

Section 1.0
EXECUTIVE SUMMARY





1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The City of Santa Clarita is located 35 miles northwest of downtown Los Angeles between the Interstate 5 (I-5) and State Route 14 (SR-14) freeways, has an area of 47 square miles and a population of 165,000. The City encompasses the communities of Canyon Country, Newhall, Saugus and Valencia. Surrounding the City are various unincorporated areas of Los Angeles County and the Angeles National Forest.

The HMNMH Master Plan project site encompasses approximately 30.4 acres of land generally located north of the intersection of McBean Parkway and Orchard Village Road, east of the Interstate 5 (I-5) freeway in the City of Santa Clarita. The project site is the existing HMNMH medical campus located at 23845 McBean Parkway.

1.2 PROJECT OBJECTIVES

The HMNMH Master Plan is intended to guide the long-term buildout of an integrated, efficient, comprehensive health care facility to serve the growing Santa Clarita Valley by achieving the following objectives:

- ◆ Meet the needs of Santa Clarita Valley's dramatic population growth, expected to increase to 273,092 by 2010, to 313,290 by the year 2020, and to 441,704 by the year 2030;
- ◆ Develop a long-term campus buildout plan, which would be implemented in phases to meet the expected growth in demand for services;
- ◆ Expand the non-profit full service community hospital and associated medical offices that provide patients with highly personalized care, state-of-the-art medical technology, and a knowledgeable professional staff;
- ◆ Maintain the Santa Clarita Valley's only existing hospital in a location best suited to serve the future growth in the Valley and the hospital's 680-square-mile service area;
- ◆ Maintain the Santa Clarita Valley's only 24-hour Emergency Department, designated a Level II Trauma Center, and its capability to treat all patients, no matter how critically ill or injured;
- ◆ Take advantage of the current combination of inpatient and outpatient services on the HMNMH medical campus and the partnership between the project sponsors where medical practices are integrated with the operations of the hospital;
- ◆ Develop a medical campus designed with patients in mind by linking medical offices, parking, and inpatient services;
- ◆ Minimize visual impacts by focusing new, more dense development to the center of the existing campus;
- ◆ Modernize the medical campus physical plant and other on-site facilities to ensure long-term health of existing and new buildings;



- ◆ Design and construct new inpatient and outpatient facilities that are physically and fiscally efficient and honor the community and nature of the existing hospital;
- ◆ Implement a comprehensive vehicular access and on-site circulation system that ensures ease of movement for patients, visitors, and medical staff; and
- ◆ Ensure that future development of the medical campus is served by adequate parking facilities.
- ◆ Provide convenient access to emergency medical services, including emergency air transport.

1.3 PROJECT SUMMARY

The project sponsors are proposing a long-range Master Plan for the buildout of the HMNMH medical campus. It is anticipated that the Master Plan will be built out over the next 20 to 25 years, and will include the provision of additional inpatient, outpatient, and associated medical facilities, as well as the provision of adequate parking facilities.

For purposes of this EIR, three phases have been identified: Phase 1 (2007), Phase 2 (2015), and Buildout (2030).

1.3.1 PHASE 1 DEVELOPMENT PROGRAM

The project sponsors anticipate Phase 1 to be developed beginning in 2007. As part of the Phase 1 development program, the following activity is anticipated:

- ◆ Removal of 244 standard and 0 handicap parking spaces on the project site.
- ◆ Construction of a four-story, 80,000-square-foot medical office building at the McBean Parkway/Orchard Village intersection.
- ◆ Construction of a 4½-level plus basement (4½ levels above grade, one level below grade), 750-space parking structure, including a rooftop heliport, at the corner of McBean Parkway and Avenida Navarre.
- ◆ Reconfiguration of 9,770 square feet of office space in the Main Hospital to accommodate up to 20 new ICU beds.
- ◆ Construction of a five-story plus basement, 125,363 square-foot, 120-bed Inpatient Building A.

Upon the completion of Phase 1), the floor area ratio (FAR) of on-site buildings will increase from 0.24 (existing conditions) to 0.41.



1.3.2 PHASE 2 DEVELOPMENT PROGRAM

The project sponsors anticipate Phase 2 to be developed between 2008 and 2015. As part of the Phase 2 development program, the following activity is anticipated:

- ◆ Construction of a three-story, 60,000 square-foot medical office building along McBean Parkway at the westerly end of the property.
- ◆ Construction of a three-level plus basement (three above grade, one level below grade), 278-space parking structure located in the northwest corner of the project site. The westerly wall of the parking structure will be solid.
- ◆ Construction of a five-level plus basement (five levels above grade, one level below grade), 579-space parking structure located in the northwest corner of the project site, immediately adjacent to PS3. The westerly wall of the parking structure not adjoining PS3 will be solid.
- ◆ Construction of a three-story 60,000 square-foot medical office building at the westerly edge of the property.

Upon the completion of Phase 2, the FAR of on-site buildings will increase to 0.49.

1.3.3 BUILDOUT DEVELOPMENT PROGRAM

The Master Plan proposes to add a total of 583,619 square feet of floor area to the existing medical campus. The existing medical campus consists of 332,992 square feet of buildings. The proposed project will increase the square footage by 583,619 to a total of 916,611. At buildout, the proposed building space includes 357,861 square feet of medical offices and 558,750 square feet of hospital-related uses. New hospital uses include: a) a heliport (previously approved under separate action) that will be relocated (refer to discussion below), b) a 113,400 square foot administration building, c) a 21,703 square-foot central plant, and d) two patient buildings totaling 199,439 square feet.

In addition to the new construction, the proposed project includes the demolition of 29,220 square feet of floor area: the 8,000-square-foot Foundation building and 21,220 square feet of medical office space.

Phase 1 and Phase 2, if approved, will be permitted to be constructed over the next 15 years, assuming implementation of applicable mitigation measures outlined in this EIR. Further development beyond Phases 1 and 2 as part of the final development phase of the Master Plan may not proceed until a fully updated traffic study is prepared based on an updated valleywide traffic model and an updated Santa Clarita General Plan Circulation Element is completed and approved. In addition, other relevant technical studies may need to be prepared. It should be noted that the updated traffic analysis, or other updated technical studies, may have new as yet unanticipated environmental impacts and/or mitigation measures.

For buildout of the Master Plan following the completion of Phases 1 and 2, the following activity will occur:



- ◆ Demolition of 21,220 square feet of medical office building.
- ◆ Construction of Parking Structures PS4 and PS5 for a total of 1,208 spaces.
- ◆ Construction of one five-story, 74,076 square foot patient building east of the existing hospital.
- ◆ Construction of a four-story, 90,000 square foot medical office.
- ◆ Construction of a five-story, 113,400 square foot hospital administration building south of the existing hospital.
- ◆ Construction of an expanded Central Plant.
- ◆ Relocation of heliport to patient tower rooftop.

