Addendum to the
Gate-King Industrial Park
Final Environmental Impact Report
(State Clearinghouse No. 2001021121)

Pertaining to:
Master Case No. 17-141
(Conditional Use Permit No. 17-006; Development Review No. 17-011)

Lead Agency:

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LIST OF ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

§	Section
ADT	Average Daily Traffic
AFY	Acre Feet per Year
BP	Business Park
CALGreen	California Green Building Standards Code
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
CUP	Conditional Use Permit
EIR	Environmental Impact Report
HCM	Highway Capacity Manual
LOS	Level of Service
MTA	Metropolitan Transit Authority
MWD	Metropolitan Water District
NO_X	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
ROGs	Reactive Organic Gasses
RWQCB	Regional Water Quality Control Board
SF/s.f.	square foot or square feet
SCH	California State Clearinghouse (Office of Planning and Research)
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCVCTM	Santa Clarita Valley Consolidated Traffic Model
SFVS	San Fernando Valley Spineflower
SoCalGas	Southern California Gas Company
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
UBC	Uniform Building Code

1.0 INTRODUCTION

This Addendum to the *Gate-King Industrial Park Final EIR* (hereafter, "EIR Addendum") addresses proposed Master Case No. 17-141 to implement development in the first phase of development of the Gate-King Industrial Park. The City of Santa Clarita approved the Gate King Industrial Park project and certified the *Gate King Industrial Park Final Environmental Impact Report* having State Clearinghouse No. 20010121121 (hereafter, "*Final EIR*"), on June 24, 2003.

The City of Santa Clarita is in receipt of a Conditional Use Permit (CUP) Application (CUP 17-006) to allow for an increase in the permissible maximum building height for two proposed industrial buildings in the first phase of the Gate King Industrial Park's development. The first phase comprises approximately 45.5 acres, within which seven (7) industrial buildings are planned. CUP 17-006 requests an increase in maximum building height from 35 feet (currently-approved) to a height of 46 feet for proposed Building 2 and Building 3. The approval of a CUP is a City of Santa Clarita Municipal Code Class V discretionary action subject to City approval and compliance with the California Environmental Quality Act (CEQA). Development Review No. 17-011, an associated City of Santa Clarita Municipal Code Class II discretionary application, also is under consideration by the City to authorize the construction of permitted uses in the first phase of development of the Gate-King Industrial Park. The City has determined that it is reasonably foreseeable that additional CUP applications may be filed for other industrial buildings in the first phase of the Gate King Industrial Park to request similar increases in building height to a maximum height of 46 feet. Therefore, this EIR Addendum addresses the currently-proposed CUP No. 17-006 and Development Review No. 17-011 applications, as well as potential building height increases to a maximum of 46 feet for all industrial buildings in the first phase of the Gate-King Industrial Park (hereafter, the "Project" or "proposed Project").

The proposed Project is the subject of analysis in this document pursuant to CEQA. Pursuant to CEQA Guidelines §15367, the City of Santa Clarita is the Lead Agency with the principal responsibility for considering the proposed Project for approval.

This introductory section summarizes: 1) the requirements of CEQA; 2) the conclusions of the certified *Gate-King Industrial Park Final EIR*); 3) the primary purpose of an EIR Addendum; 4) the standards for adequacy of an EIR Addendum pursuant to the State CEQA Guidelines; 5) the format and content of this EIR Addendum; 6) the City's processing requirements to consider the proposed Project for approval; 7) an explanation of the Environmental Determination and Environmental Assessment provided in Section 3.0 and Section 4.0 of this document; and 8) contact information for the Lead Agency (City of Santa Clarita) and the Applicant for the proposed Project.

1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA), a statewide environmental law contained in Public Resources Code §§21000-21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies

inform themselves of the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the general public an opportunity to comment on the information. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an EIR and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.

1.2 GATE-KING INDUSTRIAL PARK FINAL EIR

The *Gate-King Industrial Park Final EIR,* having State Clearinghouse No. 2001021121, was prepared by the City of Santa Clarita, serving in its capacity as CEQA Lead Agency, in accordance with CEQA as amended (Public Resources Code §21000 et seq.) and the State CEQA Guidelines (Cal. Code of Regs., §§1500 et seq.). The City's certification of the *Final EIR* in June 2003 by Resolution No. 03-87, herein incorporated by reference and available for public review at the City of Santa Clarita Planning Division office located at 23920 Valencia Blvd., Santa Clarita, CA 91355, is confirmation that the City exercised its independent judgment in evaluating the Gate King Industrial Park's environmental effects, applying feasible mitigation measures to address the significant environmental effects, and acknowledging the environmental effects that could not be feasibly mitigated through the adoption of a statement of overriding considerations that weighed the project's benefits against the project's significant unavoidable impacts.

The project as evaluated in the *Final EIR* proposed to subdivide the Gate-King Industrial Park property into lots for industrial/business park development and lots to accommodate water tank sites, landscaped slopes, trails, public rights-of-way, and permanent open space. As required by CEQA Guidelines § 15126.6, the *Final EIR* examined a range of alternatives to the proposed project that would reduce the project's environmental effects while still achieving the basic project objectives. As a result of a series of hearings held on the project before the City of Santa Clarita Planning Commission and City Council in 2002 and 2003, the *Final EIR's* Alternative 5, the "C" Street Reconfiguration Alternative, was selected for approval, with some modification to further reduce impacts. The approved Gate King Industrial Park project is entitled to subdivide 508.2 acres into 68 industrial lots (184.6 acres), four water tanks lots (12.2 acres), one helipad lot (2.1 acres) and 33 open space lots (257.4 acres) plus streets and rights-of-way (52.4 acres) for a total of 106 lots. The 33 open space lots were designated for landscaped slopes, trails, and 207.6 acres of City-dedicated open space. Alternative 5, the "C" Street Reconfiguration Alternative, was considered environmentally superior to the originally-proposed project while still meeting the project's basic objectives and resulting in fewer impacts on the environment because of its reduced ground-disturbance footprint and reduced impacts on wildlife movement, oak trees and ridgelines. At the same time, Alternative 5 was found to provide similar benefits as the originally-proposed project and meet the project's objectives. (City of Santa Clarita, 2003b, p. 27)

The Gate-King Industrial Park project required approval of the following: Tentative Tract Map 50283, General Plan Amendment 99-003, Zone Change 99-002, Oak Tree Permit 99-029, Conditional Use Permit 99-013, Hillside Review 99-004, and Development Agreement 99-002. (City of Santa Clarita, 2003a, p. 1-

1). More information about each of these components of the previously approved project is provided in Section 2.0, *Project Description*, of this EIR Addendum. (City of Santa Clarita, 2003a, p. 1-1)

The *Final EIR* addressed the following environmental topics in detail:

- Land Use/Planning
- Geology
- Hydrology and Water Quality
- Air Quality
- Transportation and Circulation
- Biological Resources
- Noise
- Human Health and Safety
- Public Services
- Public Utilities
- Aesthetics
- Cultural Resources
- Recreation (City of Santa Clarita, 2003a, p. 1-2)

Based upon City Resolution No. 03-87 and the Gate-King Industrial Park's administrative record, the City found that implementation of the approved project would result in significant environmental impacts under four topics that could not be feasibly mitigated to below a level of significance. These include:

1. Air Quality
   - Short-term impacts during construction, and long-term impact associated with project construction.
2. Biology
   - Loss of oak woodland habitat and cumulative impacts to wildlife movement and biological resources.
3. Solid Waste
   - Cumulatively considerable impacts to solid waste.
4. Aesthetics
   - Cumulatively considerable impacts to visual resources.

(City of Santa Clarita, 2003b, p. 28)

The Santa Clarita City Council found that there was substantial evidence that supported a finding that the project would result in substantial community benefits, including specific economic, legal, social, technological, or other benefits, that outweigh the significant effects on the environment identified above that could not be mitigated to a level of less than significant. (City of Santa Clarita, 2003b, p. 29)

Subsequent to certification of the *Final EIR*, various parties challenged the City's certification of the *Final EIR* and project approval in an action in Los Angeles County Superior (trial) Court, entitled, *California Oak*

Foundation v. City of Santa Clarita (2003). The trial court found in favor of the City in all respects and upheld the certification of the *Final EIR*. The trial court decision was appealed. (City of Santa Clarita, 2006, p. 1.0-1) In *California Oak Foundation v. City of Santa Clarita,* 133 Cal. App 4th 1219 (2005), the adequacy of the *Final EIR* was challenged and the Court of Appeal opined that the *Final EIR* did not adequately address the topic of water supply related to uncertainties relating to Castaic's entitlement to 41,000-acre feet a year (afy) of imported water purchased under the Monterey Agreement (*Id*. at 1236-41). The Court of Appeal did not find any other defects in the *Final EIR*. The *Draft Additional Analysis to the Final Environmental Impact Report for the Gate-King Industrial Park (SCH No. 2001021121) Volume 1*, dated March 2006 (hereafter, "*Additional Final EIR Water Analysis*"), analyzes the availability of the 41,000 afy of water, including any unrelated uncertainties, and addresses the Court's concerns in the original *Final EIR*. The *Additional Final EIR Water Analysis* completely replaces the water analyses presented in the City's *Final EIR*. The remainder of the City's *Final EIR* is considered adequate. (City of Santa Clarita, 2006, p. 1.0-1). The *Final EIR* is attached as *Appendix A* to this EIR Addendum and the *Draft Additional Final EIR Water Analysis* is attached as *Appendix B* to this EIR Addendum.

1.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS

The CEQA Guidelines allow for a lead agency to prepare an addendum to a previously certified EIR for projects that have somewhat changed from the previous project or conditions analyzed in the certified EIR. In cases where changes or additions occur with no new significant environmental impacts, an addendum to a previously certified EIR may be prepared. See CEQA Guidelines §15164.

The following describes the requirements of an Addendum, as defined by CEQA Guidelines §15164:

a. The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in §15162 calling for preparation of a subsequent EIR have occurred.

b. An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in §15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

c. An addendum need not be circulated for public review but can be included in or attached to the Final EIR or adopted negative declaration.

d. The decision-making body shall consider the addendum with the Final EIR or adopted negative declaration prior to making a decision on the project.

e. A brief explanation of the decision not to prepare a subsequent EIR pursuant to §15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

As noted above, CEQA Guidelines §15164(a) and (b) allow for the preparation of an addendum if none of the conditions described in §15162 are met. CEQA Guidelines §15162 describes the conditions under which a subsequent EIR must be prepared.

As stated in CEQA Guidelines §15162(a), when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR.

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If none of these circumstances are present, and only minor technical changes or additions are necessary to update the previously certified Final EIR, an addendum may be prepared. See CEQA Guidelines §15164. As described in detail herein, none of the above circumstances that warrant the preparation of a subsequent EIR are present.

The City of Santa Clarita has determined that an Addendum to the *Gate-King Industrial Park Final EIR* should be prepared, rather than a supplemental or subsequent EIR, based on the following facts:

a. As demonstrated in the accompanying Environmental Assessment and its associated analyses (refer to Sections 3.0 and 4.0, respectively), the proposed Project, consisting of a proposed request to construct buildings in the first phase of the Gate King Industrial Park to a maximum height of 46 feet instead of a maximum height of 35 feet, would not require major revisions to the previously-certified *Final EIR* because the proposed Project would not result in any new significant impacts to the physical environment nor would it create substantial increases in the severity of the environmental impacts previously disclosed in the *Final EIR.* In summary, the maximum area of physical ground disturbance analyzed by the *Final EIR* would be unchanged. As such, there would be no new environmental effects or a substantial increase in the severity of previously-identified significant effects related to ground disturbance, which primarily fall under the topics of geology, hydrology and water quality, biological resources, and cultural resources. Regarding construction characteristics, an increase in building height would not cause any greater construction activity intensity on a daily basis than was assumed by the *Final EIR*; thus, the maximum construction-related impacts disclosed in the *Final EIR* would remain unchanged. In terms of long-term project operation, increasing building height would have no potential to increase the maximum number of vehicle trips or vehicular-related secondary effects (air quality, greenhouse gasses, health hazard, and noise emissions) disclosed in the *Final EIR* because traffic generation for business park buildings is based on the building occupant type and amount of floor space, not building height. The proposed increase in building height would add clear space to the interior of the proposed buildings and not additional floor space. Similarly, an increase in building height to provide additional interior clear space would not place any additional demand on public services, utilities, or recreational facilities and no additional physical facilities would need to be constructed to service the Gate-King Industrial Park beyond those already identified in the *Final EIR*. In terms of land use/planning and aesthetics, increasing maximum building height in the first phase of the Gate-King Industrial Park would not conflict with the City's Ridgeline Preservation and Hillside Development Ordinance and Guidelines because there would be no change in the planned location of buildings, the post-development topographic condition of the property, or the locations of preserved open space. The proposed buildings at the increased height would continue to blend in with the surrounding terrain and not alter scenic views beyond what was disclosed in the *Final EIR*.

b. Subsequent to the certification of the *Final EIR*, no substantial changes in the circumstances under which the Project would be undertaken have occurred. The physical conditions of the Project site and the immediately surrounding area are substantially the same as they were at the time the *Final EIR* was certified. To-date, the Gate-King Industrial Park project site has entered the early stages of construction in the general manner assumed by the certified *Final EIR*. Changes in State laws and other mandatory regulatory requirements that implementing development projects in the Gate-King Industrial Park will be mandated to comply with have become stricter since the *Final EIR* was certified in terms of environmental impact reduction. Thus, the severity of environmental impacts disclosed in the *Final EIR* is likely overstated compared to what will actually occur. For example, changes to the California Building Standards Code (known as "CalGreen") now require non-residential developments to include bicycle parking, parking for clean air vehicles, charging stations for electric passenger cars, energy-efficient lighting, water

conservation features, waste reduction features, and impose standards for building maintenance. The California Air Resources Board (CARB) Truck and Bus Regulation (amended, approved 2014) now requires diesel-powered trucks and buses to be upgraded to reduce emissions. These and other mandatory regulations result in reduced energy use and fossil fuel use, which reduce air pollutant emissions and conserve water among other environmental benefits. No substantial changes in circumstance are known to the City of Santa Clarita that would require the preparation of a Supplemental or Subsequent EIR.

c. Subsequent to the certification of the *Final EIR*, no new information of substantial importance has become available which was not known at the time the *Final EIR* was prepared.

d. The Project's proposed increase in maximum building height would not result in any new or substantially more severe significant environmental impacts beyond those disclosed in the *Final EIR.* In summary, the maximum area of physical ground disturbance analyzed by the *Final EIR* would be unchanged. The maximum daily construction characteristics would be unchanged. No additional vehicle trips or vehicular-related secondary effects would be generated and there would not be any additional demand placed on public services, utilities, or recreational facilities as the result of allowing taller buildings to be constructed with no additional floor space beyond that analyzed in the *Final EIR*. Increasing the maximum permitted building height from 35 feet to 46 feet would not conflict with the City's Ridgeline Preservation and Hillside Development Ordinance and Guidelines because there would be no change in the planned location of buildings, the post-development topographic conditions of the property, or the locations of preserved open space. The proposed buildings at the increased height would continue to blend in with the surrounding terrain and not alter scenic views beyond what was disclosed in the *Final EIR*.

e. Subsequent to the certification of the *Final EIR*, no new mitigation measures or alternatives have been identified that were infeasible at the time the *Final EIR* was certified and that would substantially reduce the *Final EIR's* identified significant unavoidable impacts to Air Quality (Impact AQ-1, AQ-2), Biology (Impact BIO-4, BIO-6), Solid Waste (Cumulative Impact) and Aesthetics (Cumulative Impact).

f. Subsequent to the certification of the *Final EIR*, no new mitigation measures or alternatives that are considerably different from those analyzed in the *Final EIR* have been identified to reduce the *Final EIR's* identified significant unavoidable impacts of Air Quality (Impact AQ-1, AQ-2), Biology (Impact BIO-4, BIO-6), Solid Waste (Cumulative Impact) and Aesthetics (Cumulative Impact).

g. A technical traffic report that evaluates the first phase of development in the Gate-King Industrial Park is contained as *Technical Appendix D* to this EIR Addendum. The traffic study does not identify any new impacts or substantial increases in impacts to the environment beyond that which was disclosed in the *Final EIR.*

Based on the above facts and substantial evidence in the Project's administrative record, the City of Santa Clarita determined that an Addendum to the previously certified *Gate-King Industrial Park Final EIR* is the appropriate type of CEQA document to prepare for the proposed Project.

1.4 TYPE OF CEQA COMPLIANCE DOCUMENT AND LEVEL OF ANALYSIS

This document is an Addendum to the previously certified *Gate-King Industrial Park Final EIR* (State Clearinghouse No. 2001021121). As such, this EIR Addendum analyzes the potential environmental effects of the proposed Project (an increase in maximum permitted building height from 35 feet to 46 feet in the first phase of the Gate-King Industrial Park) as compared to the effects identified in the certified *Final EIR.* This EIR Addendum also reviews new information, if any, of substantial importance that was not known and could not have been known with the exercise of reasonable due diligence at the time the *Final EIR* was certified. This evaluation includes a determination as to whether the changes proposed for the Project would a) result in any new significant impact; b) result in a more severe impact; c) result in a new ability to substantially reduce a significant impact; or d) result in no substantial change from the previous analysis of the *Final EIR.*

The *Final EIR* was prepared as a Project EIR pursuant to CEQA Guidelines §15161 (City of Santa Clarita, 2003a, p. 1-1). CEQA Guidelines §15161 identifies a Project EIR as the most common type of EIR that examines the environmental impacts of a specific development project. A Project EIR focuses on the changes in the environment that would result from the development project. A Project EIR examines all phases of the project including planning, construction, and operation.

