

City of Santa Clarita

Gate-King Industrial Park

Final
**Environmental
Impact Report**

State Clearinghouse Number 2001021121

October 2002

Gate-King Industrial Park

Final Environmental Impact Report

State Clearinghouse Number 2001021121

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Gate-King Industrial Park EIR

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EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project, the environmental impacts associated with the project, and measures recommended to mitigate identified significant impacts.

PROJECT SYNOPSIS

Project Applicant

The project applicant is Gate King Properties, LLC.

Project Description

The applicant is proposing to subdivide the 584-acre project site into 60 lots and is requesting General Plan amendments to change the land use designations in several areas of the site. The proposal involves amending the land use designation on about 223 acres, or about 38% of the site. The proposed changes would eliminate the residential (RE) and commercial (CC) designations from the site, and would increase the area designated IC from 337.5 acres to about 344 acres. The area designated OS would increase from 93.2 acres to about 240 acres.

Lots 1-41, which encompass about 35% of the site, are proposed to be industrial/business park lots. Lots 42-44, which comprise about 1.8 acres, would accommodate two water tanks to serve site development. Lots 45-54, which comprise about 16% of the site, consist of landscaped slopes and trails. Lots 55-59, which comprise about 38% of the site, would be designated as permanent open space. The remainder of the site would consist of rights-of-way, including public streets (29.2 acres) and the MTA (14 acres) and SCE (19.3 acres) rights-of-way.

Full buildout of the site under the applicant's proposal would involve the development of about 170.1 acres (29.1% of the site) with industrial/commercial uses. This acreage would accommodate up to about 4.45 million square feet of industrial/commercial development. An additional 64.3 acres (11% of the site) would be rights-of-way (SCE, MTA, roads) and water wells. The remaining 349.6 acres (59.9% of the site) would include a combination of slopes, trails, areas within industrial/commercial lots that would not be developed due to the presence of large oak groves, and natural open space.

ALTERNATIVES

As required by CEQA, the EIR examines a range of alternatives to the proposed project. Studied alternatives include:

- **No Project (Alternative 1)** – This option assumes that the project is not constructed, and that the site remains in its current condition.
- **Buildout Under Los Angeles County General Plan and Zoning (Alternative 2)** – This alternative considers the impact of buildout of the project site in accordance with the land uses prescribed in the Santa Clarita General Plan. About 31 residences and 4.9



million square feet of commercial and industrial development could be built under this alternative.

- **Ridgeline Preservation (Alternative 3)** – This alternative entails a reconfiguration of the project primarily to reduce grading of the Primary ridgeline onsite. Lots 17-22, 24-29, and 31-38 would be designated as open space and therefore would not be developed with industrial commercial uses as proposed. Also, 'C' Street, 'B' Street, and the segments of 'A' Street between lots 29 and 16 would be eliminated. This alternative would involve about 2.04 million square feet of commercial/ industrial development on about 67 buildable acres.
- **Oak Tree Preservation (Alternative 4)** – This option considers designation of development lots 9, 14, 15, 23, and 26- 38 as permanent open space to avoid impacts to several large clusters of oak trees. Landscape lots 50-53 would also be left as undeveloped open space. In addition, neither 'B' Street nor 'C' Street would be constructed and the extension of 'E' Street to connect to Pine Street would be eliminated. Buildout under this alternative would involve about 2.26 million square feet of industrial commercial development on about 71.3 acres.
- **Reconfigured 'C' Street (Alternative 5)** – This alternative, suggested by the project applicant, would eliminate all but about the 900 northernmost feet of 'C' Street and would eliminate most of the planned development along 'C' Street. Specifically, proposed industrial commercial lots 24-27 and the adjacent 8.8-acre landscape slope area would be left as permanent open space. One new industrial commercial lot would be added at the end of the reconfigured 'C' Street. This alternative would include about 4.2 million square feet of industrial commercial development on about 159.8 acres.

Each of the alternatives would be environmentally superior to the proposed project in at least one issue area. The No Project Alternative shows up as environmentally superior for each issue area as it would have no impact. However, that alternative would not fulfill the basic objective of the project. In addition, the No Project alternative would not preclude the site from eventual development in accordance with the existing General Plan designation for the site.

Of the development scenarios, only Alternative 2 (General Plan buildout) would involve more overall development than the proposed project and would have generally greater environmental impacts. Alternatives 3, 4, and 5 involve less overall development than the proposed project and would therefore reduce overall demands upon local services and infrastructure. Alternative 3 would involve the least overall development and would have the greatest benefits as compared to the proposed project with respect to ridgeline grading. Alternative 4 would reduce impacts to oak trees and associated habitat to the greatest degree. Either of these could be considered the environmentally superior alternative overall.



SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 includes a brief description of the environmental issues relative to the proposed project, the identified environmental impacts, proposed mitigation measures, and impacts after mitigation. Impacts are categorized by class. Class I impacts are defined as significant, unavoidable adverse impacts which require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *State CEQA Guidelines*. Class III are considered less than significant impacts.

Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
LAND USE AND PLANNING		
Impact LU-1 The proposed development generally would not create compatibility conflicts with residential, commercial and industrial uses in the project vicinity. This impact is considered Class III, <i>less than significant</i> .	Mitigation measures recommended in Sections 4.7, <i>Noise</i> , and 4.11, <i>Aesthetics</i> , would minimize compatibility conflicts with surrounding land uses.	Less than significant.
Impact LU-2 The proposed project would add an estimated 6,527 jobs within the City. Because this increase in employment is within citywide projections, this impact is considered Class III, <i>less than significant</i> .	None required.	Less than significant.
Impact LU-3 The proposed project is considered generally consistent with City Land Use Element goals and policies, but is potentially inconsistent with City policies pertaining to preservation/ protection of significant ridgelines and oak trees.	Mitigation measures contained in Sections 4.6, <i>Biology</i> , 4.11, <i>Aesthetics</i> , 4.9, <i>Public Services</i> , 4.10, <i>Utilities</i> , and 4.12, <i>Cultural Resources</i> , would attain consistency with City General Plan goals and policies to the degree feasible. The following findings would need to be adopted for the proposed project. Various findings with respect to General Plan and Unified Development Code Consistency would need to be made to approve the project. A complete listing of these findings can be found in Section 4.1 <i>Land Use and Planning</i> .	The Planning Commission would need to make a finding that the project complies with the Ridgeline Preservation and Hillside Development Ordinance and Guidelines if it were to approve the project.
Impact LU-4 The proposed project appears to fully or partially implement most relevant policies of the Regional Comprehensive Plan and Guide.	Mitigation measures included in Sections 4.2, <i>Geology</i> , 4.3, <i>Hydrology and Water Quality</i> , 4.4, <i>Air Quality</i> , and 4.6, <i>Biological Resources</i> , would achieve compliance with SCAG policies to the degree feasible.	The project appears to fully or partially implement most relevant SCAG policies.
GEOLOGY		
Impact GEO-1 The project site's potential to experience ground rupture is considered low. Nevertheless, impacts relating to ground rupture are considered Class II, <i>significant but</i>	The following measure is recommended to address potential concerns about the Beacon Fault. GEO-1 The significance of the Beacon Fault shall be verified at the Grading Plan stage.	Less than significant.



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
<i>mitigable</i> , due to the presence of the Beacon Fault onsite.	During site grading, the final at-grade fault location shall be determined, and, as required by the City Engineer, the location and width of the setback shall be adjusted accordingly.	
Impact GEO-2 The project site would experience substantial groundshaking in the event of an earthquake on any of several faults. However, compliance with UBC requirements would reduce such impacts to a Class III, <i>less than significant</i> level.	The project site would experience substantial groundshaking in the event of an earthquake on any of several faults. However, compliance with UBC requirements would reduce such impacts to a Class III, <i>less than significant</i> level.	Less than significant.
Impact GEO-3 The project site has a low potential for ground failure. Impacts relating to ground failure are considered Class III, <i>less than significant</i> .	None required.	Less than significant.
Impact GEO-4 The project involves grading and development in steeply sloped areas with high landslide potential. Potential impacts relating to landsliding are considered Class II, <i>significant but mitigable</i> .	<p>GEO-4(a) A definitive determination of potential debris flow hazard shall be completed as a part of a review of 1 inch = 40 feet scale grading plans. Specific mitigation measures for debris flow hazard may consist of avoidance, debris walls or debris basins designed to contain the anticipated volume of debris, building setbacks from the potential debris flow hazard area, or removal of the material susceptible to debris flow.</p> <p>GEO-4(b) A more detailed analysis of cut slopes shall be performed at the grading plan stage once 1"=40' scale plans are available. Cut-slopes that will expose bedrock disrupted by the Beacon Fault may also require stability fills to mitigate the potential for surficial instability, and should be evaluated at the Grading Plan stage.</p> <p>The stability of bedding planes below the proposed buttresses shall also be analyzed and presented at the grading plan stage utilizing piezometric surfaces where applicable. A declaratory statement needs to be made in the slope stability section of the report that justifies the use or omission of groundwater (piezometric surfaces) in the slope stability analyses. Per RTF&A the temporary stability of the backcuts for the recommended stability fills and buttresses will also need to be demonstrated at the grading plan stage along with any backcuts required for the removal of landslides, alluvium or artificial fill. Future anticipated loads from water tanks, buildings or other significant structures should also be incorporated into the stability calculations at the grading plan stage.</p>	Less than significant.



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	<p>GEO-4(c) The future anticipated load(s) from the proposed water tank(s) shall be incorporated into the stability calculations at the Grading Plan stage along with any anticipated future groundwater.</p> <p>GEO-4(d) The areas of deep (>40 feet thick) proposed fills shall be evaluated further at the grading plan stage. Any additional requirements of the City Engineer shall be fully implemented.</p> <p>GEO-4(e) Recommended removal depths shown on RTF&A's Figure 2.1 (report 10/22/01) range from 3 to 70 feet. The deep removals shall be analyzed in detail at the grading plan stage relative to groundwater conditions and backcut stability. Per RTF&A (2001), uncertified existing fills will be removed prior to the placement of compacted fill. Any unsuitable materials underlying the fills shall also be removed.</p> <p>GEO-4(f) In order to reduce the potential for erosion, all cut and fill slopes should be seeded or planted with proper ground cover as soon as possible following grading. The ground cover should consist of drought-resistant, deep-rooting vegetation. A landscaping expert should be consulted for ground cover recommendations.</p> <p>GEO-4(g) Implement canyon subdrains in the main drainage areas to receive fill, and backdrains for buttress fills to help protect the proposed fills from groundwater infiltration.</p> <p>GEO-4(h) Per standard grading practices, water shall not be allowed to stand or pond on the future graded building pads nor should it be allowed to flow over natural or constructed slopes, but should be directed to the natural slope drainage devices.</p>	
<p>Impact GEO-5 Some onsite soils are potentially expansive. This is considered a Class II, <i>significant but mitigable impact</i>.</p>	<p>GEO-5 If potentially expansive units are encountered in the final pad or street grades, they shall be evaluated by the Project Geotechnical Engineer. Special foundation designs and reinforcement can be utilized to mitigate expansive material. Optionally, the expansive material can be removed to a specified depth determined by the Project Geotechnical Engineer and replaced with compacted fill with very low to non-expansive characteristics, or the expansive soil may be treated with additives to lower the expansion index.</p>	<p>Less than significant.</p>



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
<i>HYDROLOGY AND WATER QUALITY</i>		
<p>Impact H-1 During project construction, the soil surface would be subject to erosion and the downstream watershed would be subject to pollution. However, compliance with the requirements of the NPDES permit would reduce these impacts to a less than significant level (Class III).</p>	<p>Implementation of BMPs to be developed as part of the SWPPP for the site would be required (see above). Additional mitigation is not required.</p>	<p>Less than significant.</p>
<p>Impact H-2 The proposed project would increase impervious surface and runoff to Newhall Creek, which could increase the potential for downstream flooding and stream channel erosion. This is considered a Class II, <i>significant, but mitigable impact</i>.</p>	<p>H-2(a) The drainage plan for the project shall include post-development designs for detention basins and on-site infiltration to reduce Q_{50B} peak discharge to the pre-development level for Newhall Creek. The Los Angeles Flood Control District and the City of Santa Clarita Engineer shall review all hydrology and drainage plans for the site to determine if the drainage plans adequately reduce peak flows to predevelopment levels.</p> <p>H-2(b) The RCB under Sierra Highway shall be improved to have adequate capacity to accommodate the Capital Flood. Additionally, the natural channel approaching the RCB shall be improved to prevent flooding of the Highway. Alternatively, a retention basin with adequate capacity to eliminate the need for improvement of the RCB can be provided at the Hondo Oil and Gas site.</p> <p>H-2(c) Onsite drainage facilities for the developed areas shall be designed for the 25-year Urban Design Storm. The 50-year Capital Flood storm shall be used for all open channels, closed conduits under major and secondary road, and detention facilities.</p> <p>H-2(d) Slope protection along Railroad Canyon and Newhall Creek shall be designed to meet LACPWD standards. Rock riprap slope protection side slopes shall not be greater than 2:1 and gunite side slopes shall be no greater than 1.5:1.</p>	<p>Less than significant.</p>
<p>Impact H-3 Portions of the site are within the 100-year flood zone and may therefore be subject to flooding. This is considered a Class II, <i>significant, but mitigable impact</i>.</p>	<p>H-3(a) The finished floor elevation of the buildings within the A and AO zones shall be a minimum of 1 foot above the existing adjacent grade.</p> <p>H-3(b) The applicant shall obtain a revision to the Flood Insurance Rate Map. This process will first entail a conditional letter of map revision (CLOMR). Then, after the project is built, a letter of map revision</p>	<p>Less than significant.</p>



