metals, such as steel, copper, and lead; and petrochemical construction materials, such as plastics. As stated in Section V.L.3, Utilities and Service Systems–Solid Waste, of this Draft EIR, during construction, the Project would divert at least 75 percent of construction and demolition debris from Project construction from landfills. Thus, the consumption of non-renewable building materials, such as lumber, aggregate materials, and plastics, would be reduced. Water, which is a limited, slowly renewable resource, also would be consumed during Project construction. Project consumption of water during construction is addressed in Section V.L.1, Utilities and Service Systems–Water Supply, of this Draft EIR. As concluded therein, given the temporary nature of construction activities, water consumption during Project construction would result in a less than significant impact on water supplies. Furthermore, the Project's use of construction vehicles and equipment would require the consumption of non-renewable fossil fuels such as natural gas and oil. As indicated in Section V.L.4, Utilities and Service Systems–Energy, of this Draft EIR, the consumption of non-renewable fossil fuels for energy use would occur on a temporary basis during construction.

The resources that would be committed during operation of the Project would include water for drinking and washing, and fossil fuels for electricity, natural gas, and transportation. The consumption of water is analyzed in Section V.L.1, Utilities and Service Systems–Water Supply, of this Draft EIR. While Project operation would result in the irreversible consumption of water, the Project would not result in a significant impact with respect to water supply. During ongoing operation of the Project, non-renewable fossil fuels would represent the primary energy source and, thus, the existing finite supplies of these resources would be incrementally reduced. The consumption of non-renewable fossil fuels for energy use is analyzed in Section V.L.4, Utilities and Service Systems–Energy, of this Draft EIR. As analyzed therein, the Project's estimated electricity and natural gas demand would be within the anticipated service capabilities of SCE and The Gas Company. The Project also would comply with Title 24 of the California Code of Regulations, which sets forth the Building Energy Efficiency Standards to limit the amount of energy consumed by the Project. Furthermore, most of the new buildings for the Project would be designed and constructed to achieve the equivalent of LEED™ certification, at minimum, and would comply with the County's Green Building ordinance. Specifically, as previously indicated, the soundstages, production offices, and administration building would comply with the County's Green Building Standards and achieve LEED™ Silver Certification. The commissary would comply with the County's Green Building Standards and achieve LEED™ Certification. The writers/producers bungalows would comply with the County's Green Building Standards. While the mills and the warehouse are exempt from County Code Sections 22.52.2130.C.1 and 22.52.2130.D regarding energy conservation and third party rating systems, they would comply with the other applicable

sections of the County's Green Building ordinance and achieve equivalency of LEED™ Certification. The substation and central utility plant would be exempt from the County's Green Building ordinance.

As discussed in Section V.M, Environmental Safety/Fire Hazards, film production activities, including construction of on-site sets, can require the use, storage, and handling of hazardous materials. These hazardous materials can include, but are not limited to, hydraulic fluid, propane, carbon dioxide, oxygen and acetylene gas, paint thinner, acetone, buckets of paint waste, (which are hauled away for off-site disposal), fiberglass, foam, fog solution (glycol based), mineral oil, explosives (e.g., black powder, gas), batteries, and diesel fuel. These hazardous materials would be used, handled, stored, and disposed in accordance with manufacturer's instructions and applicable government regulations and standards. Compliance with these regulations and standards would serve to protect against significant and irreversible environmental change resulting from the accidental release of hazardous materials. In addition, demolition activities would comply with regulatory requirements to ensure asbestos and lead-based paints are not released into the environment. Compliance with such regulations would serve to protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials. Similarly, mitigation has been included to address any hazardous materials discovered during construction.

Based on the above, Project construction and operation would be committed to the use of slowly renewable and nonrenewable resources and would limit the availability of these resources and the Project's building site for future generations or for other uses during the life of the Project. However, the continued use of such resources would be on a relatively small scale. As a result, the nonrenewable resources would not result in significant irreversible changes to the environment.

D. GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126.2(d) requires and EIR to consider growth-inducing impacts of a project. Growth-inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to the CEQA Guidelines, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a waste water treatment plant). In addition, as set forth in the CEQA Guidelines, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. The CEQA Guidelines also state that it must not be assumed that growth in an area is necessarily beneficial, detrimental or of little significance to the environment. As discussed in the Initial Study prepared for the Project, which is provided in Appendix A of this Draft EIR, the Project would not include any housing which would increase the local or

regional population. However, the Project could induce substantial direct or indirect population growth through the creation of new jobs. Project-generated employment growth would not exceed the established SCAG regional forecast for employment growth in the County of Los Angeles.

With regard to infrastructure-induced population growth, all roadway improvements planned for the Project or as mitigation are intended to improve access to the Ranch and the Development Area, reduce vehicle idling and queuing, improve access to public transit, and minimize use of automobiles and trucks travelling throughout the Development Area. These roadway improvements would not open any large undeveloped areas for new use. Utility and other infrastructure upgrades are also intended to meet Project-related demand. Specifically, the new water and wastewater lines and electrical and natural gas infrastructure have been designed to provide for the Project and would not generate substantial capacity that would induce growth. The new wastewater line would convey wastewater flows westerly from the Development Area through an existing, low density, residential neighborhood that was included in the capacity analysis performed in the Sewer Area Study. Thus, this wastewater line is unlikely to increase density. In addition, while the Newhall County Water District would require the construction of an approximately 2,000,000 gallon water tank, which is greater than the 730,000 gallon storage capacity required for the Project, the 2,000,000 tank would meet NCWD's projected service area needs, as determined in the NCWD's 2001 Master Plan.[2,3] In addition, the Project's demand for commercial goods and services would be met by new retail, services and community facilities, and by existing retail, service and other resources already located within proximity to the Project site. No new development specifically to meet the Project's scale of commercial demand would be needed. In conclusion, the Project is not expected to indirectly induce population growth through the construction of infrastructure or the demand for commercial goods or services.

E. CHANGE OF CHARACTER IMPACTS

Change of character impacts relate to changes in land use pattern, scale, or character, or reduction of agricultural land. As discussed in Section V.N, Land Use, and Section V.I, Visual Qualities, of this Draft EIR, the Project would provide studio uses and production facilities integrated within the existing filming ranch. Specifically, Project development would be generally limited to the westernmost 58 acres within the 890-acre Ranch adjacent to SR-

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[2] *The Project's required storage capacity of 730,000 gallons is based on Project's demand for 90,594 gpd of domestic water and total fire flow demand of 630,000 gallons, yielding a total of 720,594 gallons.*

[3] *Master Plan for Newhall Division of Newhall County Water District, NCWD, October 5, 2001.*

14, such that 195 acres would continue to operate as a working filming ranch with some intermittent agricultural uses, while approximately 637 acres of the Ranch would continue to be used primarily as a filming backdrop with some intermittent agricultural and oil production uses. The proposed buildings would be designed to reflect the existing agrarian and rustic character of the Ranch and integrated into the topography of the site. Furthermore, much of the new development would be screened from view from Placerita Canyon Road and SR-14 by a vegetation barrier (i.e., a screening berm with native plants) heavily planted with trees and shrubs. While the Project would involve urban-type improvements such as the installation of street signals along Placerita Canyon Road and utility infrastructure, such improvements are not uncommon in the area surrounding the Ranch. Sidewalks would not be introduced along Placerita Canyon Road, thus maintaining the roadway's rural character. Further, development in this location would be consistent with the pattern of freeway-oriented commercial development evident in the Project area.

Implementation of the proposed Design Guidelines would ensure the Project would provide for a visually appealing, high quality environment. Changes in the visual context of the Development Area and other portions of the Project site would be tempered by the introduction of landscaping and landscaped open space areas, such as pedestrian courtyards and the revitalized creek. Further, the Project would provide for a cohesive site design in part by ensuring architectural compatibility and integration with the surrounding natural environment, thus creating a new, positive visual identity within the western portion of the Ranch. Similarly, once constructed, other than limited aboveground infrastructure such as a booster pump station and a sewer crossing of the LADWP aqueduct, the proposed off-site utilities would be entirely underground, and the Off-Site Infrastructure Improvement Areas would be returned to their existing uses. Similarly, the SCE power pole replacements would occur in approximately the same locations as existing poles, within public right-of-way, as would the proposed roadway intersection improvements. Therefore, the off-site improvements would not result in a change in existing land use or character. As such, the Project would be consistent with the existing land use pattern, scale, and character of the general area.

