

CITY OF SANTA CLARITA
STAFF REPORT
THE MASTER'S COLLEGE MASTER PLAN PROJECT
MASTER CASE NO. 04-496: MASTER PLAN 07-001, GENERAL PLAN
AMENDMENT 04-009, ZONE CHANGE 04-006, TENTATIVE TRACT MAP 66503,
CONDITIONAL USE PERMIT 04-031, RIDGELINE ALTERATION PERMIT 07-001,
HILLSIDE REVIEW 04-010, OAK TREE PERMIT 04-050
ENVIRONMENTAL IMPACT REPORT SCH NO. 2006101171

DATE: July 29, 2008

TO: Chairperson Berger and Members of the Planning Commission

FROM: Paul D. Brotzman, Director of Community Development
Lisa M. Webber, AICP, Planning Manager

CASE PLANNER: James Chow, Associate Planner

APPLICANT: The Master's College

LOCATION: The project site is generally located at 21726 Placerita Canyon Road, to the north and south of Placerita Canyon Road, west of the western terminuses of Dockweiler Drive and Deputy Jake Drive, north of the East Newhall community and east of the Metropolitan Water District (MWD) property.

REQUEST: This is a request for approval of a Master Plan to guide the future development of The Master's College (TMC) campus, a tentative tract map to create 54 condominium units south of future Dockweiler Drive and to construct and extend Dockweiler Drive and Deputy Jake Drive through the project site. The request includes the following:

10-year Master Plan: To provide a conceptual land use plan, development regulations, design guidelines and programs to ensure that the college campus is developed in a manner consistent with the goals, objectives, and policies of the City, TMC and the community.

General Plan Amendment (GPA): (1) To amend the land use designations of two areas of the project site from RL (Residential Low) to PE (Private Education) and from PE to RM (Residential Moderate); (2) to amend the Circulation Element to designate Dockweiler Drive as a four-lane secondary highway and define the specific alignment as shown on TTM 66503.

Zone Change (ZC): To amend the zoning of two areas of the project site from RL (Residential Low) to PE (Private Education) and from PE to RM (Residential Moderate).

Tentative Tract Map (TTM): To subdivide 81.55 acres, south of Placerita Canyon Road, into 28 lots and two public roadways. The 28 lots would include five college lots, 17 multi-family lots (for 54 multi-family air space units), two Homeowner Association lots, three open space lots that include Creekview Park to be dedicated to the City, and one water quality basin lot.

Conditional Use Permit (CUP): To permit the proposed residential buildings to consist of up to three stories in height.

Ridgeline Alteration Permit (RAP): To develop or grade on the upper two-thirds of the overall height of a significant ridgeline.

Hillside Review Permit (HR): To develop on land with an average cross slope of ten percent or greater.

Oak Tree Permit (OTP): To permit the removal of 121 healthy oaks and encroach on 97 oaks of the 430 oak trees located on site. No heritage oaks would be removed as part of this project.

Review and certification of the Environmental Impact Report prepared for this project.

PURPOSE OF THE MEETING

The purpose of tonight's meeting is first to provide the Commission with a brief overview of The Master's College Master Plan Project Environmental Impact Report from the City's EIR consultant, Impact Sciences. Following this overview, staff and the environmental consultant will then proceed with a focused presentation on each of the environmental subject areas affected by the proposed project, which will also address several of the Planning Commission's environmental concerns.

BACKGROUND

PREVIOUS PLANNING COMMISSION MEETINGS

At the July 1, 2008 Planning Commission meeting, the Commission opened the public hearing for The Master's College Master Plan project, received a presentation on the project from staff and the applicant, and received public testimony regarding the project. In addition, the Planning Commission raised concerns over several items regarding the

project that staff will be addressing at this meeting in the DEIR discussion. These include the following:

- Parking, traffic circulation along Dockweiler Drive (Transportation and Circulation, pages 18-21 of the staff report)
- Existing parking conditions at the Vista Condominium and Terrace Apartments community (Transportation and Circulation, page 20)
- Dockweiler Drive existing street sections (Transportation and Circulation, page 19)
- Oak tree impacts (Biological Resources, pages 8-10)
- Proposed roadway gradient (Transportation and Circulation, page 19)
- Permeable Pavers (Water Services, page 22)
- Booster Pumps (Water Services, page 22)
- Fault Lines (Geology and Soils, page 11)
- Master Plan expiration and review (Land Use, page 14)
- Proposed condominiums as funding source for Dockweiler Drive (Applicant's presentation)
- Planning of proposed condominiums (Land Use, page 14)

PUBLIC HEARING SCHEDULE

The following is a quick reference list for past and future public hearings and other dates.

Tuesday, May 20, 2008	Project Site Tour
Tuesday, July 1, 2008	Project Introduction
Monday, July 7, 2008	Begin 45-day circulation period for the DEIR for comments
Tuesday, July 29, 2008	Overview of and discussion on the Draft Environmental Impact Report (DEIR)
Tuesday, September 2, 2008	Response to Planning Commission and public issues/concerns, DEIR discussion
Tuesday, October 7, 2008	Response to Planning Commission and public issues/concerns, Final Project Issues and Recommendation to Council
November '08 – January '09	City Council Public Hearings

PREPARATION OF THE INITIAL STUDY AND DEIR

After project submittal, staff prepared an Initial Study which determined that an

Environmental Impact Report (EIR) would be required for this project. Subsequently, the City sent out "Request for Proposals" for an environmental consulting firm to prepare an EIR. After interviewing several firms, Impact Sciences was awarded the contract in December 2005, to prepare the EIR for the project. The intent of the EIR is to identify and address all of the environmental impacts of the project.

In November 2006, staff circulated the Notice of Preparation (NOP) for The Master's College Master Plan EIR for written comments and, due to project modifications, then re-circulated a revised NOP in May 2007. A Scoping Meeting was conducted on November 30, 2006.

The Draft Environmental Impact Report was circulated for public review and comment starting on July 7, 2008 and will end on August 21, 2008. The DEIR was distributed to over 60 agencies for comments. As part of this review, a Notice of Completion (NOC) was prepared and submitted to the State and to the Los Angeles County Clerk and posted on the City's website. Based on the public review period, discussions on the DEIR will begin at the July 29, 2008, Planning Commission meeting. Staff will continue to receive comments on the project and DEIR throughout the entire public hearing process.

ENVIRONMENTAL DOCUMENT

DEIR SUMMARY

As summarized at the July 1, 2008 Planning Commission meeting, The Master's College Master Plan project consists of several entitlements, and four distinct project components that include: 1) 10-year Master Plan for The Master's College campus; 2) the extension of Dockweiler and Deputy Jake Drive from its existing terminuses through TMC's property; 3) a Tentative Tract Map to subdivide 81.55 acres of property to create 28 lots including airspace units for the proposed 54 multi-family units; to replace an existing water tank with a five million gallon water tank; and 4) the dedication of 20.5 acres of open space within TMC property, including Creekview Park, to the City of Santa Clarita.

The DEIR analyzes the proposed project and identifies issues for which there is a potential for significant impacts. The DEIR addresses these issues in Section 5.0 of the DEIR, Environmental Impact Analysis, and analyzes impacts to each area. Each of the environmental topics is listed below and is discussed in this report, under *Environmental Impact Analysis*.

- Visual Resources
- Air Quality
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Fire Services
- Sheriff Services
- Transportation and Circulation
- Water Services

- Solid Waste
- Wastewater Disposal

The DEIR concludes that Significant Unavoidable Impacts with implementation of the project would occur in Visual Resources, Biology, Air Quality, Noise, and Solid Waste, all of which will be discussed below. The DEIR also contains a total of five alternatives including: the No Project Alternative; the Ridgeline Alternative; the Reduced Development/Oak Tree Alternative; the Single-Family Alternative; and the Existing General Plan/Zoning Designation Alternative. The Ridgeline Alternative was identified in the DEIR as the environmentally superior alternative.