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	(LOMR) showing the actual “as built” plans shall be submitted. FEMA will require that the CLOMR and LOMR indicate, with supporting technical data, how the sites will be protected from erosive forces. This can be accomplished in a variety of ways, including demonstrating non-erosive velocities or placement of rock rip rap along the channel.	
Impact H-4 With the proposed project, runoff to Newhall Creek could be adversely affected with pollutants such as oil, pesticides, and herbicides. This is considered a Class II, significant but mitigable impact.	<p>H-4 A Storm Water Management Plan that incorporates Best Management Practices (BMPs) for the long-term operation of the site shall be developed and implemented by the applicant to minimize the amount of pollutants that are washed from the site. The plan shall be developed in accordance with the requirements of the City of Santa Clarita. Examples of BMPs that apply to both initial development of the lots and to long-term operation of the project are listed below.</p> <p><i>Education</i></p> <ul style="list-style-type: none"> • Stencil all storm drains inlets and post signs along channels to discourage dumping by informing the public that water flows to the Santa Clara River • Provide educational flyers to each new building unit regarding toxic chemicals and alternatives for fertilizers, pesticides, cleaning solutions and automotive and paint products. • Provide educational flyers to each new building unit regarding proper disposal of hazardous waste and automotive waste. <p><i>Source Reduction/ Recycling</i></p> <ul style="list-style-type: none"> • Development of an integrated pest management program for landscaped areas of the project. These areas would include slope-stabilization landscaping, and commercial area landscaping. Integrated pest management emphasizes the use of biological, physical, and cultural controls rather than chemical controls. Examples include use of insect resistant cultivars, manual weed control, use of established thresholds for pesticide and herbicide application, use of chemical controls that begin preferentially with dehydrating dusts, insecticidal soaps, boric acid powder, horticultural oils, and pyrethrinbased insecticides. <p><i>Cleaning/ Maintenance</i></p>	Less than significant.



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	<ul style="list-style-type: none"> • Routine cleaning of streets, parking lots and storm drains. Regular maintenance and cleaning of catch basins, debris basins, and siltation basins; maintenance logs shall be regularly submitted to the appropriate agencies. <p><i>Structural Treatment Methods</i></p> <ul style="list-style-type: none"> • Catch basin inserts or storm drain devices such as storm cepters shall be installed with the initial development. The use of vegetated swales and strips, infiltration basins or oil separators as needed to manage stormwater pollution from each developed lot shall be provided at the time the buildings are constructed. • Trash storage areas and storage areas for materials that may contribute pollutants to storm water shall be covered by a roof and protected from surface runoff. 	
AIR QUALITY		
<p>Impact AQ-1 Construction activity associated with the proposed project would result in the emission of air pollutants, including fugitive dust. Because emissions would exceed SCAQMD significance thresholds, construction impacts are considered Class I, <i>unavoidably significant</i>.</p>	<p>AQ-1(a) Water trucks shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. Increased watering is required whenever wind speed exceeds 15 mph. Grading shall be suspended if wind gusts exceed 25 mph.</p> <p>AQ-1(b) The amount of disturbed area shall be minimized and on-site vehicle speeds shall be kept to 15 mph or less.</p> <p>AQ-1(c) Soil with 5% or greater silt content that is stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting material shall be tarped from the point of origin or shall maintain at least two feet of freeboard.</p> <p>AQ-1(d) Fugitive Dust Control Measures</p> <ul style="list-style-type: none"> • All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. • All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 20 mph averaged over one hour) so as 	Unavoidably significant.



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	<p>to prevent excessive amounts of dust.</p> <ul style="list-style-type: none"> • All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. • The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized so as to prevent excessive amounts of dust. • All inactive portions of the construction site shall be seeded and watered until grass cover is grown; or, a sealer is placed over these portions of the site. • All active portions of the construction site shall be sufficiently watered to prevent excessive amounts of dust. <p>AQ-1(e) General Dust Controls</p> <ul style="list-style-type: none"> • All areas with vehicle traffic should be watered periodically, at a minimum, this will require twice daily applications (once in late morning and once at end of workday). • Streets adjacent to the project site shall be swept as needed to remove silt that may have accumulated from construction activities so as to prevent excessive amounts of dust. <p>AQ-1(f) Ozone Precursor Control Measures:</p> <ul style="list-style-type: none"> • Equipment engines shall be maintained in good condition and in proper tune as per manufacturer's specifications. • New technologies to control ozone precursor emissions shall be used as they become available in the future. • The applicant shall use low-VOC architectural coatings in construction whenever feasible and shall coordinate with the SCAQMD to determine which coatings would reduce VOC emissions to the maximum degree feasible. 	
<p>Impact AQ-2 Operational emissions associated primarily with project-generated traffic would exceed SCAQMD significance thresholds for ROC and NO_x. This is considered a Class I, <i>unavoidably significant</i> impact.</p>	<p>The proposed project includes a number of features designed to provide transportation alternatives that minimize air emissions. These include the provision of sidewalks and ample landscaping along all project site roads, and a network of hiking/ equestrian trails through the portions of the site that would remain undeveloped. To further reduce emissions associated with the proposed project, the following measures are recommended:</p> <p>AQ-2(a) On-site industrial structures shall be</p>	Unavoidably significant.



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	<p>fitted with photovoltaic roof tiles or other technologies that allow the use of solar energy for heating and lighting to the maximum degree feasible.</p> <p>AQ-2(b) Energy-efficient windows shall be installed in all buildings.</p> <p>AQ-2(c) On-site parking areas shall be designed to accommodate electric vehicle charging stations.</p>	
<p>Impact AQ-3 Project traffic, together with other cumulative traffic increases in the area, would increase carbon monoxide concentrations at some area intersections. However, because concentrations would remain below state and federal standards, this impact is considered Class III, <i>less than significant</i>.</p>	None required.	Less than significant.
TRANSPORTATION AND CIRCULATION		
<p>Impact TC-1 The proposed project would generate significant traffic impacts under City criteria at 13 of 19 study area intersections under existing + project conditions. These impacts are considered Class II, <i>significant but mitigable</i>.</p>	Table 4.5-7 summarizes mitigation measures in the form of intersection improvements that effectively mitigate the project's direct impacts.	Less than significant.
<p>Impact TC-2 The proposed project would generate significant traffic impacts under City criteria at 10 of 19 study area intersections under interim year + project conditions. These impacts are considered Class II, <i>significant but mitigable</i></p>	Intersection and roadway improvements will be required in order to maintain acceptable levels of service in the future. Table 4.5-9 in Section 4.5 summarizes these improvements and lists the proposed project's percent share of the improvement. Also included in the table are the ICU values that result from applying the recommended mitigation. For locations where "with-project" conditions are LOS B or better, mitigation consists of payment of Bridge and Thoroughfare District Fees in lieu of specific improvements for that location.	Less than significant.
<p>Impact TC-3 Installation of traffic signals is warranted at each of the new intersections created by the project as well as at the existing Pine Street/San Fernando Road and SR-14 Southbound ramps/San Fernando Road intersection. These impacts are considered Class II, <i>significant but mitigable</i>.</p>	<p>In conjunction with project development, traffic signals shall be added at the following intersections:</p> <p>141. SR-14 SB Ramp & San Fernando Road 215. Pine Street & San Fernando Road 216. 'A' Street & San Fernando Road 217. Sierra Highway & 'A' Street</p>	Less than significant.
<p>Impact TC-4 The proposed project</p>	The following mitigation measures are	Less than significant.



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
<p>would not create any significant impacts under Los Angeles County CMP criteria. Impacts relating to CMP criteria are considered Class III, <i>less than significant</i>.</p>	<p>recommended to meet Santa Clarita Transit bus stop requirements:</p> <p>TC-4(a) Bus stop improvements shall be installed at the following locations:</p> <ul style="list-style-type: none"> • Southbound 'A' Street, near side of "E" Street • Southbound 'A' Street, at lot line of lots 18 and 19 • Southbound 'A' Street, far side of 'C' Street • North bound 'A' Street, far side of 'C' Street • Northbound 'A' Street, opposite lot line of lots 18 and 19, adjacent to water tank access road • Northbound 'A' Street, far side of "E" Street • Northbound Sierra Highway, far side of 'A' Street • Westbound San Fernando Road, far side of 'A' Street • Eastbound San Fernando Road, near side of 'A' Street <p>TC-4(b) All bus stop locations shall be equipped with 10 foot by 20 foot concrete pads placed behind the sidewalk. Concrete pads may require the dedication of additional right-of-way. In a bus stop location, the sidewalk shall touch the street for a length of no less than 80 feet.</p> <p>TC-4(c) With respect to the bus stops at the locations of westbound San Fernando Road, far side of 'A' Street, and eastbound San Fernando Road, near side of 'A' Street, the following requirements shall apply:</p> <ul style="list-style-type: none"> • The stops shall be equipped with bus turnouts and permanent stylized bus shelters. • The shelter shall include a bench and trash receptacle. • Architecture of the shelter shall be approved by City staff. • The shelter shall be hard wired for lighting. • Bus turnouts shall require an additional 12 feet of right-of-way to accommodate their width. <p>TC-4(d) At all intersections where there are bus stops, there shall be a safe, traffic-controlled way to cross the street. This may be</p>	



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	<p>accomplished by either traffic signals, stop signs, or pedestrian overcrossings. At intersections where there are traffic signals or stop signs, crosswalks shall be provided on all four sides of the intersection.</p> <p>TC-4(e) The project applicant shall provide a park-and-ride lot at the intersection of San Fernando Road and 'A' Street, or funds in lieu of the lot as provided by the Development Agreement.</p> <p>TC-4(f) Although transit impact fees do not apply to the project at this time, the applicant shall pay any fees that may be in place at the time of building permit issuance.</p>	
<p>Impact TC-5 The proposed development would need to provide an estimated 8,891 overall parking spaces to serve the project. Assuming that each individual development onsite complies with its Code requirements for parking, impacts to parking would be Class III, <i>less than significant</i>.</p>	<p>None required beyond compliance with the parking requirements outlined in the City's Unified Development Code.</p>	<p>Assuming compliance with applicable parking requirements, no significant impacts are anticipated.</p>
BIOLOGICAL RESOURCES		
<p>Impact BIO-1 Project development would result in the direct permanent loss, and indirect degradation and fragmentation of several "common" habitat types onsite, including Mixed Chaparral, Riversidean Sage Scrub, and Annual Grassland habitats. This is considered a <i>significant but mitigable</i> impact (Class II).</p>	<p>BIO-1(a) Landscaping within fire clearance zones shall include native species indigenous to the region. Modification of fire hazard fuels shall be limited to hand thinning of individual shrubs, clearing dead fuel, replanting with fire-resistant plants indigenous to the area, or other methods to attain fire safety while producing a viable natural and native vegetation community. No species identified as invasive on the CNPS, Channel Islands Chapter <i>Invasive Plants List</i> (1997) shall be utilized in the landscape plans and all landscaping plans shall be prepared by the City and approved by the City and the County Fire Department.</p> <p>BIO-1(b) Revegetation and landscaping plans for the graded road areas onsite shall be prepared and approved by the City before each phase of the proposed project. Plant species, seed mixes, weed suppression, and planting methodology, and irrigation schedule shall be approved by a qualified biologist or landscape architect and shall utilize native species from onsite habitats. No species identified as invasive on the CNPS, Channel Islands Chapter <i>Invasive Plants List</i> (1997) shall be utilized in the landscape plans and all landscaping plans shall be prepared by the City and approved by the City and Fire Department.</p>	<p>Less than significant.</p>