F. POTENTIAL SECONDARY EFFECTS

CEQA Guidelines Section 15126.4(a)(1)(D) requires "if a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed." With regard to this section of the 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, listed by environmental issue area.

1. Geotechnical Hazards

Mitigation Measures (MM) A-1, MM A-2, and MM A-3 pertain to the submission of a final Geotechnical Investigation Report, compliance with the design recommendations provided therein, and compliance with regulatory requirements, including submission of a grading plan. These mitigation measures are procedural actions and would not result in physical secondary impacts. Therefore, no potential secondary impacts would occur.

2. Flood Hazards

MM B-1 and MM B-2 pertain to the approval of a final hydrology and hydraulic study, compliance with the associated conditions of approval, and compliance with regulatory requirements. These mitigation measures are procedural actions and would not result in physical secondary impacts. Therefore, no potential secondary impacts would occur.

3. Noise

MM C-1 through MM C-6 pertain to construction noise impacts. MM C-1 addresses the hours when construction activities are allowed to occur. This mitigation measure is a procedural action to reduce noise impacts and would not result in physical secondary impacts.

MM C-2 requires power construction equipment be equipped with state-of-the-art noise shielding and muffling devices. Implementation of this mitigation measure would be beneficial in reducing noise impacts and not result in adverse secondary impacts.

MM C-3 requires notification of residences near the construction zone of the off-site water and sewer improvements. This mitigation measure is a procedural action to alert residents to potential construction noise and would not result in physical secondary impacts.

MM C-4 pertains to the design of the central utility plant so as to limit noise impacts. Any secondary impact would be beneficial in that noise impacts would be limited.

MM C-5 pertains to the design of the booster pump station so as to limit noise impacts. Any secondary impact would be beneficial in that noise impacts would be limited.

MM-6 limits the hours of construction for the off-site utility improvements and thus would not result in physical secondary impacts.

4. Water Quality

MM D-1 and MM D-2 pertain to the submission of a septic tank feasibility report and compliance with the requirements of the County Department of Public Health and other applicable agencies. These mitigation measures are procedural actions and would not result in physical secondary impacts. Therefore, no potential secondary impacts would occur.

5. Air Resources—Air Quality

MM E.1-1 through MM E.1-8 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, prohibition of idling in excess of 5 minutes, phasing and scheduling of construction emissions to avoid emission peaks, limitations regarding mass grading, and use of electricity from power poles rather than temporary diesel- or gasoline-powered generators. These mitigation measures give special consideration during the contract bidding and selection process to proposals that incorporate specific equipment, filters, and catalysts and/or a commitment to use aqueous diesel or bio diesel. These mitigation measures also require use of low and non-VOC containing paints and other materials and prohibit construction activities associated with the trail from occurring during the same time as grading activities within the Ranch. In addition, MM E.1-7 would limit mass grading to 10 acres per day. 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.

6. Air Resources—Global Climate Change

Impacts on climate change would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

7. Biological Resources

MM F-1 requires implementation of the final Habitat Mitigation and Monitoring Program to mitigate impacts to ACOE/RWQCB “waters of the U.S./waters of the State” and CDFG jurisdictional streambeds. Implementation of this mitigation measure would be beneficial in reducing impacts to plant communities and habitats and would ensure compliance with applicable regulations. No adverse secondary impacts would result as a result of implementation of this mitigation measure.

MM F-2 prescribes the appropriate schedule for activities with the potential to disturb nesting birds and requires surveys and specific actions in the event that construction

activities occur during specified timeframes. Implementation of this mitigation measure would be beneficial in reducing impacts to nesting birds and would ensure compliance with applicable regulations. No adverse secondary impacts would result as a result of implementation of this mitigation measure.