The DEIR also consists of a section that summarizes effects not found to be significant, as determined by an Initial Study prepared for the project. The Initial Study conducted by staff identified issues for which no significant impacts were anticipated to occur with the City's standard conditions of approval that include, but are not limited to the applicant paying park fees (Quimby) and obtaining agreements with the school districts. These are addressed in Section 6.0 of the DEIR, Effects Found Not to be Significant. These include the following:

- Agricultural Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Mineral Resources
- Parks
- Recreation
- Schools

ENVIRONMENTAL IMPACT ANALYSIS

The fourteen sections below are brief general summaries of each section in the Draft Environmental Impact Report (DEIR) for TMC project. For a full discussion of each of the issues analyzed and all of the conclusions reached, please refer to the individual sections of the DEIR.

(1) VISUAL RESOURCES

The purpose of this section of the DEIR (starting on page 5.1-1) is to describe the existing aesthetic environment and analyze potential project impacts to aesthetic character upon project implementation. Consideration of public scenic views and vistas, impacts to scenic resources and the introduction of light and glare are also included in the section. Visual simulations at view corridors were prepared in order to assess the project's aesthetic impacts.

As summarized on pages 5.1-4 to 5.1-10, five view corridors, from which the project site is visible, were selected to assess the visual characteristics of the project site and

surrounding area. These locations and their viewing ranges are identified in Figure 5.1-1 of the DEIR. These view corridors were selected based on their proximity to the project site, the presence of a large viewing audience, and visibility of the site's prominent visual characteristics. The five view corridors include: 1) the Placerita Canyon Road corridor; 2) the residential corridor located east of the project site (Deputy Jake Neighborhood and multi-family residences along Dockweiler Drive); 3) the single-family residential corridor to the north of the project site (Placerita Canyon Community); 4) the single-family residential corridor southwest of the project site (East Newhall); and 5) the Creekview Park corridor southwest of the project site.

As discussed on page 5.1-11, the project's construction-related visual impacts would occur due to grading and other site preparation activities and construction of the proposed roadway extensions. Such grading and construction would distinctly alter the visual character of 48.9 acres of the project site because several pieces of construction equipment, large piles of soil and other debris would be present and the appearance of the ridgeline would continually change as grading progresses. While the change in visual character associated with the first phase of project construction would be short-term, the impact is considered significant because the change in the visual environment would be adverse.

Pages 5.1-13 to 5.1-21 analyzes the operational visual impacts of the site using computer-generated simulations of the proposed project site under the developed conditions at each of the five viewing locations. Development of the project site would alter the ridgelines and construct buildings on areas that are presently undeveloped, including the steeple and cross of the MacArthur Chapel, which would reach a maximum height of 125 feet. Therefore, a significant and unavoidable visual resources impact would occur during construction and with project development.

Pages 5.1-10 and 5.1-20 analyze construction and operations-related light and glare impacts, respectively, resulting from the proposed project. All construction will take place during daylight hours, with the exception of up to two evening hours during the winter season. Any additional lighting required during construction shall be shielded and directed downward. With operation light and glare, the proposed Master Plan's design guidelines set standards for light standard height, in consideration of the Placerita Canyon Special Standards District. The lighting for 54 multi-family units would be reviewed during development review and street lighting for each of the roadways would be installed by the City of Santa Clarita, consistent with the UDC and would not create a significant impact. Therefore, construction and operations-related light and glare impacts would be less than significant.

Finally, page 5.1-22 summarizes the cumulative impacts of the project on visual resources. In combination with other development in the Santa Clarita Valley, the proposed project would contribute to the modification of the Santa Clarita Valley. Cumulative development, which includes the project, would alter the character of the Valley by intensifying land use and introducing urban land uses to undeveloped areas.

Cumulative impacts would be significant and unavoidable and the project's contribution to the impact would be cumulatively considerable. Thus, a Statement of Overriding Considerations would be necessary.

(2) AIR QUALITY

In this section of the DEIR (beginning on page 5.2-1), the potential air quality impacts associated with the project are discussed and analyzed to determine if they are potentially significant, and if so, how to mitigate those impacts, and if feasible, to mitigate below a level of significance.

Implementation of the proposed project would generate both construction and operational air pollutant emissions. Construction-related emissions would be generated by on-site stationary sources, on- and off-road heavy-duty construction vehicles, and construction worker vehicles.

Operations-related emissions would be generated by on-site area and stationary sources and by mobile sources. During project construction, emissions of oxides of nitrogen (NOX) and respirable particulate matter (PM10) would exceed the thresholds of significance for regional impacts recommended by the South Coast Air Quality Management District (SCAQMD). In addition, a localized air quality impact would occur as project construction would result in PM10 and PM2.5 emissions that exceed the localized significance thresholds at nearby sensitive receptors. At project buildout, operational emissions of criteria pollutants would not exceed SCAQMD thresholds. Therefore, operational emissions are anticipated to be less than significant.

In addition, population growth attributed to the project is within the growth forecasts contained in the 2004 Regional Transportation Plan (2004 RTP) prepared by the Southern California Association of Governments (SCAG). The 2007 RTP forms the basis for the land use and transportation control portions of the 2007 Air Quality Management Plan (2007 AQMP). Because the project is within the growth forecasts for the region, it would, consequently, be consistent with the 2007 AQMP, indicating that it would not jeopardize attainment of state and federal ambient air quality standards in the Santa Clarita Valley or throughout the South Coast Air Basin (the basin).

Mitigation measures would be implemented that would reduce construction-related emissions to the maximum extent feasible. However, no feasible mitigation exists that would reduce the project's construction-related emissions of NOX, PM10, or PM2.5 to below the SCAQMD's recommended thresholds of significance or the localized significance thresholds. Therefore, the project's construction-related emissions would be considered significant and unavoidable. Thus, a Statement of Overriding Considerations would be necessary.

The relevant SCAQMD criteria were used to assess cumulative air quality impacts. Based on this analysis, cumulative air quality impacts would be less than significant given the

cumulative project thresholds of significance found in the SCAQMD's California Environmental Quality Act (CEQA) Air Quality Handbook.

(3) *BIOLOGICAL RESOURCES*

The purpose of this section of the DEIR (beginning on page 5.3-1) is to analyze the project's impacts on the site's biological resources and summarize the biological assessment and oak tree assessment prepared for The Master's College Master Plan project.

As summarized in pages 5.3-4 to 5.3-9, a total of 18 plant communities were identified and characterized during field investigations of the project site. Two of these communities, coast prickly pear succulent scrub and scalebroom scrub, are considered special-status by the California Department of Fish and Game. In addition, 10 special-status plants and 17 special-status wildlife species were identified as potentially occurring on the site. Four of the potentially occurring special-status plant species are currently listed as Threatened or Endangered by state or federal resource agencies: slender horned spinyflower (*Dodecahema leptoceras*); Nevin's barberry (*Berberis nevinii*); San Fernando Valley spinyflower (*Chorizanthe parryi* var. *fernandina*); and Braunton's milkvetch (*Astragalus brauntonii*). One potentially occurring special-status animal species is currently listed as federally threatened: coastal California gnatcatcher (*Polioptila californica*).

In addition, a total of 388 oak trees under the jurisdiction of the Section 17.17.090, Oak Tree Preservation, of the City of Santa Clarita Unified Development Code (UDC) occur on the site. Newhall Creek flows through the southern portion of the project site, and several ephemeral drainages flow southward toward Newhall Creek on the slopes of the project site.