The purpose of this EIR Addendum is to make minor technical changes to the previously certified *Final EIR* as needed to make the EIR adequate for present purposes (in this case, to evaluate an increase in maximum permitted building height from 35 feet to 46 feet in the first phase of the Gate-King Industrial Park), and to demonstrate that the conditions that would require a supplemental or subsequent EIR have not occurred. The approval of proposed CUP 17-006 to allow for the increase in permissible maximum building height for proposed Building 2 and Building 3 is a City of Santa Clarita Municipal Code Class V discretionary action subject to City approval. Development Review No. 17-011 is an associated City of Santa Clarita Municipal Code Class II discretionary application also under consideration by the City to authorize the construction of permitted uses in the first phase of development of the Gate-King Industrial Park. As previously explained, the City has determined that it is reasonably foreseeable that additional CUP applications may be filed for other buildings in the first phase of the Gate King Industrial Park to request similar increases in building height. As such, this EIR Addendum addresses a potential building height increase for the first phase of the Gate-King Industrial Park (hereafter, the "Project" or "proposed Project") to a maximum height of 46 feet.

1.5 FORMAT AND CONTENT OF THIS EIR ADDENDUM

The following components comprise the EIR Addendum in its totality:

a. This Introduction (Section 1.0) and the Project Description (Section 2.0).

b. The Completed Environmental Determination (Section 3.0)

c. The completed Environmental Assessment (Section 4.0) which concludes that the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of environmental impacts beyond the levels disclosed in the *Gate-King Industrial Park Final EIR.*

d. The *Gate-King Industrial Park Final EIR* and its Mitigation, Monitoring, and Reporting Program attached to this EIR Addendum as *Appendix A*.

e. The *Draft Additional Analysis to the Final Environmental Impact Report for the Gate-King Industrial Park* attached to this EIR Addendum as *Appendix B.*

f. City of Santa Clarita Resolution No. 03-87, *A Resolution of the City Council of the City of Santa Clarita, California, Approving the Environmental Analysis for the Gate King Industrial Park Project, Certifying FEIR SCH No. 20010121121, and Adopting a Statement of Overriding Considerations that Weighs Project Benefits Against the Project's Significant Unavoidable Impacts for Master Case No. 99-264 for Tentative Tract Map 50283, General Plan Amendment 99-003, Zone Change 99-002, Oak Tree Permit 99-029, Conditional Use Permit 99-013, Hillside Review 99-004, and Development Agreement 99-002* attached to this EIR Addendum as *Appendix C*.

g. The *Traffic Study for Needham Ranch Phase I in Santa Clarita, California* prepared by Stantec, dated May 15, 2017, and attached to this EIR Addendum as *Appendix D.*

1.6 PREPARATION AND PROCESSING OF THIS EIR ADDENDUM

The City of Santa Clarita is the Lead Agency as set forth in CEQA Guidelines §21067 and is responsible for reviewing and approving this EIR Addendum to the *Gate-King Industrial Park Final EIR* based on the City's independent judgement. The City will consider the following approvals related to the proposed Project and this EIR Addendum.

- The adoption of a resolution recommending approval of the EIR Addendum to the previously certified *Gate-King Industrial Park Final EIR* for the proposed Project;

- The approval of Conditional Use Permit No. 17-006 to permit development of two structures (proposed Buildings 2 and Building 3) to a maximum height of 46 feet from finish grade, in the first phase of the Gate-King Industrial Park.

- The approval of the Project's Conceptual Site Plan - Development Review No. 17-011.

1.7 ENVIRONMENTAL ASSESSMENT

The proposed Project as evaluated in Section 4.0, *Environmental Assessment*, does not change the conclusions of the *Final EIR*. CUP 17-006 would allow for an increase in permissible maximum building height for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park, from a maximum height of 35 feet to a maximum height of 46 feet above finished grade. The City has determined that it is reasonably foreseeable that additional CUP applications may be filed for other buildings in the first phase of the Gate King Industrial Park to request similar increases in building height.

CUP 17-006, which proposes to modify the permissible maximum building height for proposed Building 2 and Building 3 in the first phase of the Gate King Industrial Park from a maximum height of 35 feet to a maximum height of 46 feet above finished grade, would not substantially increase the severity of previously identified significant adverse effects. The proposed Project would adhere to the mitigation measures set forth in the *Final EIR*. The *Final EIR's* Mitigation, Monitoring and Reporting Program, which contains all of the approved mitigation measures, is contained as part of *Appendix A* to this EIR Addendum.

1.8 EXISTING DOCUMENTS INCORPORATED BY REFERENCE

State CEQA Guidelines §§15150 and 15168(c)(3) and (d)(2) permit and encourage that an environmental document incorporate by reference other documents that provide relevant data. The documents listed in Section 5.0, *References*, as incorporated documents are hereby incorporated by reference, and the pertinent material is summarized as needed within this EIR Addendum. All documents incorporated by reference are available for review at the City of Santa Clarita Community Development Department, Planning Division, 23920 W. Valencia Boulevard, Suite 302, Santa Clarita, CA 91355.

1.9 POINTS OF CONTACT

The Lead Agency for this EIR Addendum is the City of Santa Clarita. Any questions about the preparation of this EIR Addendum, its assumptions, or its conclusions should be referred to:

Mike Ascione, MPA, Case Planner or,
Patrick Leclair, Senior Planner
City of Santa Clarita
Community Development Department, Planning Division
23920 W. Valencia Boulevard, Suite 302
Valencia, CA 91355

The point of contact for the Project Applicant is:

John Balestra, Senior Vice President
Center at Needham Ranch, LLC
2221 Rosecrans Avenue, Suite 200
El Segundo, CA 90245

2.0 PROJECT DESCRIPTION

This section provides all of the information required by CEQA Guidelines §15124, including: a description of the Project's precise location and boundaries; a statement of the Project's objectives; a description of the Project's technical, economic, and environmental characteristics; a list of government agencies that are expected to be involved in the Project's decision-making processes; a list of the permits and approvals that are required to implement the Project; and a list of related environmental review and consultation requirements.

2.1 PROJECT SETTING AND LOCATION

As shown on Figure 2-1, *Regional Map*, the Project site (comprising the first phase of development in the Gate-King Industrial Park) is located in the City of Santa Clarita, Los Angeles County, California. The Project site is located in the southern portion of Santa Clarita, within the community of Newhall. As depicted on Figure 2-2, *Vicinity Map*, the Project site is located west of the Antelope Valley Freeway (SR 14), and is bounded by the Sierra Highway to the east and San Fernando Road to the north. Pine Street and the Metropolitan Transit Authority (MTA) right-of-way are located along the site's western boundary and undeveloped mountainous terrain is located to the south of the site. As illustrated on Figure 2-3, *Location of Project within Approved Gate King Industrial Park*, the Project site includes the 45.5-acre area within the southeastern portion of the Gate King Industrial Park project site (as analyzed in the *Final EIR*) that would be developed as part of the first phase of the Gate King Industrial Park development (hereafter referred to as "the Project"). (City of Santa Clarita, 2003a, p. 2-1)

2.2 PROJECT OBJECTIVES

The underlying purpose of the proposed Project subject to this EIR Addendum is to allow for industrial buildings in the first phase of development in the Gate-King Industrial Park to be constructed to a maximum allowable building height of 46 feet from finish grade. The objectives of the Project are to:

- Construct industrial buildings in the first phase of the Gate-King Industrial Park that are functionally and economically competitive with other contemporary industrial buildings in the surrounding area.

- Attract industrial building users to the first phase of the Gate-King Industrial park that require interior clear heights greater than 32 feet, which necessitates exterior building elevations as tall as 46 feet.

- Position the first phase of development to quickly attract building user interest to reduce the time that structures may be unoccupied.

- Respond to anticipated interior space needs of industrial building users so that buildings in the first phase of the Gate King Industrial Park can be more easily re-tenanted in the future.

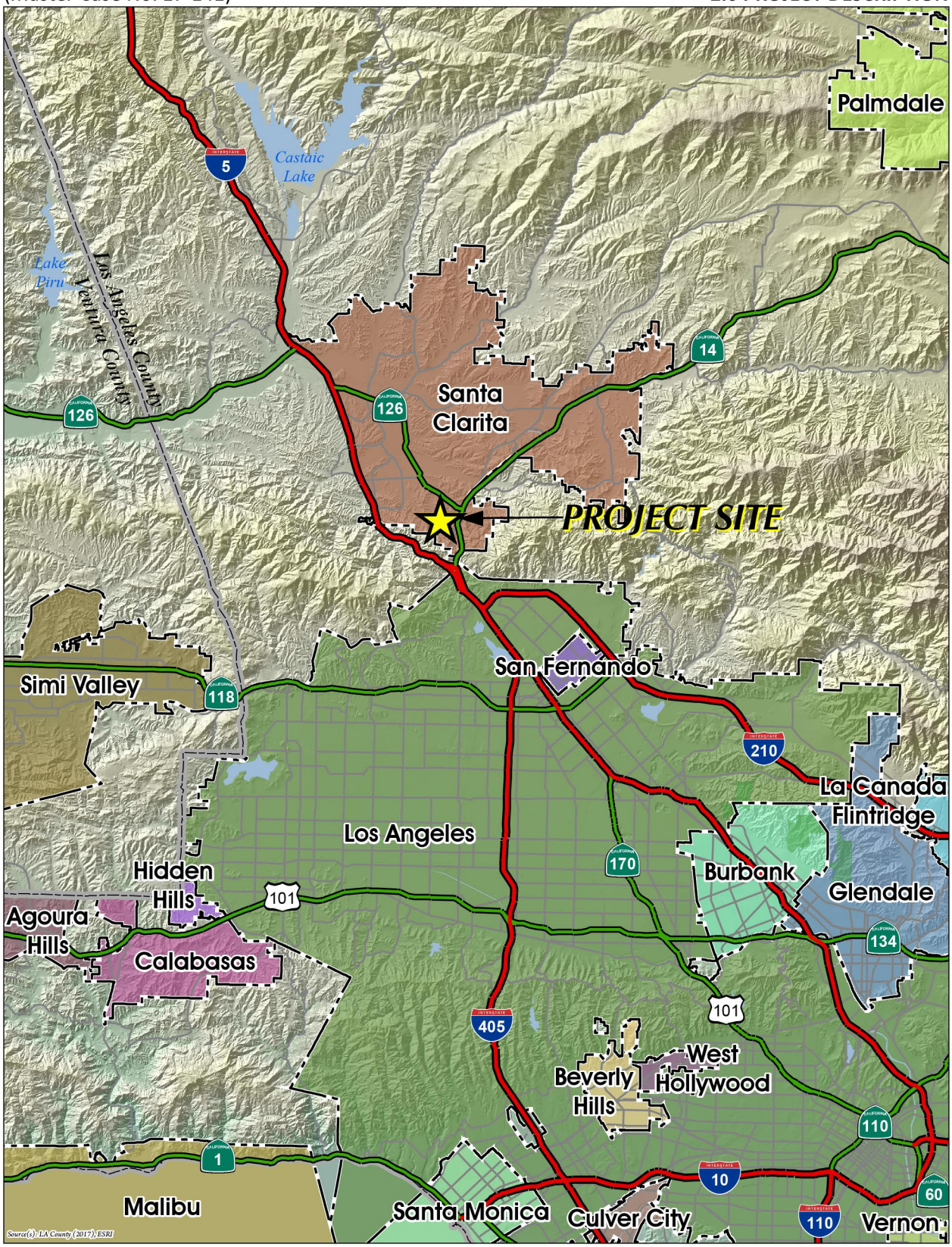


Figure 2-1

REGIONAL MAP

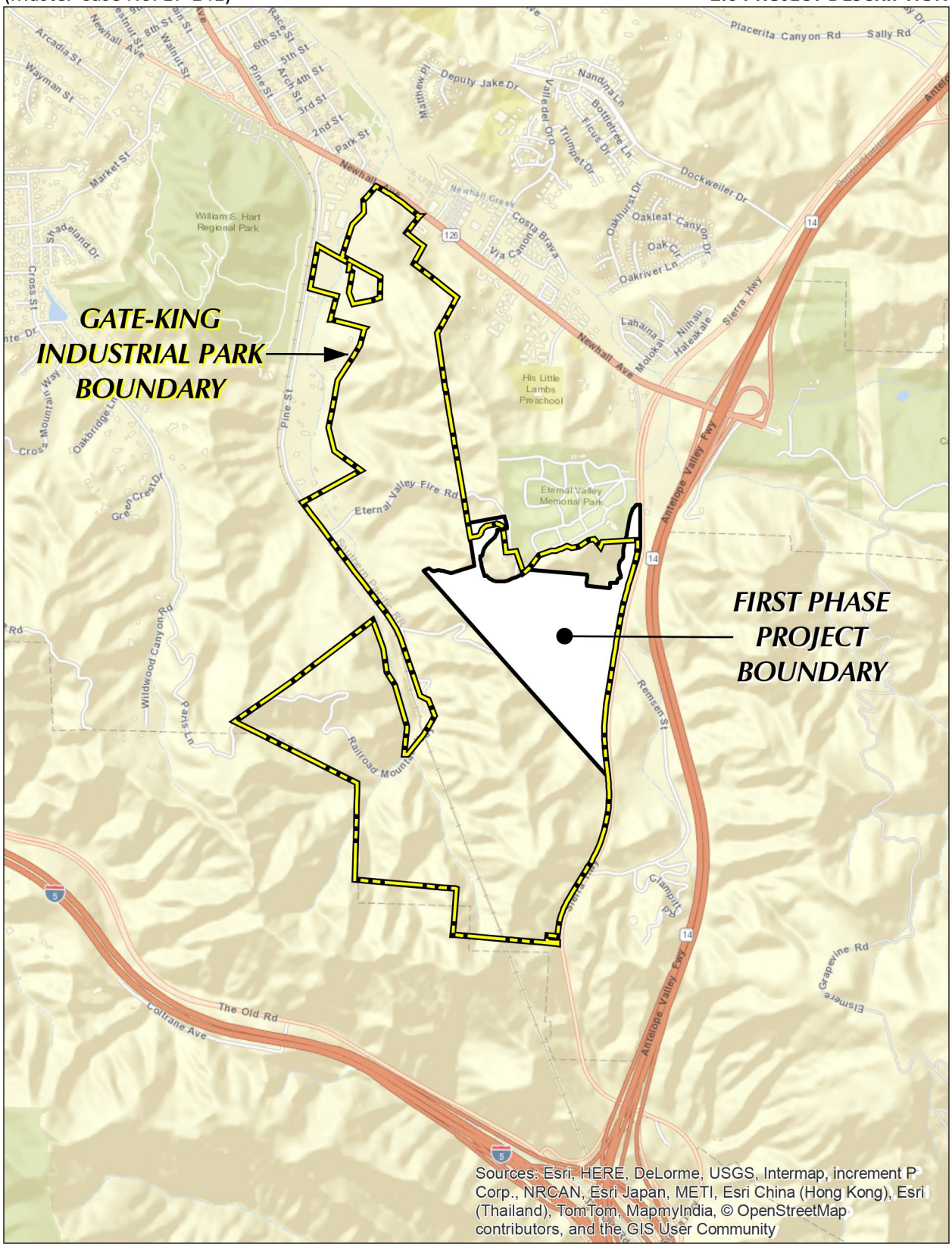
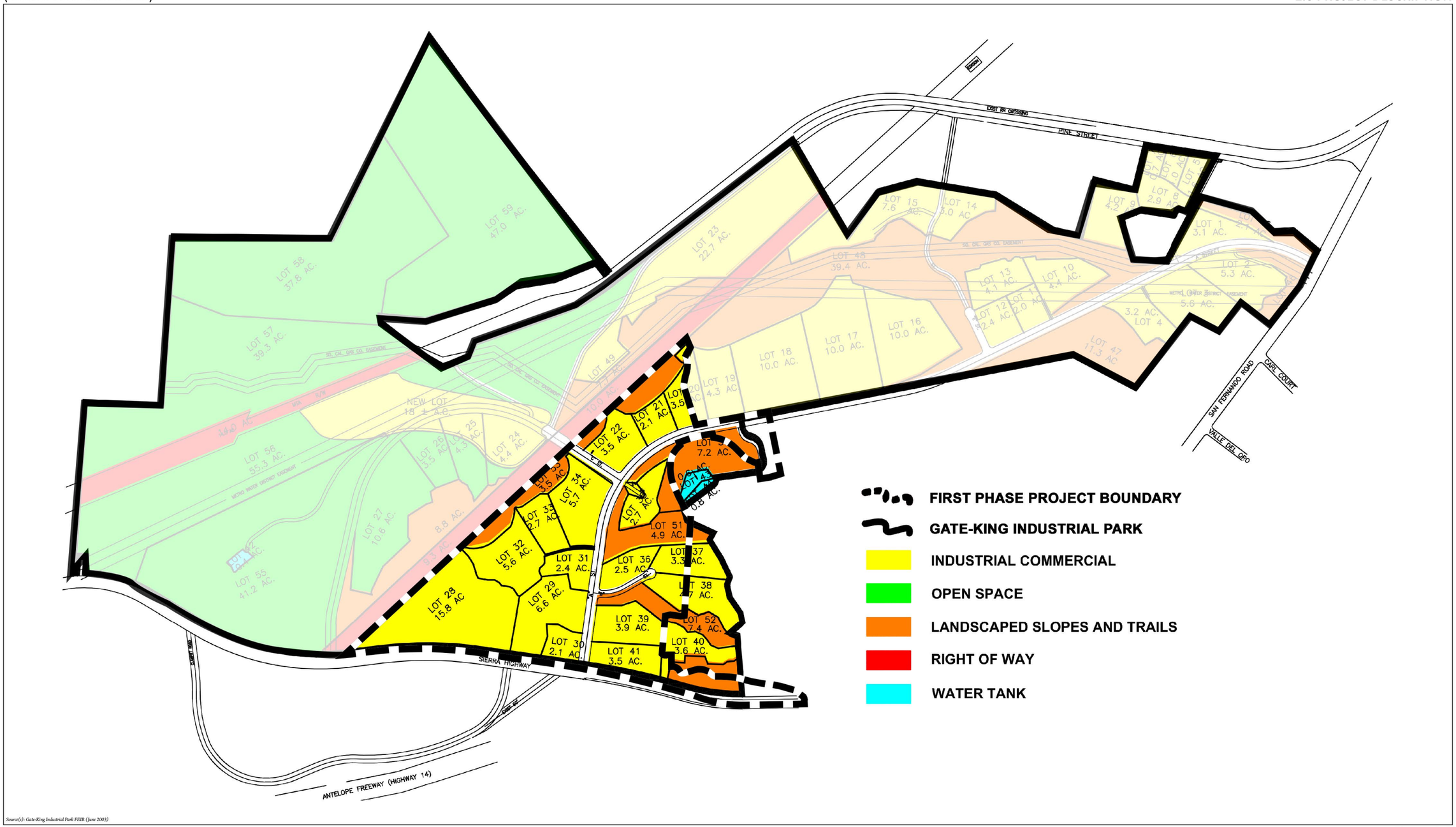


Figure 2-2

VICINITY MAP



Source(s): Gate-King Industrial Park FEIR (June 2003)

Figure 2-3

LOCATION OF PROJECT WITHIN APPROVED GATE-KING INDUSTRIAL PARK

The proposed Project would be consistent with and/or not obstruct achievement of the project objectives for the larger Gate-King Industrial Park listed below as excepted from the *Final EIR*:

- To develop up to 4.45 million square feet of industrial/commercial buildings.