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
<p>Impact BIO-2 The proposed project may cause the direct loss of special-status plants identified as List 1B or 4 species by the California Native plant Society (CNPS). This is a Class II, <i>significant but mitigable</i>, impact.</p>	<p>BIO-2 Prior to grading of each development phase, focused surveys shall be conducted during the prior flowering season for the slender and Plummer's mariposa lilies to determine the presence or absence of those special-status plants. If no specimens are found within the development footprint or fire clearance zone, then no additional mitigation is required.</p> <p>In the event either slender or Plummer's mariposa lilies are identified within the development or fire clearance areas, the applicant shall submit a special-status plant restoration plan for review and approval by a City of Santa Clarita Planning Department approved biologist. Target sites for mitigation shall be sampled for soil type and habitat criteria sufficient for the establishment and growth of the affected special-status species. The plan shall additionally include, but not be limited to, the following components:</p> <ol style="list-style-type: none"> 1) Performance criteria (i.e., what is an acceptable success level of revegetation to mitigate past impacts); 2) Monitoring effort (who is to check on the success of the revegetation plan, and how frequently); 3) Contingency planning (if the effort fails to reach the performance criteria, identify the remediation steps need to be taken); and 4) Irrigation method/schedule (how much water is needed, where, and for how long). 	<p>Less than significant.</p>
<p>Impact BIO-3 Development of the proposed project could potentially affect the San Fernando Valley spineflower (SFVS), if present onsite. Potential impacts to this species would be considered Class II, <i>significant but mitigable</i>.</p>	<p>Due to the extreme rarity of the SFVS and its known presence at only two locations, the following mitigation measures are required.</p> <p>BIO-3(a) In the April-June prior to onsite grading and development of each phase, a survey for the SFVS shall be conducted by a qualified biologist in all Mixed Chapparal, Riversidean Sage Scrub, Annual Grassland, and Disturbed areas where ground disturbance is anticipated. If no SFVS are found, no further mitigation is required. In the event the SFVS is discovered onsite, mitigation measures B-3 (b-d) shall be required.</p> <p>BIO-3(b) In the event the SFVS is discovered onsite, the current and anticipated</p>	<p>Less than significant.</p>



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	<p>future distribution of the species shall be mapped by a qualified biologist. The CDFG and City of Santa Clarita shall be formally notified and consulted regarding the presence of this species onsite. If the SFVS becomes federally listed prior to grading of the site, the USFWS shall also be notified. A preservation and management plan shall be prepared for the SFVS by a qualified biologist and shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Project development shall be located no closer than 200-feet to any SFVS that may be found onsite. This buffer zone shall be designated with appropriate fencing to exclude construction vehicles and public access, but not wildlife access; • Stormwater runoff, irrigation runoff, and other drainage from developed areas shall not pass through areas populated by the SFVS; • Spineflower areas shall not be artificially shaded by structures or landscaping within the adjacent development areas; • Pesticide use shall not be permitted within SFVS areas; • The agency responsible for monitoring the SFVS area during construction and after project completion shall be identified and the frequency and extent of monitoring shall be determined. <p>BIO-3(c) In the event it is determined that project development could potentially affect the SFVS, the CDFG shall be contacted to determine the need for a “take permit” under the California Endangered Species Act. If the SFVS is federally listed prior to site grading, the USFWS shall be contacted to determine the need for a take permit under the federal Endangered Species Act. Appropriate mitigation required to minimize or mitigate impacts to the SFVS shall be implemented and may include the following: the creation of a spineflower preserve, establishment of vegetated buffers or other setbacks, drainage modification of the adjacent areas, SFVS revegetation, and monitoring to ensure success of the mitigation.</p>	
<p>Impact BIO-4 The proposed project would directly remove up to 1,100 healthy oak trees and 709 dead or fire damaged oaks, and could indirectly</p>	<p>BIO-4(a) All direct impacts to oak trees on site shall be avoided wherever feasible. For oak trees that are affected, an oak tree mitigation program shall be developed pursuant to the</p>	<p>Unavoidably significant.</p>



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
<p>disturb an estimated 551 individual oak trees. An estimated 69 acres, or approximately 34%, of the oak woodland/ forest habitat onsite would be affected. Impacts to oak woodland/forest habitat are considered Class I, <i>unavoidably significant</i>.</p>	<p>City's oak tree preservation ordinance. This mitigation program shall include, but not be limited to:</p> <ul style="list-style-type: none"> • Identifying specific protective measures for protecting and maintaining all oaks within potential encroachment areas; • Mature oak trees and shrubs shall not be removed during preparation of fire clearance zones; • Replacement tree planting, maintenance, and monitoring specifications, which shall at the minimum include the following: <ol style="list-style-type: none"> 1) Performance and success criteria to ensure that at least 80% of the 500 planted coast live oak trees survive for at least five years; 2) Monitoring effort (who is to check on the success of the revegetation plan, and how frequently); 3) Contingency planning (if the effort fails to reach the performance criteria, identify the remediation steps needed to be taken); 4) Irrigation method/schedule (how much water is needed, where, and for how long); and 5) A final map, corresponding spreadsheet, and impact summary table indicating all oaks to be removed and that reflects impacts resulting from the final approved project. 6) All native California oak trees removed as a result of project implementation shall be replaced with in-kind native California oak tree specimens obtained from regional (i.e., Santa Clarita Valley) stock. <p>BIO-4(b) The proposed open space wilderness area and any other wildlife/corridor easement areas and/or fee transfers per previous City agreements shall be deeded and/or secured with the City at the time of final tract map approval.</p>	
<p>Impact BIO-5 The proposed development would cause direct and indirect impacts to CDFG and Corps jurisdictional drainages onsite. This is a Class II, <i>significant but mitigable</i> impact.</p>	<p>Compliance with the requirements of the appropriate Corps, CDFG, and RWQCB permits, and implementation of any mitigation measures contained therein, would offset the loss of waters of the U.S. and waters of the state. As discussed in Section 4.3, Hydrology and Water Quality, a National Pollution Discharge Elimination System (NPDES) permit is required for development of the</p>	<p>Less than significant.</p>



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	<p>proposed project. As a result Best Management Practices (BMPs) would be required to minimize impacts to water quality and quantity both onsite and offsite during construction. No additional mitigation is required beyond that specified in Section 4.3, Hydrology.</p> <p>Although the Corps and CDFG will require specific mitigation as part of their permitting processes, the following measures provide minimum requirements for the project.</p> <p>BIO-5(a) Impacts to jurisdictional waters shall be mitigated at a minimum ratio of 2:1.</p> <p>BIO-5(b) The project applicant shall provide a buffer between development and riparian habitat associated with drainage FF, which is located directly south of the Eternal Valley Cemetery, as required by CDFG.</p>	
<p>Impact BIO-6 The proposed development would disrupt wildlife movement corridors through the project area, and between the open space areas associated with the San Gabriel and Santa Susana Mountains. This impact is considered <i>unavoidably significant</i> (Class I).</p>	<p>BIO-6(a) The open space area in lot 55 shall be maintained for continued wildlife access. Dense native vegetation reflecting species currently present onsite shall be planted along the borders of these areas as necessary to provide appropriate cover and resources for wildlife. A pathway for animal movement shall be located between the vegetated buffers.</p> <p>BIO-6(b) Solid barrier fencing onsite shall be prohibited around areas that border open spaces or routes of animal movement. Fencing in these areas shall consist of “ranch style” post fencing or barb-wire style fencing. Fencing shall allow at least one-foot of clearance above ground to permit wildlife movement.</p> <p>BIO-6(c) Wildlife guzzlers (2) shall be constructed in open space areas along wildlife movement corridors in locations to be determined by a qualified biologist.</p> <p>BIO-6(d) The following low-light design features shall be implemented adjacent to open space and wildlife corridor areas:</p> <ul style="list-style-type: none"> • Low sodium lights shall be used on all roadways to reduce glare and direct it away from wildlife corridor and open space areas; • Streetlight poles shall be of an appropriate height to reduce the glare and pooling of light into open space and corridor areas; 	<p>Unavoidably significant.</p>



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	<p>and</p> <ul style="list-style-type: none"> • Street light elements shall be recessed or hoods shall be used to reduce glare impacts on open space and corridor areas. 	
<p>Impact BIO-7 The proposed development may cause the direct loss of special-status wildlife through conversion of onsite habitats to developed areas. Indirect impacts on special-status wildlife species could occur through the habitat fragmentation and degradation because of the introduction of non-native plants. This impact is considered <i>significant but mitigable</i> (Class II).</p>	<p>BIO-7(a) Two weeks prior to removal of trees during the raptor nesting season (February through October), a survey for raptor nests shall be made by a qualified biologist. If active nests are located, then all construction work must be conducted at least 500 feet from the nest until the adults and young are no longer dependent upon the nest site.</p> <p>BIO-7(b) Not more than two weeks prior to ground disturbing construction within Mixed Chaparral, Riversidean Sage Scrub, and Annual Grassland habitats, a preconstruction survey for the coast horned lizard, coastal western whiptail, coast patch-nosed snake, rosy boa, California horned lark, the Southern California rufous-crowned sparrow and any other special-status species shall be conducted by a qualified biologist. As all potential special-status species that may occur in these habitats are Species of Concern and not formally listed, any individuals found shall be captured, when possible, and transferred to adjacent appropriate habitat within the open space/wilderness preserve onsite.</p>	<p>Less than significant.</p>
NOISE		
<p>Impact N-1 Construction activity would temporarily generate high noise levels on-site. Because noise could exceed thresholds in the City Noise Ordinance, impacts are considered Class II, <i>significant but mitigable</i>.</p>	<p>N-1(a) All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.</p> <p>N-1(b) Whenever feasible, electrical power shall be used to run air compressors and similar power tools.</p> <p>N-1(c) For all construction activity on the project site, noise attenuation techniques shall be employed as needed to ensure that noise remains below 80 dBA in commercial/industrial areas and below 65 dBA at residences. Such techniques include, but are not limited to, the use of sound blankets on noise generating equipment and construction of temporary barriers between construction sites and affected uses.</p>	<p>Less than significant.</p>



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
<p>Impact N-2 Daytime operations are not expected to violate the City Noise Ordinance, but noise levels could exceed Noise Ordinance standards for nearby residential uses if on-site truck activity occurs at night. Impacts relating to project operation are therefore considered Class II, <i>significant but mitigable</i>.</p>	<p>The following measures are recommended to minimize the potential for noise disturbance.</p> <p>N-2(a) Loading dock operations on Lots 2-4, 7- 9, 14, and 15 shall be oriented away from residential areas.</p> <p>N-2(b) Onsite trash pickup services, street and parking lot sweeping, and truck deliveries shall be restricted to between the hours of 7:00 AM and 6:00 PM.</p>	<p>Less than significant.</p>
<p>Impact N-3 Project-generated traffic would incrementally increase traffic noise levels along major roadways in the site vicinity. However, the increases would be less than the significance thresholds; therefore, project-related traffic noise impacts are considered Class III, <i>less than significant</i>.</p>	<p>Significant impacts are not anticipated; therefore, mitigation is not required.</p>	<p>Less than significant.</p>
<p>HUMAN HEALTH AND SAFETY</p>		
<p>Impact HHS-1 Several areas on-site potentially have soil and/or groundwater contamination that could pose a risk to human health and safety. This is considered a Class II, <i>significant but mitigable</i> impact.</p>	<p>HHS-1(a) The sampling program outlined below shall be implemented prior to issuance of grading permits for areas suspected of being contaminated:</p> <ul style="list-style-type: none"> • Collect soil samples in the vicinity of the former or existing underground storage tanks on the Turner and Stevens property. Complete a geophysical survey to determine if the tanks are still present on the property. • Collect soil samples from beneath the leach lines of the septic tank located on the Turner & Stevens property, formerly utilized by the Elmore Pipe Jacking Facility. • Collect soil samples in the vicinity of any oil wells not previously sampled and any wells not scheduled for abandonment. Also, collect soil samples from directly beneath the former tank farm locations, formerly located on various areas of the property. • Collect soil samples from near the current (SCE and ARCO) and former (Mobil) oil and gas pipeline easements located on the project site. • Collect soil samples from near the railroad tracks located on the western portion of the property. • Collect sediment samples from Newhall creek and its tributary located on the project site. 	<p>Less than significant.</p>



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	<ul style="list-style-type: none"> • Collect soil and groundwater samples on the project site adjacent to the border of the Newhall County Water District property. • Collect groundwater samples from the project site adjacent to the former Newhall Refinery (across Sierra Highway). • Collect soil and groundwater samples from the project site adjacent to the Historic Pioneer Refinery. • Collect soil samples from beneath the three 5-gallon buckets of hydraulic oil observed on the Arklin property. <p>If contamination exceeding regulatory action levels is found in any of the above locations, appropriate remediation shall be undertaken prior to issuance of grading permits for the contaminated areas. Any remedial activity shall be conducted to the satisfaction of the appropriate regulatory oversight agency (for example, the County Health Department, Department of Conservation, Regional Water Quality Control Board, Department of Toxic Substances Control).</p> <p>HHS-1(b) The debris and trash, including tires, electrical appliances, mattresses, abandoned automobile and trailer home and miscellaneous empty drums located on various portions of the property, including within Newhall Creek, shall be removed and properly disposed of offsite prior to issuance of grading permits.</p>	
<p>Impact HHS-2 Disturbance of oil and gas lines on-site during site grading could potentially result in hazardous conditions for site workers. Implementation of appropriate safety precautions would reduce such impacts to a Class II, <i>significant but mitigable</i> level.</p>	<p>The following measures are recommended for all grading activity in the vicinity of onsite oil or gas pipelines.</p> <p>HHS-2(a) Pipeline operators shall be notified in advance of any grading activity in the vicinity of an oil or gas pipeline. Any specific requirements of the operator to avoid disturbance that could create a safety hazard shall be fully implemented. Possible methods to protect underground utilities include dielectric coating, cathodic protection, mortar coating or encase in cement-slurry or concrete.</p> <p>HHS-2(b) Prior to grading in the vicinity of oil or gas pipelines, the locations of the pipelines shall be marked. Underground Service Alert shall be notified 48 hours in advance of grading and shall clear the</p>	Less than significant.