The principal direct impact of implementation of the proposed project is to convert approximately 43.5 acres of the project site (about 40 percent) from an undeveloped to a developed condition. A total net loss of 43.5 acres of wildlife habitat/natural open space as a result of conversion of undeveloped property to a developed condition will occur. Significant impacts would occur to one special-status plant community, coast prickly pear succulent scrub, and 14 potentially occurring special-status wildlife species. Additionally, the project proposes to remove 79 healthy non-heritage oak trees, work within the dripline of 75 oak trees, and work within the five-foot protected zone of 22 oak trees, all of which are significant impacts to oak trees on the project site. Pages 5.3-36 to 5.3-37 and page 13 of the July 1, 2008 Planning Commission staff report provide a comprehensive summary of the oak trees located on the project site and the project impacts to the site's oak trees. Included in Appendix 5.3 are the oak tree reports prepared for the project.

Attached to the Staff Report are oak tree plans that identify three key impact areas which include: 1) the chapel area; 2) the Deputy Jake Drive/proposed residential area; and 3) the

Dockweiler Drive grading area. In the chapel area, the project proposes to remove 32 oaks. In the Deputy Jake/proposed residential area, the project proposes to remove 15 oak trees. In the Dockweiler Drive grading area, the project proposes the removal of 32 oak trees. Based on the oak tree report prepared for the project, relocation of oak trees proposed for removal was not seen as a viable alternative. Relocating oaks growing on steep slopes usually does not have a high success rate.

Additionally, since the July 1, 2008 Planning Commission meeting, updated information was provided to the City regarding mitigation oak trees, planted within the last five years, which were required for the Hidden Knoll subdivision, and located on the project site. These mitigation oaks are confined to the area adjacent to the Deputy Jake terminus and the on-site Newhall County Water District water tanks. The attached oak tree plans identify the number and location of these mitigation oaks. In total, 42 mitigation oak trees (ranging from one to five feet in diameter) for the Hidden Knoll subdivision would be removed. City staff is working with the applicant and its oak tree consultant to determine if relocation of these oaks is the optimal option. More information on the additional oak tree removal will be provided to the Planning Commission during staff presentation.

The applicant has developed an oak tree mitigation plan that proposes to mitigate the impacts to oak trees by planting 744 oak trees (sizes ranging between 15 gallons and 96 inch box) on-site as illustrated in Appendix 5.3 of the DEIR. Additionally, the applicant shall be required to mitigate for the full ISA Dollar Value of the oak trees, which include the impacted oak trees located on TMC's property and in the areas to be graded for the Dockweiler Drive extension. The applicant shall be responsible to inventory, evaluate and provide an approved mitigation plan for all oak trees located on the off-site parcels which are located to the north of the proposed Dockweiler Drive extension. The applicant shall also be required to relocate or mitigate for each of the newly-planted mitigation oaks that were required for the Hidden Knoll subdivision.

Provided below is a table summarizing the total number of oak tree removals and the applicant's proposed mitigation for each.

Table 3.0 – 1 – Proposed Oak Tree Removals

Location	Total Proposed Removals	Total ISA Dollar Value	Total Proposed Mitigation Oaks	Proposed Mitigation
TMC property	47 Oaks	\$564,593.79	744 mitigation oaks	As shown in the proposed oak mitigation plan (Appendix 5.3)
Off-site Dockweiler Drive Area	32 Oaks	\$ 293,858.83	TBD	Staff is working with applicant to provide a mitigation plan for these oaks. If area on site is unavailable for additional planting, the applicant may donate to a City oak tree bank.
Hidden Knoll Mitigation Areas	42 mitigation oaks	TBD	TBD	Staff is working with the applicant to determine if relocation of oaks is optimal.
TOTALS	121 oaks	\$858,452.62 + mitigation area	744 + mitigation oaks	

Table 3.0 – 2 – Proposed Oak Tree Encroachments

Location	Total proposed encroachments Within dripline/within 5 feet	Proposed Mitigation
TMC property	75 oaks / 22 oaks	As required in Mitigation Measure 5.3-6 of the DEIR
Other areas	0 oaks / 0 oaks	N/A
TOTALS	97 oak tree encroachments	

With the implementation of the mitigation measures in this section (summarized on pages 5.3-43 to 5.3-49), project-level impacts to biological resources would be less than significant.

However, the cumulative loss of coastal sage scrub habitat in the Santa Clarita region is considered significant and unavoidable with implementation of this project. Thus, a Statement of Overriding Considerations would be necessary.

Staff is in the process of evaluating the additional 42 Hidden Knoll mitigation oak trees that are required to be removed as part of the proposed project. Staff will provide more information during their presentation.

(4) GEOLOGY AND SOILS

The purpose of this section of the DEIR (beginning on page 5.4-1) is to discuss of any seismic, soil or geologic issue associated with the construction of the project. The project site is located in the eastern portion of the Ventura Basin, which is separated from the Soledad and Ridge Basins by the Active San Gabriel fault zone, which is located approximately 9,000 feet north of the project site.

Page 5.4-2 describes that the project site is underlain by bedrock of the Quaternary-age Pacoima Formation (Qp) mantling bedrock of the Plio-Pleistocene age Saugus Formation (TQs). Soil units on the property include relatively thin mantles of Quaternary-age alluvium (Qal), Quaternary-age stream channel deposits (Qsc), artificial fill (af), and both topsoil and colluvium.

Regarding seismicity, the site is located in the seismically active southern California region. Earthquake-related hazards typically include ground rupture, ground shaking, and ground failure. Faults identified as active or potentially active in published geologic literature are not known to be present within or adjacent to the project site. Recent field exploration revealed no indication of active or potentially active faults on the project site. However, the project site is situated in the seismically active Transverse Ranges and can be expected to experience strong ground shaking from earthquakes generated on active regional faults. A list of active faults that are near the project site can be found on page 5.4-7. Alquist-Priolo earthquake fault zones are areas within 500 feet of a known active fault trace. The project site is not located within an Alquist-Priolo fault zone.

The project site is dominated by a northwesterly trending ridgeline, with topography descending south to the Newhall Creek and the site topography descending north to the alluvial valley floor of Placerita Canyon. Ground surface elevations range from 1,275 feet at the westernmost portion of the site to about 1,530 feet at a high point along the existing ridgeline at the eastern portion of the site.

Mass grading by cut and fill techniques would be used to create level building pads and the roadway with earth movement up to 1.2 million cubic yards of earth. As described on pages 5.4-13-14, several keystone walls are proposed to accommodate proposed grade breaks, including: 1) one section of wall up to 14 feet high on the future campus; 2) one section up to 20 feet high near the MWD property required to avoid interference with the MWD Foothill Feeder Placerita Tunnel and Newhall Siphon pipeline; 3) two sections of keystone walls up to 20 feet high, located south of Deputy Jake Drive in order to support the elevation of the roadway and preserve several oaks located in this area; and 4) one section of keystone wall necessary for the extension of Dockweiler Drive and water tank expansion. Also, contour grading has been attempted and will be utilized to the extent possible, as shown on the tentative map, although it is limited as a result of topographical constraints related to the proposed roadways.

While the DEIR did not identify any key geologic, seismic or soil issues, a number of mitigation measures have been included to address any issues. The mitigation measures primarily include the requirement for detailed soils and geologic investigations and implementation of the recommendations. Therefore, these impacts are reduced to a level of less than significant.

Since the issues described in this section are considered site-specific, there are no cumulative impacts associated with the project.

(5) HYDROLOGY AND WATER QUALITY

This section of the DEIR (beginning on page 5.5-1) evaluates the impacts of the proposed project on hydrology and water quality. The assumptions, calculations and analysis contained within this section are based upon the project's Water Quality Technical Memos and Studies, prepared by Pacific Advanced Civil Engineering, Inc. These memos/studies are included in the DEIR in Appendix 5.5.

Pages 5.5-1 to 5.5-2 summarizes the site conditions, and notes that the project site is located between two large regional watersheds that include the Placerita Creek and Newhall Creek watersheds. Stormwater runoff drains into Newhall Creek via surface streets on the campus and adjacent areas between Placerita Canyon Road on the north and Newhall Avenue on the south. Due to the rural character of Placerita Canyon, considerable absorption of rainfall and surface water occurs in this area.