- To create an economically feasible project.

To provide recreational and open space facilities for use by Santa Clarita residents.

- To protect sensitive resources on the project site through the provision of open space areas and a wildlife corridor on-site.

- To provide an employment center in proximity to alternative transportation modes, including Metrolink commuter rail service and bus service.

- To contribute to redevelopment efforts in the downtown Newhall area through the following:

    - Adding to the district's tax increment.

    - Increasing local employment opportunities.

    - Increasing patronage in Old Town Newhall through an increased daytime employment population in the immediate vicinity.

        - Stimulating private investment in the area through physical improvements along San Fernando Road and Sierra Highway.

- To retain major open space area that act as regional ecological preserves and migration corridors. (City of Santa Clarita, 2003a pp. 2-28, 2-29)

2.3 PROJECT DESCRIPTION

This EIR Addendum evaluates the consistency of proposed Project with the previously-certified *Final EIR*. Refer to Section 1.2 for a discussion of the Gate-King Industrial Park project. Specifically, CUP 17-006 would allow for an increase in the permissible maximum building height for the proposed Building 2 and Building 3 from a maximum height of 35 feet to a maximum height of 46 feet. Development Review No. 17-011, an associated application requiring administrative approval for development of the first phase of the Gate-King Industrial Park project, is also under consideration by the City. Together, these two applications constitute Master Case No. 17-141.

As a result of Master Case 17-141, the City has determined that it is reasonably foreseeable that additional CUP applications may be filed for the other five (5) buildings in the first phase of the Gate King Industrial Park to request increases in building height. Therefore, this EIR Addendum addresses the currently-

proposed CUP No. 17-006 as well as a potential building height increase to a maximum of 46 feet for the other five (5) buildings in the first phase of the Gate-King Industrial Park (hereafter, the "Project" or "proposed Project").

2.3.1 Proposed Discretionary Actions

The Project Applicant has filed the following application for the proposed Project:

- Conditional Use Permit No. 17-006 (CUP No. 17-006). A request to allow for a maximum building height of 46 feet from finished grade for Buildings 2 and 3 that are proposed to be developed during the first phase of construction of the Gate-King Industrial Park project.

Additionally, development of the first phase of the Gate-King Industrial Park project would require the City's administrative approval of the following application filed by the Project Applicant:

- Development Review No. 17-011 to approve the site plan associated with the Project (refer to Figure 2-4, *First Phase Site Plan*).

As stated in the Santa Clarita Municipal Code, the reviewing authority shall review an application for a CUP as required for any structure exceeding the height established for the underlying zone (City of Santa Clarita, 2013, Section 17.25.100B.4). Under existing conditions, the Santa Clarita General Plan designates the Project site as "Business Park (BP)" (City of Santa Clarita, 2016a). Additionally, the Project site is also zoned "Business Park (BP)" (City of Santa Clarita, 2016b). As stated in the Santa Clarita Municipal Code, property that is zoned BP is subject to a maximum building height of 35 feet without a CUP (City of Santa Clarita, 2013, Section 17.34.040). Therefore, the proposed Project requests a CUP to allow for an increase in height for Building 2 and Building 3 from 35 feet to a maximum allowable height of 46 feet above finished grade.

Although the Project Applicant filed a CUP application specifically for Buildings 2 and 3, the City has determined that is reasonably foreseeable that additional CUP applications may be filed for other buildings in the first phase of the Gate-King Industrial Park to request similar increases in building height. As such, this EIR Addendum analyzes the environmental impacts that would result from increasing the maximum building heights for all seven (7) of the buildings to be constructed as part of the first phase of development of the Gate-King Industrial Park.

2.3.2 Description of the Proposed Site Plan

As discussed above, Development Review No. 17-011 seeks the approval of a site plan associated with development of the first phase of the Gate-King Industrial Park project. As shown on Figure 2-4, *First Phase Site Plan*, the first phase of development of the Gate-King Industrial Park project includes Buildings 1, 2, 3, 6, 7, 8, 9, and Lots 4 and 5, comprising a total building area of 865,265 square feet (s.f.) on 45.5 acres. The site plan also includes a future fire station site and helipad on the northernmost area of the Project site, roadways, driveways, drive aisles, drainage improvements (including drainage courses and water quality basins), hardscaping, and landscaped areas. The Project site would include provide parking

at a ratio of 1 parking space per 1,000 s.f., which would result in a total of 1,381 standard (9 feet by 18 feet) parking stalls. Additionally, several truck stalls, each measuring 10 feet by 50 feet, would be provided throughout the Project site.

The City's discretionary approval of CUP No. 17-006 would allow the maximum allowable building height for Buildings 2 and 3 to be increased from the 35 feet above finished grade that is permitted for structures within the BP zone (pursuant to City of Santa Clarita Municipal Code Section 17.34.040) to 46 feet above finished grade. A more detailed description of the proposed Buildings 2 and 3 is provided in the subsections below. Although CUP No. 17-006 proposes a maximum building height of 46 feet from finished grade, the architectural plans for Building 2 and Building 3, as described below, are proposed to reach a height of 46 feet from finished grade.

A. Building 2 Description

Building 2 would be developed on the northern portion of the Project site, and would consist of a total of 167,455 s.f. of building area comprised of 6,358 s.f. of office space and 161,097 s.f. of warehouse area. Building 2 would include a two-story office area totaling 6,358 s.f. on the southeast portion of the building. A total of 12 dock doors are proposed on the east side of Building 2. An exterior patio and walkway would be provided along the south wall of Building 2. Parking lot areas are proposed to the northeast, south, and west of Building 2, and would include a total of 207 parking stalls, two (2) truck trailer parking stalls, and 28-foot-wide fire lanes. A total of 102,847 s.f. of landscaped areas would be provided surrounding Building 2, in addition to 3,604 s.f. of landscaping provided throughout the parking areas. A 28-foot-wide driveway accommodating a 28-foot-wide fire lane would be provided to the north and south of Building 2. A 35-foot driveway would be provided to the southeast of Building 2 what would provide truck access to the dock doors on the east side of Building 2 via a 28-foot-wide fire lane.

As shown on Figure 2-5, *Building 2 Architectural Elevations*, Building 2 would be constructed to a height of 46 feet above finished grade. As shown on Figure 2-6, *Building 2 Illustrated Conceptual Elevations*, the building would be constructed with painted concrete tilt-up panels and low-reflective, clear and blue-glazed glass. Articulated building elements (i.e., metal canopies, stone veneer accents, and storefront construction comprised of glazed glass and aluminum framing) would be provided at the exterior walls adjacent to the office/lobby area proposed in the southeast area of Building 2. The office/lobby area proposed on the southeast portion of Building 2 would include roof parapet features reaching up to 46 feet above finished grade. The exterior color palette for the concrete tilt-up panels that comprised Building 2 would include various mild, earth-toned colors, including various shades of white, gray, and brown.

A. Building 3 Description

Building 3 would be developed on the southern portion of the Project site, and would consist of a total of 207,026 s.f. of building area comprised of 3,512 s.f. of office space, 2,846 s.f. of mezzanine area, and 201,026 s.f. of warehouse area. Building 3 would include a two-story office area totaling 3,512 s.f. on the southeast portion of the building. A total of 21 dock doors are proposed on west side of Building 3. A total of 261,690 s.f. of landscaped areas would be provided surrounding Building 3. An exterior patio

would be provided along the northeast wall of Building 3. Parking lot areas are proposed surrounding Building 3 in all directions, and would include a total of 283 parking stalls and 28-foot-wide fire lanes. Building 3 would be accessible via a 35-foot-wide driveway along Needham Ranch Parkway and via a 28-foot-wide fire lane to the northwest of Building 3. Additionally, Building 3 would be accessible via a 28-foot-wide fire lane to the southeast of Building 3 that would connect to Sierra Highway.

As shown on Figure 2-7, *Building 3 Architectural Elevations*, Building 3 would be constructed to a height of up to 46 feet above finished grade. As shown on Figure 2-8, *Building 3 Illustrated Conceptual Elevations*, the building would be constructed with painted concrete tilt-up panels and low-reflective, clear and blue-glazed glass. Articulated building elements (i.e., metal canopies, stone veneer accents, and storefront construction comprised of glazed glass and aluminum framing) would be provided at the exterior walls adjacent to the office/lobby area proposed in the southeast area of Building 3. The office/lobby area proposed on the southeast portion of Building 3 would include roof parapet features reaching up to 46 feet above finished grade. The exterior color palette for the concrete tilt-up panels that comprised Building 3 would include various mild, earth-toned colors, including various shades of white, gray, and brown.

2.3.3 Construction Characteristics

Construction characteristics would not differ from those described in the *Final EIR*; however, the dates shown in the estimated construction schedule provided in Table 2-9 of the *Final EIR* would no longer apply to the Project since this table had assumed earlier construction dates (2002 to 2005) than are actually occurring. Construction in phase one commenced in 2017. The delay in the construction schedule as compared to the schedule presented in the *Final EIR* is not substantial new information nor would it result in additional or more severe impacts to the environment as compared to the impacts presented in the *Final EIR*. In fact, there is substantial evidence to suggest that impacts to the environment would be reduced due to the later construction schedule. State laws and other applicable, mandatory, regulatory requirements that apply to the Project have become stricter since the time the *Final EIR* was certified in 2003 and the initiation of construction in 2017 that would result in the lessening of environmental impacts. Thus, the severity of environmental impacts disclosed in the *Final EIR* is likely overstated compared to what will actually occur. For example, changes to the California Building Standards Code (known as "CalGreen") now require non-residential developments to include bicycle parking, parking for clean air vehicles, charging stations for electric passenger cars, energy-efficient lighting, water conservation features, waste reduction features, and impose standards for building maintenance. The California Air Resources Board (CARB) Truck and Bus Regulation (amended, approved 2014) now requires that diesel-powered trucks and buses to be upgraded to reduce emissions. Additionally, and from a practical standpoint, construction vehicle fleets phase out older and more polluting equipment over time with newer and cleaner equipment. The regulatory changes and replacement of older model-year construction equipment with new equipment result in reduced energy use and fossil fuel use, which reduce air pollutant emissions and conserve water among other environmental benefits. The proposed increase in building height would not cause any increases in the amount of construction activity that the *Final EIR* assumed would occur on a daily basis.

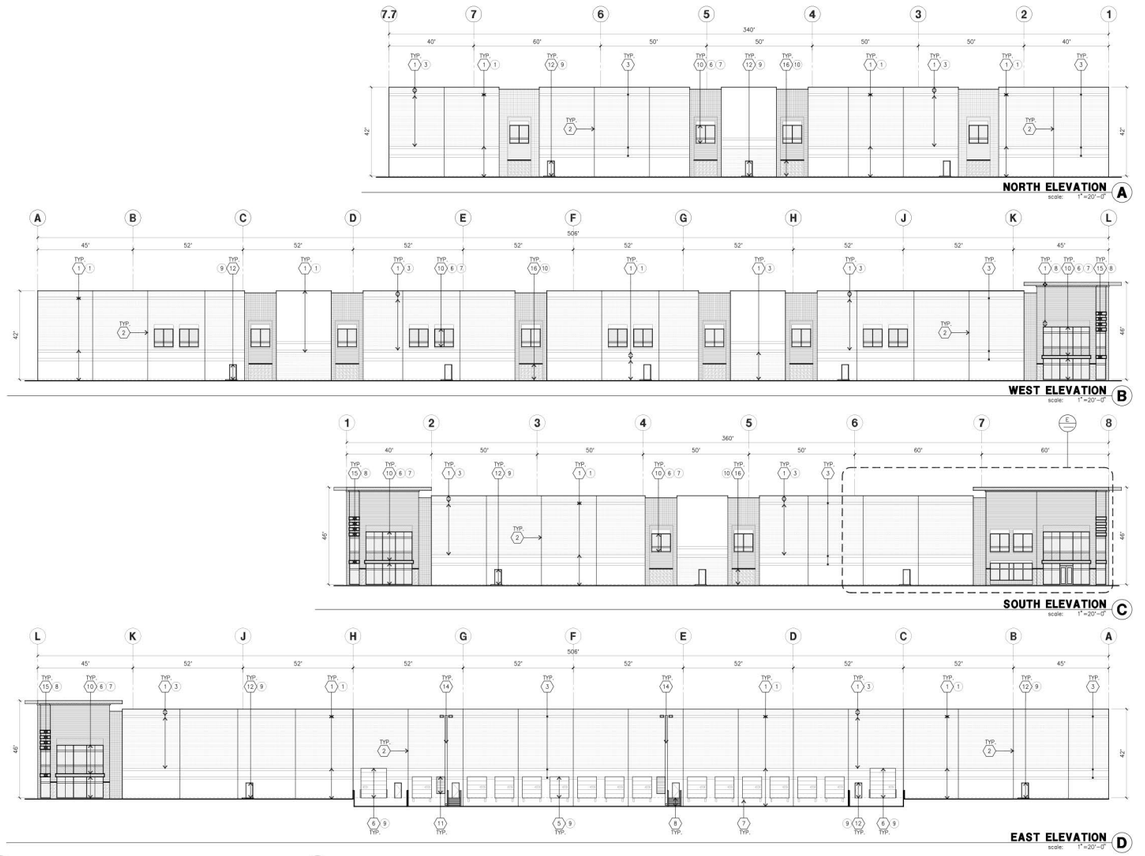
2.3.4 Operational Characteristics

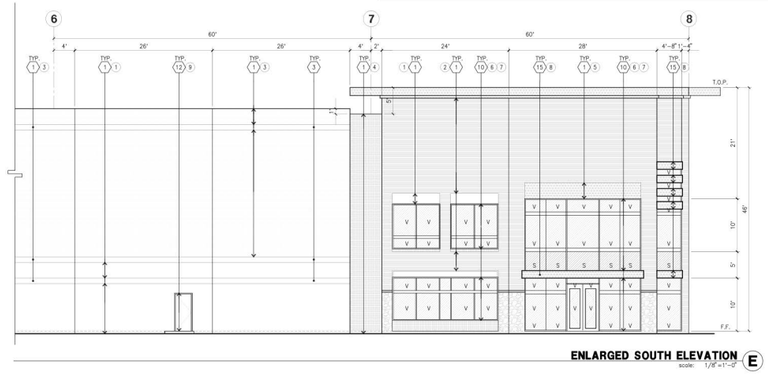
The Project's operational characteristics have not changed from the operational characteristics described in the *Final EIR*. Buildings 2 and 3 are anticipated to be occupied by industrial park building users that would employ office and warehouse workers. The proposed increase in building height would allow for higher stacking of stored products inside the building and would not change how the buildings functionally operate.