MM F-3 and MM F-4 pertain to regulated trees. MM F-3 requires implementation of the requirements of the approved Oak Tree and Woodland Mitigation and Monitoring Plan, and recordation of a use restriction over the planted mitigation areas to protect these areas for purposes of oak woodland conservation, restoration and enhancement. MM F-4 requires implementation of protective measures for oak trees that would be encroached upon in accordance with approved Oak Tree and Woodland Mitigation and Monitoring Program. Implementation of these mitigation measures would be beneficial in reducing impacts to regulated trees and would ensure compliance with applicable regulations. No adverse secondary impacts would result as a result of implementation of these mitigation measures.

MM F-5 requires the preparation and submittal of a "Preliminary Delineation Report for Waters of the U.S." and a Streambed Alteration Notification package. In addition, it requires the Applicant to obtain a Clean Water Act (CWA) Section 404 permit, a Streambed Alteration Agreement, and a CWA Section 401 Water Quality certification and comply with associated conditions. Implementation of this mitigation measure would be beneficial in reducing impacts to jurisdictional waters and would ensure compliance with applicable regulations. No adverse secondary impacts would result as a result of implementation of this mitigation measure.

MM F-6 pertains to the placement of nighttime construction lighting, if needed, away from Placerita Creek. Any secondary impact would be beneficial in that light impacts affecting sensitive habitat would be limited.

MM F-7 and MM F-8 collectively require site surveys during the pre-grading, pre-construction, and construction phases to ensure that impacts to biological resources (inclusive of special-status plants) are minimized and authorize the relocation of any vertebrate species and/or special-status reptile species potentially impacted by Project grading/construction to an appropriate off-site location. 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.

MM F-9 is a procedural measure that requires submission of the Project landscape plan to the County of Los Angeles Department of Regional Planning for review and

approval. No secondary impacts would result as a result of implementation of this mitigation measure.

8. Cultural and Paleontological Resources

MM G-1 through MM G-4 pertain to archaeological resources. MM G-1 requires that a qualified archaeologist monitor all stripping and other earthmoving activities within native soils along the Placerita Creek floodplain within the Development Area. MM G-2 and MM G-3 require that an archaeologist monitor grading and excavation associated with light poles and electronic conduits within the Conditional Parking Areas (if developed) and grading and excavation activities associated with the relocation of the mobile home. MM G-4 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. MM G-5 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 these mitigation measures 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 these mitigation measures.

MM G-6 through MM G-12 pertain to paleontological resources. MM G-6, MM G-7, and MM G-8 require a qualified paleontologist execute a paleontological monitoring plan for certain grading activities, attend a pre-grade meeting to become familiar with certain planned grading activities, and establish a curation agreement, respectively. MM G-9 requires a paleontological monitor to monitor all ground-disturbing activities in the undisturbed northern portion of the Development Area, Water Tank Area, the Trail Area and those portions of the Potential Mobile Home Relocation Areas and the Off-Site Infrastructure Improvement Areas within the Saugus Formation. MM G-10 requires all encountered significant fossils to be collected by the paleontological monitor or the paleontologist. MM G-11 requires the paleontological monitor to collect sediment samples to determine the potential for small fossils in the undisturbed northern portion of the Development Area and utility improvement areas within the Saugus Formation. MM G-12 requires a final report on the monitoring to be prepared by the paleontologist. Implementation of these mitigation measures would be beneficial in reducing impacts to paleontological resources. No adverse secondary impacts would result as a result of implementation of these mitigation measures.

9. Agricultural and Forestry Resources

No significant impacts to designated agricultural or forestry resources would occur, no mitigation would be necessary, and no potential secondary impacts would occur

10. Visual Qualities

MM I-1 and MM I-2 relate to the submission and approval of final design drawings, including detailed lighting plans. These measures are procedural actions and would not result in physical secondary impacts. Therefore, no potential secondary impacts would occur. MM I-3 specifies lighting limitations for bridges and along the creek-side of Project buildings to ensure minimal light trespass on sensitive habitat within Placerita Creek. No adverse secondary impacts would result as a result.

