# CITY OF SANTA CLARITA METROWALK SPECIFIC PLAN

DRAFT SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT



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#### 1.1 PURPOSE OF A SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

The purpose of this Sustainable Communities Environmental Assessment (SCEA) is to evaluate the environmental effects of the proposed MetroWalk Specific Plan Project (Project) in accordance with the California Environmental Quality Act (CEQA). In addition, the SCEA evaluates the Project's consistency with the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) and incorporates the feasible mitigation measures, performance standards, and/or criteria from prior applicable Environmental Impact Reports (EIRs) into the Project.

The SCEA form of CEQA documentation was established by Senate Bill (SB) 375 to provide streamlined environmental review for certain "Transit Priority Projects" (TPPs). TPPs are residential or mixed-use residential projects that provide a minimum net density of 20 dwelling units per acre and are located within one-half mile of a major transit stop or high-quality transit corridor (Public Resources Code [PRC] Section 21155(b)). The intent of the CEQA streamlining provisions is not to undercut or circumvent CEQA requirements, but rather to reduce documentation and redundancy and provide an incentive for project applicants to pursue TPPs that are consistent with a larger effort to reduce greenhouse gas (GHG) emissions by integrating transportation and land use planning.

A SCEA is comparable to an Initial Study/Mitigated Negative Declaration (IS/MND) since the lead agency must prepare an Initial Study and find that all potentially significant impacts of a project have been identified, adequately analyzed, and mitigated to a less-than-significant level. However, unlike an IS/MND, a SCEA is reviewed under the substantial evidence standard and is, thus, more defensible, provides more certainty, and streamlines the overall CEQA process.

#### 1.2 **PROJECT SUMMARY**

The MetroWalk Specific Plan Project would include development of up to 498 residential units in four planning areas, on an approximately 20.4-acre site in the City of Santa Clarita (City) in northern Los Angeles County. The Project Site is generally located north and west of the Metrolink train tracks and east of Lost Canyon Road in the Canyon Country community of the City. The proposed residential units would comprise a mix of housing types, including market-rate apartments and townhomes, age-qualified apartments, and affordable senior apartments. A multi-use path would link the Project Site with the future Metrolink Vista Canyon Station to the east and the Vista Canyon Specific Plan Project to the north while connecting various private amenities throughout the Project Site, including park nodes, open space, a central clubhouse, and a playground. The multi-use path would terminate at a public plaza at the far eastern area of the Project Site, which would provide a publicly accessible outdoor amenity adjacent to the future Metrolink station and a connection to commercial uses, trails, and other amenities within the Vista Canyon Specific Plan area.

The average density of the Project Site would be 24.6 units per acre, while the maximum allowable density permitted within the Specific Plan area would be 30 dwelling units per acre. The floor area ratio for the Project would be 0.76.

The Project would require the following discretionary actions from the City: (1) a General Plan Amendment to change the General Plan land use designation from Business Park to Specific Plan; (2) a Zone Change to change the zoning designation from Business Park to Specific Plan; (3) approval of the MetroWalk Specific Plan to establish specific development standards in support of a development of up to 498 total residential units; (4) Tentative Tract Map 83087 to

# **1.0** INTRODUCTION

subdivide the property for the development of up to 498 total residential units; (5) a Development Review Permit for all new development and construction projects; and (6) an Architectural Design Review.

#### **1.3 STATUTORY BACKGROUND**

The Sustainable Communities and Climate Protection Act of 2008 amended CEQA to add Chapter 4.2, Implementation of the Sustainable Communities Strategy (PRC Section 21155), which provides a CEQA exemption for Sustainable Community Projects and streamlined CEQA analysis for TPPs.

One such streamlining provision is the SCEA, the provisions of which are specified primarily in PRC Section 21155.2. Section 21155.2(a) states that if a TPP incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable EIRs and adopted findings made pursuant to PRC Section 21081, then it shall be eligible for a SCEA. For a detailed analysis of the Project's compliance with SCEA statutory requirements, see the "Sustainable Communities Environmental Assessment Eligibility" Section of this document.

#### 1.4 ORGANIZATION OF THE SCEA

This SCEA is organized into seven sections as follows:

**Introduction.** This section (above) provides introductory information summarizing the key elements of the Sustainable Communities and Climate Protection Act and information about the Project.