At buildout of the Master Plan, the floor area ratio (FAR) of on-site buildings will increase from 0.25 for existing conditions, 0.41 for Phase 1, 0.49 for Phase 2, and 0.69 for buildout conditions.

HELIPORT

The hospital is used by Los Angeles County Fire and Los Angeles County Sheriff air operations, as well as Mercy Air and other medical transport services, as a receiving location for patients flown in by helicopter. As part of the proposed Master Plan, the heliport will be relocated on the hospital campus to one of two locations. First, it will be relocated northeast of its current location on top of the first Parking Structure (PS1). Ultimately, it will be relocated to top of the first new inpatient building; however, while the specific timing of the relocation has not been determined, it is anticipated that it would not occur until the final phase of the Master Plan development program. The specific location and design of the heliport will be subject to review and approval by the Caltrans Division of Aeronautics.

BUILDING HEIGHTS

The Master Plan proposes a range of building heights up to a maximum of 85 feet. The building massing is proposed to be limited to 85 feet; however, exceptions such as mechanical equipment penthouse, antenna, elevators, override equipment room, can exceed this height provided these exceptions do not exceed 20 percent of the building roof area. The project area will be separated into building height zones.

The outermost zone (Zone 1) will not permit any structures and will encompass a 75-foot area adjacent to surrounding land uses to the north and west of the project site.

Zone 2 will permit structures up to 27 feet along the northwestern site boundary. The 27-foot height limit of Zone 2 does not include accessory rooftop equipment such as elevator shafts, heating/cooling equipment, parking lot lighting, security lighting, antennas, or similar devices.

Zone 3 will permit structures up to 47 feet in height and generally is limited along McBean Parkway. The 47-foot height limit of Zone 3 does not include accessory rooftop equipment such as elevator shafts, heating/cooling equipment, parking lot lighting, security lighting, windsocks, antennas, or similar devices.



Zone 4 will permit structures up to 65 feet in height and is generally limited to central core of medical offices and the central portion along McBean Parkway. The 65-foot height limit of Zone 4 does not include accessory rooftop equipment such as elevator shafts, heating/cooling equipment, security lighting, antennas, or similar devices.

Zone 5 will permit structures up to 85 feet; Zone 5 generally encompasses the central portion of the medical campus located east of the Avenida Navarre/McBean Parkway intersection. The 85-foot height limit of Zone 5 does not include accessory rooftop equipment such as elevator shafts, windsocks, antennas, or similar devices.

PARKING

The Master Plan also includes the construction of new surface parking and three five-level parking structures (one to be constructed in three phases) to provide a total of 2,815 parking spaces. Surface parking will provide 136 stalls in various portions of the project site, for a total of 2,951 spaces, 84 of which will be handicapped stalls. As part of the proposed Master Plan, the HMNMH is also seeking a shared parking agreement with the City of Santa Clarita, which would allow for a 15-percent reduction in required parking on-site. Currently, however, a shared parking agreement has not been approved to allow for this reduction.

Parking Structures PS1 and PS4, with 750 and 600 spaces, respectively, will be located along the southern perimeter of the project site, along McBean Parkway. These two parking structures will have a maximum height of 46.5 feet.

Parking Structures PS2, PS3, and PS5 will consist of 1,465 stalls to be constructed along the northwest perimeter of the project site and will be constructed in three phases. The westernmost portion of this parking structure (PS3), which is adjacent to existing residential uses to the west, will have a maximum height of 24 feet and will be set from the westerly property line a minimum of 75 feet. In addition, the westerly wall of PS2 will be enclosed until such time as PS3 is constructed; at this time, the westerly edge of PS3 will be enclosed.

Phase 1

For Phase 1, Parking Structure PS1 will be constructed and will provide 750 spaces. Construction of PS1 and other uses under Phase 1 will require the removal of 250 surface parking spaces. A total of 731 surface parking spaces will remain on-site. The total parking under Phase 1 will be 1,481 spaces, of which 84 will be handicapped stalls.

Phase 2

For Phase 2, Parking Structures PS2 and PS3 will be constructed and will provide 857 spaces. Construction of PS2 and PS3 and other uses under Phase 2 will require the removal of 306 additional surface parking spaces. A total of 425 surface parking spaces will remain on-site. The total parking under Phase 2 will be 2,032 spaces, of which 72 will be handicapped stalls.



Buildout

For buildout of the Master Plan, Parking Structures PS4 and PS5 will be constructed and will provide 1,208 spaces. Construction of PS4 and PS5 and other uses under the final buildout phase will require the removal of 284 additional surface parking spaces. A total of 141 surface parking spaces will remain on-site. The total parking at Master Plan buildout will be 2,956 spaces, of which 83 will be handicapped stalls.

PHASING

At this time, the applicant has planned buildout of the project over multiple phases of varying duration over a 25-year period. The phasing plan is intended to be flexible to respond to hospital and outpatient demands in the future. However, parking and other necessary improvements will be provided for each phase in accordance with the City's Master Plan approval.

1.4 SUMMARY OF PROJECT ALTERNATIVES

In accordance with *CEQA Guidelines* Section 15126.6, the following section describes a range of reasonable alternatives to the proposed project, which could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any of the significant effects of the proposed project. The evaluation considers the comparative merits of each alternative. The analysis focuses on alternatives capable of avoiding significant environmental effects or reducing them to less than significant levels, even if these alternatives would impede, to some degree, the attainment of the proposed project objectives. Potential environmental impacts associated with four separate alternatives are compared to impacts from the proposed project. The following is a description of each of the alternatives evaluated in [Section 6.0](#).

NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative assumes the Henry Mayo Newhall Memorial Hospital Master Plan would not be implemented and the proposed land uses and other improvements would not be constructed. The project site would remain unaltered and it is anticipated that the existing hospital and medical office facilities would continue to operate within their current capacity.

ALTERNATIVE ONE (REDUCED DEVELOPMENT)

Alternative One (Reduced Development) would be similar to the proposed project in terms of land use types, but would reduce the additional medical office and associated hospital uses by 50 percent. The reduction in medical office uses requires a proportionate reduction in hospital uses, per hospital policy, because all physicians with offices on-site must also be resident physicians at the hospital. The decrease in medical office and hospital uses would be accomplished by either a reduction in proposed building heights or footprints, or elimination of one or more proposed structures. Consequently, this Alternative would result in a total of 227,471 square feet of medical office uses and 397,331 square feet of hospital uses, which yields approximately 350 hospital beds, for a total development buildout of 624,802 square feet. The on-site heliport would be relocated to the roof of one of the proposed patient towers, and a new central plant would also be constructed to serve the additional hospital and medical office uses. This Alternative would reduce hospital and medical



office uses by 291,810 square feet relative to the proposed project, which is a 32-percent overall reduction in project development, and would result in a floor-area ratio (FAR) of 0.47 on-site.