11. Traffic, Access, and Parking

MM J-1 requires the implementation of Construction Traffic Management Plans during construction of the Project. This measure is a procedural requirement that would ensure that construction traffic impacts would be less than significant. No adverse secondary impacts would result as a result of implementation of this mitigation measure.

MM J-2 requires that the Applicant obtain the required permits for truck routes and thus, would not result in adverse physical secondary impacts. MM J-3 requires that the Applicant obtain a Caltrans permit prior to the use of oversized transport vehicles on Caltrans facilities and thus, would not result in adverse physical secondary impacts.

MM J-4 requires a pre- and post-construction analysis (using approved methods) of the County roadways along the Project's haul route to determine whether impacts to the structural integrity of such roadways occur as a result of Project's truck trips during hauling. This measure also requires the posting of a bond to cover the cost of roadway repairs due to impacts caused by the Project's hauling and specifies that the Applicant/Permittee shall be responsible for said repairs to the satisfaction of the County of Los Angeles Department of Public Works. This mitigation measure would not result in adverse secondary effects.

MM J-5 requires the installation of a signal and protected left-turn phasing for southbound Sierra Highway at Sierra Highway and the SR-14 Southbound Ramps. MM J-5 also requires northbound Sierra Highway to be widened to provide a separate right-turn only lane. MM J-6 requires the Placerita Canyon Road westbound approach to provide a right-turn lane onto northbound Sierra Highway at the intersection of Sierra Highway and Placerita Canyon Road. Implementation of these mitigation measures would be beneficial in reducing impacts at impacted intersections. These mitigation measures would not result in adverse secondary effects such as removal of parking spaces or inadequate street widths.

MM J-7 requires the installation of a signal at the intersection of the current Ranch Main Entrance and Placerita Canyon Road. In addition, MM J-7 requires the restriping of

the eastbound approach of Placerita Canyon Road and the restriping of the southbound approach exiting the Development Area. Implementation of this mitigation measure would be beneficial in improving access to the Development Area and the Ranch. This mitigation measure would not result in adverse secondary effects.

MM J-8 involves improvements at the new Ranch main entrance on Placerita Canyon Road and the SR-14 northbound off-ramp, if approved by Caltrans, and includes widening the off-ramp to provide three lanes (one left-turn lane, one optional through and left-turn lane, and one right-turn lane), signalization of the intersection, a prohibition on eastbound to northbound left turns, and a restriction on southbound movements to right turns only. Implementation of this mitigation measure would be beneficial in improving access to the Development Area. This mitigation measure would not result in adverse secondary effects.

MM J-9 requires the Applicant to pay its pro rata share for the widening of southbound Sierra Highway to provide a second left-turn only lane at the intersection of Sierra Highway and the SR-14 Southbound Ramps. Similarly, MM J-10 requires the Applicant to pay its pro rata share for the widening of the Sierra Highway northbound approach at the intersection of Sierra Highway and Placerita Canyon Road. Implementation of these mitigation measures would be beneficial in reducing cumulative impacts at two of the four study intersections. These mitigation measures would not result in adverse secondary effects.

MM J-11 requires the Applicant to pay its fair share of Eastside Bridge and Major Thoroughfare District fees prior to recordation of the final map in accordance with LACDPW requirements. This measure would not result in adverse secondary effects.

12. Public Services—Law Enforcement

Impacts on law enforcement would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

13. Public Services—Fire Protection

Impacts on fire protection would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

14. Utilities—Water Supply

Impacts on water supply would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

15. Utilities—Wastewater/Sewage Disposal

Impacts on wastewater/sewage disposal would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

16. Utilities—Solid Waste

Impacts on solid waste would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