Page 5.5-3 discusses the regulatory framework related to water quality. The Federal Clean Water Act, California Toxics Rule, the California Porter-Cologne Act and other applicable rules and regulations require adherence to water quality standards for receiving water bodies.

Pages 5.5-4 to 5.5-7 describes that the proposed stormwater drainage system would consist of a series of conveyance lines throughout the project site, two swales in the eastern portion of TMC campus and one swale south of the 54-unit condominium development, two detention basins within the western portion of TMC campus and one detention basin adjacent to Newhall Creek within the western portion of the project site. No development or grading is proposed in Newhall Creek.

As discussed on page 5.5-8, the stormwater runoff from the project site will increase during a 10, 25, and 50 year storm event. These increases range from 13 cubic feet per second (cfs) to 15 cfs for the total project site. To manage the increases in stormwater runoff, the applicant is installing three detention basins on the project site. With the implementation of these three basins, stormwater flows would be reduced to acceptable levels.

Page 5.5-9 begins the discussion of project water quality impacts and recommended mitigation measures. To evaluate impacts, pollutants of concern must be identified based on regulatory and other considerations. Potential changes in water quality are then addressed for pollutants of concern based on runoff water quality modeling, literature information, and professional judgment. Best Management Practices (BMP's), including vegetated swales along roadside areas, would be incorporated into the proposed project.

Also, the DEIR discusses that during construction the project would require the implementation of a Storm Water Pollution Prevention Plan (SWPPP), which must include erosion and sediment control. The implementation of this plan would result in no

significant impact during construction activities. Finally, the DEIR, on page 5.5-15, concludes that the project would have no significant cumulative impact on water quality.

(6) LAND USE AND PLANNING

The purpose of this section (beginning on page 5.6-1) is to identify the existing land use conditions and analyze the proposed project's compatibility with existing uses, and consistency with the relevant planning policies. Pages 5.6-1 to 5.6-4 summarize the project site's existing General Plan and zoning designations.

Pages 5.6-5 to 5.6-7 summarize the proposed land use entitlements requested by the applicant. An amendment to the Land Use and Circulation Elements of the Santa Clarita General Plan is required for consistency with the proposed uses. The land use designation for that portion of The Master's College north of Placeritos Boulevard is currently RL and would be changed to PE, which is consistent with the land use designation for the college south of Placeritos Boulevard. The 12.5-acre area south of the proposed Dockweiler Drive extension where 54 condominium units are proposed is currently designated as PE and would be amended to the RM (Residential Moderate) designation. The Circulation Element would be amended with this application because it currently designates Dockweiler Drive as a six-lane Major Highway. With this amendment, Dockweiler Drive would be designated as a four-lane Secondary Highway and the specific alignment defined. Traffic volumes expected on Dockweiler Drive are consistent with the Secondary Highway designation. Additionally, the designation would assure that the roadway width is consistent with the current portion of the street to the east of the project area

A Zone Change is needed to ensure the general plan and zoning designations for the project site are consistent. Areas to be changed with this entitlement request include the area directly south of the proposed extension of Dockweiler Drive, which would be subdivided and developed with 54 condominium units in the future, and the northernmost portion of The Master's College campus bordered by Placeritos Boulevard to the south and Quigley Canyon Road to the west. The area to be developed with 54 condominium units is currently zoned PE (Private Education) and with the Zone Change request would be designated Residential Moderate (RM) for consistency with the proposed residential use. The northernmost portion of The Master's College campus is zoned RL and would change to PE because existing buildings on this portion of the project site are currently used by TMC for instructional activities.

A comprehensive General Plan consistency analysis is contained within the section beginning on page 5.6-8 of the DEIR. The analysis concludes that the project is consistent with the applicable Goals of all of the General Plan Elements and therefore impacts would be less than significant.

A Unified Development Code (UDC) consistency analysis is contained on page 5.6-12 of the DEIR. The uses and standards identified in the City's Private Education (PE) zone in

place at the time of adoption shall apply to the proposed Master Plan area. All proposed development within the proposed Master Plan area is subject to the standards and guidelines in the proposed Master Plan. As part of the application review process, the City shall review project submittals for consistency with these standards. The City has reviewed the proposed multi-family development and finds that the proposed subdivision is an appropriate use at this location. As a result of the grading for the extensions of Deputy Jake Drive and Dockweiler Drive, a graded pad area is formed and creates development opportunities for housing. To assist in meeting the housing needs of the City, the proposal provides a diverse mix of new housing opportunities for this community. A separate development review application for the development of the proposed 54 units shall be submitted and reviewed by City staff to ensure consistency with the proposed Tentative Tract Map and standards of the proposed RM zone. In conclusion, the DEIR finds that the proposed development would conform to all applicable development standards of the UDC with approval of the project entitlements. Therefore, impacts would be less than significant.

A question was raised during the July 1, 2008 Planning Commission meeting regarding expiration and periodic review of Master Plans. The proposed Master Plan is for a ten year period, which would allow the applicant sufficient time to develop all phases of the plan. Pursuant to the UDC, a Master Plan shall expire on a date designated by the City Council. Periodic review by the Planning Commission or City Council for compliance with the features of the plan and conditions may be conducted at time intervals identified by the Council.

Phasing of the project and the 10-year Master Plan is summarized below (page 2.0-38 of the DEIR) and indicates how the project would be implemented.

Phase 1 – March 2009 through January 2011:

- Extension of Dockweiler Drive and Deputy Jake Drive
- Removal of oak trees to be transplanted
- Overall site bulk grading within and outside of Master's College property
- Preparation of building pad (ready for fine grading only and proposed campus improvements within Hilltop Campus)
- Extension of required building and site utilities
- Preparation of the building pad for residential lots south of Dockweiler Drive extension
- Construction of Deputy Jake Drive with all associated utilities
- Installation of irrigation, drainage, and landscaping

Phase 2 – January 2011 through January 2015:

- Chapel construction
- Parking and driveway construction
- Site utilities (from street to each pad)
- Pedestrian bridge

- Trellis and walkways at chapel
- Paving to Valley Campus
- Hydro-seed future building pads

Phase 3 – January 2015 through January 2019:

- Dunkin Student Center expansion/Mustang Grill
- Demolition of Computer and Information Science building, Career Services building, Wismer Computer Center, Vider building
- Under the Oaks garden expansion
- Sweazy Hall expansion
- Tennis court expansion
- Center for Professional Studies 1 and 2 expansion
- Home Economics Center expansion
- Bross Gymnasium expansion
- Communication Center expansion
- Expansion to classroom buildings 41 and 42
- Construction of 120-bed dormitory
- Computer Science building
- Maintenance building
- Entry tower
- Amphitheatre
- Parking and driveway construction
- Campus plaza areas

Finally, the DEIR concludes on page 5.6-13 that there would be no significant cumulative impacts in Land Use and Planning as other cumulative projects would have to undergo the same project review process as the proposed project in order to preclude potential land use compatibility issues and planning policy conflicts.

(7) NOISE

This section of the DEIR (beginning on pages 5.7-1) evaluates the noise impacts associated with the proposed project. The DEIR, on page 5.7-13, identifies vehicular traffic as the primary existing noise source in the project area. Other sources of noise in the area that could potentially affect noise levels on the project site include nearby residential and non-residential uses. Pages 5.7-13 to 5.7-15 summarizes the sound level measurements that were taken from nine locations on and near the project site to characterize the ambient noise environment.