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	pipeline locations prior to grading activity.	
Impact HHS-3 Project development would expose site workers to electromagnetic radiation from the high voltage overhead transmission line onsite. However, such hazards are considered Class III, <i>less than significant</i> .	None required.	Less than significant.
Impact HHS-4 The project would introduce new industrial park development in the vicinity of the rail line along Pine Street. Although this would incrementally increase the potential for safety conflicts with rail activity, compliance with standard safety requirements would reduce such impacts to a Class III, <i>less than significant</i> level.	None required.	Less than significant.
PUBLIC SERVICES		
Impact PS-1 The proposed project would increase demand for fire protection service. However, provision of funding for additional fire protection equipment and facilities, and adherence to guidelines regarding access to all property would reduce the impact to fire protection service to a Class II, <i>significant but mitigable</i> , level.	<p>PS-1(a) The applicant will provide a fire station site and a helo-pad site as provided in a separate agreement with the County Fire Department.</p> <p>PS-1(b) Coordination with the Los Angeles County Fire Department is required in order to determine the need for a fire station within the development and its inclusion in the tract map. If the Fire Department requests an on-site station, a fire station site shall be provided on-site in a location satisfactory to the Department as provided in a separate agreement between the applicant and the County Fire Department.</p> <p>PS-1(c) All applicable building codes and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification plans must be met. The Los Angeles County Fire Department has set forth specific guidelines regarding access issues. These guidelines are as follows:</p> <ul style="list-style-type: none"> • The roadway to every building shall be accessible by an all weather surface that is not less than the prescribed width, unobstructed and clear to sky and be extended to within 150' of all portions of the exterior walls. • When a bridge is required as part of a fire access road, it shall be designed for a live load of a minimum of 75,000 pounds. 	Less than significant.



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	<ul style="list-style-type: none"> • The maximum allowable grade shall not exceed 15% except where the topography makes it impractical to keep within such a grade, and then an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topography difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in 10 feet. • No portion of lot frontage shall be more than 200' via vehicular access from a public fire hydrant, and no portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant. • A cul-de-sac shall not be more than 500' in length and shall have a turning radius of at least 42'; when extending beyond 200' a hydrant shall be required at the corner and mid-block • On-site driveways shall provide a minimum unobstructed width of 26' clear to sky and are to be within 150' of all portions of the exterior walls of the first story of any building. Driveway widths are required to be greater than 26' depending on the height of the building and the amount of parking allowed on the access road. • Limited access devices (gates etc.) shall be 26' wide if used for both directions of travel and 20' if used for one direction of travel. They shall be positioned 50' from a public right-of-way and shall have a turnaround with a minimum of a 32' radius. If an intercom system is used, the 50' shall be measured from the right-of-way to the intercom control device. • Any proposals for traffic calming measures (speed bumps, traffic circles etc.) shall be submitted to the Fire Department for review prior to implementation. 	
<p>Impact PS-2 The proposed project would be located in a Very High Fire Severity Zone as designated by the Los Angeles County Fire Department. Impacts relating to wildfire hazards are considered Class II, <i>significant but mitigable</i>.</p>	<p>PS-2(a) The applicant shall develop a Fuel Modification Plan for all development areas adjacent to or potentially exposed to wildfire hazard areas. The plan shall be subject to review and approval by the Los Angeles County Fire Department Fuel Modification Unit.</p> <p>PS-2(b) The landscape palette for the project shall prohibit the use of highly flammable</p>	<p>Less than significant.</p>



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	<p>species near areas of open space.</p> <p>PS-2(c) Landscaping of manufactured slopes shall use plant species appropriate for use in fuel modification zones. Use of native plants shall maintain the natural landscape of the project area and will reduce the use of exotic and possibly invasive non-native species.</p>	
<p>Impact PS-3 The project would generate a modest increase in demand for police services. Provision of funding for additional police protection personnel and equipment and adherence to the crime prevention guidelines suggested by the Los Angeles County Sheriff's Department would reduce the impacts to a <i>significant but mitigable</i> (Class II) level.</p>	<p>PS-3 The project shall incorporate the following crime prevention measures:</p> <ul style="list-style-type: none"> • Adequate lighting in open areas and parking lots • Visibility of doors and windows from public streets and between buildings • Adequate parking spaces in all parking lots • Well lit building address numbers that are large enough to be readily apparent from the street • A four-lane roadway as the major street access through the site (note: this is consistent with the applicant's proposal) 	Less than significant.
<p>Impact PS-4 The proposed project would not directly generate additional students at local public schools. Any indirect increase in school enrollment associated with on-site job generation would be mitigated through implementation of applicable developer school impact fees. Impacts to schools are considered Class III, <i>less than significant</i>.</p>	<p>The City is strictly limited in the mitigation measures it may impose against developers of residential projects to address school crowding issues. The presumption of State law is that the developer's payment of school impact fees to the local school district, in an amount established by the school districts, would address school capacity impacts.</p>	Less than significant.
<p>Impact PS-5 The proposed project would not directly generate demand for library services. Impacts to libraries would be Class III, <i>less than significant</i>.</p>	<p>None required other than payment of standard library fees by future residential developers.</p>	Less than significant.
PUBLIC UTILITIES		
<p>Impact PU-1 Development of the project would generate demand for an estimated 386 acre-feet of water per year. Although the Newhall County Water District would be able to supply the projected demand, impacts to water supply are considered Class II, <i>significant but mitigable</i> because of ongoing concerns about regional water supplies.</p>	<p>PU-1(a) Interior water conservation measures, as required by the State of California, shall be incorporated into the project. These include, but are not limited to:</p> <ul style="list-style-type: none"> • Installation of low flow toilets and urinals in all new construction. • Installation of a water heating system and pipe insulation in all new construction to reduce water used before water reaches equipment or fixtures • Installation of self-closing faucets in all lavatories 	Less than significant.



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	<p>PU-1(b) Exterior water conservation features as recommended by the State Department of Water Resources, shall be incorporated into the project. These include, but are not limited to:</p> <ul style="list-style-type: none"> • Landscaping of common areas with low water-using plants • Minimizing the use of turf by limiting it to lawn dependent uses • Wherever turf is used, installing warm season grasses <p>PU-1(c) The project shall, to the extent feasible, use reclaimed water for irrigation of landscaping.</p> <p>PU-1(d) Landscaped areas shall use vegetation that will eventually naturalize and require minimal irrigation.</p>	
<p>Impact PU-2 Project implementation could potentially affect the existing MWD Foothill Feeder Newhall Tunnel pipeline, which traverses the central portion of the site. Conflicts with MWD right-of-way that could result in an interruption of MWD service or facilities would be considered a Class II, <i>significant but mitigable</i>, impact.</p>	<p>PU-2 During project construction and throughout project operations, the applicant and future occupants shall comply with all requirements of the MWD’s “Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of the Metropolitan Water District of Southern California.” Per these guidelines, the applicant shall identify on-site MWD facilities on all applicable project maps and plans. The project applicant and/or future occupants shall obtain approval from MWD for all landscaping, structures, or other facilities within the MWD pipeline easement.</p>	Less than significant.
<p>Impact PU-3 Buildout of the proposed project would generate an estimated 0.276 million gallons of wastewater per day. Because the wastewater treatment plants serving the site have adequate capacity to accommodate this amount of wastewater, this impact is considered Class III, <i>less than significant</i>.</p>	<p>No mitigation is required. The project site would need to be annexed into District No. 32 so that the LACSD may provide sewage treatment services to the proposed project. In addition, the District’s Sphere of Influence would need to be amended to include the project site, and the project applicant would be required to pay the applicable fee for this amendment.</p>	Less than significant.
<p>Impact PU-4 The local wastewater conveyance system is anticipated to be adequate to accommodate project-generated wastewater. Therefore, the impact to the wastewater conveyance system is considered Class III, <i>less than significant</i>.</p>	<p>No mitigation is required. The project applicant would be required to pay wastewater conveyance connection fees to the County Sanitation Districts. The connection fee is required so that necessary expansions to the sewage collection system can accommodate new development. In addition, the plans for the necessary pumping station and sewer collection infrastructure will need to be reviewed by Los Angeles County Public Works and approved by the Sanitation Districts and the City of Santa Clarita.</p>	Less than significant.



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
<p>Impact PU-5 The proposed project would consume an estimated 107 million kilowatt-hours per year. SCE indicates that it anticipates being able to serve the proposed development; therefore, impacts are considered Class III, <i>less than significant</i>.</p>	<p>No mitigation measures are required. The proposed project would be required to comply with energy efficiency standards of California Administrative Code Title 24. To comply with these requirements, the proposed project may include energy conservation measures such as incorporating specialized glass to reduce heating/cooling loads, installing insulation, or using ventilation devices to reduce the demand on heating/cooling systems.</p>	<p>Less than significant.</p>
<p>Impact PU-6 The proposed project would consume an estimated 292 million cubic feet of natural gas per year. Southern California Gas Company could provide service to the project site; therefore, impacts are considered Class III, <i>less than significant</i>.</p>	<p>No mitigation measures are required. Per state and local energy guideline requirements, the proposed project will be required to meet the Energy Building Regulations adopted by the California Energy Commission (Title 24). Meeting these standards would conserve non-renewable natural resources to levels acceptable to the State of California.</p>	<p>Less than significant.</p>
<p>Impact PU-7 The proposed project would generate about 29.1 tons of solid waste per day. Participation in Citywide and Countywide waste reduction efforts would reduce waste sent to area landfills to just under 15 tons per day. Because existing landfills serving the City have adequate capacity to accommodate project-generated waste, impacts related to solid waste are considered Class III, <i>less than significant</i>.</p>	<p>PU-7(a) Construction contractors shall provide recycling bins for glass, metals, paper, wood, plastic, green wastes, and cardboard during construction.</p> <p>PU-7(b) Building materials shall be made of recycled materials, to the greatest extent possible.</p> <p>PU-7(c) Reduce yard waste on the project site through the use of xeriscape techniques and the use of drought-tolerant and native vegetation in common area landscaping wherever possible.</p> <p>PU-7(d) Business park tenants shall receive educational material on the City's waste management efforts.</p>	<p>Less than significant.</p>
<p>AESTHETICS</p>		
<p>Impact AES-1 The proposed project would alter scenic views from public viewing locations and alter City-designated Primary and Secondary ridgelines. This is considered a Class I, <i>unavoidably significant</i> impact.</p>	<p>AES-1 The proposed water tanks shall be fully screened from public view with landscape material.</p>	<p>Unavoidably significant.</p>
<p>Impact AES-2 The proposed project would produce new sources of light and glare that would extend the area of daytime glare and night light across the currently vacant property, which would alter the nighttime sky. Light and glare impacts are considered Class II, <i>significant but mitigable</i>.</p>	<p>AES-2(a) Prior to development, proposed lighting shall be indicated on site plans that demonstrate that spill-over of lighting would not affect surrounding areas. The lighting plan shall incorporate lighting that directs light pools downward or otherwise shield adjacent areas from glare. Light fixtures that shield excessive brightness at night shall be included in the</p>	<p>Less than significant.</p>



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	<p>lighting plan. Non-glare lighting shall be used.</p> <p>AES-2(b) All lighting of the landscaped areas shall be of an accent nature. Any security lighting shall be screened such that lighting globes are not visible from a distance of more than 20 feet.</p> <p>AES-2(c) All on-site street lighting shall use cutoff luminaires. This would avoid creating high levels of glare and light pollution for motorists.</p> <p>AES-2(d) Project design and architectural treatments shall incorporate additional techniques to reduce light and glare, such as use of low reflectivity glass, subdued colors for building materials in high visibility areas, and the use of plant material along the perimeter of the structures to soften views.</p>	
<p>Impact AES-3 Project development may include structures and facilities that could be found to be inconsistent with the goals and policies of the City General Plan Community Design Element.</p>	<p>AES-3 Specific designs of future all on-site development shall adhere to all applicable standards and guidelines of the <i>Ridgeline Preservation and Hillside Development Ordinance</i> and the Community Design Element of the General Plan to the satisfaction of the Director of Planning and Building Services.</p>	<p>Compliance with City-adopted standards, guidelines, goals, and policies would ensure that proposed landscaping and structures result in a high quality aesthetic environment that is generally compatible with the surrounding area.</p>
<p>Impact AES-4 Some of the topographic modifications could be considered in conflict with the City's <i>Ridgeline Preservation and Hillside Development Ordinance</i>. A determination that the project is consistent with the requirements of the Ordinance would be required for project approval.</p>	<p>Measures BIO-4(a) and BIO-4(b) in Section 4.6, <i>Biological Resources</i>, would mitigate oak tree impacts to the degree feasible through development and implementation of an oak tree replacement program that As discussed in Section 4.1, <i>Land Use</i>, in order for the project to be approved, the City Planning Commission would need to make the following findings relative to the City's <i>Ridgeline Preservation and Hillside Development Ordinance and Guidelines</i>:</p> <ul style="list-style-type: none"> • The proposed use is proper in relation to adjacent uses, the development of the community and the various goals and policies of the General Plan. • The use or development will not be materially detrimental to the visual character of the neighborhood or community, nor will it endanger the public health, safety or general welfare. • The appearance of the use or development will not be different than the appearance of adjoining ridgeline 	<p>The City Planning Commission would need to make the findings discussed above in order to approve the project as proposed.</p>