**Project Description.** This section contains a detailed description of the Project's location, the Project Site's characteristics and surrounding land uses, the Project characteristics, the Project's proposed construction, and the cumulative development scenario, and provides a list of discretionary approvals.

**Sustainable Communities Environmental Assessment Eligibility.** This section analyzes the proposed Project's consistency with the TPP criteria, the Project's consistency with the SCAG 2020-2045 RTP/SCS goals and policies and identifies applicable mitigation measures from prior applicable EIRs.

**Sustainable Communities Environmental Assessment/Initial Study Checklist.** This section contains the completed Initial Study Checklist showing the significance level under each environmental impact category. Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with environmental topic. When the evaluation identifies potentially significant effects, as identified in the Initial Study Checklist, mitigation measures are provided to reduce such impacts to a less-than-significant level.

References. This section provides references for the sources of information cited in the SCEA.

**List of Preparers.** This section provides a list of City personnel, other governmental agencies, and consultant team members that participated in the preparation of the SCEA.

**Appendices.** This section includes various documents, technical reports, and information used in the SCEA and can be found in the case file for the Project.

# 2.1 INTRODUCTION

The proposed MetroWalk Specific Plan Project (Project) would develop up to 498 residential units, organized into four planning areas, on an approximately 20.4-acre site in the City of Santa Clarita (City) in Los Angeles County. Project development would be guided by the proposed MetroWalk Specific Plan, which would provide development plans, infrastructure development plans, design guidelines, and the implementation program for the Project. The Project Site is located directly south of the Vista Canyon Specific Plan area, which allows for the buildout of residential, office, and commercial uses.

This section of the Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the Public Resources Code (PRC). More specifically, the subsections that follow describe the Project's location, the Project Site's characteristics and surrounding land uses, the Project characteristics, the Project's proposed construction, and the cumulative development scenario, and provide a list of discretionary approvals.

#### 2.2 **PROJECT LOCATION**

The Project Site encompasses approximately 20.4 acres of land that is generally located north and west of the Metrolink train tracks and east of Lost Canyon Road in the Canyon Country community of the City of Santa Clarita in northern Los Angeles County, as shown in **Figure 2.2-1**, Regional Location Map, and **Figure 2.2-2**, Project Location Map. The Project Site is currently vacant and comprises a single lot (Assessor's Parcel Number 2840-004-009). The Vista Canyon Specific Plan area, currently under construction, is located directly north of the Project Site. The Metrolink tracks that make up the southern and eastern Project Site boundaries vary in elevation from approximately 5 feet above the Project Site in the southwestern corner of the Project Site to approximately 15 feet above the Project Site at the northeastern corner of the site.

The Project Site is served by a network of regional transportation facilities providing connectivity to the larger Los Angeles County area. Primary regional access is provided by Interstate 5 (I-5) and State Route 14 (SR-14). I-5 flanks/crosses the City along a north–south alignment on its western end and is approximately 7.5 miles west of the Project Site. SR-14 flanks/bisects the City along a northeasterly–southwesterly alignment on its eastern end and is approximately 0.3 mile west and north of the Project Site. Major arterials serving the Project vicinity include Lost Canyon Road, Soledad Canyon Road, and Sand Canyon Road.

The Project Site is directly adjacent to the planned Vista Canyon Multi-Modal Center, which will include a Metrolink station and is slated for completion in 2023. The Vista Canyon Multi-Modal Center will be located directly east of the Project Site, would be connected to the Project Site by a walking path, and will include a new passenger rail station, which will feature a commuter platform, pedestrian undercrossing, a seven-bay bus transfer station (slated for completion in 2021), and a park-and-ride lot. The Vista Canyon Multi-Modal Center will serve the Santa Clarita/Antelope Valley commuter line, which provides service between the City of Lancaster in the Antelope Valley, Santa Clarita, and downtown Los Angeles. The planned Vista Canyon Multi-Modal Center will replace the Metrolink station located 1.6 miles west of the Project Site on Via Princessa. Santa Clarita Transit provides local and regional bus service, operating local routes within the Santa Clarita Valley and regional routes to and from downtown Los Angeles, Antelope Valley, Van Nuys, and the Warner Center. Bus service is currently provided along Soledad Canyon Road as part of Santa Clarita Transit Routes 6 and 101. The future Vista Canyon Multi-Modal Center will be Santa Clarita Valley's major eastern transfer point for passengers using Santa Clarita Transit's fleet of local and commuter buses.