The City of Santa Clarita has set land use standards for noise in its General Plan Noise Element. One of the City's goals in the Noise Element is to prevent and mitigate significant noise levels in residential neighborhoods. It requires project applicants to

mitigate, if feasible, ambient noise levels that exceed 55 dBA (night) and 65 dBA (day). Additionally, the City's Noise Ordinance, Section 11.44.080 of the Municipal Code, controls point source noise. This ordinance would be both applicable to the project during construction activities and during the operational phase of the project (after project implementation). The Ordinance also establishes permitted hours of operation for construction activities – 7:00 a.m. to 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday. Construction is prohibited on Sundays and certain public holidays.

Page 5.7-17 of the DEIR, begins the discussion on project impacts associated with construction activities. Noise caused from construction activities on-site are considered to be potentially significant. Recommended mitigation measures have been included in the DEIR and in summary require adherence to the City's Noise Ordinance, and the locating of construction staging areas away from existing residential uses. These measures would reduce the magnitude of the project's construction-related noise impacts, however, construction-related noise impacts are considered unavoidably significant. Thus, a Statement of Overriding Considerations would be necessary.

Project operational traffic noise impacts are discussed on pages 5.7-24 to 5.7-25. This analysis uses the projected traffic generation numbers for project area roadways from the Austin Foust Traffic Study. Due to a redistribution of traffic away from Placerita Canyon Road and onto Dockweiler Drive with the proposed project, a reduction of noise level would occur along Placerita Canyon Road. Conversely, noise levels along the Dockweiler Drive extension east of TMC would increase by at least four decibels, but would not be considered significant because it would not meet the criteria for off-site noise impact significance. Recommended mitigation measures would reduce impacts to a less than significant level.

As discussed on page 5.7-28, no significant cumulative noise impacts would result from Valley buildout, which would include the proposed project.

(8) POPULATION AND HOUSING

The purpose of this section of the DEIR (beginning on page 5.8-1) is to analyze project and cumulative impacts to the City's population, housing, and employment. Information used in the section for this analysis includes SCAG growth projections, the City's General Plan, the Los Angeles County Santa Clarita Valley Area Plan and the Los Angeles County Housing Element.

Whereas the current population at The Master's College is approximately 1,100 students, the Master Plan proposes an enrollment cap of 1,700 students, including 1,500 full-time and 200 part-time students. This analysis assumes a worst case analysis that all 600 additional students would reside within the City of Santa Clarita. Using the January 2006 Department of Finance figure for average household size within the City, the 54 condominium units proposed for future construction would house 167 persons. The other

project components would not generate a resident population. Overall, the project would add 767 persons to the City of Santa Clarita population.

Master Plan implementation would create 25 new faculty and 83 new staff positions at The Master's College. Construction associated with all project components would also generate temporary jobs throughout project implementation. Relative to the year 2020 City and Santa Clarita Valley population projections, population and employment generated by the project is considered negligible (1.1 and 0.2 percent of the 2020 projections, respectively). Therefore, population and employment impacts would be less than significant. Additionally, as the project would add rather than displace housing in the City, housing impacts would be less than significant.

Cumulative buildout of the Santa Clarita Valley, including The Master's College Master Plan project, would result in a population of 443,658 persons, 145,176 housing units, and 146,483 jobs. Cumulative population, housing, and employment impacts would be less than significant under the significance criteria utilized in this impact analysis.

(9) FIRE SERVICES

The purpose of this section of the DEIR (beginning on page 5.9.1-1) is to analyze project impacts to fire services. Fire services to the project site and the surrounding area are provided by the Los Angeles County Fire Department. Fire Station 73, located at 24875 Railroad Avenue is the jurisdictional company for the project site. Additional fire protection services would be provided by the closest available district response units. Paramedic services are also provided to the area by the Los Angeles County Fire Department.

The Master Plan, Dockweiler Drive and Deputy Jake Drive extensions and the Tentative Tract Map (TTM) to allow for the future development of 54 condominium units would be required to meet County codes and requirements, which have been adopted by the City, relative to providing adequate fire protection services to the site during both the construction and operational stages of the project. Fire Department access would be improved by the proposed extensions of Dockweiler and Deputy Jake Drives because new site access points would be provided. The installation of the 5.0 million-gallon water tank would support fire suppression efforts should they be needed by providing a water source in close proximity to the project.

As discussed on page 5.9.1-7, fire service to the proposed project would be funded through payment of developer fees. Developer fees would be used to help fund construction of new facilities and additional equipment. In addition, tax revenues would provide for the operation and staffing of the fire stations providing service to the project site.

As a result, the project would not diminish the staffing or the response times of existing fire stations in the City of Santa Clarita, nor would it create a special fire protection

requirement on the site that would result in a decline in existing service levels in the City. Therefore, the proposed project would not have a significant project-specific or cumulative impact on fire protection services in the City of Santa Clarita.

(10) SHERIFF SERVICES

The purpose of this section of the DEIR (beginning on page 5.9.2-1) is to analyze project impacts to police services. Primary police protection service for the City of Santa Clarita, including The Master's College, is provided by the County of Los Angeles Sheriff's Department Santa Clarita Valley Substation under a contract between the two agencies. Additionally, the Department of California Highway Patrol provides traffic regulation enforcement; emergency incident management; and service and assistance on Interstate 5 (I-5), State Route 126 (SR-126), State Route 14 (SR-14), and other major roadways in the unincorporated portions of the Santa Clarita Valley area. Finally, The Master's College maintains a Campus Security Department that serves the campus.

Implementation of the proposed Master Plan and 54 condominium units would incrementally increase the demand for Sheriff's Department services on the project site and the local vicinity in terms of personnel and equipment needed to adequately serve the project site at buildout.

The project would generate revenue for the City of Santa Clarita through property taxes, sales taxes, users' taxes, fees, and assessments. Although the project would increase demands for Sheriff's services, the most common and frequent service demands can be met by The Master's College Campus Security. Therefore, no significant impacts to the Sheriff's Department would result from project implementation. Additionally, the CHP has indicated that the proposed project would not have a significant impact on the services they provide.

The implementation of the project will incrementally increase the need for additional police resources. However, as the project develops, additional resources will be funded through increases in property taxes, sales taxes, users taxes that are generated. Therefore, the cumulative impacts associated with the implementation of the project are considered to be less than significant.

(11) TRANSPORTATION AND CIRCULATION

This section of the DEIR (beginning on page 5.10-1) evaluates the impacts of the proposed project on the local traffic system in the project area. In summary, this section discusses the traffic study conducted by Austin-Foust Associates, Inc. and parking study conducted by Linscott, Law and Greenspan (included as Appendix 5.10 of the DEIR) which identifies potential traffic and parking-related impacts that may be associated with the proposed project and specifies mitigation measures that will reduce traffic impacts to the maximum extent feasible.

As described on page 5.10-2, the project study area includes the roadways and intersections near the project site and those locations where project generated traffic could be reasonably expected to cause a significant impact. The project study area generally extends to Sierra Highway to the east; Newhall Avenue and State Route 14 to the south; Newhall Avenue and Lyons Avenue to the west; and Railroad Avenue and 13th Street to the north. The proposed project is located within the Via Princessa Bridge and Thoroughfare District. This district is considered a full-mitigation district, that is, traffic improvements identified in the district mitigate traffic impacts created by planned growth within the district. In summary, the district has been designed to accommodate the needs of future development anticipated by the City and County General Plans.

As summarized in the July 1, 2008 Staff Report – Project Introduction, one of the four major components of the project is the 0.64-mile extension of Dockweiler Drive through TMC property to the College's western property line. Due to the unique topography of the project site and in order to connect Dockweiler Drive to Lyons Avenue, the proposed extension would require a 1,300-foot portion to have a gradient of 7.6 percent, with the remaining portions at or below five percent. Consistent with the City's Municipal Code and with the CalTrans Highway Design Manual, short stretches of major roadways may be permitted grades of up to 10 percent where the topography makes it impractical to maintain a lesser slope. City staff has worked with the College's engineers in examining several different vertical alignments for Dockweiler Drive and determined that 7.6 percent is appropriate given topographical and other physical constraints on the project site. Examples of stretches of roadways within the City that exceed seven percent include Whites Canyon Road (near Canyon Crest Drive) at up to 8.8 percent and Dockweiler Drive (between Sierra Highway and Oakhurst Drive) at 7.3 percent. Also worth noting is the grade of Valle Del Oro which is 12 percent at its steepest point.