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	<p>areas so as to cause depreciation of the ridgeline appearance in the vicinity.</p> <ul style="list-style-type: none"> • The establishment of the proposed use or development will not impede the normal and orderly development and improvement of surrounding property, nor encourage inappropriate encroachments to the ridgeline area. • It has been demonstrated that the proposed use or development will not violate the visual integrity of the significant ridgeline area through precise illustration and depiction. 	
CULTURAL RESOURCES		
<p>Impact CR-1 The proposed project would not disturb any known archaeological resources; however, site development has the potential to disturb as-yet undetected areas of prehistoric archaeological significance. This is considered a Class II, <i>significant but mitigable</i>, impact.</p>	<p>CR-1(a) Should unanticipated cultural resource remains be encountered during construction or land modification activities, the applicable procedures established by the Advisory Council on Historic Preservation concerning protection and preservation of Historic and Cultural Properties (36 CFR 8700) should be followed. In this event, work shall cease until the nature, extent, and possible significance of any cultural remains can be assessed and, if necessary, remediated. If remediation is needed, possible techniques include removal, documentation, or avoidance of the resource, depending upon the nature of the find.</p> <p>CR-1(b) In the event that human remains are discovered during construction or land modification activities, the procedures in Section 7050.5 of the California Health and Safety Code shall be followed. These procedures require notification of the coroner and the Native American Heritage Commissions if the coroner determines the remains to be of Native American ancestry.</p>	Less than significant.
<p>Impact CR-2 The proposed project would not directly affect any identified significant historic resources. However, possible indirect impacts to the Pioneer Oil Refinery are considered Class II, <i>significant but mitigable</i>.</p>	<p>CR-2(a) As provided in the Development Agreement, the applicant shall make a payment to the City which the City, at its discretion, may apply towards the construction of a new fence that will be effective in preventing unauthorized individuals from entering the Pioneer Oil Refinery site.</p> <p>CR-2(b) Construction contractors shall take precautions to either avoid using heavy equipment in the vicinity of the acid tank on the Refinery property or stabilize the acid tank to prevent its collapse and potential destruction.</p> <p>CR-2(c) The drainage system for the areas surrounding the Refinery shall be designed to</p>	Less than significant.



Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts		
Impact	Mitigation Measures	Significance After Mitigation
	prevent any further deposition of materials onto the Refinery site.	
RECREATION		
Impact REC-1 The project would remove existing informal trails on portions of the project site. However, these trails and recreational use of the project site are on private property and do not constitute public recreational resources. Therefore, this impact is considered Class III, <i>less than significant</i> .	None required.	Less than significant.
Impact REC-2 The proposed industrial park may create demand for daytime recreational facilities. However, it would not directly generate additional resident population and therefore would not conflict with City park standards. In addition, the project would provide additional recreational amenities on-site. The impact relating to demand for recreation is considered Class III, <i>less than significant</i> .	None required.	Less than significant.
Impact REC-3 The proposed project would provide a trail system that appears to generally meet City standards. This is considered a Class III, <i>less than significant</i> impact.	<p>Although the proposed trail system appears to generally meet the intent of City policies relating to provision of trails, the following measures are recommended to maximize the utility of the system and minimize the potential for safety conflicts.</p> <p>REC-3(a) The on-site trail system should provide a direct connection to William S. Hart Park. The applicant shall coordinate with the County of Los Angeles to determine the most appropriate location for such a connection.</p> <p>REC-3(b) All trail crossings of internal roadways shall be appropriately signed and/or striped to alert drivers to the presence of a crossing.</p> <p>REC-3(c) Trail easements for areas going through or across manufactured slopes or outside of road rights-of-way shall be included in the trail plan.</p> <p>REC-3(d) A water meter for City use shall be included onsite.</p> <p>REC-3(e) Onsite trails shall include safety fencing as required by the City Parks Department.</p>	Less than significant.



1.0 INTRODUCTION

This document is a Final Environmental Impact Report (EIR) for the subdivision of 584 acres of developed and undeveloped land within the community of Santa Clarita into 60 lots for commercial and industrial buildout. The buildout would require amending the land use designation on about 223 acres, or 38% of the proposed project area and would consist of 170.1 acres of industrial/commercial use, 64.3 acres of right-of-ways and water wells, and 349.6 acres of slopes, trails, large oak groves and open space. The project would require approval of the following: Tentative Tract Map 50283, General Plan Amendment 99-003, Zone Change 99-002, Oak Tree Permit 99-029, Conditional Use Permit 99-013, Hillside Review 99-004, and Development Agreement 99-002.

This Final EIR incorporates responses to comments on the Draft EIR that was circulated for public review in January 2002. Written responses to all written comments received are included in Appendix H. The text of the EIR has also been revised as necessary in response to the comments received and to correct minor typographical errors. All substantive changes from the text of the Draft EIR are indicated with a line in the right margin.

As a result of the Draft EIR findings and the series of hearings on the project before the City of Santa Clarita Planning Commission, the applicant decided to pursue approval of Alternative 5 (the Reconfigured 'C' Street Alternative) discussed in Section 6.0. Consequently, several of the mitigation measures included in Section 4.0 have been revised slightly to reflect Alternative 5.

1.1 PURPOSE AND LEGAL AUTHORITY

This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA), and the *CEQA Guidelines*. In accordance with Section 15121(a) of the *CEQA Guidelines*, the purpose of this EIR is to serve as an informational document that:

"...will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project..."

The EIR will be prepared as a **Project EIR** pursuant to Section 15161 of the *CEQA Guidelines*. A Project EIR is appropriate for a specific development proposal. As stated in the *CEQA Guidelines*:

"...this type of EIR should focus on the changes in the environment that would result from the development. The EIR shall examine all aspects of the project, including planning, construction and operation."

This report is to serve as an informational document for the public and City of Santa Clarita decision-makers. The process will culminate with Planning Commission and City Council hearings to consider certification of a Final EIR and a decision whether to approve the proposed project, possibly with conditions of approval.



1.2 SCOPE AND CONTENT

In accordance with the *CEQA Guidelines*, an Initial Study was prepared for the project and a Notice of Preparation (NOP) was distributed to affected agencies and the public for review and comment on February 23, 2001. The NOP response period ended March 26, 2001. The NOP, Initial Study, and responses to the NOP are presented in Appendix A of this report. The City of Santa Clarita held an EIR scoping meeting on March 29, 2001 to gather additional input from the community on the scope and content of the EIR.

This EIR addresses the issues determined to be potentially significant by the Initial Study, responses to the NOP, and scoping discussions among the public, consulting staff, and the City. Issues that were determined not to warrant further analysis include population/housing and energy. Issues that are addressed in this EIR include:

- *Land Use/Planning*
- *Geology*
- *Hydrology and Water Quality*
- *Air Quality*
- *Transportation/Circulation*
- *Biological Resources*
- *Noise*
- *Human Health and Safety*
- *Public Services*
- *Public Utilities*
- *Aesthetics*
- *Cultural Resources*
- *Recreation*

This EIR addresses the issues referenced above and identifies potentially significant environmental impacts, including site-specific and cumulative effects of the project, in accordance with the provisions set forth in the *CEQA Guidelines*. In addition, the EIR recommends feasible mitigation measures that would reduce or eliminate adverse environmental effects.

In preparing the EIR, use was made of pertinent City policies and guidelines, existing EIRs and background documents prepared by the City. A full reference list is contained in Section 7.0, *References and Preparers*.

The analysis sections of the EIR include a description of the physical and regulatory setting within each issue area, followed by an analysis of the project's impacts. Each specific impact is called out separately and numbered, followed by an explanation of how the level of impact was determined. When appropriate, feasible mitigation measures to identify significant impacts are included following the impact discussion. Measures are numbered to correspond to the impact that they mitigate. Finally, following the mitigation measures is a discussion of the residual impact that remains following implementation of recommended measures.



The Alternatives section of the EIR was prepared in accordance with Section 15126.6 of the *CEQA Guidelines* and focuses on alternatives that are capable of eliminating or reducing significant adverse effects associated with the project while feasibly attaining most of the project's basic objectives. In addition, the EIR identifies the "environmentally superior" alternative from the alternatives assessed. The alternatives evaluated include the CEQA-required "No Project" scenario, buildout under the current City General Plan land use designations, and two alternative development scenarios for the site.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. The *CEQA Guidelines* provide the standard of adequacy on which this document is based. The Guidelines state:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but, the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure. (Section 15151).

1.3 LEAD, RESPONSIBLE AND TRUSTEE AGENCIES

The *CEQA Guidelines* require identification of "lead," "responsible" and "trustee" agencies. The City of Santa Clarita is the lead agency for the project because it has the principal responsibility for approving the project. Discretionary approval of the project is vested with the City Council and Planning Commission.

A "responsible agency" is a public agency other than the "lead agency" that has discretionary approval over the project. The County Sanitation Districts of Los Angeles County are a responsible agency because annexation to District 32 would be required. The U.S. Army Corps of Engineers is considered a responsible agency because it will need to issue a Department of the Army 404 Permit pursuant to the Clean Water Act of 1977 for the discharge of fill material into stream channels on the project site. The Regional Water Quality Control Board (RWQCB) will need to issue a State 401 Certification pursuant to the State Water Resources Control Board Resolution No. 88-112 related to the U.S. Army Corps of Engineers Nationwide Permit, thus the RWQCB is a responsible agency. The Los Angeles County Fire Department is considered a responsible agency since the proposed development will strain the response capabilities of the jurisdictional fire station for the project area. The California Department of Fish and Game (CDFG) is also considered a responsible agency because CDFG would need to issue a Streambed Alteration Agreement pursuant to Section 1601-1603 of the State Fish and Game Code. Lastly, the Public Utilities Commission (PUC) has approval authority over actions that affect rail lines such as the MTA line that crosses through the site and is therefore also a responsible agency.

A "trustee agency" refers to a state agency having jurisdiction by law over natural resources affected by a project. CDFG has jurisdiction over biological resources, including wetlands that may be affected by project development. The CDFG is therefore a trustee agency. The Santa



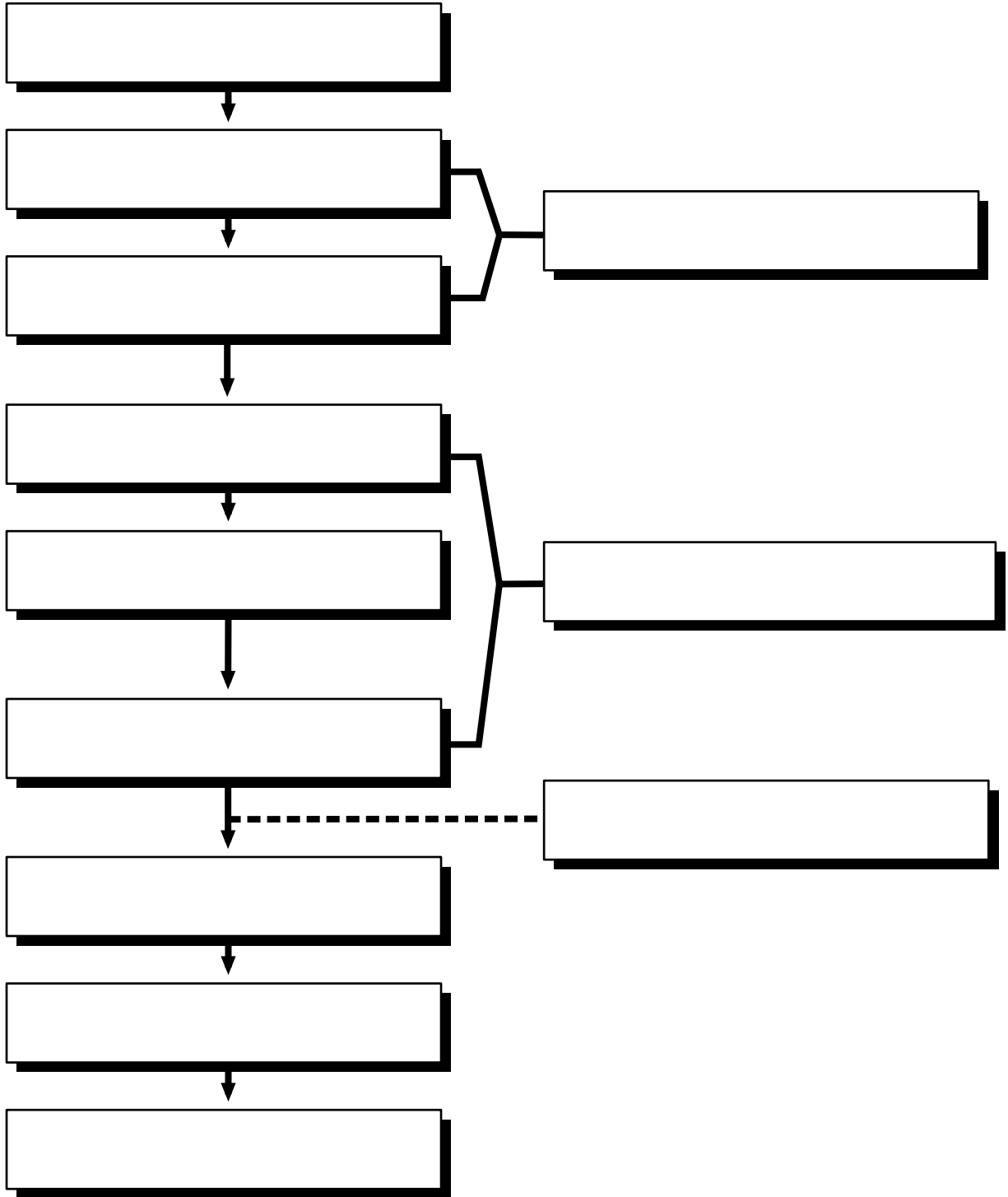
Monica Mountains Conservancy does not have approval authority over an aspect of the project, but is empowered to implement the Santa Monica Mountains Comprehensive Plan. The Rim of the Valley Trail that is part of the Comprehensive Plan includes a spur that crosses through the Newhall Wedge. Therefore, the Santa Monica Mountains Conservancy is also a trustee agency for the project.