ALTERNATIVE TWO (REDUCED HEIGHT MCBEAN PARKWAY)

Alternative Two (Reduced Height McBean Parkway) would be similar to the proposed project in terms of land use types, but would reduce building heights of the proposed medical office buildings and parking structures along the McBean Parkway corridor to a maximum of 35 feet and reduce the overall square footage of proposed medical office uses by 25 percent. Although not consistent with hospital policy, as discussed under Alternative One, the reduction in medical office uses would not be accompanied by a reduction in hospital-related uses. As such, along the McBean Parkway frontage, medical office buildings would be a maximum of two stories and parking structures would be a maximum of three levels above ground. The overall reduction of medical office uses and associated parking would correspond to the reduction in structural heights along the McBean Parkway frontage, therefore the height and footprints of other proposed structures would not be changed relative to the proposed project. As such, all other structures within the interior of the site would not be increased in height or footprint, and would continue to be a maximum of 85 feet in height, as is the case with the proposed project. Consequently, this Alternative would result in a total of 292,666 square feet of medical office uses and 558,750 square feet of hospital uses, which yields approximately 470 hospital beds, for a total development buildout of 851,416 square feet. The on-site heliport would be relocated to the roof of the proposed patient tower (Patient Building A), and a new central plant addition would also be constructed to serve the additional hospital and medical office uses. This Alternative would reduce medical office uses by 65,195 square feet relative to the proposed project, which is an 11 percent overall reduction in new project-related development, and would result in a floor-area ratio (FAR) of 0.64 on-site.

1.5 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The summary includes impact statements, level of significance before mitigation, mitigation measures, and level of significance after mitigation.



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IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
LAND USE			
Santa Clarita General Plan			
The proposed project is consistent with the applicable goals and policies of the City of Santa Clarita <i>General Plan</i> .	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Unified Development Code			
The proposed project would not conflict with the standards and requirements of the City of Santa Clarita <i>Unified Development Code</i> .	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
SCAG Regional Comprehensive Plan and Guide			
The proposed project would not result in conflicts with the applicable policies of the Southern California Association of Governments' Regional Comprehensive Plan and Guide.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
SCAG Southern California Compass Growth Visioning Program			
The proposed project is consistent with the principles and strategies of the Southern California Association of Governments' Southern California Compass Growth Visioning Program.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Cumulative Impacts			
Development of the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, could increase the intensity of land uses.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
POPULATION, EMPLOYMENT, AND HOUSING			
Employment			
Implementation of Phase 1 of the HMNMH Master Plan would involve the addition of approximately 80,000 square feet of medical office uses and 125,000 square feet of hospital uses, providing a greater amount of employment opportunities.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Implementation of Phase 2 of the HMNMH Master Plan would involve the addition of approximately 120,000 square feet, providing a greater amount of employment opportunities.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Buildout of the HMNMH Master Plan would involve the addition of approximately 322,839 square feet of medical office uses and 260,780 square feet of hospital uses,	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.



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providing a greater amount of employment opportunities.			
Housing Demand			
Implementation of Phase 1 of the HMNMH Master Plan could result in an increased demand for housing.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Implementation of Phase 2 of the HMNMH Master Plan could result in an increased demand for housing.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Buildout of the HMNMH Master Plan could result in an increased demand for housing.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Population			
Implementation of Phase 1 of the HMNMH Master Plan could induce population growth in the City.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Implementation of Phase 2 of the HMNMH Master Plan could induce population growth in the City.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Buildout of the HMNMH Master Plan could induce population growth in the City.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Cumulative Impacts			
Buildout of the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, would not result in significant cumulative population, employment, and housing impacts.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
AESTHETICS, LIGHT, AND GLARE			
Short-Term Construction Aesthetic, Light, and Glare Impacts			
Development of Phase 1, Phase 2, and buildout of the HMNMH Master Plan would result in grading and construction activities that would temporarily alter the existing visual character of the project site and the surrounding area and introduce new sources of light/glare.	Potentially Significant Impact.	<p>AES1 Construction equipment staging areas shall be located a minimum of 100 feet from existing residential uses, and appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of construction equipment and material, when feasible. Staging location shall be indicated on project Final Development Plans and Grading Plans.</p> <p>AES2 All construction-related lighting shall be located and aimed away from adjacent residential areas and consist of the minimal wattage necessary to provide</p>	Less Than Significant Impact.



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		safety at the construction site. A construction safety lighting plan shall be submitted to the City for review concurrent with Grading Permit application.	
Long-Term Aesthetic Impacts			
Development of Phase 1 of the HMNMH Master Plan would alter the existing visual character and viewshed from surrounding locations.	Potentially Significant Impact.	AES3 All mature landscaping shall be preserved to the maximum extent possible. If mature trees cannot be maintained, they shall either be relocated or replaced on a 3:1 ratio.	Significant Unavoidable Impact for the northern viewsheds; Less Than Significant Impact for the southern, eastern, and western viewsheds.
Development of Phase 2 of the HMNMH Master Plan would alter the existing visual character and viewshed from surrounding locations.	Potentially Significant Impact.	Refer to Mitigation Measure AES3. No additional mitigation measures are recommended that could reduce impacts to less than significant.	Significant Unavoidable Impact for the eastern viewshed; Less Than Significant Impact for the southern, northern, and western viewsheds.
Buildout of the HMNMH Master Plan would alter the existing visual character and viewshed from surrounding locations.	Potentially Significant Impact.	No mitigation measures are recommended that could feasibly reduce the significant impacts identified.	Significant Unavoidable Impact.
Long-Term Light and Glare Impacts			
Development of Phase 1, Phase 2, and buildout of the HMNMH Master Plan would introduce new sources of light and glare into the project area.	Potentially Significant Impact.	AES4 Prior to plan approval, the City of Santa Clarita Planning Division shall ensure that the following elements are included in the project plans, as appropriate: <ul style="list-style-type: none"> ◆ The project plans shall comply with all lighting standards contained in the City's <i>Unified Development Code</i>, including, but not limited to Chapter 17.15, Property Development Standards, and Chapter 17.19, Sign Regulations (Private Property); ◆ All exterior lighting shall be designed and located as to avoid intrusive effects on adjacent residential properties and undeveloped areas adjacent to the project site. Low-intensity street lighting and low-intensity exterior lighting shall be used throughout the development to the extent 	Less Than Significant Impact.