Access to the project site is currently limited to Placerita Canyon Road. The extension of Dockweiler Drive would coincide with the proposed relocation of the College's primary entrance from Placerita Canyon Road to Dockweiler Drive. The future intersection of Dockweiler Drive and Deputy Jake Drive would also serve as the primary access to the proposed 54 condominiums.

The existing portion of Dockweiler Drive consists of 80 feet of right-of-way along the eastern portion of the roadway (near Sierra Highway) and 73 feet of right-of-way along the Vista condominium community. Attached to this staff report is an exhibit showing the typical street sections of existing Dockweiler Drive. As shown in this exhibit, there is 64 feet of pavement, no center landscaped median, and eight feet of parkway area (without any public sidewalks) on either side of Dockweiler Drive (near Sierra Highway). The portion of Dockweiler Drive right-of-way along the Vista community consists of a 14-foot landscaped median, 25 feet of pavement on either side of the median, and four and one-half feet of parkway (without any public sidewalks) on either side. As mentioned at the July 1, 2008 Planning Commission meeting, this project would not require the widening or restriping of the existing portion of Dockweiler Drive. Restriping of the roadway would not occur until traffic volumes warrant the striping of

four lanes.

Traffic

The traffic analysis evaluates the proposed project for an interim year timeframe using the Santa Clarita Valley Consolidated Traffic Model (SCVCTM). The SCVCTM was developed jointly by the City and County and is the primary tool for forecasting traffic volumes for the Santa Clarita Valley. The interim year setting includes roadway improvements and future infrastructure consistent with the cumulative projects included within the horizon years of 2018 to 2020. Major roadway projects that are part of the interim year setting include the Cross Valley Connector gap closures, the Golden Valley Road extension, the Via Princessa gap closure, and the Dockweiler Drive extension to Lyons Avenue. The traffic analysis prepared for this project was evaluated with and without the ultimate Dockweiler Drive extension to Lyons Avenue.

As described on pages 5.10-18 to 5.10-25, the traffic analysis examines average daily trip (ADT) volumes for interim year conditions with and without the project, and with and without the ultimate extension of Dockweiler Drive. Under a worst-case-scenario, which includes the project and the Dockweiler Extension to Lyons Avenue, the maximum number of vehicle trips in the interim year, on Dockweiler Drive, would be approximately 18,000 ADT. For comparison purposes, a typical secondary highway has an average of 25,000-35,000 ADT, with roadway capacity of 36,000 ADT.

At buildout, the Master Plan and 54 condominium unit project components would generate an additional 1,884 ADT to the college campus. The other project components would not generate vehicle trips though the roadway extensions would modify the circulation pattern in the project area. The Master's College Master Plan Traffic Impact Analysis prepared for the project, using both the City of Santa Clarita performance standards and Congestion Management Program standards, found that the project, at buildout, would significantly impact the intersection at Sierra Highway and Placerita Canyon Road. Other key intersections located within the vicinity of the project site would not be significantly impacted by the proposed project. A matrix of intersection capacity utilization (ICU) values for conditions with and without the proposed project and with and without the ultimate Dockweiler Drive extension is provided in Table 5.10-6 of the DEIR.

To mitigate the impact at the intersection of Sierra Highway and Placerita Canyon Road to level of less than significant, the project shall fund its calculated fair share of improvements to augment the capacities of affected roadways. Mitigation recommended in this DEIR would reduce the impact at the intersection of Sierra Highway and Placerita Canyon Road to a level of less than significant. These mitigation measures include adding a separate northbound right-turn lane to Sierra Highway, reconfiguring the two westbound (Placerita Canyon Road) through lanes to a shared through/left-/right-turn lane and adding a dedicated right-turn lane, modifying the traffic signal for split phasing for Placerita Canyon Road approaches and providing right-turn overlap phasing for northbound (Sierra Highway) right turns.

Parking

The Master's College Master Plan proposes a total of 1,254 parking spaces, 261 more spaces than are required by the Santa Clarita Unified Development Code (UDC). As directed by the City, a comprehensive parking analysis (included in Appendix 5.10 of the DEIR) was prepared for the proposed project by Linscott, Law, & Greenspan that included an analysis of the parking code requirements imposed by other jurisdictions with university campuses. According to that comparative parking analysis, a total of 1,241 spaces would be required to adequately serve the proposed campus expansion, or 13 fewer than are proposed. As the number of parking spaces proposed exceeds the UDC requirement and that identified in the parking analysis prepared for the project, parking impacts on The Master's College campus would be less than significant. Parking provided for the proposed 54 condominium units would comply with UDC requirements. Parking impacts would be less than significant.

City staff has also conducted a comprehensive review of existing parking conditions for the Vista Condominiums and Terrace Apartments, located on Dockweiler Drive and Valle Del Oro. Both of these projects were developed under Los Angeles County development standards in 1990 and 1991. The Vista Condominiums consist of a total of 340 units, with each unit consisting of 2 parking spaces. In addition, there are a total of 187 spaces reserved for guest parking. Based on the Los Angeles County Zoning Code for parking, there would be surplus of 102 guest parking spaces. If a more restrictive City requirement for parking is applied, there would be a surplus of 17 spaces. The Terrace Apartments consist of a total of 563 units, with each one bedroom unit consisting of one space and each two and three bedroom unit consisting of two spaces. In addition, there are a total of 276 spaces reserved for guest parking. Based on the Los Angeles County Zoning Code for parking there would be a surplus of 111 parking spaces. If a more restrictive City requirement for parking is applied, there would be a deficit of 42 parking spaces. In conclusion, the parking supply at each of the two multi-family communities exceeds the Los Angeles County Zoning Code, under which they were reviewed.

Additionally, to address concerns regarding pedestrian safety along Dockweiler Drive and Valle Del Oro, staff is working with the applicant on improvements measures on Dockweiler Drive. Attached to this staff report is an exhibit of the Dockweiler/Deputy Jake Drive and Valle Del Oro areas and the existing sidewalks located in this community. As proposed, traffic calming along the proposed Deputy Jake Drive extension would include traffic chokers at several locations, as shown on the tentative tract map.

(12) WATER SERVICES

In this section of the DEIR (beginning on page 5.11.1-1), the potential water service impacts associated with the project are discussed and analyzed to determine if they are potentially significant, and if so, how to mitigate those impacts to a less than significant level.

The project site is served by the Newhall County Water District (NCWD), which is one of four water purveyors within the Castaic Lake Water Agency (CLWA). Implementation of the proposed Master Plan and 54 condominium units would pose an overall increased water demand of 63 acre-feet per year (afy) within the NCWD service area. Other project components, including the extensions of Dockweiler and Deputy Jake Drives and the dedication of 20.5 acres of vacant land for future parkland/open space purposes would not generate a water demand. The existing 0.75-million-gallon water tank would be upgraded as part of the project with the installation of a 5.0-million-gallon water tank in order for NCWD to adequately serve existing and future water needs. The proposed 5.0-million-gallon water tank would be managed and operated by the NCWD to serve surrounding land uses including the proposed project. NCWD has projected that total water demand within its service area would increase by 9,966 acre-feet between 2005 and 2030. Over this 25-year period, the proposed project would require approximately 1,587 acre-feet. The water demand by the proposed project is accounted for within NCWD and CLWA projections. Since the NCWD and CLWA have indicated that there are enough supplies available to meet projected demand through 2030, the proposed project would have a less than significant impact to water services.