17. Utilities—Energy

Impacts on energy would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

18. Environmental Safety/Fire Hazards

MM M-1 requires excavation and grading to be temporarily halted within an area where previously unidentified soil contamination is observed or indicated by testing. Appropriate evaluation and follow-up measures, as contained in the South Coast Air Quality Management District's (SCAQMD's) Rule 1166, must be implemented to make the area suitable for construction activities to resume. MM M-2 requires a qualified professional to observe and test the surrounding soil for the presence of contaminants during grading for construction of the proposed water tank and associated water line and construction in the westernmost portion of the Development Area containing abandoned oil wells. Any soil found to be contaminated shall be managed in full compliance with environmental laws including SCAQMD Rule 1166. Similarly, MM M-3 requires a qualified professional to conduct soil testing for pesticides, petroleum hydrocarbons, and vapors in Project areas where agricultural operations and oil production activities have occurred but testing has not been previously conducted (i.e., the portion of the Development Area located east of the southern fill pad, the Water Tank Area, and the Conditional Parking Areas, if developed) and subsequent management in compliance with laws and regulations should any contamination be found. Implementation of these mitigation measures would be beneficial in reducing in reducing hazardous impacts and would ensure compliance with applicable regulations. No adverse secondary impacts would result as a result of implementation of these mitigation measures.

MM M-4 and MM M-5 require that the Applicant provide a copy of the qualifications of the asbestos abatement contractor and the lead-based paint abatement contractor to ensure compliance with applicable regulations. These mitigation measures would not result in adverse physical secondary impacts.

MM M-6 requires Project compliance with the required setbacks from oil and gas wells and associated building design requirements, in accordance with DOGGR requirements and the County of Los Angeles Building Code. No adverse physical secondary impacts would result from this coordination.

MM M-7 requires that the Applicant submit documentation to the County of Los Angeles Fire Department to verify that all oil wells within 200 feet of Project buildings or structures have been properly abandoned according to required standards, and that the wells are re-abandoned in accordance with DOGGR requirements if the wells were not abandoned properly. Submittal of this plan would not result in physical secondary impacts.

19. Land Use

Impacts on land use would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

G. EFFECTS NOT FOUND TO BE SIGNIFICANT

CEQA Guidelines Section 15128 requires an EIR to contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the EIR. An Initial Study was prepared for the Project and is included in Appendix A of this Draft EIR. The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons each topical area is or is not analyzed further in the Draft EIR. The County determined through the Initial Study that the Project would not result in potentially significant impacts in response to mineral resources; education; and population, housing, employment, or recreation. A summary of the analysis provided in Appendix A for these issue areas is provided below.

1. Mineral Resources

Mineral resources (and related mining activities) are present in the surrounding area of the Ranch, most notably in the area west of SR-14. However, the Development Area does not contain any known mineral resources. In addition, the Project would not affect the continued oil production activities that occur within the southwest corner of the Ranch or the general site vicinity. No impacts to mineral resources would occur.

2. Public Services—Education, Parks, and Libraries

The Project does not propose any residential development that could create any of the following: capacity problems at the district level, capacity problems at individual schools, or direct demand for student transportation. In addition, the Project does not

propose any residential development that could generate direct demand for parks or libraries. No impacts related to education, parks or libraries would occur.

3. Population/Housing/Employment/Recreation

The Project does not propose any housing which would increase the regional or local population. In addition, the only structure to be demolished would be the uninhabited structure located in the western portion of the Ranch floor. The Ranch foreman's mobile home would be relocated to another portion of the Ranch. Therefore, the Project would not displace existing housing or result in the displacement of people.

The Project would create new jobs in the area. The number of employees associated with the Project would vary based on filming schedules and demand, with up to 1,240 persons associated with Development Area activities potentially present each day, for a total of up to 1,840 persons potentially present on the Ranch on a daily basis. Project-generated employment growth would not exceed the established SCAG regional forecast for the County or the local area. Therefore, the Project would not foster economic or population growth in the surrounding area that would exceed current projections. In addition, any employees that would relocate to the local area as a result of gaining employment by the Project would have access to variety of housing types in an area of the County that is housing rich and thus, would not generate a demand for housing that would exceed existing forecasts. The Project does not propose residential uses that would require new or expanded recreational facilities. However, the Applicant would dedicate a variable width 12- to 20-foot wide easement for a proposed trail, referred to as the Placerita Canyon Connector Trail, which would be constructed on the Ranch south of Placerita Canyon Road as a public, multi-use trail for hiking, mountain-biking, and equestrian use, and which would increase recreational opportunities for the public.