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		<p>feasible. Lighting fixtures shall use shielding, if necessary, to prevent spill lighting on adjacent off-site uses;</p> <ul style="list-style-type: none"> ◆ Design and placement of site lighting shall minimize glare affecting adjacent properties, buildings, and roadways; ◆ Fixtures and standards shall conform to state and local safety and illumination requirements; ◆ Development projects shall use minimally reflective glass, and all other materials used on exterior building and structures shall be selected with attention to minimizing reflective glare; and ◆ Automatic timers on lighting shall be designed to maximize personal safety during nighttime use while saving energy. 	
Cumulative Impacts			
Implementation of the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, would result in significant cumulative aesthetic, light, and glare impacts.	Potentially Significant Impact.	No mitigation measures are recommended that could feasibly reduce the significant impacts referenced.	Significant Unavoidable Impact.
TRAFFIC AND CIRCULATION			
Project Impacts			
Development associated with Phase I of the proposed Master Plan could result in adverse impacts to the function of intersections in the project area under short-range (2007) traffic conditions.	Potentially Significant Impact.	<p>TR1 In order to address impacts at the Hospital Main Driveway/McBean Parkway/Orchard Village Road Intersection, the following improvements shall be required:</p> <ul style="list-style-type: none"> ◆ Add 2 southbound lanes to Hospital Driveway (for 1 left-turn lane, 1 through lane, 1 right-turn lane) 	Less Than Significant Impact.



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		<ul style="list-style-type: none"> ◆ Add a separate westbound right-turn lane/deceleration lane for access to Hospital Driveway (approximately 300 feet) <p>TR2 In order to address impacts at the Hospital West Driveway/McBean Parkway Intersection, the following improvements shall be required.</p> <ul style="list-style-type: none"> ◆ Provide a separate turn pocket for left-turns from McBean Parkway into the site (approximately 200 feet) ◆ Provide a separate westbound right-turn lane/deceleration lane for access to Hospital Driveway (approximately 300 feet) ◆ Provide a single outbound lane on Hospital Driveway for right-turns onto McBean Parkway and prohibit left-turns onto McBean Parkway. <p>TR3 The project applicant shall pay fees to the established Valencia Bridge and Thoroughfare District, in accordance with City policy, in order to provide a fair-share contribution of funds for future traffic system improvements.</p>	
Development associated with Phase 2 of the proposed Master Plan could result in adverse impacts to the function of intersections in the project area under interim year (2015) traffic conditions.	Potentially Significant Impact.	<p>TR4 In order to address impacts at the McBean Parkway at Rockwell Canyon Road Intersection, the following improvements shall be required:</p> <ul style="list-style-type: none"> ◆ Widen the southbound approach to provide a separate right-turn pocket. Convert the existing southbound right-turn lane to a second through lane. <p>TR5 In order to address impacts at the Orchard Village Road at Wiley Canyon Road Intersection,</p>	



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		<p>the following improvements shall be required:</p> <ul style="list-style-type: none"> ◆ Add a separate northbound right-turn lane (within existing right-of-way between Wiley Canyon road and the Santa Clara River South Fork Bridge). <p>Although the right-turn lane would not meet the City of Santa Clarita's standard length requirement due to right-of-way restrictions, this improvement has been approved by the City's Traffic Division.</p> <p>TR6 In order to address impacts at the Orchard Village Road at McBean Parkway Intersection, the following improvements shall be required:</p> <ul style="list-style-type: none"> ◆ Implementation of Phase 1 mitigation that requires adding a separate westbound right-turn lane and widening the southbound approach (project driveway). Phase 2 mitigation shall consist of providing a second through lane on the southbound approach (project driveway). <p>TR7 In order to address impacts at the McBean Parkway at Magic Mountain Parkway Intersection, the following improvements shall be required:</p> <ul style="list-style-type: none"> ◆ Add a third through lane for the eastbound and westbound directions (re-striping). 	
Development associated with Phase 1 of the proposed Master Plan could result in adverse impacts to the function of Los Angeles County Congestion Management Program	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.



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(CMP) facilities in the project area under short-range (2007) traffic conditions.			
Development associated with Phase 1, Phase 2, and buildout of the proposed Master Plan could result in inadequate parking capacity on-site.	Potentially Significant Impact.	No mitigation measures exist that could reduce impacts to less than significant.	Significant Unavoidable Impact.
Cumulative Impacts			
Development associated with the buildout of the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, could result in adverse impacts to the function of intersections and roadways in the project area long-range cumulative (2030) traffic conditions.	Potentially Significant Impact.	<p>Refer to Mitigation Measures TR1 through TR8 for Phase 1 and Phase 2 improvements applicable to the Hospital Main Driveway/McBean Parkway/Orchard Village Road intersection and the relocated Hospital West Driveway/McBean Parkway intersection. Additionally, the following mitigation measures are also proposed to address Master Plan buildout and cumulative project impacts to the traffic system. Refer to <i>Exhibit 5.4-30, Traffic Mitigation Improvements</i>, for an illustration of proposed traffic system improvements. As noted previously, some of the following improvements could be implemented during prior phases of Master Plan development, in conjunction with other improvements for Phases 1 or 2, in order to minimize construction impacts at affected locations.</p> <p>TR4 In order to address traffic impacts at the Hospital Main Driveway/McBean Parkway/Orchard Village Road intersection, the following improvements shall be required:</p> <ul style="list-style-type: none"> ◆ Add separate eastbound right-turn lane for right-turns from McBean Parkway to Orchard Village Road (approximately 300 feet); however, due to right-of-way restrictions and proximity to existing residential units, this improvement is currently infeasible; ◆ Extend existing eastbound left-turn storage pocket to approximately 300 feet; 	Significant Unavoidable Impact.