Page 5.11.1-18, of the DEIR, begins the discussion regarding local groundwater supplies in the Santa Clarita Valley. This section summarizes data presented in the adopted Groundwater Management Plan, the 2005 Urban Water Management Plan, and the 2005 Basic Yield Report. Page 5.11.1-68 summarizes the environmental impacts associated with project water supplies. The supplying of water to the project would not interfere substantially with groundwater recharge, because the best available evidence shows that no adverse impacts on basin recharge have occurred due to the existing or projected use of local groundwater supplies, consistent with the CLWA/purveyor groundwater operating plan for the basin. City staff is working with the applicant in identifying appropriate areas to allow for permeable pavers to encourage groundwater recharge. Already incorporated into the project are grass swales located in the proposed parking area, adjacent to the proposed chapel.

A question was raised at the July 1, 2008 Planning Commission meeting regarding responsibility of providing booster pumps to provide water to buildings. In a recent meeting between the applicant and NCWD, it was concluded that the college and residential systems are part of one existing water zone loop system that wouldn't require boosters. Additionally, new slope and irrigation would be served from a higher pressure zone via an extension of a water line that already exists at the top of Dockweiler Drive and would be extended down to proposed Dockweiler Drive.

Additionally, as the CLWA would have sufficient supply to serve the Santa Clarita Valley at buildout, cumulative impacts would be less than significant.

Over the past several years, questions have been raised regarding the reliability of State Water Project (SWP) water delivered by CLWA, the ability of local water purveyors to

deliver an adequate and reliable supply of water to its customers, and the extent to which ammonium perchlorate discovered in local groundwater reduces the amount of local water available in the Valley. Pages 5.11.1-1 to 5.11.1-7 provides a summary and answers to frequently asked questions regarding the reliability of SWP water delivered by CLWA.

(13) SOLID WASTE

As discussed in the DEIR (beginning on page 5.11.2-1), solid waste collected from the Santa Clarita Valley area primarily go to the Chiquita Canyon Landfill in the County of Los Angeles and/or to the Sunshine Canyon Landfill in Sylmar. The Solid Waste section of the DEIR compares the solid waste generation of the proposed project with the capacity of the existing landfills operating in Los Angeles County that accept waste from Santa Clarita. Assuming no recycling (a worst-case-scenario), the project would generate a total of approximately 118 tons of solid waste per year. Taking into account the City of Santa Clarita's recycling programs and landfill diversion rate of 50 percent; however, this amount would be reduced to approximately 59 tons per year. In addition, the project would be required to comply with the City's newly adopted Construction and Demolition Materials (C&D) Recycling Ordinance, which requires a minimum 50 percent of all the project's inert (dirt, rock, bricks, etc.) waste and 50 percent of the remaining C&D materials be recycled.

However, because there is an uncertainty with respect to the landfill space available for long-term solid waste generation within the Los Angeles Basin, the incremental increase in solid waste disposal generated by the project is considered to be an unavoidably significant impact at a project and cumulative level, despite the implementation of the recommended mitigation measures. Thus, a Statement of Overriding Considerations would be necessary.

(14) WASTEWATER

This section of the DEIR (beginning on page 5.11.3-1) analyzes the impacts of the project on the wastewater systems. The project site is currently being proposed for annexation to the Santa Clarita Valley Sanitation District (SCVSD), one of 24 independent districts under the County Sanitation District of Los Angeles County (CSDLAC). Implementation of the proposed Master Plan and 54 condominium units would pose an overall increased wastewater generation of 67,074 gallons per day within the SCVSD service area. Other project components would not result in increased wastewater generation.

The SCVSD is served by two wastewater treatment plants with a current combined treatment capacity of 28.1 million gallons per day (mgd). Since the plants currently treat 21.1 mgd, the plants have sufficient capacity to accommodate the project-generated wastewater increase. Therefore, the proposed project would have a less than significant impact to wastewater services.

The cumulative increase in wastewater generation in the Santa Clarita Valley would exceed the SCVSD's future treatment capacity of 34.1 mgd. If buildout of the Santa Clarita Valley was permitted without provision of additional treatment capacity, significant wastewater disposal impacts would occur. However, since the SCVSD would not issue connection permits if treatment capacity is not available, no significant cumulative wastewater impacts would occur.

CONCLUSION – SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 5.0, *Environmental Impact Analysis*, of the DEIR, identifies significant and unavoidable environmental impacts related to the proposed project. Identified significant and unavoidable impacts include the following:

Project Level Impacts

Construction: Impacts that would occur during project construction include visual resources, air quality, noise, and solid waste.

Operational: After project build-out, visual resources and solid waste impacts would also occur.

Cumulative Impacts

Identified cumulative impacts include visual resources, biological resources, and solid waste.

ENVIRONMENTAL ALTERNATIVES

In accordance with CEQA, Section 7.0 of the DEIR describes a range of alternatives to the proposed project, which could feasibly attain most of the basic objectives of the project but would lessen or avoid any of the significant effects of the project. The alternatives include:

- No Project Alternative;
- Ridgeline Alternative;
- Reduced Development/Oak Tree Alternative;
- Single-family Alternative; and
- Existing General Plan Alternative.

(1) NO PROJECT ALTERNATIVE

The No Project Alternative assumes the project would not be implemented and land uses and other improvements would not be constructed. The existing project site would remain unaltered and in its current condition. Under the No Project Alternative, no entitlement would be required and none of the objectives established for the project would be achieved.

The No Project Alternative would avoid the significant and unavoidable impacts identified in the Environmental Impact Analysis of the DEIR and all other identified significant impacts, and therefore is considered environmentally superior. Under this Alternative, the proposed Master Plan, the Dockweiler Drive/Deputy Jake Drive extensions, the 54 condominiums, and open space components would not occur. Therefore, none of the project objectives identified in Section 2.0 of the DEIR, Project Objectives, would be met under the No Project Alternative.

(2) RIDGELINE ALTERNATIVE

The Ridgeline Alternative would eliminate modification to the on-site ridgeline and is, therefore, referred to as the Ridgeline Alternative. The Ridgeline Alternative is defined as a reconfigured Master Plan that does not include development within the Hilltop Campus and relocates all land uses proposed in the Master Plan to the North and Valley Campus areas. The Ridgeline Alternative also includes the Creekview Park and adjacent Open Space Dedication and water tank replacement as proposed. The reconfigured Master Plan would include a total of 128,638 square feet of new building space, including 20,138 square feet of additions to existing buildings. The MacArthur Chapel and dormitory would be reduced to 35,000 and 13,500 square feet, respectively. Additionally, the overall classroom space would be reduced to 60,000 square feet. Dockweiler Drive and Deputy Jake Drive would not be extended under the Ridgeline Alternative and Tentative Tract Map 66503 would be revised to exclude the 54 multi-family dwelling units. Under the Ridgeline Alternative, none of the proposed grading on the ridgeline would occur, with the exception of pad preparation for the future water tank replacement. Under this alternative, construction would only occur on developed portions of The Master's College campus. Figure 7.0-1, Ridgeline Alternative, of the DEIR illustrates the components of this alternative and how the uses proposed in the Master Plan are relocated within the North and Valley Campus areas.

Regarding significant and unavoidable impacts, the Ridgeline Alternative would avoid the impact to visual resources during construction, operation, and under a cumulative scenario; the air quality impact during construction; and the biological resources impact during operation and under a cumulative scenario. This alternative would substantially reduce the noise impact during construction and construction, operation, and cumulative solid waste impacts. Traffic impacts would be significant under the Ridgeline Alternative when compared to less than significant under the project as proposed. While impacts would be less than significant without mitigation under both scenarios, the effect on geology and soils, hydrology and water quality, fire services, sheriff services, water, and wastewater services would be less under this alternative. Impacts associated with land use and planning would be comparable to the proposed project. When considering population and housing, the proposed project is preferable. As a new significant impact to traffic would occur under the Ridgeline Alternative, the proposed project would be environmentally superior. Many of the objectives associated with the Master Plan and objectives established for the Creekview Park and adjacent Open Space component

would be achieved while the objectives for the Dockweiler Drive and Deputy Jake extensions and Tentative Tract Map 66503 components would not be met.