1.4 ENVIRONMENTAL REVIEW PROCESS

The environmental review process, as required under CEQA, is presented below and illustrated generally in Figure 1-1.

1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency must file an NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (*CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days. The NOP is typically accompanied by an Initial Study that identifies the issue areas for which the proposed project could create significant environmental impacts. A scoping meeting to solicit public input on the issues to be assessed in the EIR is not required, but may be conducted by the lead agency.
2. **Draft Environmental Impact Report (DEIR) Prepared.** The DEIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Notice of Completion.** A lead agency must file a Notice of Completion with the State Clearinghouse when it completes a Draft EIR and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the Notice in the County Clerk's office for 30 days (Public Resources Code Section 21092) and send a copy of the Notice to anyone requesting it (*CEQA Guidelines* Section 15087). Additionally, public notice of DEIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit comments from the public and respond in writing to all written comments received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a DEIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless a shorter period is approved by the Clearinghouse (Public Resources Code 21091).
4. **Final EIR.** A Final EIR must include: a) the Draft EIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.
5. **Certification of FEIR.** Prior to making a decision on a proposed project, the lead agency is must certify: a) the FEIR has been completed in compliance with CEQA;





- b) the Final EIR was presented to the decision-making body of the lead agency; and
 - c) the decision-making body reviewed and considered the information in the Final EIR prior to approving a project (*CEQA Guidelines* Section 15090).
6. **Lead Agency Project Decision.** A lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (*CEQA Guidelines* Sections 15042 and 15043).
7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
8. **Mitigation Monitoring/Reporting Program.** When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.

1.5 AREAS OF CONTROVERSY

Public controversy surrounding the proposed project, as noted in the comments on the Notice of Preparation and the Draft EIR, included concerns by several public agencies and community groups about possible impacts to on-site oak trees, wildlife movement corridors, ridgelines, and cultural resources.



2.0 PROJECT DESCRIPTION

2.1 PROJECT APPLICANT

Gate King Properties, LLC
700 Emerson Street
Palo Alto, California 94301

2.2 PROJECT LOCATION

The project site consists of approximately 25 parcels (three owners) totaling 584 acres in the City of Santa Clarita, Los Angeles County, California. The site is situated in the southern portion of Santa Clarita, within the community of Newhall. Specifically, the project site is west of the Antelope Valley Freeway (SR 14), and is bounded by Sierra Highway to the east and San Fernando Road to the north. Pine Street and the Metropolitan Transit Authority (MTA) right-of-way are located along the site's western boundary. Undeveloped mountainous terrain is located to the south. Figure 2-1 shows the regional location of the project site, while Figure 2-2 illustrates the site within its local context.

2.3 EXISTING SITE CHARACTERISTICS

2.3.1 Physical Characteristics

The main characteristics of the project site are summarized in Table 2-1. The majority of the site, historically known as Needham Ranch, is undeveloped, natural terrain with an estimated 10,680 live on-site oak trees.

The dominant natural feature on the project site is the significant topography. Site elevations range from about 1,350 feet to 1,900 feet above mean sea level. The site includes several moderately steep to steep slopes. The larger canyons on-site are "U" shaped with flat bottoms and generally contain a well-developed soil profile, while the smaller canyons and ravines are "V" shaped and generally contain a well-developed zonal soil profile only on the lower slopes. The bottoms of the ravines normally contain only thin deposits of sandy gravel or gravelly sand with boulders. The site contains two Secondary ridgelines, and one Primary ridgeline, as designated by the City's Ridgeline Map. The north-south running Primary ridgeline extends along the central portion of the site, with the two secondary ridgelines extending east-west toward Sierra Highway and the MTA rail line. The site also includes some of the area overlying the Southern Pacific Railway tunnel, and an area west of the railway that consists of a small, sloping, flat-bottomed valley and a portion of a high, steep-sided ridge.

The property is bisected by Southern California Edison and MTA rights-of-way and a Metropolitan Water District easement, and is crossed by three natural gas easements and three oil pipelines. In addition, the property contains in excess of 20 inactive or abandoned oil wells adjacent to Sierra Highway. A water tank is located near the center of the site at an elevation of 1,710 feet.



Table 2-1 Current Site Information

Site Characteristic	Description
Site Size	584 acres
Current Land Use	<p>Vacant - approximately 452.4 acres Commercial and Miscellaneous Uses – approximately 131.6 acres, as follows:</p> <p><u>Along Sierra Highway and adjacent to Cemetery</u></p> <ul style="list-style-type: none"> • Cemetery facilities, access roads, buildings, tanks, water line access, and graded areas – 15+/- acres • Oil well/production areas/access roads – 22+/- acres • City disposal site for Sierra Highway slope earthquake repair – 3+/- acres <p><u>End of Pine Street</u></p> <ul style="list-style-type: none"> • Residential area, buildings, yard area, access roads – 3+/- acres • MTA disposal site and access road – 6+/- acres • Edison ROW and access roads – 28.6+/- acres • Mobil Oil ROW and access – 4 acres • Gas line ROW and access roads – 19 acres • Fire roads – 5 acres <p><u>San Fernando Road/Pine Street</u></p> <ul style="list-style-type: none"> • Arklin Storage – 8 acres • Recycling facility and access roads – 18 acres
Current General Plan Designations ^a	IC – 337.5 acres; CC – 29.2 acres; RE – 124.1 acres; OS – 93.2 acres
Surrounding Land Use	<p>North: San Fernando Road; commercial development along San Fernando Road; residential areas on north side of San Fernando Road</p> <p>South: Undeveloped hillside terrain; SR-14/I-5 interchange</p> <p>East: Sierra Highway; Eternal Valley Cemetery; undeveloped hillside terrain; Newhall Refinery site and small scale commercial; SR-14</p> <p>West: Pine Street; small-scale commercial development; undeveloped hillside terrain; MTA railroad right-of-way; William S. Hart Park and Heritage Junction</p>
Site Access	Current access to the project site is from San Fernando Road, Sierra Highway, and Pine Street. A limited network of dirt fire and utility roads has been built in the hilly, undeveloped portions of the site.
Utilities and Public Service Providers	<p>Water: Santa Clarita Water Company Sewer: Los Angeles County Sanitation District No. 32 Gas: Southern California Gas Company Electric: Southern California Edison Telephone: Pacific Bell Telephone Company Schools: William S. Hart Union High School District and Newhall Elementary School District</p>

^a IC = Industrial/Commercial; CC = Community Commercial; OS = Open Space

The site contains both developed and undeveloped parcels. An estimated 452.4 acres (77% of the site) are currently undeveloped. The remainder of the site is developed with a variety of uses. Along Sierra Highway, cemetery facilities occupy about 15 acres, oil well production facilities occupy about 22 acres, and a City disposal site occupies 3 acres. Near the Pine Street/San Fernando Road intersection are the Arklin storage facility (8 acres) and a concrete recycling facility and associated access roads (18 acres). Toward the end of Pine Street in the



western portion of the site are about 3 acres of residential uses, a 6-acre MTA disposal site, and an estimated 51.6 acres of oil and gas rights-of-way and access roads. About 5 acres of fire roads are located throughout the site.

2.3.2 Site History

The Newhall area, including Needham Ranch, has a rich history dating to the mid-nineteenth century, when gold was discovered in nearby Placerita Canyon. Key points in the history of the area are listed in Table 2-2.

Table 2-2 Key Historical Events in the Site Vicinity

Year	Event
1850	Cyrus and Sanford Lyon opened Lyon's Station (today the site of the Eternal Valley Cemetery) as a stagecoach stop. The station grew from a small rest stop to a successful store, post office, stage depot, and tavern that was the mail and supply point of the Santa Clarita Valley for a quarter-century.
1863	Edward Beale excavated a 93-foot by 20-foot cut in the hill adjacent to Needham Ranch. Beale's toll road was the main trail to Los Angeles through the Santa Susana and San Gabriel Mountains. For a 30-year period from 1910, Beale's Cut served as a location for numerous western movie scenes.
1866	Two petroleum stills were erected at Lyon's Station.
1875	The Southern Pacific Railroad began constructing the San Fernando tunnel through the present Needham Ranch site, with a mail stop and hamlet for the construction workers called "The Tunnel." At 6,940 feet in length, the tunnel was at the time the third longest tunnel in the country and fourth longest in the world.
1875	Henry Mayo Newhall bought what is currently the Needham Ranch property and sold a right-of-way to Southern Pacific. The town of Newhall was founded the following year, situated in the narrow canyon that provided the most feasible route for transport, utility, and communications from the Central Valley to Los Angeles.
1876	The two petroleum stills were moved from Lyon's Station to Pine Street, operating as the Pioneer Oil Refinery until 1884. The refinery processed crude oil from the various fields in the Santa Clarita Valley, making lubricating oil, axle grease, fuel oil, kerosene, and asphalt.
1888	Kansas Governor John St. John purchased over 10,000 acres from the Newhall Land and Farming Company and sent Henry Clay Needham to establish the "St. John's Prohibition Colony." The dry colony failed, but H. Clay Needham remained in the area and engaged in many civic and political activities, opening a hardware-lumber store and establishing the water company. He also permitted burials on his 750-acre property.
1889	H. Clay Needham founded the Pearle and Zenith Oil companies for oil drilling on the Needham property.
1920	Numerous oil wells were drilled on the Needham Ranch. Production continued through 1990.
1957	Gates, Kingsley, and Gates purchased the Needham Ranch.
1958	Los Angeles County approved, on the basis of the existing cemetery, the use of approximately 200 acres of the Needham Ranch for the Eternal Valley Cemetery, owned and operated by the Gates family (the cemetery was sold to Service Corporation International in 1972).
1965	Approximately 200 acres of the Needham Ranch were purchased by the State of California for construction of the Antelope Valley Freeway.
1977	A right-of-way for an underground tunnel to transport water was sold to the Metropolitan Water District in connection with the State Water Project.

Other key historical elements in the Newhall area include Sierra Highway and William S. Hart Park. Sierra Highway, which borders the project site to the east, was completed in 1921. In 1934, it was straightened through Mint Canyon and became part of the first state highway (SR-7) through the Santa Clarita Valley. William S. Hart Park is a 265-acre ranch that is the former



home of William S. Hart, a silent film star who made 65 films from 1914 to 1925. Hart left the ranch, including a 22-room mansion that houses Hart's collection of western art, Native American artifacts, and Hollywood memorabilia, to the County of Los Angeles upon his death in 1946.

2.3.3 Surrounding Land Uses

The project site is in a transitional area between the developed areas of Newhall to the north and west and undeveloped mountainous terrain to the south and east. The developed areas north and west of the site are characterized by a mix of commercial and residential uses. Immediately to the north and west are the Eternal Valley Cemetery located along the west side of Sierra Highway, the historic Pioneer Oil Refinery located near the corner of San Fernando Road and Pine Street, and several small-scale commercial buildings and residences along the east side of Pine Street.