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		<ul style="list-style-type: none"> ◆ Extend existing westbound left-turn storage pocket to approximately 600 feet; and ◆ Extend existing northbound left-turn storage pocket to approximately 800 feet. <p>TR9 In order to address traffic impacts at the Hospital East Driveway/McBean Parkway/Avenida Navarre intersection, the following improvement shall be required:</p> <ul style="list-style-type: none"> ◆ Modify traffic signal to provide left-turn phasing for southbound (Project Driveway) left-turns and northbound (Avenida Navarre) left-turns. <p>TR10 In addition to the specific mitigation measures identified above, each subsequent phase of development beyond Phases 1 and 2 of the proposed Master Plan would potentially require the mitigation of off-site impacts. Traffic studies would be prepared for these future phases as plans are brought forward.</p>	
AIR QUALITY			
Construction Impacts			
Construction activities associated with Phase 1 of the proposed Master Plan would result in significant air pollutant emissions impacts.	Potentially Significant Impact.	<p>Although construction-related air quality impacts cannot be reduced to less than significant, the following standard air pollution control mitigation measures would serve to reduce impacts to the maximum extent feasible.</p> <p>AO1 During construction, the contractor shall be responsible for ensuring that all measures listed in <i>Table 5.5-8, Standard Measures for Construction-Related Emissions</i>, are implemented. To achieve the particulate control efficiencies shown, it is assumed that finished surfaces would be</p>	Significant Unavoidable Impact.



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		<p>stabilized with water and/or dust palliatives and isolated from traffic flows to prevent emissions of fugitive dust from these areas. In addition, the following water application rates are assumed:</p> <ul style="list-style-type: none"> ◆ Roads traveled by autos, rock trucks, water trucks, fuel trucks, and maintenance trucks: up to twice per hour; ◆ Roads traveled by scrapers and loaders in active excavation areas: up to three times per hour; ◆ Finish grading areas: up to once every two hours. <p>AQ2 All construction equipment shall be maintained in good operating condition so as to reduce operational emissions. The contractor shall ensure that all construction equipment is properly serviced and maintained.</p> <p>AQ3 The construction contractor shall utilize, as much as possible, pre-coated/natural colored building materials, water-based or low-VOC coating, and coating transfer or spray equipment with high transfer efficiency, such as HVLP spray method, or manual coatings application such as a paintbrush, hand roller, trowel, spatula, dauber, rag, or sponge.</p>	
Construction activities associated with Phase 2 of the proposed Master Plan would result in significant air pollutant emissions impacts.	Potentially Significant Impact.	Refer to Mitigation Measures AQ1 through AQ3.	Significant Unavoidable Impact.
Construction activities associated with buildout of the proposed Master Plan would result in significant air pollutant emissions impacts.	Potentially Significant Impact.	Refer to Mitigation Measures AQ1 through AQ3.	Significant Unavoidable Impact.



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Long-Term Operational Impacts			
Operation of improvements associated with Phase 1 of the proposed Master Plan could result in significant air pollutant emissions impacts.	Less Than Significant Impact.	Although no mitigation measures are required to reduce impacts to less than significant, the following standard measures are recommended for project design to minimize air quality impacts: AQ4 Project design shall incorporate energy-saving features throughout the project, including low-emission water heaters, central water heating systems, and built-in energy efficient appliances. AQ5 Parking areas shall be planted with trees to insure shading and prevent heat buildup. AQ6 Proposed uses shall be designed to use low-emitting paints and solvents throughout.	Not applicable.
Operation of improvements associated with Phase 2 of the proposed Master Plan could result in significant air pollutant emissions impacts.	Less Than Significant Impact.	Although no mitigation measures are required to reduce impacts to less than significant, Mitigation Measures AQ4 through AQ6, listed above, are recommended for project design to minimize air quality impacts.	Not applicable.
Operation of improvements associated with buildout of the proposed Master Plan could result in significant air pollutant emissions impacts.	Less Than Significant Impact.	Although no mitigation measures are required to reduce impacts to less than significant, Mitigation Measures AQ4 through AQ6, listed above, are recommended for project design to minimize air quality impacts.	Not applicable.
Air Quality Management Plan Consistency			
Development associated with Phase 1, Phase 2, and Buildout of the proposed Master Plan would result in conflicts with the SCAQMD's adopted air quality management plan.	Potentially Significant Impact.	No mitigation measures exist that could reduce impacts to less than significant.	Significant Unavoidable Impact.
Cumulative Impacts			
Development of the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, could result in cumulatively considerable air quality impacts.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.



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NOISE			
Construction Noise Impacts			
Construction activities associated with Phase 1 of the proposed Master Plan could result in potentially significant adverse noise impacts on surrounding sensitive receptors.	Potentially Significant Impact.	<p>N1 Construction shall be limited to the hours of 7:00 AM to 7:00 PM Monday through Friday and 8:00 AM to 6:00 PM on Saturday, in accordance with the City of Santa Clarita's Noise Control Ordinance. No construction activities shall be permitted outside of these hours, or on Sundays and federal holidays.</p> <p>N2 During all site excavation and grading, the project contractor(s) shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.</p> <p>N3 The project contractor(s) shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.</p> <p>N4 The project contractor(s) shall locate equipment staging in areas that would create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.</p>	Less Than Significant Impact.
Construction activities associated with Phase 2 of the proposed Master Plan could result in potentially significant adverse noise impacts on surrounding sensitive receptors.	Potentially Significant Impact.	Refer to Mitigation Measures N1 through N4. No additional mitigation measures are required.	Less Than Significant Impact.
Construction activities associated with buildout of the proposed Master Plan could result in potentially significant adverse noise impacts on surrounding sensitive receptors.	Potentially Significant Impact.	Refer to Mitigation Measures N1 through N4. No additional mitigation measures are required.	Less Than Significant Impact.



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Operational Traffic Noise Impacts			
Development associated with Phase 1 of the proposed Master Plan could result in potentially significant adverse traffic-related noise impacts on surrounding sensitive receptors.	Potentially Significant Impact.	N5 To meet the 45-dBA CNEL interior noise standard for medical office uses, mechanical ventilation, such as an air-conditioning system, shall be required for medical office buildings along the southern portion of the project site along McBean Parkway, in order to ensure that windows can remain closed for prolonged periods of time.	Less Than Significant Impact.
Development associated with Phase 2 of the proposed Master Plan could result in potentially significant adverse traffic-related noise impacts on surrounding sensitive receptors.	Potentially Significant Impact.	Refer to Mitigation Measure N5. No additional mitigation measures are required.	Less Than Significant Impact.
Development associated with buildout of the proposed Master Plan could result in potentially significant adverse traffic-related noise impacts on surrounding sensitive receptors.	Potentially Significant Impact.	Refer to Mitigation Measure N5. No additional mitigation measures are required.	Less Than Significant Impact.
Helicopter Noise Impacts			
Helipad operations associated with Phase 1 of the proposed Master Plan could result in potentially significant helicopter-related noise impacts on surrounding sensitive receptors.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Helipad operations associated with Phase 2 of the proposed Master Plan could result in potentially significant helicopter-related noise impacts on surrounding sensitive receptors.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Helipad operations associated with buildout of the proposed Master Plan could result in potentially significant helicopter-related noise impacts on surrounding sensitive receptors.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Operational Stationary Source Noise Impacts			
Development associated with Phase 1 of the proposed Master Plan could result in potentially significant adverse stationary-source noise impacts on nearby sensitive receptors.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Development associated with Phase 2 of the proposed Master Plan could result in potentially significant	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.