Source(s): HPA Architecture (May 2017)

Figure 2-4

FIRST PHASE SITE PLAN





KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL (PAINTED).
2. PANEL JOINT.
3. PANEL REVEAL.
4. CONCRETE TILT-UP SCREEN WALL.
5. 9'-0"W X 10'H OVERHEAD DOOR @ DOCK HIGH.
6. 12'W X 14'H OVERHEAD DOOR @ DRIVE THRU.
7. DOCK BUMPER.
8. CONCRETE STAIR, LANDING AND CONC. GUARDRAIL.
9. CONCRETE RAMP AND CONC. GUARDRAIL.
10. ALUMINUM STOREFRONT FRAMING W/ TEMPERED GLAZING AT ALL DOORS SIDELITES ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 18" ABOVE F.F. ELEVATION.
11. LOUVER (SIZE AND LOCATION APPROX. ONLY).
12. HOLLOW METAL DOORS.
13. KNOCK OUT PANEL
14. EXTERIOR DOWNSPOUT AND 2 OVERFLOW SCUPPERS
15. METAL CANOPY
16. CORONADO STONE

GLAZING LEGEND

SPANDREL GLASS

V VISION GLASS

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.

B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.

C. T.O.P. = TOP OF PARAPET – ELEVATION.

D. F.F. = FINISH FLOOR ELEVATION.

E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.

F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.

COLOR SCHEDULE - ELEVATIONS

	1	CONCRETE TILT-UP PANEL	PAINT BRAND: SHERWIN-WILLIAMS SW7005 PURE WHITE
	2	CONCRETE TILT-UP PANEL	PAINT BRAND: SHERWIN-WILLIAMS SW7015 REPOSE GRAY
	3	CONCRETE TILT-UP PANEL	PAINT BRAND: SHERWIN-WILLIAMS SW7673 PEWTER CAST
	4	CONCRETE TILT-UP PANEL	PAINT BRAND: SHERWIN-WILLIAMS SW7067 CITYSCAPE
	5	CONCRETE TILT-UP PANEL	PAINT BRAND: SHERWIN-WILLIAMS SW7505 MANOR HOUSE
	6	MULLIONS	COLOR: CLEAR ANODIZED
	7	GLAZING	COLOR: PPG 1/4" VISTACOOL(2)PACIFICA-SPANDREL TO HAVE BLUE PAINT ON BACK, NOT BLACK)
	8	ALUCOBOND	PAINT BRAND: MATCH TO COLOR #5
	9	DOORS	COLOR: MATCH TO ADJ. BUILDING WALL
	10	CORONADO STONE	STONE VENEER INDUSTRIAL LEDGE COLOR: SHALE GREY

Source(s): HPA Architects (11-06-17)

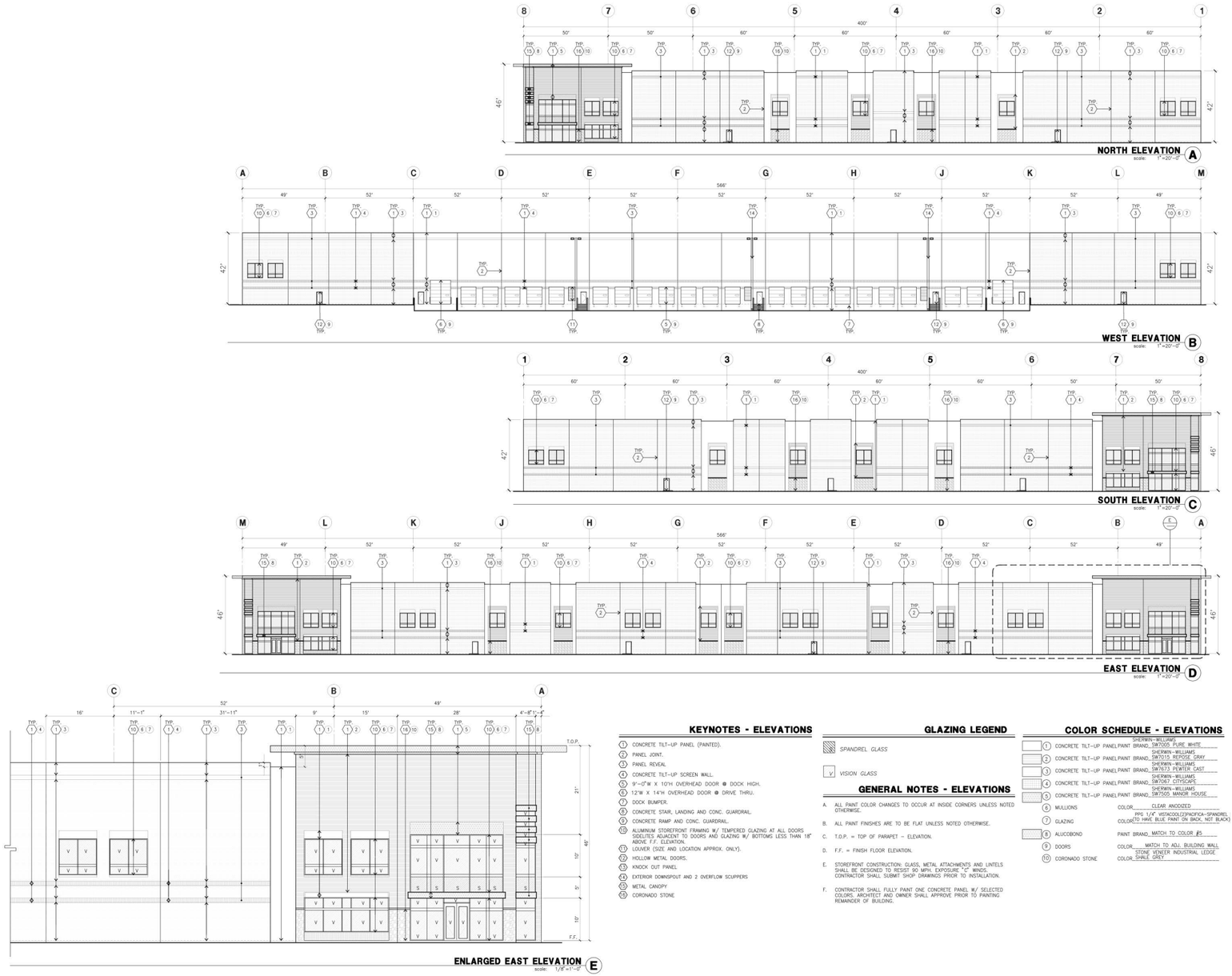
Figure 2-5

BUILDING 2 ARCHITECTURAL ELEVATIONS

Source(s): HPA Architects (11-06-17)

Figure 2-6

BUILDING 2 ILLUSTRATED CONCEPTUAL ELEVATIONS



Source(s): HPA Architects (11-06-17)

Figure 2-7

BUILDING 3 ARCHITECTURAL ELEVATIONS

Source(s): HPA Architects (11-06-17)

Figure 2-8

BUILDING 3 ILLUSTRATED CONCEPTUAL ELEVATIONS

3.0 ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☒ I find that the significant effects that would result from the Project have been addressed in an earlier certified City of Santa Clarita Gate-King Industrial Park Final EIR (SCH No. 2001021121) and that none of the determinations set forth in the Public Resources Code Section 21166 and State CEQA Guidelines Section 15162 can be established and, thus, an Addendum to the *Final EIR* shall be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared By:

Signature:_____ Date:_____

Print Name:_____

Title:_____

4.0 ENVIRONMENTAL ASSESSMENT

4.1 LAND USE AND PLANNING

Land Use and Planning Final EIR Finding: The *Final EIR* found that impacts associated with Land Use and Planning would be less than significant after the implementation of mitigation measures identified under other subject matters analyzed in the *Final EIR*. With the mitigation specified in *Final EIR* Sections 4.6, Biology, 4.7, Noise, 4.9, Public Services, 4.10, Utilities 4.11, Aesthetics, and 4.12, Cultural Resources, the project was considered consistent with the City's General Plan Land Use Element goals and policies and other applicable City policies. In addition, the Planning Commission recommended and the City Council adopted, findings that the Gate-King Industrial Park project complies with the Ridgeline Preservation and Hillside Development Ordinance and Guidelines, including the finding a project be innovative. (City of Santa Clarita, 2003b, pp. 2-3)

Final EIR Impact LU-1 (Less-than-Significant Impact with Mitigation Applied for Impacts in Other Subject Matters): *The Gate-King Industrial Park project generally would not create compatibility conflicts with residential, commercial and industrial uses in the project vicinity. The City found that mitigation measures recommended in Final EIR Sections 4.7, Noise, and 4.11, Aesthetics, would minimize compatibility conflicts with surrounding uses and impacts would be less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

> **Analysis of Master Case No. 17-141:** CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing the maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not change the *Final EIR's* finding that the project does not conflict with the approved General Plan land uses and would therefore not create any new or significant compatibility conflicts with residential, commercial, and industrial uses in the project vicinity. The project's physical limits of grading would stay the same, the open space acreage to be preserved would remain the same, and the character of the development would be the same as analyzed in the *Final EIR*. The buildings to be constructed in the first phase of development would still be industrial in character as demonstrated by the architectural elevations shown in Figure 2-5 through Figure 2-8 of this EIR Addendum. Therefore, and as determined by the *Final EIR*, with the implementation of mitigation measures recommended in *Final EIR* Sections 4.7, Noise, and 4.11, Aesthetics, the project with a modified maximum building height of 46 feet in the first phase of development would remain consistent with the City's General Plan. Master Case No. 17-141 would not result in any new or more severe significant impacts associated with land use compatibility beyond the less-than-significant impacts disclosed in the *Final EIR.*

Final EIR Impact LU-2 (Less-than-Significant Impact): *The Gate-King Industrial Park project would add an estimated 6,527 jobs within the City. Because this increase in employment is within citywide and regional projections, the City considered the project to be consistent with the City's and Southern California Association of Governments' (SCAG's) regional employment and population projections. Impacts*

associated with employment and population growth were found to be less than significant and no mitigation was required. (City of Santa Clarita, 2003a, Table ES-1)

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not change the projected number of jobs that the project would generate. Employment projections are based on building floor space, whereas the proposed increase in building height would add clear space to the interior of the proposed buildings and not additional floor space. Because Master Case No. 17-141 would not change the land uses or increase the amount of permitted building floor space in the Gate-King Industrial Park, it would not result in exceeding the estimated number of number of jobs (6,527) disclosed in the *Final EIR*. The project with a modified maximum building height of 46 feet in the first phase of development would continue to result in a less-than-significant impact associated with employment and population growth.

Final EIR Impact LU-3 (Less-than-Significant with Mitigation Applied for Impacts in Other Subject Matters): *The Gate-King Industrial Park project is considered generally consistent with City Land Element goals and policies, but was found to be potentially inconsistent with City policies pertaining to preservation/protection of significant ridgelines and oak trees. Mitigation measures contained in Final EIR Sections 4.6, Biology, 4.11, Aesthetics, 4.9, Public Services, 4.10, Utilities, and 4.12, Cultural Resources, were found to attain consistency with City General Plan goals and policies to the degree feasible. The Planning Commission recommended and the City Council adopted findings that the project complies with the Ridgeline Preservation and Hillside Development Ordinance and Guidelines, including the finding a project be innovative. (City of Santa Clarita, 2003a, Table ES-1) (City of Santa Clarita, 2003b, p. 28)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not change the land use patterns or the land use character of the Gate-King Industrial Park. In addition, Master Case No. 17-141 would not conflict with the City's Ridgeline Preservation and Hillside Development Ordinance and Guidelines because there would be no change in the planned location of buildings, the project's grading plan and resulting topography, or the locations of preserved open space. Approximately 41% of the Gate King Industrial Park would remain designated as open space and adjacent ridgelines would continue to be preserved. Therefore, with the implementation of *Final EIR* mitigation measures identified in *Final EIR* Sections 4.6, Biology, 4.11, Aesthetics, 4.9, Public Services, 4.10, Utilities, and 4.12, Cultural Resources, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe conflicts with the City General Plan goals and policies, beyond those impacts disclosed in the *Final EIR*. Impacts would remain less than significant. *(City of Santa Clarita, 2003a, Table ES-1) (City of Santa Clarita, 2003b, p. 28)*

Final EIR Impact LU-4 (Less-than-Significant Impact with Mitigation Applied for Impacts in Other Subject Matters): *The Gate-King Industrial Park was found to fully or partially implement most of the relevant policies of the Southern California Association of Governments' (SCAG's) Regional Comprehensive Plan and Guide. The City found that with mitigation measures included in Final EIR Sections 4.2, Geology, 4.3, Hydrology and Water Quality, 4.4, Air Quality and 4.6, Biological Resources, the project would achieve compliance with SCAG's Regional Comprehensive Plan and Guide. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not change the land use patterns or the land use character in the Gate-King Industrial Park. In addition, the implementation of Master Case No. 17-141 would not result in a conflict with the City's Ridgeline Preservation and Hillside Development Ordinance and Guidelines because there would be no change in the planned location of buildings, no changes in the post-development topographic condition of the property, or the locations of preserved open space. Approximately 41% of the Gate King Industrial Park would remain designated as open space and adjacent ridgelines would continue to be preserved. Therefore, with the implementation of the mitigation measures identified in *Final EIR* Sections 4.2, Geology, 4.3, Hydrology and Water Quality, 4.4, Air Quality and 4.6, Biological Resources, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with consistency to the relevant policies of the SCAG Regional Comprehensive Plan and Guide, beyond those less-than-significant impacts disclosed in the *Final EIR*.

4.2 GEOLOGY

Geology Final EIR Finding: The *Final EIR* found that impacts associated with geology would be less than significant after mitigation. Potential geotechnical impacts requiring mitigation pertained to rupture potential of the on-site Beacon Fault, landslide potential during the grading of steep slopes, and the potential to encounter soils with expansive characteristics during grading.

Final EIR Impact GEO-1 (Less-than-Significant Impact with Mitigation): *The Gate-King Industrial Park project site's potential to experience ground rupture is considered low. Nevertheless, impacts relating to ground rupture due to the presence of the Beacon Fault onsite were determined to be significant but mitigable. After the implementation of mitigation measures, the City found that impacts would be less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not change the location of development, grading design, or other construction

characteristics analyzed in the *Final EIR*. As shown on *Final EIR* Figure 4.2-1, Geologic Summary Map, the Beacon Fault is located north of the first phase development area. As such, the first phase of development has no potential to be subjected to potential ground rupture impacts associated with the presence of this fault line. A geotechnical report for the phase one development area was reviewed and approved by the City Engineer which substantiates that the phase one development area has no potential to be significantly impacted by seismically-induced ground rupture. (RTFA, 2016, p. 25). Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with fault rupture beyond those impacts disclosed in the *Final EIR.* Impacts would remain less than significant with mitigation applied.

Final EIR Impact GEO-2 (Less-than-Significant Impact): *The Gate-King Industrial Park project site would experience groundshaking in the event of an earthquake on any of several faults. However, with compliance with the Uniform Building Code (UBC), the City found that impacts would be less than significant and no mitigation was required. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not change the site's potential to be subjected to seismically-induced ground shaking. Regardless of the building height, habitable structures erected in the State of California are required to comply with the California Building Standards Code (CBSC). The CBSC replaced the Uniform Building Code (UBC) that was in effect at the time the *Final EIR* was prepared and the current CBSC includes more stringent requirements for building construction than were in place under the UBC, including standards for seismic safety that are now more stringent. As such, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with seismically-induced groundshaking than the less-than-significant impacts disclosed in the *Final EIR.* Impacts would remain less than significant with mandatory compliance to the CBSC.

Final EIR Impact GEO-3 (Less-than-Significant Impact): *The Gate-King Industrial Park project site has a low potential for ground failure. The City found that impacts were less than significant and no mitigation was required. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not change the site's low ground failure potential. A geotechnical report for the phase one development area was reviewed and approved by the City Engineer which substantiates that ground failure is not a significant concern for development in the phase one area (RTFA, 2016, p. 25). The increased building maximum height to 46 feet would not change the project's grading

design or have any material effect on the site's low ground failure potential. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with ground failure beyond those impacts disclosed in the *Final EIR.* Impacts would remain less than significant with mitigation applied.

Final EIR Impact GEO-4 (Less-than-Significant Impact with Mitigation): *The Gate-King Industrial Park involves grading and development in steeply sloped areas with high landslide potential. Impacts relating to landsliding were considered significant but mitigable. After the implementation of mitigation measures, the City found that impacts would be less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not change the project's grading plan, limits of physical ground disturbance, or any other ground-disturbing characteristic of the project's construction process. As shown on *Final EIR* Figure 4.2-1, Geologic Summary Map, several areas of the first phase development area are mapped as being subject to landslide. A geotechnical report for the phase one development area was reviewed and approved by the City Engineer which specifies how the areas subject to landslide risk will be handled during the grading process to mitigate landslide risks to levels that are less than significant. (RTFA, 2016, p. 25). Building height is immaterial to the need for flat pads to construct the buildings regardless of their height and the stabilization of areas subject to landslide risk to accommodate the project's grading design. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with landslide hazard beyond those impacts disclosed in the *Final EIR.* Impacts would remain less than significant with mitigation applied.