San Fernando Road, which fronts the site on the north, is primarily a commercial corridor, though several multi-family residential developments are also present. Single family development is currently under construction in hillside areas north of San Fernando Road and the City's General Plan envisions additional residential development in that part of the City. Further to the west along San Fernando Road are William S. Hart Park and downtown Newhall, which is characterized by a historic commercial district.

Areas to the south and east consist primarily of undeveloped hillside terrain. These areas are primarily designated for "Residential Estate" development (2-acre lots), although the area between Sierra Highway and SR-14 (the former Newhall Refinery site) is designated for business park uses. East of the City limits is the Angeles National Forest.

2.3.4 Current General Plan Land Use Designations and Zoning

As shown in Table 2-1, the site currently has several City of Santa Clarita General Plan land use designations. These are described below:

- About 337.5 acres (57.8% of the site) are designated IC (Industrial/Commercial). This designation allows low patronage commercial uses and quasi-industrial and light industrial activities. The purpose of this designation is to allow for the continuation of the commercial and manufacturing activity now in existence in the Honby, Pine Street, and Sierra Highway areas. Allowable development intensity for this designation ranges from a floor-to-area ratio (FAR) of 0.5:1 to 1.0:1.
- About 124.1 acres (21.3% of the site) are designated RE (Residential Estate). This designation allows residential development at a density of 1.1-3.3 dwelling units per acre, though hillside grading restrictions may further reduce allowable building density.
- About 93.2 acres (16.0% of the site) are designated OS (Open Space). This designation primarily applies to publicly owned land. Privately owned land with this designation, including the project site, is permitted residential development at a maximum density of one unit per 20 to 40 net acres. Limited recreational uses are also permitted within the OS designation.



- About 29.2 acres (5% of the site) in the western portion of the site along Sierra Highway are designated CC (Community Commercial). This designation allows retail uses of a community-wide nature that will attract people from beyond the immediate neighborhood. The development intensity within this designation can range from an FAR of 0.25:1 to 0.5:1.

Current zoning for the project site corresponds to the current General Plan land use designations: the 337.5 acres with a General Plan designation of Industrial Commercial are zoned Industrial; the 124.1 acres designated Residential Estate are zoned Residential; the 93.2 acres designated Open Space are also zoned Open Space; and the 29.2 acres designated Community Commercial are zoned Commercial.

2.3.5 Newhall Redevelopment Project

The northernmost portion of the project site is within the Newhall Redevelopment Area (see Figure 2-3). One of the redevelopment project's goals is to provide for "a general program of redevelopment incentives that will serve to eliminate blight and strengthen the commercial and industrial base in the project area, thereby creating lasting improvements to the community's tax and employment bases." As outlined in the Five-Year Strategic Plan for Downtown Newhall, the top eight issues for Newhall redevelopment are:

- Old Town Newhall Association (OTNA) mesh with Agency and Committee
- Bring new businesses & services/ Arts
- Ownership of San Fernando Road
- Streetscape/ Aesthetics/ Parking
- Safety/ Pride/ Perception
- Promotion of available programs/ Publicity/ Arts
- Interim financing strategy/ Bonds/ Business Improvement District (BID)
- Code enforcement

2.4 PROJECT CHARACTERISTICS

2.4.1 Proposed Land Use Designation Amendments and Zone Changes

The applicant is proposing to subdivide the 584-acre project site into 60 lots and is requesting General Plan amendments to change the land use designations in several areas of the site. The proposal involves amending the land use designation on about 223 acres, or about 38% of the site. The proposed changes would eliminate the residential (RE) and commercial (CC) designations from the site, and would increase the area designated IC from 337.5 acres to about 344 acres. The area designated OS would increase from 93.2 acres to about 240 acres.

Table 2-3 compares acreages for the current land use designations and those proposed by the project applicant. Figure 2-4 shows the proposed land use designations for the site.

Zone changes would be made to correspond to the proposed General Plan land use designation amendments. The applicant is proposing a Planned Development (PD) overlay on Industrial



Table 2-3 Comparison of Current and Proposed Land Use Designations On-Site

Land Use Designation	Acreage		
	Current	Proposed	Net Change
IC	337.5	344.0 ^a	+6.5
CC	29.2	0	-29.2
RE	124.1	0	-124.1
OS	93.2	240.0 ^b	+146.8
Total	584.0	584.0	

^a The acreage proposed for the IC designation includes all industrial commercial lots, lots 43 and 44 (water tanks), about 14.3 acres within the SCG right-of-way, landscaped slopes and trails, and public streets, as shown in Table 2-3.

^b The acreage proposed for the OS designation includes all open space lots, lot 42 (water tank), about 5 acres within the SCG right-of-way, and the 14 acres within the MTA right-of-way, as shown in Table 2-3.

lots 24, 25, 26, 27, 27A, 28, 34-41, and 50-52 (see Figure 2-5). The PD overlay is intended to: (1) permit greater flexibility and, consequently, more imaginative designs than generally is possible under conventional zoning regulations; (2) promote more economical and efficient use of the land while providing a harmonious variety of choices, a higher level of amenities, and preserving natural and scenic qualities; and (3) ensure that development substantially conforms to plans and exhibits submitted by the applicant for a zone change. The PD overlay would also apply to the SCE easement and the roads within the vicinity of the PD overlay lots.

2.4.2 Buildout Characteristics

The buildout characteristics of the development proposal are summarized in Table 2-4.

Table 2-4 Proposed Development

Lots	Proposed Use	Total Acres	Buildable Acres	Total Building Area ^a (square feet)
1-13, 16-41, 27A	Industrial Commercial	193.2	163.7	4,278,463
14-15	Industrial Commercial Condo	10.6	6.4	167,271
42-44	Water Tanks	1.8	--	--
45-54	Landscaped Slopes & Trails	95.3	--	--
55-59	Natural Open Space	220.6	--	--
SCE R/W	Right-of-way	19.3	--	--
MTA R/W	Right-of-way	14.0	--	--
	Public Streets	29.2	--	--
TOTAL		584.0	170.1	4,445,734

^a Assumes a 0.6 floor-to-area ratio (FAR)



Lots 1-41, which encompass about 35% of the site, are proposed to be industrial/business park lots. Lots 42-44, which comprise about 1.8 acres, would accommodate two water tanks to serve site development. Lots 45-54, which comprise about 16% of the site, consist of landscaped slopes and trails. Lots 55-59, which comprise about 38% of the site, would be designated as permanent open space. The remainder of the site would consist of rights-of-way, including public streets (29.2 acres) and the MTA (14 acres) and SCE (19.3 acres) rights-of-way. Figure 2-6 shows the various uses proposed, the proposed layout of individual lots, and the proposed internal circulation system.

Full buildout of the site under the applicant's proposal would involve the development of about 170.1 acres (29.1% of the site) with industrial/commercial uses. This acreage would accommodate up to about 4.45 million square feet of industrial/commercial development. An additional 64.3 acres (11% of the site) would be rights-of-way (SCE, MTA, roads) and water wells. The remaining 349.6 acres (59.9% of the site) would include a combination of slopes, trails, areas within industrial/commercial lots that would not be developed due to the presence of large oak groves, and natural open space.

2.4.3 Proposed Land Uses

The project involves the development of roughly one-third of the 584-acre project site with an industrial/commercial business park and dedication of another third of the site as natural open space. The remainder of the site would consist of graded landscaped slopes, water tanks, and public and private rights-of-way. Each of the uses proposed for the site is described in detail below.

a. Industrial/Commercial Areas. The project would involve the development of an estimated 170.1 acres, or about 29.1% of the site, with industrial/commercial uses. The development lots (Lots 1-41) range in size from 0.7 acres (Lot 7) to 19.9 acres (Lot 23). The largest lots are located along the loop roads ("A" Street and "C" Street) in the east-central portion of the site ("A" Street and "C" Street). The smallest lots are located in the northwestern portion of the site along Pine Street.

Under the Santa Clarita General Plan, the Industrial Commercial category permits a limited, low patronage range of commercial uses, quasi-industrial and light industrial activities, and research and development activities. The category is intended to encourage the provision of employee recreation opportunities and act as a transitional or mixed land use.

The allowable development intensity for the Industrial Commercial land use zone is a floor-to-area ratio (FAR) of 0.75: 1.¹ For purposes of analysis, it was assumed that the FAR for the development pads on-site would be 0.6:1 due to development restrictions associated with the City's Ridgeline Preservation and Hillside Development Ordinance. That Ordinance further limits allowable development intensity in areas where slopes exceed 10%, as is the case in portions of the site. Based upon the 0.6:1 FAR, total buildout of the 170.1 buildable acres on-site would yield approximately 4.45 million square feet of industrial/commercial development.

¹ FAR is calculated by dividing the total square footage of buildings by the area of the site.



The industrial commercial development is planned to occur in six phases over an approximate five-year time period. The phasing for the project is illustrated on Figure 2-7 and summarized in Table 2-5.

Table 2-5 Proposed Project Phasing

Phase	Lots	Buildable Acreage	Building Area (square feet)
1	1-13, 16-18, 43-47, & a portion of 48	67.0	1,751,113
2	19-22, 28-35	45.5	1,189,188
3	24-27	21.4	559,310
4	36-41	19.1	499,198
5	14, 15	6.4	167,270
6	23	10.7	279,655
Total		170.1	4,445,734

Source: Sikand Engineering, January 2001

Three lots in the western portion of the site near Pine Street (Lots 14, 15, and 23) and four lots in the southern portion of the site near Sierra Highway (Lots 28-31) are designated as “oak grove” lots. These lots have significant numbers of oak trees and the proposed building footprint for these lots has been reduced to minimize oak tree removals.

The proposed building area for the seven oak grove lots avoids an estimated 13.8 acres with large clusters of oak trees. This would preserve an estimated 417 oak trees on these lots, although up to 91 oak trees in these portions of the site could still be removed. Further discussion of oak tree removals associated with the proposed project can be found in Sections 2.4.3 and 4.6.

b. Landscaped Slopes, Trails, and Open Space Areas. The project includes an estimated 95.3 acres (16.3% of the site) of landscaped slopes and trails, and 220.6 acres (37.8% of the site) of permanent natural open space. The landscaped slopes and trails include Lots 45-54, while the proposed natural open space area encompasses Lots 55-59. Maintenance of the landscaped slope areas would be the responsibility of the applicant and/or an association. Maintenance of the trail easements and natural open space areas would be the responsibility of the City.

The landscaped slopes would be scattered throughout the site and would consist primarily of steeply-sloped portions of the site that are not buildable. These areas would be graded and re-contoured as part of the site development, but would be revegetated and left undeveloped.

The permanent natural open space area would encompass about 38% of the site. The intent is to dedicate this portion of the site to the City or other designated agency for preservation as a permanent wilderness area that serves as a migratory corridor for wildlife as well as a passive recreational amenity for area residents. With the exception of about 22 acres that would be graded to provide an access easement for the water tank in Lot 42, the proposed natural open space area would be left in its natural condition.



The proposed trail system would wind through the landscaped slope and open space areas of the site. This system, illustrated on Figure 2-8, would be required to meet City trail specifications regarding grade, width, and fencing. It would provide pedestrian links for the industrial component of the project and a recreational trail system in the open space area to provide on-site recreational opportunities. The system would include connections at San Fernando Road and Sierra Highway through the industrial lots and the open space area and would include a trail at the north end of the site that passes by the historic Pioneer Oil Refinery.

c. Water Tanks. The project includes three water tank lots (Lots 42-44). An existing water tank is located on Lot 43 along the north-south Primary ridgeline, near the southeast corner of the adjacent Eternal Valley Cemetery. Lots 42 and 44 would include new water tanks. Lot 42 is located in the open space area in the southern portion of the site, while Lot 44 is located immediately adjacent to the existing tank on Lot 43.

d. Rights-of-Way. Upon buildout, the project site would include an estimated 59.7 acres dedicated to public rights-of-way. This includes the existing SCE and MTA rights-of-way as well as 26.4 acres of public streets that would be developed in conjunction with site development. The proposed street system is described in detail in Section 2.4.3.

2.4.2 Site Alteration and Grading

The areas proposed to be graded are shown on Figure 2-9 and the proposed grading plan is summarized in Table 2-6. The proposed project would involve grading of an estimated 271.9 acres, or about 46.5% of the 584-acre site. This includes 170.1 acres for building pads, 75.4 acres for graded slopes, and 26.4 acres for on-site public streets.

Table 2-6 Grading Summary

Phase	Lots	Area to Be Graded (acres)		Earthwork Balance (million cubic yards)
		Graded Pads	Graded Slopes	
1	1-13, 16-18, 43-47 & a portion of 48	67.0	31.9	3.30
2	19-22, 28-35, portion of 48, 50, 51, 53	45.5	15.5	1.63
3	24-27, 27A, 42, 54-59	21.4	30.2	1.60
4	36-41, 52	19.1	7.9	0.30
5	14, 15	6.4	2.9	0.21
6	23, 49	10.7	6.1	0.20
Total		170.1	94.5	7.24

Source: Sikand Engineering, January 2001

The total amount of earth to be moved is estimated at 7.24 million cubic yards (see Table 2-6). Nearly half (46%) of this total would be for Phase 1. About 23% of the total earth movement



(1.63 million cubic yards) would occur during Phase 2 and about 22% of the total (1.6 million cubic yards) would occur during Phase 3. Phases 4, 5, and 6 would entail relatively small amounts of grading (0.2 to 0.3 million cubic yards each).