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adverse stationary-source noise impacts on nearby sensitive receptors.			
Development associated with buildout of the proposed Master Plan could result in potentially significant adverse stationary-source noise impacts on nearby sensitive receptors.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Cumulative Impacts			
Development associated with the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, could result in cumulatively considerable noise impacts.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
GEOLOGY, SOILS, AND SEISMICITY			
Surface Fault Rupture			
Development associated with Phase 1, Phase 2, and buildout of the proposed Master Plan would not expose people or structures to potential substantial adverse effects from surface fault rupture.	No Impact.	No mitigation measures are required.	Not applicable.
Seismic Groundshaking			
Development associated with Phase 1, Phase 2, and buildout of the proposed Master Plan could expose people or structures to potential substantial adverse effects from seismic groundshaking.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Ground Failure			
Development associated with Phase 1, Phase 2, and buildout of the proposed Master Plan could expose people or structures to potential substantial adverse effects from ground failure, including settlement, ground lurching, liquefaction, or lateral spreading.	Potentially Significant Impact.	GEO1 Future geotechnical engineering studies shall be performed by a qualified geotechnical firm for the proposed buildings to evaluate the nature and extent of loose alluvial soils. The geotechnical firm shall provide construction recommendations to minimize impacts related to seismically-induced settlement (i.e., removal and replacement of loose alluvial soils with engineered fill, performing <i>in situ</i> densification, or supporting all future structures that are underlain by unsuitable soils on piles and grade beams).	Less Than Significant Impact.



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Landslides and Slope Stability			
Development associated with Phase 1, Phase 2, and buildout of the proposed Master Plan could expose people or structures to potential substantial adverse effects from landslides or other slope failures.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Soil Erosion			
Development associated with Phase 1, Phase 2, and buildout of the proposed Master Plan could result in substantial wind or water soil erosion or the loss of topsoil, either on- or off-site.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Expansive Soils			
On-site expansive soils could pose a risk to people and structures associated with proposed development.	Potentially Significant Impact.	GEO2 Clay soils exposed at the deeper subgrade level shall not be allowed to dry out.	Less Than Significant Impact.
Grading			
Development associated with Phase 1, Phase 2, and buildout of the proposed Master Plan would not result in a change in topography or ground surface relief features.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Corrosive Soils			
Corrosive soils could pose a risk to people and structures associated with proposed development.	Potentially Significant Impact.	GEO3 Buried metal piping shall be protected with suitable coatings, wrappings, or seals. GEO4 A corrosion engineer shall be consulted during future geotechnical studies to determine the necessary project design features to minimize the effects of corrosive soils.	Less Than Significant Impact.
Cumulative Impacts			
Development associated with the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, would not result in cumulatively considerable geology, soils, and seismicity impacts.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
HAZARDS AND HAZARDOUS MATERIALS			
Heliport-Related Hazards			
Development associated with Phase 1, Phase 2, and buildout of the proposed Master Plan could expose people to potential hazards	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.



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associated with on-site heliport operations.			
Construction-Related Hazardous Materials Impacts			
Implementation of the proposed Master Plan has the potential to expose people to sources of potential health hazards, as a result of renovation activities.	Potentially Significant Impact.	HAZ1 The Project Applicant shall retain a qualified environmental specialist (e.g., a Registered Environmental Assessor or similarly qualified individual) to perform pre-construction hazardous materials surveys to inspect existing building areas subject to demolition or renovation for the presence of as yet unidentified asbestos, PCBs, mercury, lead, or other hazardous materials. If found at levels that require special handling, the Project Applicant shall manage these materials as required by law and according to federal and state regulations and guidelines, including those of DTSC, SCAQMD, Cal/OSHA, and any other agency with jurisdiction over these hazardous materials.	Less Than Significant Impact.
Hazardous Materials Use, Storage, and Handling			
Implementation of the proposed Master Plan would increase hazardous materials use, storage, and handling at the project site, thereby increasing risks of human and environmental exposure to hazardous materials. However, existing health and safety programs limit the potential for exposure to hazardous materials by workers, other individuals on site, the community, and the environment.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Hazardous Waste Generation			
Implementation of the proposed Master Plan would increase hazardous waste generation by the hospital, but would not substantially increase risks of environmental exposure.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Hazardous Materials Exposure			
Implementation of the proposed Master Plan would increase the number of individuals exposed to, but	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.



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not the nature of, physical safety hazards at the HMNMH. Existing safety programs minimize the potential for physical hazards to pose significant impacts.			
Cumulative Impacts			
Development associated with the proposed Master Plan, in conjunction with other cumulative projects in the Santa Clarita Valley, could result in cumulatively considerable hazards and hazardous materials impacts.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
HYDROLOGY AND WATER QUALITY			
Drainage			
Development associated with Phase 1 of the proposed Master Plan could alter the drainage pattern of the project site.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Development associated with Phase 2 of the proposed Master Plan could alter the drainage pattern of the project site.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Development associated with buildout of the proposed Master Plan could alter the drainage pattern of the project site.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Hydrology			
Development associated with Phase 1 of the proposed Master Plan could increase stormwater flow rates in on- and off-site stormwater conveyance facilities.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Development associated with Phase 2 of the proposed Master Plan could increase stormwater flow rates in on- and off-site stormwater conveyance facilities.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Development associated with buildout of the proposed Master Plan could increase stormwater flow rates in on- and off-site stormwater conveyance facilities.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Water Quality			
Development associated with Phase 1 of the proposed Master Plan would increase pollutant loads in the local storm drain system and receiving water bodies.	Potentially Significant Impact.	HWQ1 The Project Applicant shall prepare and submit a Notice of Intent (NOI) to comply with the Construction General Permit to the State Water Resources Control Board.	Less Than Significant Impact.