(3) REDUCED DEVELOPMENT/OAK TREE ALTERNATIVE

The Reduced Development/Oak Tree Alternative would include a modified Master Plan which reduces proposed classroom buildings 41 and 42 shown on Figure 2.0-7, Illustrative Master Plan, of the DEIR, from 60,000 to 30,000 square feet each and a reduction in the proposed dormitory building 44 from 120 to 60 beds. Additionally, the proposed chapel would be reduced in size from 55,000 to 35,000 square feet and constructed approximately 50 to 75 feet to the east of the location as proposed in the Master Plan. This alternative would include the extension of Dockweiler Drive and the Creekview Park and adjacent Open Space Dedication component as proposed, but would exclude the extension of Deputy Jake Drive and condominium units. Under the Reduced Development/Oak Tree Alternative, the total graded area would be reduced from 48.9 acres as proposed to 33.7 acres. Additionally, grading under this alternative would involve movement of approximately 0.8 million cubic yards of soil when compared to 1.2 million cubic yards under the project as proposed. Up to 39 oak trees of the 79 proposed for removal would be preserved under this alternative due to relocation of the chapel and because Deputy Jake would not be extended. Additionally, because of the elimination of Deputy Jake Drive and the proposed condominiums, an additional 24 of the 42 mitigation oaks, that are a part of the Hidden Knoll subdivision, would be preserved. Figure 7.0-2, Reduced Development/Oak Tree Alternative, of the DEIR illustrates the components of this alternative.

The Reduced Development/Oak Tree Alternative would not avoid any identified significant impacts. This alternative would substantially reduce the construction, operation, and cumulative solid waste impacts; and project-level and cumulative biological resources impacts. Construction, operational, and cumulative visual resources impacts; air quality and noise impacts during construction; would be comparable to the proposed project under this alternative. While impacts would be less than significant without mitigation under both scenarios, the effect on geology and soils, hydrology and water quality, sheriff services, fire services, transportation and circulation, water services and wastewater would be less under this alternative. Impacts associated with land use and planning would be comparable to the proposed project. When considering population and housing, the proposed project is preferable. Overall, the Reduced Development/Oak Tree Alternative would be environmentally superior to the proposed project. Objectives established for the Dockweiler Drive and Deputy Jake Extensions and Creekview Park and adjacent Open Space components would be achieved while the objectives for the Tentative Tract Map 66503 components would not be met. Additionally, the Master Plan objective of maximizing the number of residents living on campus would not be achieved under this alternative.

(4) SINGLE FAMILY ALTERNATIVE

The Single-family Alternative would include the Master Plan and Creekview Park and adjacent Open Space components as proposed with the Tentative Tract Map 66503 component modified to include 21 two-story single-family homes instead of the 54 condominium units. Dockweiler Drive would be extended as proposed. Access to the 21 single-family homes would be provided via a roadway off of Dockweiler Drive, which would end in a cul-de-sac near the existing terminus of Deputy Jake Drive. The single-family lots would cover 4.7 acres resulting in an overall graded area of 48.9 acres under this alternative. Additionally, grading under the Single-family Alternative would involve movement of approximately 1.2 million cubic yards of soil, which is equivalent to that under the project as proposed. Figure 7.0-3, Single-Family Alternative, of the DEIR illustrates the components of this alternative.

The Single-family Alternative would not avoid any identified significant and unavoidable impacts. Short term construction impacts to visual resources, air quality, noise, and solid waste; operational and cumulative visual resources impacts; and impacts to biological resources would be comparable to the proposed project. While impacts would be less than significant without mitigation under both scenarios, the effect on transportation and circulation, water services, and wastewater would be less under this alternative. Similarly, the operational and cumulative solid waste would be less under this alternative as less solid waste would be generated, though the impact would remain significant and unavoidable under this alternative. Impacts associated with geology and soils, hydrology and water quality, land use and planning, and sheriff services would be less than significant, which is comparable to the proposed project. When considering population and housing, the proposed project is preferable. Also, when considering fire services, the proposed project is preferable, because due to the increased intensity of land use on Deputy Jake Drive under the proposed project or the Single-family Alternative, the Los Angeles County Fire Department is requiring this roadway to provide thru access to connect to the existing portion of Deputy Jake Drive. As a condition of approval for the adjacent Hidden Knoll community, a sign was posted at the end of the existing cul-de-sac, indicating that the roadway would be extended in the future. Overall, the Single-family Alternative would be environmentally superior to the proposed project. Objectives associated with each project component would be met under Single-family Alternative.

(5) EXISTING GENERAL PLAN ALTERNATIVE

Section 15126(2)(4) of the *State CEQA Guidelines* requires evaluation of what may reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. The Existing General Plan/Zoning Designation Alternative would not include the proposed General Plan Amendments and Zone Changes for the portion of the College north of Placeritos Boulevard from RL (Residential Low) to PE (Private Education) and the area between the proposed Dockweiler Drive extension and

Metropolitan Water District property from PE to the RM (Residential Medium) designation. Additionally, under this alternative, the Circulation Element would not be amended and the extension of Dockweiler Drive would remain as a Major Highway in the General Plan. Under the Existing General Plan/Zoning Designation Alternative, the Tentative Tract Map 66503 component would not be implemented and a modified Master Plan would place two 30,000 square-foot classroom buildings where the 54 condominium units are proposed. Overall, new campus building space would be equivalent to the project as proposed but would include four 30,000 square-foot classroom buildings rather than two 60,000 square-foot classroom buildings. Alternative 5 would not include residential units. This alternative would include the Creekview Park and adjacent Open Space component as proposed and the extension of Dockweiler Drive as a Major Highway with the extension of Deputy Jake Drive. Under the Existing General Plan/Zoning Designation Alternative, the total graded area would be 48.9 acres, which is equivalent to that under the project as proposed. Additionally, grading under this alternative would involve movement of approximately 1.2 million cubic yards of soil, which is equivalent to that under the project as proposed. Figure 7.0-4, Existing General Plan/Zoning Designation Alternative, of the DEIR illustrates the components of this alternative.

The Existing General Plan/Zoning Designation Alternative would not avoid any identified significant and unavoidable impacts. Short-term construction impacts to visual resources, air quality, noise, and solid waste; operational and cumulative visual resources impacts; and impacts to biological resources would be comparable to the proposed project. While impacts would be less than significant without mitigation under both scenarios, the effect on transportation and circulation, water services, and wastewater would be less under this alternative. Similarly, the operational and cumulative solid waste impacts would be less under this alternative as less solid waste would be generated, though the impact would remain significant and unavoidable under this alternative. Impacts associated with hydrology and water quality, land use and planning, sheriff services, and fire services would be less than significant, which is comparable to the proposed project. When considering fire services, the proposed project is preferable. However, when considering geology and soils, the proposed project is preferred because additional keystone walls, in addition to those proposed with the project, would be required because Dockweiler Drive would be extended as a major highway under this alternative. Overall, the Existing General Plan/Zoning Designation Alternative would be environmentally superior to the proposed project. Objectives associated with the Creekview Park and adjacent Open Space component would be met. The Master Plan objective of locating campus functions, buildings and campus furniture to encourage interchange and discourage isolation; the Dockweiler Drive and Deputy Jake Extensions objective of providing an efficient east-west connection through Newhall; and all of the objectives established for the Tentative Tract Map 66503 component would not be met.

SIDEWALK EXHIBIT – Deputy Jake/ Valle Del Oro/Dockweiler