Overall cut-and-fill would be balanced on-site for each development phase. The maximum depth of cut would be 110 feet and the average depth of cut would be 30 feet. The maximum depth of fill would be 100 feet and the average depth of fill would be 30 feet.

2.4.3 On-Site Oak Trees

a. Existing Oaks and Proposed Removals. The project site includes an estimated 10,680 live oaks and an additional 1,041 oaks that are either dead or have experienced severe fire damage. An estimated 9,836 of the living oaks on-site (92% of the total) are coast live oaks (*Quercus agrifolia*), while the remaining 844 oaks (8% of the total) are scrub oaks (*Quercus berberidifolia*). Oaks can be found scattered throughout the site, although they are concentrated within drainages.

The potential for impacts to on-site oaks is summarized in Table 2-7. The proposed development would directly remove 1,000 oaks, or about 9% of the total number of oaks on-site. Oaks to be removed include 696 coast live oaks and 304 scrub oaks. The 696 coast live oaks to be directly removed does not include 64 trees that were previously removed from Lot 28 without City oak tree removal permits (see discussion below). Two of the oaks that would be directly removed are Heritage oaks.

Table 2-7 Live Oak Tree Inventory and Removals

Oak Type	Oaks to be Directly Removed	Oaks in Buffer Areas (Potential Indirect Effects)	Remaining Oaks in Industrial/Open Space/Park Lot Areas	Totals
Coast Live Oaks	696	322	8,818	9,836
Scrub Oaks	304	14	526	844
Total	1,000^a	336	9,344	10,680

Source: Sikand Engineering, May 2001.

Excludes dead trees and trees that have experienced strong fire damage.

Excludes 64 previously removed trees

^a Up to 100 additional oak trees (1,100 trees total) could potentially be removed as part of the "oak tree bank" proposed by the applicant and discussed in Section 4.6, Biological Resources.

In addition to the oaks that would be directly removed by grading, 336 oaks, or about 3% of the site total, could be indirectly affected by site grading and development because of their proximity to areas proposed for grading. Four of these oaks are Heritage oaks. Section 4.6, *Biological Resources*, discusses impacts to oak trees in detail and includes maps showing the locations of major oak tree clusters on the site.

b. Previous Oak Tree Removals. The 64 oak trees previously removed from the site without permits were cut down in April 1997. The tree removals were discovered when the Los Angeles County Fire Department responded to a report of downed power lines on the property. Upon inspecting the site, the Fire Department notified the County Sheriff's Department that the damage to the power line was the result of an oak tree being cut down. A Sheriff's Deputy also



noted that a number of oak trees within a canyon on the property had been cut down and ordered the men who were cutting down the trees to stop because they could not produce a valid oak tree permit. The property owner states that these men had not been given permission to remove oak trees.

The City's Code Enforcement Division filed a complaint regarding the unpermitted oak tree removals and, along with the City's oak tree consultant, conducted an inspection of the site in June 1997. Staff noted that there were 64 tree stumps in the area where the power lines were down and estimated that 1,056 inches of diameter had been removed. The International Society of Arborists (ISA) values of the removed trees was estimated at \$227,800 (Tate, May 2001). The applicant submitted a retroactive oak tree application in September 1997 and submitted a mitigation plan in December 1997 in lieu of paying the ISA value of the removed trees.

City staff reviewed the applicant's mitigation plan and revised it to include the planting of 350 saplings on the applicant's property, a five-year monitoring and maintenance program for the saplings, and possible future land use restrictions. On March 3, 1998, the Planning Commission approved Resolution P98-10, which approved an oak tree permit that included the staff-recommended measures as well as payment of \$500,000 to an oak tree mitigation fund.

The applicant appealed the Planning Commission conditions to the City Council, which heard testimony regarding the appeal on June 9, 1998. The Council continued the item to November 10, 1998 and directed staff to work with the applicant to prepare an alternative plan. At the November 10, 1998 meeting, the Council again continued the item to allow staff and the applicant sufficient time to negotiate a Memorandum of Understanding (MOU) for the site. The City of Santa Clarita approved an MOU in October 1999. The parameters of the MOU are discussed in Section 2.8 of this Project Description.

c. Oak Tree Bank. The applicant's proposal includes an "oak tree bank" that would allow for the future removal of up to 100 additional oak trees. These trees would not be removed under the current grading plan for the site, but the applicant is requesting entitlement at this time for future tree removal.

2.4.4 Site Access and Roadways

The proposed roadway system for the site is illustrated on Figure 2-4. The primary access to the site would be provided by two four-lane industrial collector streets ("A" Street and "C" Street). "A" Street would traverse the central portion of the site, providing access to San Fernando Road and Sierra Highway. "C" Street would provide a second connection on Sierra Highway and connect with "A" Street in the southern portion of the site. These two roads would entail 88 feet of right-of-way, with 68 feet of pavement and landscaped parkways and sidewalks on either side. "A" Street is intended to allow north-south travelers an alternative route between San Fernando Road and Sierra Highway. This would allow motorists to by-pass the San Fernando Road/Sierra Highway intersection, which is anticipated to experience increasing congestion as the Newhall area builds out in accordance with the Santa Clarita General Plan.

Two additional roads "B" Street and "E" Street would provide access to specific industrial commercial lots. These roads would have 66-foot rights-of-way with 46 feet of pavement and landscaped parkways and sidewalks on either side of the road. Access to Lots 14 and 15 would



be provided by private driveways. The typical section for these driveways would consist of 26 feet of pavement. Access to Lot 23 is an extension of Pine Street to “C” Street, with 26 feet of pavement and a seven-foot landscaped parkway/sidewalk on either side of the public street (40-foot right-of-way).

Primary access to Lots 5-7, 14, 15, and 23 would be from Pine Street, an existing two-lane road that roughly parallels the MTA right-of-way along the west side of the project site. Pine Street would be extended roughly 3,000 feet from its current terminus to connect to “C” Street in the southern portion of the site. The 40-foot right-of-way for the existing section of Pine Street would be maintained for the proposed new section. Emergency access to the western portion of the site along Pine Street would also be provided via an extension of “E” Street. This extension would be gated and would be used only for emergencies.

Additional pedestrian access would be provided by the proposed trail system described in Section 2.4.2.b and illustrated on Figure 2-6. The nearby Newhall Metrolink Station (Railroad Avenue and Market Street) would provide rail service to the site, while Santa Clarita Transit provides bus service to various parts of the City and has bus stops along San Fernando Road and Sierra Highway.

2.4.5 Project Employment

Table 2-8 provides an estimate of on-site employment at buildout of the proposed project. Full site employment is estimated at 6,527. About 55% of these jobs are expected to be in the manufacturing/warehousing sector, while the remaining 45% are expected to be office jobs.

Table 2-8 Estimated On-Site Employment at Project Buildout

Employment Sector	Estimated Building Area (square feet) ^a	Square Feet of Building Area/Employee	Total Employees
Manufacturing/Warehouse	3,560,000	1,000	3,560
Office	890,000	300	2,967
Total	4,450,000		6,527

Source: EPS Economic & Planning Systems, Inc., 2001.

^a Assumes that 80% of the site building area is used for manufacturing/warehousing and 20% of the site is used for offices.

2.4.6 Infrastructure Improvements

The applicant’s proposal includes the provision of necessary infrastructure improvements (water, sewer, electrical, natural gas, and communication line extensions) to serve site development. Proposed infrastructure extensions and other improvements are described in Section 4.10, *Utilities*. In addition, several miscellaneous infrastructure improvements are proposed to mitigate current adverse environmental conditions. These include:

- Provision of improved access and parking for the historic Pioneer Oil Refinery, which is located just off the project site near the corner of San Fernando Road and Pine Street



- Construction of a concrete structure to constrict Newhall Creek and prevent further erosion, which has the potential to damage Sierra Highway
- Provision of a tunnel under Sierra Highway to provide a wildlife habitat linkage between the wilderness areas south and east of SR-14, the Hondo site between SR-14 and Sierra Highway, and Needham Ranch

2.5 CONSTRUCTION SCHEDULE

The applicant has indicated that the current plan is to complete construction within five years and has provided a tentative schedule for each of the project phases, as shown in Table 2-9. During the five-year construction period, grading is estimated to extend over about 26 months. The final phasing of construction would depend upon a variety of factors, including timing of approvals, market demand, and specific user needs.

Table 2-9 Estimated Construction Start Dates and Grading Duration

Phase ^a	Start Construction ^b	Grading Duration ^c
1	April 2002	7 months
2	April 2003	5 months
3	April 2003	5 months
4	April 2004	3 months
5	April 2004	3 months
6	April 2005	3 months

Source: Sikand Engineering, January 2001.

^a Phases are subject to adjustment depending upon user requirements.

^b Assumes concurrent expedited processing.

^c Assumes 30,000 cubic yards/day earthwork movement for Phases 1, 2, and 3 and 10,000 cubic yards/day for all other phases with one month for initial site preparation and one month for final site finish work.

2.6 PROJECT OBJECTIVES

The objectives of the proposed project are as follows:

- To develop up to 4.45 million square feet of industrial/commercial buildings
- To create an economically feasible project
- To provide recreational and open space facilities for use by Santa Clarita residents
- To protect sensitive resources on the project site through the provision of open space areas and a wildlife corridor on-site
- To provide an employment center in proximity to alternative transportation modes, including Metrolink commuter rail service and bus service
- To contribute to redevelopment efforts in the downtown Newhall area through the following:
 - Adding to the district's tax increment
 - Increasing local employment opportunities
 - Increasing patronage in Old Town Newhall through an increased daytime employment population in the immediate vicinity



- Stimulating private investment in the area through physical improvements along San Fernando Road and Sierra Highway
- To retain major open areas that act as regional ecological preserves and migration corridors

2.7 REQUIRED APPROVALS

Implementation of the proposed project would require the following discretionary approvals from the City of Santa Clarita:

- Tentative Tract Map 50283, an industrial subdivision consisting of 60 lots on 584 acres
- General Plan Amendment 99-003 to change the Open Space designation to Industrial Commercial; Community Commercial to Industrial Commercial; Industrial Commercial to Open Space; and Residential Estate (RE) to Open Space (as part of the project, an estimated 124.1 acres designated RE would be dedicated to the City as permanent open space, requiring a General Plan amendment to OS).
- Zone Change 99-002 to accommodate the same changes as required by General Plan Amendment 99-003 and to place a Planned Development (PD) overlay on portions of the IC zone (23.5 acres)
- Oak Tree Permit 99-029 for the removal of approximately 1,100 of the 10,680 live oak trees on-site, including the oak tree bank, and a retroactive Oak Tree Permit for the oak trees previously removed without a permit and for the removal of 1,041 dead and damaged trees.
- Conditional Use Permit 99-013 to permit development within the Planned Development overlay zone
- Hillside Review 99-004 to allow an estimated 7.24 million cubic yards of cut and fill on-site
- A finding that the project complies with applicable provisions of the City's Ridgeline Preservation and Hillside Development Ordinance
- Development Agreement 99-002, which would include, among other things: (1) direct removal of approximately 1,100 oak trees; (2) dedication of an estimated 220.6 acres with trails as public open space; and (3) other financial considerations

The project would also require the following approvals from other agencies:

- U.S. Army Corps of Engineers approval of a Clean Water Act Section 404 permit for disturbance of Waters of the U.S. onsite
- California Department of Fish and Game approval of a Streambed Alteration Agreement for disturbance of Waters of the State onsite
- Regional Water Quality Control Board approval of a Clean Water Act Section 401 certification for impacts to Waters of the State onsite
- Los Angeles County Fire Department approval of wildland fire protection methods to be implemented on-site
- Provision of sewer service by the County Sanitation Districts of Los Angeles County
- Metropolitan Transit Authority and Public Utilities Commission approval



2.8 MEMORANDUM OF UNDERSTANDING/ DEVELOPMENT AGREEMENT

As discussed previously, the applicant and City have negotiated a Memorandum of Understanding (MOU) for the project site. The purpose of the MOU is to outline a non-binding understanding between the City and property owners that allows the applicant to move forward with submittal of applications for the development of the site. Ultimately, the MOU would lead to a development agreement between the applicant and the City.

The MOU deal points include the dedication by the applicant of at least 150 acres of natural open space as mitigation for past and future oak tree removals, construction of a road link between San Fernando Road and Sierra Highway, and development of an on-site trail system. The applicant would be allowed to pay Bridge and Thoroughfare fees at the building permit stage. In addition, a retroactive oak tree permit would be issued covering the oak trees cut without a permit. Finally, the applicant would be given a 15-year term on the development agreement for the project.