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		<p>HWQ2 The Project Applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) per requirements of the NPDES Construction General Permit.</p> <p>HWQ3 The Project Applicant shall comply with post-construction Best Management Practice (BMP) requirements as detailed in the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP).</p>	
Development associated with Phase 2 of the proposed Master Plan would increase pollutant loads in the local storm drain system and receiving water bodies.	Potentially Significant Impact.	Refer to Mitigation Measures HWQ1 through HWQ3. No additional mitigation measures are required.	Less Than Significant Impact.
Development associated with buildout of the proposed Master Plan would increase pollutant loads in the local storm drain system and receiving water bodies.	Potentially Significant Impact.	Refer to Mitigation Measures HWQ1 through HWQ3. No additional mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts			
Development associated with the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, would contribute to cumulative hydrology and water quality impacts.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
FIRE PROTECTION SERVICES			
Construction Impacts			
Construction associated with Phase 1, Phase 2, and buildout of the proposed Master Plan would result in an increased demand for fire services.	Potentially Significant Impact.	<p>FS1 Concurrent with the issuance of building permits, the project applicant shall participate in the Developer Fee Program to the satisfaction of the County of Los Angeles Fire Department.</p> <p>FS2 Adequate access to all buildings on the project site shall be provided for emergency vehicles during the building construction process.</p> <p>FS3 Adequate water availability shall be provided to service construction activities.</p>	Less Than Significant Impact.



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Operational Impacts			
Development associated with Phase 1 of the proposed Master Plan would result in an increased demand for fire services.	Potentially Significant Impact.	<p>FS4 Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width, unobstructed, clear-to-sky. The edge of the roadway shall be within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.</p> <p>FS5 Commercial development shall require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration, unless otherwise deemed appropriate by the Fire Department. Final fire flows shall be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:</p> <ul style="list-style-type: none"> ◆ No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant. ◆ No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant. ◆ Additional hydrants will be required if hydrant spacing exceeds specified distances. <p>FS6 Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in</p>	Less Than Significant Impact.



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		<p>length. All on-site driveways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure.</p> <p>FS7 Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.</p> <p>FS8 The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING – FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.</p> <p>FS9 All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review and approval, prior to issuance of building permit.</p>	
Development associated with Phase 2 of the proposed Master Plan would result in an increased demand for fire services.	Potentially Significant Impact.	Refer to Mitigation Measures FS4 through FS9. No additional mitigation measures are required.	Less Than Significant Impact.
Development associated with buildout of the proposed Master Plan would result in an increased demand for fire services.	Potentially Significant Impact.	Refer to Mitigation Measures FS4 through FS9. No additional mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts			
Development associated with the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, would increase demands for fire protection services.	Potentially Significant Impact.	Refer to Mitigation Measures FS1 through FS9. No additional mitigation measures are required.	Less Than Significant Impact.



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Sheriff Services			
Construction Impacts			
Construction associated with Phase 1, Phase 2, and buildout of the proposed Master Plan would result in an increase demand for police services.	Potentially Significant Impact.	SS1 During construction, private security patrols shall be utilized to protect the project site.	Less Than Significant Impact.
Operational Impacts			
Phase 1 operations would result in an increased demand for sheriff services.	Potentially Significant Impact.	<p>SS2 As final building plans are submitted to the City for approval in the future, Sheriff's Department design requirements which reduce demands for service and ensure adequate public safety (such as those pertaining to site access, site security lighting), shall be incorporated into building designs.</p> <p>SS3 Project design shall landscape the project site with low-growing groundcover and shade trees, rather than a predominance of shrubs that could conceal potential criminal activity around buildings and parking areas.</p> <p>SS4 Project design shall provide lighting, to the satisfaction of the Sheriff's Department, around and throughout the development to enhance crime prevention and enforcement efforts.</p> <p>SS5 Project design shall provide clearly visible (during the day and night) address signs and/or building numbers for easy identification during emergencies.</p> <p>SS6 Project design shall provide visibility of doors and windows from the street and between buildings.</p>	Less Than Significant Impact.
Phase 2 operations would result in an increased demand for sheriff services.	Potentially Significant Impact.	Refer to Mitigation Measures SS2 through SS6. No additional mitigation measures are required.	Less Than Significant Impact.



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Buildout operations of the Master Plan would result in an increased demand for sheriff services.	Potentially Significant Impact.	Refer to Mitigation Measures SS2 through SS6. No additional mitigation measures are required.	Less Than Significant Impact.
Emergency Response/Evacuation Plans			
Development associated with Phase 1, Phase 2, and buildout of the proposed Master Plan could impact City emergency response/evacuation plans.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
California Highway Patrol Services			
Development associated with Phase 1, Phase 2, and buildout of the proposed project could result in an increased demand for California Highway Patrol services.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Cumulative Impacts			
Development of the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, would increase demands for police protection services.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Development associated with the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, could impact City emergency response/evacuation plans.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
SCHOOLS/EDUCATION			
Newhall School District			
Development associated with Phase 1 of the proposed Master Plan would increase student enrollment within the Newhall School District.	Potentially Significant Impact.	SE1 The Project Applicant shall pay the required mitigation fees in place at time of payment to the Newhall District. Payment of the mitigation fees shall provide full funding of the costs to construct facilities necessary to house the additional students generated by the project.	Less Than Significant Impact.
Development associated with Phase 2 of the proposed Master Plan would increase student enrollment within the Newhall School District.	Potentially Significant Impact.	Refer to Mitigation Measures SE1. No additional mitigation measures are required.	Less Than Significant Impact.
Development associated with buildout of the proposed Master Plan would increase student enrollment within the Newhall School District.	Potentially Significant Impact.	Refer to Mitigation Measures SE1. No additional mitigation measures are required.	Less Than Significant Impact.



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Hart District			
Development associated with Phase 1 of the proposed Master Plan would increase student enrollment within the Hart District.	Potentially Significant Impact.	SE2 The Project Applicant shall pay the required mitigation fees in place at time of payment to the Hart District. Payment of the mitigation fees shall provide full funding of the costs to construct facilities necessary to house the additional students generated by the project.	Less Than Significant Impact.
Development associated with Phase 2 of the proposed Master Plan would increase student enrollment within the Hart District.	Potentially Significant Impact.	Refer to Mitigation Measure SE2. No additional mitigation measures are required.	Less Than Significant Impact.
Development associated with buildout of the proposed Master Plan would increase student enrollment within the Hart District.	Potentially Significant Impact.	Refer to Mitigation Measure SE2. No additional mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts			
Development associated with the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, would increase the demand for school facilities within the Newhall and Hart School Districts.	Potentially Significant Impact.	Refer to Mitigation Measures SE1 and SE2. No additional mitigation measures are required.	Less Than Significant Impact.
SOLID WASTE			
Construction-Related Impacts			
Construction waste generated by Phase 1, Phase 2, and buildout of the proposed Master Plan would generate solid waste, which would incrementally decrease the capacity and lifespan of landfills.	Potentially Significant Impact.	SW1 The Project Applicant/individual project applications shall adhere to all source reduction programs for the disposal of construction materials and solid waste, as required by the City of Santa Clarita. Prior to issuance of building permits, a source reduction program shall be prepared and submitted to the Director of Field Services for each future structure constructed on the subject properties to achieve a minimum 60 percent reduction in waste disposal rates, including green waste.	Significant Unavoidable Impact.