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VIII. LIST OF PREPARERS

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IX. REFERENCES

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X. Acronyms and Abbreviations

X. ACRONYMS AND ABBREVIATIONS

µg	microgram
µg/m^3	micrograms per cubic meter
µm	micrometer
(The) Gas Company	Southern California Gas Company
AAM	annual arithmetic mean
AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos containing material
ACOE	U.S. Army Corps of Engineers
ADT	average daily traffic
AEP	annual exceedance probability
af	acre feet
afy	acre feet per year
AMSL	above mean sea level
ANSI	American National Standards Institute
AQMP	Air Quality Management Plan
Area Plan	Santa Clarita Valley Area Plan
AST	aboveground storage tank
ATCM	airborne toxic control measure
AVAQMD	Antelope Valley Air Quality Management District
BAAQMD	Bay Area Air Quality Management District
BACT	Best Available Control Technology
Basin Plan	Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties

Basin	Santa Clara River Valley Groundwater Basin, East Subbasin
bgs	below ground surface
BMP	Best Management Practices
BPS	Best Performance Standards
C&D	construction and demolition
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CALGreen Code	California Green Building Standards Code
California Register	California Register of Historical Resources
CALINE	California Line Source Model
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CCTV	closed circuit television
CDFA	California Department of Food and Agriculture
CDFG	California Department of Fish and Game
CEC	California Energy Commission
CEL	Calscience Environmental Laboratories, Inc.
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
cf	cubic feet
CFC	California Fire Code
CFR	Code of Federal Regulations
cfs	cubic feet per second

CGS	California Geological Survey
CHL	California Historical Landmarks
CHP	California Highway Patrol
CHRIS-SCCIC	California Historical Resources Information System–South Central Coastal Information Center
City	City of Santa Clarita
CIWMB	California Integrated Waste Management Board
CLOMR	Conditional Letter of Map Revision
CLWA	Castaic Lake Water Agency
CMA	Critical Movement Analysis
CMP	Congestion Management Plan
CMP	corrugated metal pipe
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPPA	California Native Plant Protection Act
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	CO_2 equivalent units
COBRA	Career Offenders Burglary Robbery Apprehension
ColWMP	Los Angeles County Integrated Waste Management Plan
County	County of Los Angeles
CPHI	California Points of Historical Interest
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
CSDLAC	County Sanitation Districts of Los Angeles County
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agencies
CWA	Clean Water Act

dB	decibel
dBA	A-weighted decibels
DEIR	Draft Environmental Impact Report
DHS	California Department of Health Services
DNL	Day-Night Average Sound Level
DOC	California Department of Conservation
DOGGR	Department of Oil, Gas and Geothermal Resources
DOSH	California Division of Occupational Safety and Health
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EFS	Environmental First Search
EIR	Environmental Impact Report
EMFAC	emission factors
EMS	emergency medical service
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
FAR	floor area ratio
fc	footcandle
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	flood insurance rate map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
General Plan	Los Angeles County General Plan
GHG	greenhouse gas
GO	General Order
gpd	gallons per day

gpm	gallons per minute
GWh	gigawatt hour
GWP	global warming potential
HAP	hazardous air pollutant
HAZWOPER	Hazardous Waste Operations and Emergency Response
HCM	Highway Capacity Manual
HM	Hillside Management
HMMP	Habitat Mitigation and Monitoring Program
HRA	health risk assessment
HRI	California Historic Resources Inventory
HVAC	Heating, Ventilation, and Air Conditioning
HWCL	California Hazardous Waste Control Law
ICU	Intersection Capacity Utilization
IGR	Intergovernmental Review
IPCC	Intergovernmental Panel on Climate Change
ISA	International Society of Arboriculture
ISCST	Industrial Source Complex Short Term model
ITE	Institute of Transportation Engineers
kcf	thousand cubic feet
kV	kilovolt
kWh	kilowatt-hour
LACC	Los Angeles County Code
LACFD	Los Angeles County Fire Department
LACDPH	County of Los Angeles Department of Public Health
LACDPW	Los Angeles County Department of Public Works
LACM	Los Angeles County Museum of Natural History
LADWP	Los Angeles Department of Water and Power
LAFCO	Los Angeles County Local Agency Formation Commission
LAHCM	Los Angeles historical cultural movement

