



City of SANTA CLARITA

Las Lomas Development Project

The project site is located in unincorporated Los Angeles County and abuts the southern boundaries of the City of Santa Clarita (see attached map). It is about 1,000 feet north of the City of Los Angeles. The developer is seeking to annex the site to the City of Los Angeles to obtain several entitlements, including a General Plan Amendment, Community Plan Amendment, Rezone, Specific Plan, Tentative Map, Conditional Use Permit, Oak Tree Permit, and a Development Agreement.

This project will have a number of significant adverse impacts to the region.

Project Description (from attached City of Los Angeles Notice of Public Scoping Meeting)

- 555 acres
- 5,800 units
- 2.3 million square feet office
- 225,000 square feet of retail
- 250,000 square feet community services
- 300 room hotel
- Metrolink Station
- I-5 on and off ramps

Project Issues

- Existing Zoning: The site is currently in the unincorporated County. Due to the significant topography of the site, the County's General Plan and zoning allow a maximum of only about 250 units and no commercial uses. The site is also within the City of Santa Clarita's General Plan, which also allows only about 250 units on large lots and no commercial uses.

The project proposes about 5,500 units, an increase of over 2,000%, and millions of square feet of commercial/retail.

- Metrolink Station: The developer bills the project as a Transit Oriented Development and proposes to construct a subterranean Metrolink station 300 feet below the project in the existing railroad tunnel, which was built over 100 years ago. Two 300-foot elevator shafts are proposed to transport residents from the project to the Metrolink station.

Staff at Metrolink has stated in correspondence that such a station is both infeasible and undesirable. Metrolink indicates that for many reasons, the proposed station and elevator shafts would be a health and safety risk. Additionally, the cost of the tunnel would be exorbitant, likely in the tens, or even hundreds, of millions of dollars. The feasibility of the station is so doubtful that the Los Angeles Department of Transportation stated in its review of the traffic study that it is "unreasonable" to assume a reduction in traffic from a Metrolink station (see attached letter from LADOT).



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It appears unlikely that such a station will ever be built. As a result, this project as proposed will add tens of thousands of auto trips per day to one of the most congested stretches of Interstate 5. There will be no reduction to the approximately 72,000 daily traffic trips generated by this project.

- Road Improvements: Las Lomas proposes to widen Foothill to four lanes, widen Sepulveda between San Fernando and Roxford to four lanes, and extend four lanes of Sepulveda to Rinaldi (see attached road improvement map). This would require obtaining right-of-way from the Metropolitan Water District, L.A. Dept. of Water and Power, Southern California Edison, and private property owners. It would require widening Foothill from 2 to 4 lanes where it currently hangs from a cliff above I-5. The alignment also appears to cut through the L.A. Police Department's facility near the I-5/I-405 interchange. It appears to connect to Rinaldi through the hotel located adjacent to the freeway, through the Odyssey Restaurant, or through the old dam. The feasibility of such road improvements is questionable.
- Feasibility of Proposed Wastewater/Sanitation Service: The City of Los Angeles would be required to provide wastewater service. However, the City indicates that adequate wastewater capacity does not exist to serve this project (see attached letter). A package treatment plant would have to be constructed to serve it. The City is not inclined to take over operation and maintenance of such a treatment facility due to high costs.
- Open Space/Wildlife: This site is the last remaining linkage of an important wildlife corridor between the San Gabriel and Santa Susana Mountains and is part of the Rim of the Valley Trail Corridor. The Santa Monica Mountains Conservancy states "Most conservation biologists would concur that the proposed project would result in significant, unavoidable, adverse impacts to this regional wildlife corridor." See the attached letter by Congressman Brad Sherman.
- Grading/Aesthetics: The project will grade up to 20 million cubic yards of earth along a prominent ridgeline and in an area where the majority slopes exceed 50% (see attached slope map). Twenty million cubic yards of earth would fill the Rose Bowl 48 times!

Comparison

A few years ago, there was a public outcry over the proposed Ahmanson Ranch development near the western edge of the San Fernando Valley along the 101 freeway. The adverse impacts from that proposed development united communities from two counties, local cities, public and private agencies and organizations, and residents in opposition. The project was never built and is now owned by the Santa Monica



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Mountains Conservancy. The following table compares Ahmanson Ranch and Las Lomas.

	Ahmanson Ranch	Las Lomas
Area	2,800 acres	555 acres
Housing Units	3,050	5,500 – 5,800
Commercial/office	400,000 square feet	2,775,000 square feet
Hotel	300 rooms	300 rooms

Las Lomas proposes about twice as many units as Ahmanson Ranch and about seven times the amount of commercial space on an area that is 1/5 the size.

The Las Lomas development is not a Transit Oriented Development and it is not an example of Smart Growth. This project represents very real adverse impacts to the region.