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Operational Impacts			
Development associated with Phase 1 of the proposed Master Plan would generate solid waste that would incrementally decrease the capacity and lifespan of landfills.	Potentially Significant Impact.	<p>SW2 The location of recycling/separation areas shall be in proximity to dumpsters for non-recyclables, elevators, loading docks, and primary internal and external access points.</p> <p>SW3 The location of recycling/separation areas shall not be in conflict with any applicable federal, state or local laws relating to fire, building, access, transportation, circulation, or safety.</p> <p>SW4 The location of recycling/separation areas shall be convenient for those persons who deposit, collect, and load the recyclable materials.</p> <p>SW5 Recycling containers/bins shall be located so that they do not block access to each other.</p> <p>SW6 Yard waste shall be reduced through the use of drought-tolerant and native vegetation in common area landscaping wherever possible.</p> <p>SW7 The applicant shall comply with all applicable state and Los Angeles County regulations and procedures for the use, collection and disposal of solid and hazardous wastes.</p>	Significant Unavoidable Impact.
Development associated with Phase 2 of the proposed Master Plan would generate solid waste that would incrementally decrease the capacity and lifespan of landfills.	Potentially Significant Impact.	Refer to Mitigation Measures SW1 through SW7. No additional mitigation measures are required.	Significant Unavoidable Impact.
Development associated with buildout of the proposed Master Plan would generate solid waste that would incrementally decrease the capacity and lifespan of landfills.	Potentially Significant Impact.	Refer to Mitigation Measures SW1 through SW7. No additional mitigation measures are required.	Significant Unavoidable Impact.



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Cumulative Impacts			
Development associated with the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, would increase the demand for landfill disposal capacity.	Potentially Significant Impact.	Refer to Mitigation Measures SW1 through SW7. No additional mitigation measures are required.	Significant Unavoidable Impact.
ELECTRICITY			
Development associated with Phase 1 of the proposed Master Plan would incrementally increase demands on electricity supplies and distribution infrastructure.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Development associated with Phase 2 of the proposed Master Plan would incrementally increase demands on electricity supplies and distribution infrastructure.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Development associated with buildout of the proposed Master Plan would incrementally increase demands on electricity supplies and distribution infrastructure.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Cumulative Impacts			
Development associated with the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, would incrementally increase demands on electricity supplies and distribution infrastructure.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
NATURAL GAS			
Development associated with Phase 1 of the proposed Master Plan would incrementally increase demands on natural gas supplies and distribution infrastructure.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Development associated with Phase 2 of the proposed Master Plan would incrementally increase demands on natural gas supplies and distribution infrastructure.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Development associated with buildout of the proposed Master Plan would incrementally increase demands on natural gas supplies and distribution infrastructure.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
Cumulative Impacts			
Development associated with the proposed project, in conjunction with	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.



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other cumulative projects in the Santa Clarita Valley, would incrementally increase demands on natural gas supplies and distribution infrastructure.			
WATER SUPPLY			
Water Demand and Supply			
Development associated with Phase 1 of the proposed Master Plan could create demand for water that exceeds available supplies.	Potentially Significant Impact.	<p>WS1 The new and expanded facilities shall seek to use the most efficient water conserving bathroom fixtures feasible in order to minimize water consumption. This could include automatic shutoff faucets, 1.5 gallon per minute (gpm) aerators and 2.0 gpm showerhead.</p> <p>WS2 The food service facilities shall use water conserving dishwashers and spray systems (high efficiency pre-rinse spray nozzles) that are designed for maximum water efficiency.</p> <p>WS3 The new or expanded facilities shall use water conserving general wash-down systems that feature low consumption pressure washers.</p> <p>WS4 The new X-Ray facilities shall incorporate water re-circulating equipment or digital imaging to reduce consumption. Re-circulating options and digital imaging shall be consistent with the guidelines provided in the technical memorandum prepared by the Resource Management Corporation.</p> <p>WS5 Landscaping shall feature drought resistance plant materials and the automatic irrigation systems shall feature the latest technology controllers with automatic weather updating to adjust irrigation schedules and quantities to achieve lower water consumption. The landscape</p>	Less Than Significant Impact.



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		irrigation systems shall feature the use of drip irrigation and other water conserving strategies wherever possible.	
Development associated with Phase 2 of the proposed Master Plan could create demand for water that exceeds available supplies.	Potentially Significant Impact.	Refer to Mitigation Measures WS1 through WS5. No additional mitigation measures are required.	Less Than Significant Impact.
Development associated with buildout of the proposed Master Plan could create demand for water that exceeds available supplies.	Potentially Significant Impact.	Refer to Mitigation Measures WS1 through WS5. Additionally, the following mitigation measures would also be required: WS6 The new Central Plant shall use hot water boiler systems, or similar appropriate systems, rather than the existing steam boiler system. WS7 The new Central Plant shall use cooling tower condenser water treatment systems with electronic controllers that minimize chemical use and blow-down requirements, or similar appropriate treatment systems.	Less Than Significant Impact.
Cumulative Impacts			
Development associated with the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, would increase demand for water supplies.	Less Than Significant Impact.	No mitigation measures are required.	Not applicable.
WASTEWATER			
Wastewater Conveyance and Treatment			
Phase 1 of the proposed project would generate wastewater that could exceed the capacity of conveyance and treatment facilities that serve the project area.	Potentially Significant Impact.	WW1 Approval of points of connection and quantification of the available capacity in the affected portions of the sewer system serving the City shall be received prior to further wastewater system master planning.	Less Than Significant Impact.
Phase 2 of the proposed project would generate wastewater that could exceed the capacity of conveyance and treatment facilities that serve the project area.	Potentially Significant Impact.	Refer to Mitigation Measure WW1. No additional mitigation measures are required.	Less Than Significant Impact.



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IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Buildout of the proposed project would generate wastewater that could exceed the capacity of conveyance and treatment facilities that serve the project area.	Potentially Significant Impact.	Refer to Mitigation Measure WW1. No additional mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts			
Development associated with the proposed project, in conjunction with other cumulative projects in the Santa Clarita Valley, would increase demand for wastewater conveyance and treatment capacity.	Potentially Significant Impact.	Refer to Mitigation Measure WW1. No additional mitigation measures are required.	Less Than Significant Impact.