LBP	lead-based paint
L_{dn}	Day-Night Average Sound Level
LEED™	Leadership in Energy Efficiency and Design
L_{eq}	Equivalent Sound Level
LID	Low Impact Development
L_{max}	Maximum Sound Level
L_n	Statistical Sound Level
LARWQCB	Los Angeles Regional Water Quality Control Board
LOS	level of service
LST	localized significance threshold
LUP	Land Use Plan
m^3	cubic meter
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MM	Mitigation Measure
MMP	Mitigation and Monitoring Plan
MND	Mitigated Negative Declaration
mph	miles per hour
MPO	Metropolitan Planning Organization
MSL	mean sea level
MVA	megavolt amperes
MW	megawatts
MWh	megawatt hour
NAAQS	National Ambient Air Quality Standards
NAHC	California Native American Heritage Commission
NCWD	Newhall County Water District
NEMA	National Electrical Manufacturers' Association
New Source Review	SCAQMD Regulation XIII

NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NO_2	nitrogen dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NOV	notice of violation
NO_X	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OFFROAD	off-road emissions
OHP	California Office of Historic Preservation
OPR	California Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OTWMMP	Oak Tree and Woodland Mitigation and Monitoring Plan
OVOV	One Valley One Vision
OWTS	on-site wastewater treatment system
PCB	polychlorinated biphenyl
PCE	passenger car equivalency
PDF	Project Design Feature
PGA	peak ground acceleration
PHI	Points of Historical Interest
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppm	parts per million
PPV	peak particle velocity
PRD	Permit Registration Documents

psi	pounds per square inch
PTC	Permit to Construct
(The) Ranch	Golden Oak Ranch
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation and Recovery Act
REL	reference exposure level
RMP	Risk Management Plan
RMS	root-mean-square
RPS	Renewables Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCVJSS	Santa Clarita Valley Joint Sewerage System
SCWD	Santa Clarita Water District
SEA	Significant Ecological Area
SEATAC	SEA Technical Advisory Committee
SERA	Sensitive Environmental Resources Area
sf	square feet
SFHA	special flood hazard area
SHPO	State Historic Preservation Officer
SHZM	Seismic Hazards Zone Maps
SJVUAPCD	San Joaquin Valley Unified Air Pollution Control District
SLF	Sacred Lands File Search
SLM	Sound Level Meter
SMARTS	Stormwater Multiple Applications and Report Tracking System
SO_2	sulfur dioxide

SP	Special Publications
SPCCP	Spill Prevention Control and Countermeasure Plan
SR	State Route
SRA	Source Receptor Area
SRRE	Source Reduction and Recycling Element
STIP	State Transportation Improvement Program
SUSMP	Standard Urban Stormwater Mitigation Plan
SVOC	semi-volatile organic compounds
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TDML	Total Daily Maximum Load
TeNS	Technical Noise Supplement
TMDL	Total Maximum Daily Load
TPH	total petroleum hydrocarbons
TRPH	total recoverable petroleum hydrocarbons
TRTP	Tehachapi Renewable Transmission Project
TSCA	Toxic Substances Control Act
UBC	Uniform Building Code
USDA	U.S. Department of Agriculture
USEPA	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
VdB	velocity level in decibel
VHFHS	Very High Fire Hazard Severity

VMT	vehicle miles traveled
VOC	volatile organic compound
voltage	lower transmission line power
vph	vehicles per hour
VPHPL	vehicles per hour per lane
VTTM	Vesting Tentative Tract Map
VWC	Valencia Water Company
W	watts
Wh	watt-hour
Williamson Act	California Land Conservation Act
WRP	Wetlands Reserve Program
WSA	water supply assessment