Final EIR Impact GEO-5 (Less-than-Significant Impact with Mitigation): *Some onsite soils in the Gate-King Industrial Park (fine-grained units of the Saugus Formation and Pico Formation) are potentially expansive. This is considered a significant but mitigable impact. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not change the project's grading plan, limits of physical ground disturbance, or any other ground-disturbing characteristic of the project's construction process. As shown on *Final EIR* Figure 4.2-1, Geologic Summary Map, several areas of the first phase development area are mapped as having fine-grained Saugus Formation and Pico Formation soils, which are potentially expansive. A geotechnical report for the phase one development area was reviewed and approved by the City Engineer which specifies how expansive soils will be handled during the grading process to lessen potential impacts to less than significant (RTFA, 2016, p. 29). Building height is immaterial to the need for flat pads to construct the buildings regardless of their height and the process of

mitigating expansive soils to accommodate the project's grading design. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with expansive soils beyond those impacts disclosed in the *Final EIR.* Impacts would remain less than significant with mitigation applied.

4.3 HYDROLOGY AND WATER QUALITY

Hydrology and Water Quality Final EIR Finding: The *Final EIR* found that impacts associated with hydrology and water quality would be less than significant after mitigation. Potential impacts requiring mitigation pertained to the potential for downstream flooding, downstream erosion, on-site flooding, and the discharge of water pollutants.

Final EIR Impact H-1 (Less-than-Significant Impact): *During project construction, the soil surface would be subject to erosion and the downstream watershed would be subject to pollution. However, compliance with the requirements of the National Pollutant Discharge Elimination System (NPDES) permit would reduce these impacts to a less than significant level. The City found that with the implementation of required Best Management Practice (BMPs) to be developed as part of the Storm Water Pollution Prevention Plan (SWPPP), impacts would be less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not increase the maximum area of physical ground disturbance analyzed by the *Final EIR,* nor increase the amount of soil surface that could be subject to erosion during project construction operation. Building height is immaterial to the grading process and the process of addressing soil erosion by mandatory regulatory requirements such as the requirements of a NPDES permit and the requirement to implement BMPs to be developed as part of the project's SWPPP. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with soil erosion potential during the construction process than the less-than-significant impacts disclosed in the *Final EIR.* Impacts would remain less than significant with mandatory compliance to regulatory requirements that address soil erosion.

Final EIR Impact H-2 (Less-than-Significant Impact with Mitigation): *The proposed project would increase impervious surface and runoff to Newhall Creek, which could increase the potential for downstream flooding and stream channel erosion. This is considered a significant but mitigable impact. The City found that after the implementation of mitigation measures, impacts would be less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building

3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not increase the project's impervious surface coverage, and thus not affect the site's rate of water runoff during a storm event. Therefore, there would be no increase in the potential for downstream flooding and stream channel erosion. The project's design would continue to be required to comply with the *Final EIR* mitigation measures that address water discharge from the project site. Building height is immaterial to the drainage system design, installation of the storm drain system, and the mandate to comply with regulatory requirements such as the requirements of a NPDES permit and the requirement to implement BMPs to be developed as part of the project's SWPPP. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with downstream flooding and erosion potential than the impacts disclosed in the *Final EIR.* Impacts would remain less than significant with mitigation.

Final EIR Impact H-3 (Less-than-Significant Impact with Mitigation): *Portions of the site are within the 100-year flood zone and may therefore be subject to flooding. This is considered a significant but mitigable impact. The City found that after the implementation of mitigation measures, impacts would be less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not change the relationship of the proposed development to the 100-year floodplain. As shown on *Final EIR* Figure 4.3-3, 100-Year Floodplain, the phase one development area is not located in or adjacent to the floodplain. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with on-site flooding than disclosed in the *Final EIR.* The mitigation measures presented in the Final EIR to address the 100-year floodplain do not pertain to development in the phase one area.

Final EIR Impact H-4 (Less-than-Significant Impact with Mitigation): *With the Gate-King Industrial Park, runoff to Newhall Creek could be adversely affected with pollutants such as oil, pesticides, and herbicides. This is considered a significant but mitigable impact. The City found that after the implementation of mitigation measures, impacts would be less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would have no potential to result in increased water pollutant discharges from the project site. The project would continue to be required to comply with the *Final EIR* mitigation measures that address water pollutants, including the requirement to prepare and comply with a Storm Water

Management Plan. Building height is immaterial to the water quality management system and the mandate to comply with regulatory requirements that address water quality. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with water quality than the impacts disclosed in the *Final EIR.* Impacts would remain less than significant with mitigation.

4.4 AIR QUALITY

Air Quality Final EIR Finding: The *Final EIR* found that construction activity would result in the emission of air pollutants, including fugitive dust. Because emissions would be in excess of the South Coast Air Quality Management District's (SCAQMD) significance thresholds, short-term impacts during construction were found to be significant and unavoidable. The *Final EIR* found that operational emissions associated with project-generated traffic would exceed SCAQMD significance thresholds for reactive organic gases (ROG) and nitrogen oxides (NO_X). Therefore, long term impacts associated with project operation were found to be significant and unavoidable. The *Final EIR* found that the project's traffic together with other cumulative traffic increases in the area, would increase carbon monoxide concentrations at some area intersections. However, because concentrations would remain below state and federal standards, the impact was considered less than significant. *(City of Santa Clarita, 2003a, p. 4.4-4, 4.4-6, 4.4-7) (City of Santa Clarita, 2003a, Table ES-1) (City of Santa Clarita, 2003b, p. 28)*

Final EIR Impact AQ-1 (Significant and Unavoidable Impact)*: Construction activity associated with the Gate-King Industrial Park project would result in the emission of air pollutants, including fugitive dust. Because emissions would exceed South Coast Air Quality Management District (SCAQMD) significance thresholds, impacts are considered significant. The City found that even after the implementation of mitigation measures, short-term construction impacts could not be feasibly mitigated to below a level of significance and impacts were found to be unavoidable and significant. (City of Santa Clarita, 2003a, Table ES-1) (City of Santa Clarita, 2003b, p. 28)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Regarding construction characteristics, an increase in building height for these and other buildings in the phase one development area would not cause any greater construction activity intensity on a daily basis and thus would not result in any increase in daily construction-related air pollutants than disclosed in the *Final EIR*. Also, because the project is being constructed at a later date (more than ten years later) than anticipated by the *Final EIR*, it is likely that the construction-related air pollutant emissions are overstated in the *Final EIR* because the use of older and more polluting construction equipment was assumed. As older pieces of construction equipment are phased out of construction fleets and replaced with newer and less polluting pieces of construction equipment, a lower concentration of air pollutants is emitted. For these reasons, the maximum construction-related air quality impacts disclosed in the *Final EIR* would not be exceeded, and would likely be reduced. Because the project with a modified maximum building height of 46 feet in the first phase of development would not cause any greater construction activity on a daily basis than assumed in the *Final EIR*, there would be no

increase in daily construction-related air pollutants than was disclosed by the *Final EIR*. With the implementation of the mitigation measures identified in the *Final EIR* to address construction-related air quality emissions, impacts would nonetheless remain significant and unavoidable.

Final EIR Impact AQ-2 (Significant and Unavoidable Impact): *Operational emissions associated primarily with project-generated traffic would exceed SCAQMD thresholds for ROG and NO_X, impacts are considered significant. The City found that even after the implementation of mitigation measures, short-term construction impacts could not be feasibly mitigated to below a level of significance and impacts were found to be unavoidable and significant. (City of Santa Clarita, 2003a, Table ES-1) (City of Santa Clarita, 2003b, p. 28)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. The proposed increase in building height would add clear space to the interior of the proposed buildings and not additional floor space. In terms of long-term project operation, increasing building height would have no potential to increase the maximum number of vehicle trips or vehicular-related secondary effects such as air quality, because traffic generation is based on the building occupant type and amount of floor space, not building height (trip generation rates were derived using the industrial park generation rates from the Santa Clarita Valley Consolidated Traffic model (SCVCTM) (Stantec, 2017, p. 2)). It should be noted that since the *Final EIR* was certified, there have been several regulatory changes at the State and federal levels that apply to vehicle engines, fuel content, vehicle idling, and motor vehicle manufacture and operation that are aimed at reducing air pollutant emissions. As such, it is likely that that operational air pollutant emissions disclosed in the *Final EIR* are higher than what will actually occur. Further, the CBSC (referred to as CalGreen) mandate stricter building practices in new construction that result in lower fossil fuel use in building operation. Regardless, because Master Case No. 17-141 would not change the operational characteristics of the project disclosed in the *Final EIR* and subsequently would not increase the operational-related air emissions of the project, with implementation of *Final EIR* mitigation measures, the project with a modified maximum building height of 546 feet in the first phase of development would not result in any new or more severe significant operational-related air quality impacts beyond those impacts disclosed in the *Final EIR.* Even with the application of mitigation measures, impacts would remain significant and unavoidable.

Final EIR Impact AQ-3 (Less-than-Significant Impact): *Project traffic, together with other cumulative traffic increases in the area, would increase carbon monoxide concentrations at some areas intersections. However, because concentrations would remain below state and federal standards, impacts are considered less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. The proposed increase in building height for these and other buildings in the phase one development area would add clear space to the interior of

the proposed buildings and not additional floor space. Because traffic generation is based on the building occupant type and amount of floor space, increasing building height would have no potential to increase the maximum number of vehicle trips or vehicular-related secondary effects, such as air pollutants, beyond those disclosed in the *Final EIR.* Because Master Case No. 17-141 would not change the operations of the project as assumed in the *Final EIR* and would not increase the operational-related air emissions of the project, with the implementation of *Final EIR* mitigation measures, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe significant impacts associated with carbon monoxide emissions beyond those less-than-significant impacts disclosed in the *Final EIR.*

4.5 TRANSPORTATION AND CIRCULATION

Transportation and Circulation Final EIR Finding: The *Final EIR* found that impacts associated with transportation and circulation would be less than significant after mitigation. Impacts requiring mitigation pertained to the addition of project-generated traffic to the local roadway network and State Route 14 (SR-14) ramps.

The analysis of Master Case No.17-141 presented below and related to *Final EIR* Impacts TC-1 and TC-2, is grouped into one analysis section because the impact conclusions and mitigation measures for these impacts are similar and duplicative.

Final EIR Impact TC-1 (Less-than-Significant Impact with Mitigation)*: The Gate-King Industrial Park project would generate significant traffic impacts under City Criteria at 13 of 19 study intersections under existing + project conditions. These impacts are considered significant but mitigable. (City of Santa Clarita, 2003a, Table ES-1)*

Final EIR Impact TC-2 (Less-than-Significant Impact with Mitigation)*: The Gate-King Industrial Park project would generate significant traffic impacts under City criteria for 10 of 19 study area intersections under interim year + project conditions. These impacts are considered significant but mitigable. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. The proposed increase in building height for these and other industrial buildings in the first phase of development would add clear space to the interior of the proposed buildings and not additional floor space. Because traffic generation is based on the building occupant type and amount of floor space, increasing building height would have no potential to increase the maximum number of vehicle trips disclosed in the *Final EIR.*

In May of 2017 the consulting firm Stantec prepared a traffic analysis for the development proposed by Master Case No. 17-141 and presented their findings in a memo that is included as

part of this EIR Addendum as *Technical Appendix D*. (Stantec, 2017, p. 1). The analysis calculated the number of daily vehicle trips that would be generated by the 884,250 square feet of building space proposed to be constructed in the first phase of development for the Gate-King Industrial Park. Primary access to the first phase development area is proposed to be provided from Sierra Highway. The traffic study contained as *Technical Appendix D* evaluates the intersections that the *Final EIR* identified as requiring improvements as mitigation measures for the full buildout of the Gate-King Industrial Park project, and as indicated in the project's Final Conditions of Approval. The analysis determines if the volume of traffic generated by the first phase of development (884,250 square feet of building space) will require implementation of any of the Transportation and Circulation mitigation measures identified in the *Final EIR* in order to maintain acceptable level of service (LOS) at the study area intersections. The Gate King Industrial Park project's conditions of approval require mitigation and improvements to 11 off-site intersections, nine of which require specific improvements to be constructed and two of which require a fair-share payment**.** (Stantec, 2017, p. 1)

To determine which of the mitigation measures require implementation as part of the first phase of development, Stantec analyzed the study intersections using delay-based methodology consistent with the procedures outlined in the 2010 Highway Capacity Manual (HCM 2010), which is the City's preferred method of analysis. The methodology determines the average amount of time each vehicle is delayed at an intersection. The vehicle delay ranges that correspond to level of service (LOS) "A" through "F", as specified in the HCM, are summarized in Table 4-1, *Intersection Level of Services Ranges (HCM Delay)*. The City of Santa Clarita generally strives to maintain LOS D or better for intersections.

Table 4-1 Intersection Level of Services Ranges (HCM Delay)

Level of Service (LOS)	Signal Control Delay	Stop Control Delay
A	0.00 – 10.0 seconds	0.00 – 10.0 seconds
B	10.1 – 20.0 seconds	10.1 – 15.0 seconds
C	20.1 – 35.0 seconds	15.1 – 25.0 seconds
D	35.1 – 55.0 seconds	25.1 – 35.0 seconds
E	55.1 – 80.0 seconds	35.1 – 50.0 seconds
F	Above 80.0 seconds	Above 50.0 seconds

(Stantec, 2017, Table 1)

Trip generation calculations for the first phase of development were derived by Stantec using the industrial park trip generation rates from the Santa Clarita Valley Consolidated Traffic Model (SCVCTM), consistent with the project's *Final EIR* analysis. As shown in Table 4-2, *Phase I Trip Generation Summary*, the first phase of development is calculated to generate approximately 5,306 average daily trips (ADT), with 574 occurring during the AM peak hour (486 inbound), and 575 occurring during the PM peak hour (460 outbound). (Stantec, 2017, p. 2)

Table 4-2 Phase I Trip Generation Summary

Category	Amount	Unit	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	ADT
Industrial Park	884.25	TSF	486	88	574	115	460	575	5,306
Trip Rate			0.55	0.10	0.65	0.13	0.52	0.65	6.00

Trip Rate Source: Santa Clarita Valley Consolidated Traffic

Model Note:

ADT - Average Daily Trips
TSF - Thousand Square Feet

(Stantec, 2017, Table 2)

In comparison, the total Gate-King Industrial Park project (Master Case No. 17-141 (first phase of development evaluated herein) plus all future phases) is calculated to generate approximately 26,674 average daily trips (ADT), with 2,890 occurring during AM Peak hour (2,445 inbound), and 2,890 occurring during the PM Peak hour (2,312 outbound), as shown in Table 4-3, *Total Project Trip Generation Summary.* (Stantec, 2017, p. 2)

Table 4-3 Total Project Trip Generation Summary

Category	Amount	Unit	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	ADT
Industrial Park	4,445.73	TSF	2,445	445	2,890	578	2,312	2,890	26,674
Trip Rate			0.55	0.10	0.65	0.13	0.52	0.65	6.00

Trip Rate Source: Santa Clarita Valley Consolidated Traffic

Model Note:

ADT - Average Daily Trips
TSF - Thousand Square Feet

(Stantec, 2017, Table 3)

Stantec used Synchro software to evaluate intersection operational conditions for Master Case No. 17-141, based on a 2019 build out year for the first phase of development (Stantec, 2017, pp. 1-2). Existing traffic conditions were analyzed based on observed AM and PM peak hour turning movement traffic counts collected in March 2017, for the intersections in the study area. The results of the evaluation are summarized in Table 4-4, *Existing Conditions Intersections LOS Summary.* As shown in Table 4-4, the intersections operate at an acceptable LOS D or better during the AM and PM peak hour, except the stop-controlled intersection of Newhall Avenue and the SR-14 southbound ramps, which is discussed in detail below. (Stantec, 2017, p. 3)

Table 4-4 Existing Conditions Intersections LOS Summary

Int #	Intersection Name	Control Type	Existing			
			AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
17	Lyons Avenue & I-5 NB Ramp	Signal	16.2	B	18.1	B
54	Wiley Canyon Road (E/W) & Orchard Village Road (N/S)	Signal	23.7	C	27.5	C
56	Lyons Avenue & Newhall Avenue	Signal	31.1	C	34.5	C
78	Newhall Avenue (E/W) & Valle del Oro (N/S)	Signal	10.8	B	20.9	C
141	Newhall Avenue (E/W) & SR-14 SB Ramps (N/S)	Stop	17.6	C	***82.4***	***F***
142	Newhall Avenue (E/W) & Sierra Highway (N/S)	Signal	37.8	D	52.5	D
145	Placerita Canyon Road & Sierra Highway	Signal	29.2	C	23.3	C
214	Newhall Avenue (E/W) & Railroad Avenue (N/S)	Signal	11.5	B	11.8	B
215	Newhall Avenue (E/W) & Pine Street (N/S)	Signal	18.1	B	16.4	B

Note:
LOS – level of service
Bold italics denotes a peak hour deficiency
Delay at signalized intersections refers to the average vehicle delay for all vehicles.
Delay at non-signalized intersections refers to the movement for vehicles under stop or yield control with the highest average delay.

(Stantec, 2017, Table 4)

The intersection of Newhall Avenue and the SR-14 southbound ramps operates under stop sign control for the off-ramp, and yield control for left-turns onto the on-ramp. Right-turns from the off-ramp have a dedicated lane to turn into, and therefore experience minimal delay. The movement with the highest average delay, the southbound left turn movement, operates at a deficient LOS F with an average of 82.4 seconds of delay per vehicle during the PM peak hour. This high delay is due to minimal gaps in the heavily traveled westbound through-movement during the PM peak hour. (Stantec, 2017, p. 3)

Traffic forecasts for Master Case No. 17-141 background conditions (2019) were derived by applying a 2% annual growth rate to the 2017 traffic counts (4% total). Trips generated by the project's first phase, as presented in Table 4-2, were distributed across the study area intersections based on data obtained from the SCVCTM. The vehicular trips generated by the first phase of development were then incrementally added to the 2019 baseline traffic forecasts to derive 2019 with-project conditions. (Stantec, 2017, p. 4)

The results of the evaluation of 2019 conditions without and with traffic generated by the first phase of development, based on Synchro and HCM 2010 delay-based methodology, is summarized in Table 4-5, *Phase I (2019) Conditions LOS Summary*. As shown in Table 4-5, each of the intersections analyzed is forecast to operate at an acceptable LOS D or better, with the

exception of the Newhall Avenue/SR-14 southbound ramps and the Newhall Avenue/Sierra Highway intersection. The Newhall Avenue/SR-14 southbound ramps intersection is forecast to operate at LOS F with an average delay of 140.5 seconds per vehicle (for left-turns from the off-ramp), and the Newhall Avenue/Sierra Highway intersection is forecast to operate at LOS E with an average delay of 66.3 seconds per vehicle, each during the PM peak hour. (Stantec, 2017, p. 4)

Table 4-5 Phase I (2019) Conditions LOS Summary

Int. #	Intersection Name	Control Type	2019 Without Project				2019 With Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
17	Lyons Ave. & I-5 NB Ramp	Signal	17.3	B	19.3	B	17.3	B	19.3	B
54	Wiley Canyon Rd. (E/W) & Orchard Village Rd. (N/S)	Signal	24.3	C	28.4	C	24.3	C	28.3	C
56	Lyons Ave. & Newhall Ave.	Signal	31.3	C	35.5	D	31.6	C	35.9	D
78	Newhall Ave. (E/W) & Valley Del Oro (N/S)	Signal	11.4	B	20.8	C	11.4	B	21.3	C
141	Newhall Ave. (E/W) & SR-14 SB Ramps (N/S)	Stop	18.2	C	***94.4***	***F***	24.4	C	***140. 5***	***F***
142	Newhall Ave. (E/W) & Sierra Hwy. (N/S)	Signal	38.9	D	***58.1***	***E***	39.6	D	***66.3***	***E***
145	Placerita Canyon Rd. & Sierra Hwy.	Signal	36.0	D	29.0	C	34.1	C	29.0	C
214	Newhall Ave. (E/W) & Railroad Ave. (N/S)	Signal	11.9	B	12.3	B	11.9	B	12.1	B
215	Newhall Ave. (E/W) & Pine St. (N/S)	Signal	17.6	B	16.8	B	16.9	B	16.2	B

Note:
LOS-Level of Service
Bold Italics denotes a peak hour deficiency
Delay at signalized intersections refers to the average vehicle delay for all vehicles.
Delay at non-signalized intersections refers to the movement for vehicles under stop or yields control with the highest average delay.

(Stantec, 2017, Table 5)

Following are the improvements that the *Final EIR s*pecified be implemented as mitigation for the two intersections that would experience a deficient LOS associated with implementation of the first phase of development as shown in the table above.

- San Fernando Road (now Newhall Avenue) (E/W) and SR-14 SB Ramp (N/S) provide:
  - Eastbound: 1 through lane, 1 shared through/right-turn lane, 1 right-turn lane (all existing)
  - Westbound: 1 left-turn lane, 2 through lanes (all existing)
  - Southbound: 1 shared left-turn (existing)/through (existing)/right-turn lane (future), 1 right-turn lane (existing)
- San Fernando Road (now Newhall Avenue) (E/W) and Sierra Highway (N/S) provide:
  - Eastbound: 1 left-turn lanes (2 existing), 3 through lanes (existing), 1 right-turn lane (existing)
  - Westbound: 2 left-turn lanes, 3 through lanes, 1 right-turn lane (all existing)
  - Northbound: 1 left-turn lane (2 existing), 2 through lanes (existing), 2 right-turn lanes (future)
  - Southbound: 2 left-turn lanes (1 existing), 2 through lanes (existing), 1 shared through/right-turn lane (existing) (Stantec, 2017, p. 4)

Some portions of the mitigation measures have already been implemented, and some are no longer applicable due to other improvements made by the City after certifying the *Final EIR*. Specifically, at the Newhall Avenue/SR-14 southbound ramps intersection, the off-ramp and Newhall Avenue have been restriped to provide a dedicated receiving lane for the right-turn movement. Because the right-turn movement has a dedicated lane to turn into, the right-turns do not experience significant delay. As such, the *Final EIR's* recommended mitigation measure to allow right-turns from both off-ramp lanes is not needed to reduce delay, and would actually increase delay for left-turning vehicles. Delay could be reduced for the southbound and westbound left-turn movements if a traffic signal were to be installed; however, the volume of left-turning vehicles is substantially lower than what would warrant a traffic signal. Therefore, Stantec recommends that the intersection should remain in its current configuration until such time that a traffic signal is warranted. (Stantec, 2017, pp. 5-6)

At the Newhall Avenue/Sierra Highway intersection, the *Final EIR's* recommended mitigation measure for the northbound approach specifies providing one left-turn lane, two through lanes, and two right-turn lanes (five lanes total), which requires widening the northbound approach by approximately 12-feet to provide room for one additional lane. Subsequent to preparing the *Final EIR*, the City restriped the intersection to add a second northbound left-turn lane and relocate the two through lanes, for a total of four lanes. (Stantec, 2017, p. 6)

To comply with the *Final EIR's* mitigation measure, which includes widening the Newhall Avenue/Sierra Highway northbound approach for a fifth lane, the intersection could be restriped to return it to one northbound left-turn lane and widen to add the second right-turn lane, or the existing configuration could remain as-is with the addition of a single right-turn lane. Because of

the high volume of left- turning vehicles, Stantec recommends maintaining the current two left-turn lane configuration and widening the approach to provide a single right-turn lane. (Stantec, 2017, p. 6)

The results of the analysis, with the recommended mitigation measures implemented for the Newhall Avenue/Sierra Highway intersection, is shown in Table 4-6, *Phase I (2019) Conditions with Mitigation Intersection LOS Summary.* With the mitigation, the LOS remains the same and intersection delay is increased by less than one second per vehicle, which is considered less than significant. (Stantec, 2017, p. 6)

Table 4-6 Phase I (2019) Conditions with Mitigation Intersection LOS Summary

Int. #	Intersection Name	Control Type	2019 Without Project				2019 With Project				2019 With Project & Mitigation	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
142	Newhall Ave. (E/W) & Sierra Hwy. (N/S)	Signal	38.9	D	***58.1***	***E***	39.6	D	***66.3***	***E***	***58.9***	***E***

Note:
LOS- Level of Service
SB-Southbound
Bold italics denotes a peak hour deficiency

(Stantec, 2017, Table 6)

In conclusion and as demonstrated by the analysis above, the amount of vehicular traffic generated by the first phase of development would be substantially less than the amount of traffic studied in the *Final EIR* for full buildout of the Gate-King Industrial Park. Of the significant impacts identified in the *Final EIR* at 13 intersections under existing + project conditions and 10 intersections under interim year + project conditions for full buildout of the Gate-King Industrial Park, the traffic to be generated by the 884,250 square feet of building space proposed to be constructed in the first phase of development would trigger the need for mitigation at two of the intersections:

- San Fernando Road (now Newhall Avenue) (E/W) and SR-14 SB Ramp (N/S)
- San Fernando Road (now Newhall Avenue) (E/W) and Sierra Highway (N/S)

At the Newhall Avenue/SR-14 SB Ramp intersection, mitigation for the first phase of development will entail the installation of a traffic signal at the time the signal warrant is met.

At the Newhall Avenue/Sierra Highway intersection, mitigation for the first phase of development will entail the addition of a right-turn lane for the northbound approach and widening the northbound approach as identified in the *Final EIR*.

All other intersections in the study area would maintain acceptable LOS D or better conditions; therefore, none of the other mitigation measures specified in the *Final EIR* would be triggered as part of the first phase of development. With the implementation of the mitigation specified above from the *Final EIR* mitigation measures, Master Case No. 17-141 would not result in any new or more severe significant impact than disclosed in the *Final EIR.* The project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe significant impacts associated with adding traffic to the local roadway network beyond those less-than-significant impacts with mitigation disclosed in the *Final EIR*. With mitigation, impacts would remain less than significant.

Final EIR Impact TC-3 (Less-than-Significant Impact with Mitigation): *Installation of traffic signals is warranted at each of the new intersections created by the Gate King Industrial project as well as at the existing Pine Street/San Fernando Road and State Route (SR) 14 Southbound ramps/San Fernando Road intersection. These impacts are considered significant but mitigable. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. The proposed increase in building height for these and other industrial buildings in the first phase of development would add clear space to the interior of the proposed buildings and not additional floor space. Because traffic generation is based on the building occupant type and amount of floor space, increasing building height would have no potential to increase the maximum number of vehicle trips disclosed in the *Final EIR.* As mentioned previously, development in the project's first phase will obtain access from Sierra Highway. Sierra Highway is a four- lane divided highway with a speed limit of 55 mph, and designated as a Major Highway in the City's General Plan. The intersection of Sierra Highway and "A" Street is proposed to be signal controlled. "A" Street is proposed to have two left-turn lanes and one right-turn lane. As shown in Table 4-7, *Phase I (2019) Conditions Access LOS Summary,* the intersection would operate at LOS A during the AM peak hour with an average delay of 6.6 seconds per vehicle. The intersection would operate at LOS B with an average delay of 12.5 seconds per vehicle during the PM peak hour. (Stantec, 2017, p. 6)

Table 4-7 Phase I (2019) Conditions Access LOS Summary

Int. #	Intersection Name	Control Type	Phase I With Project			
			AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
217	Sierra Hwy. & "A" Street	Signal	6.6	A	12.5	B

(Stantec, 2017, Table 7)

The installation of a traffic signal at the Sierra Highway/'A' Street intersection is proposed, which would mitigate the significant impact identified in the *Final EIR* requiring the signal to be installed. The intersection of the San Fernando Road (now Newhall Avenue)/SR-14 SB Ramp intersection is

analyzed in detail above under the discussion of Final EIR Impacts TC-1 and TC-2. As indicated, mitigation for the first phase of development will entail the installation of a traffic signal at the time the signal warrant is met. As such, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe significant impacts associated with intersection signalization beyond those less-than-significant impacts with mitigation disclosed in the *Final EIR*.

Final EIR Impact TC-4 (Less-than-Significant Impact): *The proposed Project would not create any significant impacts under Los Angeles County Congestion Management Program (CMP) criteria impacts relating to CMP criteria are considered less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No.17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 546 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. The proposed increase in building height for these and other industrial buildings in the first phase of development would add clear space to the interior of the proposed buildings and not additional floor space. Because traffic generation is based on the building occupant type and amount of floor space, increasing building height would have no potential to increase the maximum number of vehicle trips disclosed in the *Final EIR.*

Trip generation calculations for the first phase of development were derived by Stantec and shown previously in Table 4-2 to be approximately 5,306 average daily trips (ADT), with 574 occurring during the AM peak hour (486 inbound), and 575 occurring during the PM peak hour (460 outbound). (Stantec, 2017, p. 2) This amount of traffic volume is well within the overall calculation of traffic to be generated by the total Gate-King Industrial Park project (Master Case No. 17-141 (first phase of development evaluated herein) plus all future phases) which is calculated to generate approximately 26,674 average daily trips (ADT), with 2,890 occurring during AM Peak hour (2,445 inbound), and 2,890 occurring during the PM Peak hour (2,312 outbound), as shown previously in Table 4-3 (Stantec, 2017, p. 2) As such, the first phase of development has no potential to cause any significant impacts to the CMP that were not previously evaluated by the *Final EIR* and determined to be less than significant.

As part of the evaluation of Impact TC-4, the *Final EIR* included mitigation measure to require the installation of bus stops with certain design specifications at several locations within the Gate-King Industrial Park. The following locations fall within the boundary of Master Case 17-141 and will be required to be implemented:

- Southbound 'A' Street, far side of 'C' Street
- Northbound 'A' Street, far side of 'C' Street
- Northbound 'A' Street, opposite lot line of lots 18 and 19, adjacent to water tank access road
- Northbound Sierra Highway, far side of 'A' Street

Final EIR Impact TC-5 (Less-than-Significant Impact): *The proposed development would need to provide an estimated 8,891 overall parking spaces to serve the project. Assuming that each individual development onsite complies with its Code requirements for parking, impacts to parking would be less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No.17-141*:* CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. The proposed increase in building height for these and other industrial buildings in the first phase of development would add clear space to the interior of the proposed buildings and not additional floor space. Because parking requirements are based on the building occupant type and amount of floor space, increasing building height would have no potential to increase the project's required number of parking spaces. As identified in Figure 2-4, *First Phase Site Plan,* a total of 1,009 parking spaces for office (1/250 s.f.) and warehouse (1/1,000 s.f.) and an additional 65 standard spaces (9'x18") for alternative MFG Parking are required for Phase I of the Gate-King Industrial Park. At a parking ratio of 1/1,000 square feet, a total of 1,381 parking spaces are provided. Therefore, Master Case No. 17-141 complies with the parking requirements outlined in the City's Unified Development Code. Thus, project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe significant impacts related to parking, beyond the less-than-significant impacts disclosed in the *Final EIR.*

4.6 BIOLOGICAL RESOURCES

Biological Resources Final EIR Finding: The *Final EIR* found that the Gate-King Industrial Park would preserve approximately 41% of the property as natural open space. Biological resource impacts requiring mitigation pertained to the direct loss of, or indirect impact to, habitat communities, special-status plant and wildlife species, jurisdictional drainages, and disruption to wildlife movement. Mitigation was found to reduce all impacts to below levels of significance with the exception of the loss of oak trees and oak woodland/forest habitat and cumulatively considerable impacts to wildlife movement and the overall presence of biological resources in the region, impacts to which were found to be significant and unavoidable. (City of Santa Clarita, 2003b, pp. 8-13)

Final EIR Impact BIO-1 (Less-than-Significant Impact with Mitigation): *Development of the Gate-King Industrial Park would result in the direct permanent loss, and direct degradation and fragmentation of several "common" habitat types onsite, including Mixed Chaparral, Riversidean Sage Scrub, and Annual Grassland habitats. This is considered a significant but mitigable impact. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not

increase the maximum area of physical ground disturbance analyzed by the *Final EIR,* nor increase the extent of biological resources to be directly and indirectly impacted. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with impacts to common habitat types beyond the less-than-significant impacts with mitigation disclosed in the *Final EIR.* Impacts would remain less than significant with the application of the mitigation measures identified in the *Final EIR*.

Final EIR Impact BIO-2 (Less-than-Significant Impact with Mitigation): *The Gate-King Industrial Park may cause direct loss of special-status plants identified as List 1B or 4 species by the California Native Plant Society (NPS). This is a significant but mitigable impact. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not increase the maximum area of physical ground disturbance analyzed by the *Final EIR,* nor increase the extent or type of special-status plants to be directly and indirectly impacted. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with impacts to sensitive plants beyond the less-than-significant impacts with mitigation disclosed in the *Final EIR.* Impacts would remain less than significant with the application of the mitigation measures identified in the *Final EIR*.

Final EIR Impact BIO-3 (Less-than-Significant Impact with Mitigation): *Development of the Gate-King Industrial Park could potentially affect the San Fernando Valley spineflower (SFVS), if present onsite. Potential impacts to this species were considered significant but mitigable. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not increase the maximum area of physical ground disturbance analyzed by the *Final EIR,* nor increase the extent of impacts to the San Fernando Valley spineflower. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with impacts to the San Fernando Valley spineflower beyond the less-than-significant impacts with mitigation disclosed in the *Final EIR.* Impacts would remain less than significant with the application of the mitigation measures identified in the *Final EIR*.

Final EIR Impact BIO-4 (Significant and Unavoidable Impact): *The Gate-King Industrial Park would directly remove up to 1,100 healthy oak trees and 709 dead or fire damaged oaks, and could directly disturb and estimated 551 individual oak trees. An estimated 69 acres, or approximately 34%, of the oak woodland forest habitat onsite would affected. Impacts to woodland/forest habitat are considered unavoidably significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not increase the maximum area of physical ground disturbance analyzed by the *Final EIR,* nor increase the extent of oak trees and oak woodland habitat to be directly and indirectly impacted. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with impacts to oak trees and oak woodland habitat beyond the impacts disclosed in the *Final EIR.* Impacts would remain significant and unavoidable even after the application of the mitigation measures identified in the *Final EIR*.

Final EIR Impact BIO-5 (Less-than-Significant Impact with Mitigation): *The proposed development would cause direct and indirect impacts to California Department of Fish and Wildlife (CDFW) and U.S. Army Corps of Engineers jurisdictional drainages onsite. This is a significant but mitigable impact. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not increase the maximum area of physical ground disturbance analyzed by the *Final EIR,* nor increase the extent of impacts to jurisdictional drainages. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with impacts to jurisdictional drainages beyond the less-than-significant impacts with mitigation disclosed in the *Final EIR.* Impacts would remain less than significant with the application of the mitigation measures identified in the *Final EIR*.

Pertaining the first phase of development, the Project Applicant has obtained all required approvals from CDFW and U.S. Army Corps of Engineers. The CDFW Amendment of Lake or Streambed Alteration Agreement (Notification No. 1600-2006-0177-R5), CDFW Extension of Lake or Streambed Alteration Agreement (Notification No. 1600-2006-0177-R5, U.S. Department of the Army Permit (File No. SPL-2011-01067-BEM), the Agreement for Sale of [Mitigation Bank] Credits (dated March 31, 2017), and the Los Angeles Regional Water Quality Control Board Amendment of Conditional Water Quality Certification (File No. 11-123) are incorporated documents to this EIR Addendum in Section 5.0, *References*. All documents incorporated by reference are available for review at the City of Santa Clarita Community Development Department, Planning Division, 23920 W. Valencia Boulevard, Suite 302, Santa Clarita, CA 91355.

Final EIR Impact BIO-6 (Less-than-Significant Direct Impact with Mitigation but Cumulatively Considerable and Unavoidable): *The Gate-King Industrial Park development would disrupt wildlife movement corridors through the project area, and between the open space areas associated with the San*

Gabriel and Santa Susana Mountains. This impact is considered less than significant with mitigation on a direct basis, but cumulatively considerable and unavoidable. (City of Santa Clarita, 2003b, p. 11)

> ***Analysis of Master Case No. 17-141:*** CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not increase the maximum area of physical ground disturbance analyzed by the *Final EIR,* nor increase the extent of impacts to wildlife movement. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with impacts to wildlife movement beyond the less-than-significant impacts with mitigation disclosed in the *Final EIR.* Impacts would remain significant and unavoidable even with the application of the mitigation measures identified in the *Final EIR*.

Final EIR Impact BIO-7 (Less-than-Significant Impact with Mitigation): *The proposed development may cause the direct loss of special-status wildlife through conversion of onsite habitats to developed areas. Indirect impacts on special-status wildlife species could occur through the habitat fragmentation and degradation because of the introduction of non-native plants. Impacts are considered significant but mitigable. (City of Santa Clarita, 2003a, Table ES-1)*

> ***Analysis of Master Case No. 17-141:*** CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not increase the maximum area of physical ground disturbance analyzed by the *Final EIR,* nor increase the extent of impacts to special-status wildlife species. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with impacts to special-status wildlife species beyond the less-than-significant impacts with mitigation disclosed in the *Final EIR.* Impacts would remain less than significant with the application of the mitigation measures identified in the *Final EIR*.

4.7 NOISE

Noise Final EIR Finding: The *Final EIR* found that noise impacts would be less than significant after mitigation. Noise impacts requiring mitigation pertained to construction noise, project operational noise, and noise generated by vehicles traveling on the roadway network. (City of Santa Clarita, 2003b, pp. 13-14)

Final EIR Impact N-1 (Less-than-Significant Impact with Mitigation): *Construction activity would temporarily generate high noise levels on-site. Because noise would exceed thresholds in the City Noise Ordinance, impacts are considered significant but mitigable. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Regarding construction characteristics, an increase in building height for these and other buildings in the phase one development area would not cause any greater construction activity intensity or construction-related noise than disclosed in the *Final EIR*. The same types and numbers of construction equipment would be needed to construct buildings of 35 feet in height as compared to 46 feet in height. Because the project with a modified maximum building height of 46 feet in the first phase of development would not cause any greater construction activity intensity or require different types of construction equipment than assumed in the *Final EIR*, there would be no increase in construction-related noise than was disclosed by the *Final EIR*. With the implementation of the mitigation measures identified in the *Final EIR* to address construction-related noise, impacts would remain less than significant with mitigation.

Final EIR Impact N-2 (Less-than-Significant Impact with Mitigation): *Daytime operations are not expected to violate the City Noise Ordinance, but noise levels could exceed Noise Ordinance standards for nearby residential uses if on-site truck activity occurs at night. Impacts relating to project operations are therefore considered significant but mitigable. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing the building height for these and other industrial buildings in the first phase of development would add clear space to the interior of the proposed buildings and not additional floor space. Onsite operational activities including activities that may occur at night would be the same regardless of the volume of interior clear storage space in the warehouse portions of the buildings. In addition, the phase one development area is not located near any nearby off-site residential areas, which are far removed from the phase one area closer to Newhall Avenue. Because the project with a modified maximum building height of 46 feet in the first phase of development would not cause any changes to the types of operational activities the buildings could accommodate, the level operational noise assumed in the *Final EIR* would remain unchanged. With the implementation of the mitigation measures identified in the *Final EIR* to address operational noise, impacts would remain less than significant with mitigation.

Final EIR Impact N-3 (Less-than-Significant Impact): *Project-generated traffic would incrementally increase traffic noise levels along major roadways in the site vicinity. However, the increases would be less than the significance thresholds; therefore, project-related traffic noise impacts are considered less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. The proposed increase in building height for these and other industrial buildings in the first phase of development would add clear space to the interior of the proposed buildings and not additional floor space. Because traffic generation

is based on the building occupant type and amount of floor space, increasing building height would have no potential to increase the maximum number of vehicle trips disclosed in the *Final EIR.* In May of 2017 the consulting firm Stantec prepared a traffic analysis for the development proposed by Master Case No. 17-141 and presented their findings in a memo that is included as part of this EIR Addendum as *Technical Appendix D*. (Stantec, 2017, p. 1). The analysis calculated the number of daily vehicle trips that would be generated by the 884,250 square feet of building space proposed to be constructed in the first phase of development for the Gate-King Industrial Park. Trip generation calculations indicate that the first phase of development would generate approximately 5,306 average daily trips (ADT). In comparison, the total Gate-King Industrial Park project (Master Case No. 17-141 (first phase of development evaluated herein) plus all future phases) is calculated to generate approximately 26,674 average daily trips (ADT). Because the project with a modified maximum building height of 46 feet in the first phase of development would not cause any increases to vehicular traffic compared to the traffic volumes analyzed in the *Final EIR*, the traffic noise disclosed in the *Final EIR* would remain unchanged. Traffic noise impacts would remain less than significant.

4.8 HUMAN HEALTH AND SAFETY

Human Health and Safety Final EIR Finding: The *Final EIR* found that impacts associated with human health and safety would be less than significant after mitigation. Impacts requiring mitigation pertained to the site's existing conditions that were identified as having known soil and groundwater contamination and oil and gas lines that could be encountered during construction of the Gate-King Industrial Park. (City of Santa Clarita, 2003b, p. 14)

Final EIR Impact HHS-1 (Less-than-Significant Impact with Mitigation)*: Several areas on-site potentially have soil and/or groundwater contamination that could pose a risk to human health and safety. The City found that with implementation of mitigation measures, impacts would be less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not increase the maximum area or depth of physical ground disturbance analyzed by the *Final EIR,* nor increase the potential that contaminated soil or groundwater could be encountered. Building height is immaterial to the grading process and the process of addressing soil and/or groundwater contamination if encountered. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with human health and safety related to contaminated soil and groundwater that could be encountered during the construction process than the less-than-significant impacts with mitigation disclosed in the *Final EIR.* Impacts would remain less than significant with mitigation.

Final EIR Impact HHS-2 (Less-than-Significant Impact with Mitigation): *Disturbance of oil and gas lines on-site during grading could potentially result in hazardous conditions for site workers. The City found that implementation of appropriate safety precaution and mitigation measures would reduce such impacts to less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

> ***Analysis of Master Case No. 17-141:*** CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not increase the maximum area or depth of physical ground disturbance analyzed by the *Final EIR,* nor increase the potential that existing oil and gas lines could be encountered. Building height is immaterial to the grading process and the process of implementing safety procedures for the potential of encountering oil and gas lines. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with human health and safety related to encountering existing oil and gas lines during the construction process than the less-than-significant impacts with mitigation disclosed in the *Final EIR.* Impacts would remain less than significant with mitigation.

Final EIR Impact HHS-3 (Less-than-Significant Impact): *Development of the Gate-King Industrial Park would expose site workers to electromagnetic radiation from the high voltage overhead transmission line onsite. The City found this impact to be less than significant and no mitigation was required. (City of Santa Clarita, 2003a, Table ES-1)*

> ***Analysis of Master Case No. 17-141:*** CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park for the purpose of adding additional clear height for goods storage would not increase the potential exposure to electromagnetic radiation from existing transmission lines as analyzed by the *Final EIR*. The increased building height would be used for interior goods storage and no additional floor space would be added such that workers would be closer to exterior electromagnetic fields. The *Final EIR* disclosed that there are no applicable standards related to the placement of industrial development in proximity to overhead transmission lines, and none have been adopted since certification of the *Final EIR*. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with human health and safety related to electromagnetic fields than the less-than-significant impacts disclosed in the *Final EIR.* Impacts would remain less than significant.

Final EIR Impact HHS-4 (Less-than-Significant Impact): *The Gate-King Industrial Park would introduce new industrial park development in the vicinity of the rail line along Pine Street. Although this would incrementally increase the potential for safety conflicts with rail activity, the City found that compliance with standard safety requirements would reduce such impacts to less than significant and no mitigation was required. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height in the first phase of the Gate-King Industrial Park would not change the proximity of development in relation to the rail line from the distance analyzed by the *Final EIR.* Further, the phase one development area is not located adjacent to the rail line along Pine Street and as such would not be subjected to rail safety concerns. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with human health and safety related to the rail line than the less-than-significant impacts disclosed in the *Final EIR.* Impacts would remain less than significant.

4.9 PUBLIC SERVICES

Public Services Final EIR Finding: The *Final EIR* found that impacts associated with public services would be less than significant after mitigation. Impacts requiring mitigation pertained to the increased demand on fire protection and police services and the location of the Gate-King Industrial Park project in a very high fire severity zone. (City of Santa Clarita, 2003b, pp. 14-15)

Final EIR Impact PS-1 (Less-than-Significant Impact with Mitigation)*: The Gate-King Industrial Park would increase demand for fire protection service. However, provision of funding for additional fire protection equipment and facilities, and adherence to guidelines regarding access to all property would reduce the impact to fire protection service to a significant but mitigable level. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park for the purpose of adding additional clear height for goods storage would not increase the need for additional fire protection services beyond that analyzed by the *Final EIR*. The proposed buildings would be equipped with Early Suppression, Fast Response (ESFR) fire sprinkler systems, which is industry standard for warehouse buildings with high-pile storage. ESFR systems incorporate high volume, high-pressure sprinkler heads to provide the necessary fire protection, without the need for in-rack sprinklers, for warehouse buildings that may contain high piled storage. While most other sprinkler systems are intended to control the growth of a fire, an ESFR sprinkler system is designed to suppress a fire. To suppress a fire does not necessarily mean that the system will extinguish the fire but rather it is meant to "knock" the fire back down to its point of origin. ESFR systems provide warehouse buildings with a high margin of fire safety and also allow more time for emergency responders to reach a fire incident before a fire spreads from its point of origin. Further, the site plan for the first phase of development (refer to Figure 2-4, *First Phase Site Plan*) includes a future fire station site and helipad on the northernmost area of the Project site for fire

protection purposes. Impacts associated with development of the fire station and helipad were previously evaluated by the *Final EIR*. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with fire protection than the less-than-significant impacts with mitigation disclosed in the *Final EIR.* Impacts would remain less than significant with implementation of the mitigation measures identified in the *Final EIR*.

Final EIR Impact PS-2 (Less-than-Significant Impact with Mitigation)*: The Gate-King Industrial Park is located in a Very High Fire Severity Zone as designated by the Los Angeles County Fire Department. Impacts relating to wildfire hazards are considered significant but mitigable. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not increase the maximum area of physical ground disturbance analyzed by the *Final EIR,* nor increase the extent of risk posed by wildfire hazard. Refer to the analysis under Impact PS-1 related to the fire sprinkler system design proposed for the buildings in phase one. Further, the site plan for the first phase of development (refer to Figure 2-4, *First Phase Site Plan*) includes a future fire station site and helipad on the northernmost area of the Project site for fire protection purposes. With the implementation of the mitigation measures identified in the *Final EIR*, the first phase of development will comply with a fuel modification plan and landscape materials will be used that are not highly flammable. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with wildfire hazard beyond the less-than-significant impacts with mitigation disclosed in the *Final EIR.* Impacts would remain less than significant with the application of the mitigation measures identified in the *Final EIR*.

Final EIR Impact PS-3 (Less-than-Significant Impact with Mitigation): *The Gate-King Industrial Park would generate a modest increase in demand for police services. Provision of funding for additional police protection personnel and equipment and adherence to the crime prevention guidelines suggested by the Los Angeles County Sherriff's Department would reduce the impacts to a significant but mitigable level. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not create any additional demand for police services beyond that disclosed by the *Final EIR.* With the implementation of the mitigation measures identified in the *Final EIR*, the first phase of development will include crime prevention features in its design, such as adequate lighting, visibility of doors and windows from streets, and well-lit building numbers. Thus, the project with

a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with police protection beyond the less-than-significant impacts with mitigation disclosed in the *Final EIR.* Impacts would remain less than significant with the application of the mitigation measures identified in the *Final EIR*.

Final EIR Impact PS-4 (Less-than-Significant Impact): *The Gate-King Industrial Park would not directly generate additional students at local public schools. Any indirect increase in school enrollment associated with on-site job generation would be mitigated through implementation of applicable developer school impact fees. Impacts to schools are considered less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not create any additional indirect demand for school services beyond that disclosed by the *Final EIR.* For the reasons given in the *Final EIR*, industrial development does not directly generate a student population. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts to schools beyond the less-than-significant indirect impacts disclosed in the *Final EIR.* Impacts would remain less than significant.

Final EIR Impact PS-5 (Less-than-Significant Impact): *The Gate-King Industrial Park would not directly generate demand for library services. Impacts to libraries would be less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not create any additional indirect demand for library services beyond that disclosed by the *Final EIR.* For the reasons given in the *Final EIR*, industrial development does not directly generate a demand for library services. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts to libraries beyond the less-than-significant indirect impacts disclosed in the *Final EIR.* Impacts would remain less than significant.

4.10 PUBLIC UTILITIES

Public Utilities Final EIR Finding: The *Final EIR* found that impacts associated with public utilities would be less than significant after mitigation with the exception of a cumulatively considerable impact associated with landfill capacity that was found to be significant and unavoidable. Impacts requiring

mitigation pertained to the supply of water, the potential disruption of existing MWD facilities on the property, and the generation and disposal of solid waste. (City of Santa Clarita, 2003b, pp. 14-17).

Final EIR Impact PU- 1 (Less-than-Significant Impact with Mitigation)*: Development of the Gate-King Industrial Park project would generate demand for an estimated 386 acre-feet of water per year. Although the Newhall County Water District would be able to supply the projected demand, impacts to water supply are considered significant due to ongoing concerns about regional water supplies, but mitigable. (City of Santa Clarita, 2003a, Table ES-1)*

> **Analysis of Master Case No. 17-141:** CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not create any additional demands for water beyond that disclosed by the *Final EIR* and the *Draft Additional Analysis to the Final Environmental Impact Report for the Gate-King Industrial Park (SCH No. 2001021121) Volume 1*, dated March 2006 (hereafter, "*Additional Final EIR Water Analysis*" contained as *Appendix B* to this EIR Addendum), which subsequently analyzed the availability of water, including any unrelated uncertainties. The additional building height would accommodate a taller interior clear height for goods storage, which has no demand for water. For the reasons given in the *Additional Final EIR Water Analysis*, an adequate water supply is available to the Gate-King Industrial Park. The project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts to water supply beyond the less-than-significant impacts with mitigation disclosed in the *Final EIR.* Impacts would remain less than significant with mitigation.

Final EIR Impact PU-2 (Less-than-Significant Impact with Mitigation)*: Project implementation could potentially affect the existing Metropolitan Water District (MWD) Foothill Feeder Newhall Tunnel pipeline, which traverses the central portion of the site. Conflicts with MWD right-of-way that could result in an interruption of MWD service or facilities would be considered a significant but mitigable impact. (City of Santa Clarita, 2003a, Table ES-1)*

> ***Analysis of Master Case No. 17-141:*** CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not increase or alter the maximum area of physical ground disturbance analyzed by the *Final EIR,* nor increase the potential to affect MWD facilities. Building height is immaterial to the grading and ground-disturbing construction activities with potential to affect MWD facilities. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with potential affects to MWD facilities during the construction process than the less-than-significant impacts with mitigation disclosed in the *Final EIR.* Impacts would remain less than significant with mitigation.

Final EIR Impact PU-3 (Less-than-Significant Impact): *Buildout of the proposed project would generate an estimated 0.276 million gallons of wastewater per day. Because the wastewater treatment plants serving the site have adequate capacity to accommodate this amount of wastewater, this impact is considered less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not create any additional wastewater beyond that disclosed by the *Final EIR*. The additional building height would accommodate a taller interior clear height for goods storage, which does not generate wastewater. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts to wastewater treatment capacity beyond the less-than-significant impacts disclosed in the *Final EIR.* Impacts would remain less than significant.

Final EIR Impact PU-4 (Less-than-Significant Impact): *The local wastewater conveyance system is anticipated to be adequate to accommodate project-generated wastewater. Therefore, the impact to the wastewater conveyance system is considered less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not generate additional wastewater nor necessitate the installation of any additional wastewater conveyance infrastructure beyond that disclosed by the *Final EIR*. The additional building height would accommodate a taller interior clear height for goods storage, which does not generate wastewater. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts to wastewater conveyance facilities beyond the less-than-significant impacts disclosed in the *Final EIR.* Impacts would remain less than significant.

Final EIR impact PU-5 (Less-than-Significant Impact)*: The proposed project would consume an estimated 107 million kilowatt hours per year. Southern California Edison (SCE) indicates that it anticipates being able to serve the proposed development; therefore, impacts are considered less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not generate an additional energy demand beyond the demand disclosed by the *Final EIR*. The

additional building height would accommodate a taller interior clear height for goods storage, which does not generate the need for additional electrical power. It should also be noted that the electrical demand assumed by the *Final EIR* is likely overstated compared to what will actually occur. The most recent version of the California Building Standards Code (known as "CalGreen") requires non-residential developments to include energy-efficient lighting and other low-energy use features that were not required at the time the *Final EIR* was prepared. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts to energy facilities beyond the less-than-significant impacts disclosed in the *Final EIR.* Impacts would remain less than significant.

Final EIR Impact PU-6 (Less-than-Significant Impact): *The proposed project would consume an estimated 292 million cubic feet of natural gas per year. Southern California Gas (SoCalGas) Company could provide services to the Project site; therefore, impacts are considered less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not generate an additional natural gas demand beyond the demand disclosed by the *Final EIR*. The additional building height would accommodate a taller interior clear height for goods storage, which does not generate the need natural gas usage. It should also be noted that the natural gas demand assumed by the *Final EIR* is likely overstated compared to what will actually occur. The most recent version of the California Building Standards Code (known as "CalGreen") now requires non-residential developments to include bicycle parking, parking for clean air vehicles, charging stations for electric passenger cars, waste reduction features, and other features that reduce reliance on fossil fuels that were not required at the time the *Final EIR* was prepared. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts to natural gas facilities beyond the less-than-significant impacts disclosed in the *Final EIR.* Impacts would remain less than significant.

Final EIR impact PU-7 (Less-than-Significant Direct Impact but Cumulatively Considerable and Unavoidable): *The proposed project would generate about 29 tons of solid waste per day. Participation in Citywide and Countywide waste reduction efforts would reduce waste sent to area landfills to just under 15 tons per day. Because existing landfills serving the City have adequate capacity to accommodate project-generated waste, impacts related to solid waste are considered less than significant on a direct basis, but cumulatively considerable and unavoidable when considered in a cumulative context. (City of Santa Clarita, 2003a, Table ES-1) (City of Santa Clarita, 2003b, pp. 16-17)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not

generate an additional demand for landfill capacity than the demand disclosed by the *Final EIR*. The additional building height would accommodate a taller interior clear height for goods storage, which does not generate additional solid waste. It should also be noted that the amount of solid waste generation demand assumed by the *Final EIR* is likely overstated compared to what will actually occur. Assembly Bill 341 was approved in 2011 that amended the California Public Resources Code to require CalRecycle to issue a report to the Legislature (subsequently issued in August 2015) that includes strategies and recommendations that would enable the State to divert 75 percent of the solid waste generated in California from disposal by January 1, 2020. Instead of focusing primarily on local diversion, the law calls for a statewide approach to decreasing California's reliance on landfills. Also, the most recent version of the California Building Standards Code (known as "CalGreen") now requires non-residential developments to include waste reduction features that were not required at the time the *Final EIR* was prepared. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts to landfill capacity beyond the impacts disclosed in the *Final EIR.* Although changes in regulatory requirements have occurred since the *Final EIR* was certified that would reduce the volume of solid waste deposited in landfills, impacts are considered to remain cumulatively considerable and unavoidable.

4.11 AESTHETICS

Aesthetics Final EIR Finding: The *Final EIR* found that aesthetic impacts would be less than significant after mitigation with the exception of a cumulatively considerable impact associated with the overall change to visual resources that was found to be significant and unavoidable. Impacts requiring mitigation pertained to the direct alteration of scenic views, the addition of new sources of artificial light and glare, consistency with the City's General Plan Community Design Element, and consistency with the City's Ridgeline Preservation and Hillside Development Ordinance and Guidelines. (City of Santa Clarita, 2003b, pp. 17-21).

Final EIR Impact AES-1 (Less-than-Significant Direct Impact but Cumulatively Considerable and Unavoidable): *The Gate-King Industrial Park project would alter scenic views from public viewing locations and alter City-designated Primary and Secondary ridgelines. This is considered a significant but mitigable direct impact, although cumulatively considerable impacts were determined to be significant and unavoidable. (City of Santa Clarita, 2003a, Table ES-1) (City of Santa Clarita, 2003b, pp. 17-18)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not substantially alter scenic views from public viewing areas because 41% of the Gate-King Industrial Park would remain as dedicated open space and views of natural topographic features would remain visible. *Final EIR* Figures 4.11-2, 4.11-3, and 4.11-4 depicted photo simulations of existing and proposed aesthetic conditions from SR-14, which is the public view nearest to the phase one

area. As shown, the primary alteration to the property's pre-project condition would be caused by grading to create landscaped manufactured slopes and flat building pads; and, although alteration of the landform would be noticeable from SR-14, the buildings would appear much lower in stature as compared to the higher elevation landforms that would be preserved as open space on-site and that also occur in the distance off-site. Raising the maximum height of the buildings in the first phase of development to up to 46 feet would not obstruct views of the on-site preserved open space or the distant scenic ridgelines to any greater degree than would 35-foot high buildings as can be deducted by looking at *Final EIR* Figures 4.11-2, 4.11-3, and 4.11-4. As shown, the simulated buildings appear well below the background scenery and there is no potential that the scenic views would be obstructed to any greater degree by raising the building heights in the first phase development area by up to 11 feet (46 feet maximum proposed compared to 35 feet previously approved). Because the ground-disturbance footprint would not be expanded, no additional direct impacts to primary or secondary ridgelines would occur beyond those disclosed in the *Final EIR.* The proposed increase in building height for the first phase of development would not have any effects on the planned location of buildings or the grading plan and the implementation of contour grading. The grading plan would continue to blend manufactured slopes into the site's natural topography. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts to scenic view alteration and primary and secondary ridgelines beyond the impacts disclosed in the *Final EIR.* Impacts would remain less than significant with mitigation on a direct basis but cumulatively considerable and unavoidable when considered in context with other development in the same viewshed.

Final EIR Impact AES-2 (Less-than-Significant Impact with Mitigation): *The proposed project would produce new sources of light and glare that would extend the area of daytime glare and night light across the currently vacant property, which would alter the nighttime sky. Light and glare impacts are considered significant but mitigable. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would result in minor additions of exterior lighting on the higher building façades. Regardless, the mitigation measures for light and glare applied in the *Final EIR* require that light sources be shielded, downward-directed, and contained to not spill over onto off-site property. As such, the effects of artificial light sources, some of which on the industrial buildings in the first phase of development would be affixed higher than the *Final EIR* contemplated, would remain applicable and mitigate light and glare impacts to less than significant. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with light and glare beyond the less-than-significant impacts with mitigation disclosed in the *Final EIR.* Impacts would remain less than significant with mitigation.

Final EIR Impact AES-3 (Less-than-Significant Impact with Mitigation): *Project development may include structures and facilities that could be found to be inconsistent with the goals and policies of the City General Plan Community Design Element. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not result in inconsistencies with the City's Community Design Element because all structures would be required to comply with the *Final EIR* mitigation measure that requires all building designs to adhere to the applicable standards and guidelines of the *Ridgeline Preservation and Hillside Development Ordinance* and the Community Design Element of the General Plan to the satisfaction of the Director of Planning and Building Services. The City has reviewed the building elevations proposed for Buildings 2 and 3 (see the building elevations at Figure 2-5, Figure 2-6, Figure 2-7, and Figure 2-8), and has determined that they are in compliance. Therefore, with implementation of the mitigation measure specified in the *Final EIR* the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with compliance with the Community Design Element than disclosed in the *Final EIR.* Impacts would remain less than significant with mitigation.

Final EIR Impact AES-4 (Less-than-Significant Impact)*: Some of the topographic modifications could be considered in conflict with the City's Ridgeline Preservation and Hillside Development Ordinance, but the City made a determination that the Gate-King Industrial Park project is consistent with the requirements of the Ordinance. As such, the Final EIR determined that impacts would be less than significant.*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height to 46 feet for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not change the City's determination that the project is in compliance with the City's Ridgeline Preservation and Hillside Development Ordinance because 41% of the Gate-King Industrial Park would remain as dedicated open space, the ground-disturbance footprint would not be expanded, no additional impacts to natural topographic features would occur beyond those disclosed in the *Final EIR.* The proposed increase in building height for the first phase of development would not have any effects on the project's grading plan, the implementation of contour grading, or the implementation of the required oak tree replacement program. The grading plan would continue to blend manufactured slopes into the site's natural topography. The City reviewed the proposed architectural plans for proposed Building 2 and Building 3 and determined that the buildings' designs, extending up to a maximum height to 46 feet, would not alter the visual character of the neighborhood or the community. Other buildings in the first phase of development are expected to have a complimentary design. Further, the City found that the increased building height for Building 2 and Building 3 and potentially other buildings in the first phase of development would not cause a conflict with the City's Ridgeline Preservation and Hillside Development Ordinance,

and would be consistent with the City's prior determination (made in Resolution No. 83-07 approving the *Final EIR*), that the Gate King Industrial Park project complies with the Ordinance including the criteria for finding a project be innovative. Increasing the building height in the first phase of development by up to 11 feet (46 feet maximum proposed compared to 35 feet previously approved) would not diminish the project's innovative features cited in Resolution No. 83-07, including the preservation of 207.6 acres of open space, the provision of full street improvements on San Fernando Road from Pine Street to Sierra Highway, the conduct of environmental testing for City land dedication, the provision of a fire station site and a heli-pad site, dedication of land for a pedestrian bridge landing area, two water guzzlers, two trail heads, and three miles of trails, as well as monetary contributions to the City. Further, and as explained under the analysis of *Final EIR Impact AES-1* above, increasing building height in the first phase of development would not obstruct views of the on-site preserved open space or the distant scenic ridgelines to any greater degree than would 35-foot high buildings as can be deducted by looking at *Final EIR* Figures 4.11-2, 4.11-3, and 4.11-4. As shown on these exhibits, the simulated 35-foot-high buildings appear well below the background scenery and there is no potential that the scenic views would be obstructed to any greater degree by raising the building heights in the first phase development area by up to 11 feet (46 feet maximum proposed compared to 35 feet previously approved). Accordingly, the appearance of the first phase of development would not cause deprecation of the ridgeline appearance in the local vicinity and the visual integrity of the significant ridgelines would be maintained. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with consistency to this Ordinance beyond the impacts disclosed in the *Final EIR.* Impacts would remain less than significant.

4.12 CULTURAL RESOURCES

Cultural Resources Final EIR Finding: The *Final EIR* found that cultural resources impacts would be less than significant after mitigation. Impacts requiring mitigation pertained to the potential disturbance of subsurface archaeological resources and potential indirect impacts to the historic Pioneer Oil Refinery. *(City of Santa Clarita, 2003b, p. 21)*

Final EIR Impact CR-1 (Less-than-Significant Impact with Mitigation)*: The proposed project would not disturb any known archaeological resources; however, site development has the potential to disturb as-yet undetected areas of prehistoric archeological significance. This is considered a significant but mitigable impact. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not change the extent or depth of physical ground disturbance analyzed by the *Final EIR* and therefore would have no potential to disturb any potential subsurface archaeological resources beyond that

disclosed in the *Final EIR*. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe archaeological resource impacts beyond the less-than-significant impacts with mitigation (to address the treatment of resources should they be unearthed during project construction) that are disclosed in the *Final EIR.* Impacts would remain less than significant with mitigation.

Final EIR Impact CR-2 (Less-than-Significant Impact with Mitigation)*: The proposed project would not directly affect any identified significant historic resources. However, possible indirect impacts to the Pioneer Oil Refinery are considered significant but mitigable. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not change the potential for indirect impacts to occur to the Pioneer Oil Refinery. This historic site is located outside of the Gate-King Industrial park along Pine Avenue and is well removed from the phase one development area. Thus, there is no potential for development in the first phase of development to increase the potential for indirect effects to this historic resource. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts to historic resources beyond the less-than-significant impacts with mitigation (to address indirect impacts to the Pioneer Oil Refinery site) that are disclosed in the *Final EIR.* Impacts would remain less than significant with mitigation.

4.13 RECREATION

Recreation Final EIR Finding: The *Final EIR* found that impacts to recreation would be less than significant, but nonetheless imposed mitigation to ensure utility of the project's trail system and minimize the potential for safety concerns. (City of Santa Clarita, 2003b, pp. 21-22)

Final EIR Impact REC-1 (Less-than-Significant Impact)*: The Gate-King Industrial Park project would remove informal trails on portions of the project site. However, these trails and recreational use of the project site are on private property and do not constitute public recreational resources. Therefore, impacts related to existing trails is less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. Increasing maximum building height for these and other industrial buildings in the first phase of the Gate-King Industrial Park would not change the extent physical ground disturbance or the existing trails that would be removed to accommodate the project as disclosed in the *Final EIR.* Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe

impacts to existing informal trails beyond the less-than-significant impacts disclosed in the *Final EIR.* Impacts would remain less than significant.

Final EIR Impact REC-2 (Less-than-Significant Impact)*: The Gate-King Industrial Park may create demand for daytime recreational facilities. However, it would not directly generate additional resident population and therefore would not conflict with City park standards. In addition, the project would provide additional recreational amenities in-site. The impact relating to demand for recreation is considered less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. The proposed increase in building height for these and other industrial buildings in the first phase of development would add clear space to the interior of the proposed buildings and not additional floor space. An increase in building height to provide additional interior clear space would not generate the need for additional employees or additional indirect population growth beyond that disclosed in the *Final EIR.* The recreational amenities proposed onsite by the Gate-King Industrial Park project would still be implemented and unaffected by the increased building height in the phase one development area. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts to recreational resources beyond the less-than-significant impacts disclosed in the *Final EIR.* Impacts would remain less than significant.

Final EIR Impact REC-3 (Less-than-Significant Impact)*: The Gate-King Industrial Park project would provide a trail system that appears to generally meet City standards. Impacts relating to City trail requirements is less than significant. (City of Santa Clarita, 2003a, Table ES-1)*

Analysis of Master Case No. 17-141: CUP 17-006 requests an increase in maximum building height from 35 feet to a proposed maximum height of 46 feet for proposed Building 2 and Building 3 in the first phase of the Gate-King Industrial Park. The proposed increase in building height for these and other industrial buildings in the first phase of development would have no effect on the planned trail system which would continue to be implemented as previously planned. Thus, the project with a modified maximum building height of 46 feet in the first phase of development would not result in any new or more severe impacts associated with the proposed onsite trail system beyond the less-than-significant impacts disclosed in the *Final EIR.* Impacts would remain less than significant.

5.0 REFERENCES

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(CDFW, 2017b)	California Natural Resources Agency Department of Fish and Wildlife. Subject: Extension of Lake or Streambed Alteration Agreement, Notification No. 1600-2006-0177-R5. Dated March 7, 2017.
(City of Santa Clarita, 2003a)	City of Santa Clarita. Final Environmental Impact Report for the Gate-King Industrial Park (SCH No. 2001021121). Dated June 2003.
(City of Santa Clarita, 2003b)	City of Santa Clarita City Council. Resolution No. 03-87, A Resolution of the City Council of the City of Santa Clarita, California, Approving the Environmental Analysis for the Gate King Industrial Park Project, Certifying FEIR SCH No. 20010121121, and Adopting a Statement of Overriding Considerations that Weighs Project Benefits Against the Project's Significant Unavoidable Impacts for Master Case No. 99-264 for Tentative Tract Map 50283, General Plan Amendment 99-003, Zone Change 99-002, Oak Tree Permit 99-029, Conditional Use Permit 99-013, Hillside Review 99-004, and Development Agreement 99-002. Dated June 24, 2003.
(City of Santa Clarita, 2006)	City of Santa Clarita. Draft Additional Analysis to the Final Environmental Impact Report for the Gate-King Industrial Park (SCH No. 2001021121) Volume 1. Dated March 2006.
(City of Santa Clarita, 2013)	City of Santa Clarita. Municipal Code. Dated 2013.
(City of Santa Clarita, 2016a)	City of Santa Clarita. General Plan Land Use Map. Dated 2016.
(City of Santa Clarita, 2016b)	City of Santa Clarita. Zoning Map. Dated 2016.
(Corps, 2016)	Department of the Army Los Angeles County District, Corps of Engineers. Department of the Army Permit (File No. SPL-2011-01607-BEM) Dated December 15, 2016.
(Land Veritas, 2017)	Land Veritas Corp. Agreement for Sale of Credits. Agreement dated March 31, 2017.
(LARWQCB, 2017)	Los Angeles Regional Water Quality Control Board. Amendment of Conditional Water Quality Certification for Proposed Gate-King Industrial Park Tract 50283 Project (Corps' Project No. 2002-00107-AOA), Newhall Creek and Santa Clara River, City of Santa Clarita, City of Santa Clarita, Los Angeles County (File 11-123). Signed and dated March 3, 2017.

Cited As	**Reference**
(RTFA, 2016)	R.T. Franklin and Associates. Geotechnical Plan Review—Revised Grading Plan and Response to County of Los Angeles Review Sheets Tract No. 50283-01. Dated November 30, 2016.
(Stantec, 2017)	Stantec. Traffic Study for Needham Ranch Phase I in Santa Clarita, California. Dated May 15, 2017.

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