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FIGURE 2.2-1 Regional Location Map



FIGURE 2.2-2 Project Location Map





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# 2.3 PROJECT SITE CHARACTERISTICS AND SURROUNDING LAND USES

# 2.3.1 PROJECT SITE

The Project Site is an irregularly shaped, generally flat 20.4-acre parcel located within a suburban setting consisting primarily of residential development. Previous use of the Project Site includes agricultural cultivation and raising of livestock; however, as shown in **Figure 2.3-1**, Views of the Project Site, the Project Site is currently vacant. The Project Site has been vacant for 20 years, and, due to extensive disturbance from past uses, there is little remaining natural vegetation, with the exception of some California sage scrub and introduced grasses. Within the Project Site, the topography along the western and northern boundaries has recently been altered. Specifically, Lost Canyon Road was extended north along the western boundary of the Project Site. Existing elevations range from a high of 1,505 feet above mean sea level (AMSL) in the central southeastern portion of the Project Site to a low of 1,481 feet AMSL in the northwestern portion of the Project Site. Further, the eastern half of the Project Site is within the Los Angeles County-designated Santa Clara River Significant Ecological Area.

The Project Site is currently designated as Business Park (BP) on the City's Zoning map and General Plan land use diagram. The Project Site is also included within a liquefaction hazard zone, as well as a very high fire hazard severity zone, as shown in the City's General Plan Safety Element.<sup>1</sup>

#### 2.3.2 SURROUNDING LAND USES

The areas immediately adjacent to the Project Site include the following uses, as shown in **Figure 2.3-2**, Views of the Surrounding Area:

- North: Designated Specific Plan (SP) on the City's Zoning map (Figure 2.3-3, Existing Zoning Designations) and General Plan land use diagram (Figure 2.3-4, Existing General Plan Land Use Designations), the parcels directly north of the Project Site encompass the Vista Canyon Specific Plan area. Currently under construction, the Vista Canyon Project is a live/work development that would feature a new transit center (the Vista Canyon Multi-Modal Station), which will contain a Metrolink commuter rail depot and a City of Santa Clarita bus transfer station. Construction of the Vista Canyon project is occurring in phases, with the first phase including development of for-lease multi-family units, neighborhood retail, a parking structure, an office building, and the community's water reclamation facility. The development also proposes outdoor plazas and amenities, such as a bike trail system.
- South and East: The Metrolink commuter railroad makes up the southern and eastern boundaries of the Project Site. The Metrolink commuter railroad is part of the Antelope Valley line, which runs between Lancaster and Union Station in downtown Los Angeles. Across the Metrolink commuter railroad is a residential neighborhood of single-family detached homes. This neighborhood, designated Specific Plan (SP) on the City's Zoning map and General Plan land use diagram (see Figures 2.3-3 and 2.3-4), is part of the Canyon Park Specific Plan area.

<sup>&</sup>lt;sup>1</sup> City of Santa Clarita, General Plan Safety Element, Exhibits S-3 and S-6, 2011.



View of the Project Site Looking Northeast Toward the Vista Canyon Specific Plan Development



View of the Northern Portion of the Project Site Looking East Adjacent to the Vista Canyon Specific Plan Development

FIGURE 2.3-1 Views of the Project Site



View of the Railroad Tracks and Residential Neighborhood South of the Project Site



View of the Residential Neighborhood West of the Project Site Across Lost Canyon Road

FIGURE 2.3-2 Views of the Surrounding Area



\* It should be noted that the City's Zoning Map has not been updated to reflect changes to Jakes Way, which now forms a T-intersection at the terminus of Lost Canyon Road, where it becomes Humphreys Parkway through the Vista Canyon Specific Plan area.

# FIGURE 2.3-3 Existing Zoning Designations





\* It should be noted that the City's General Plan has not been updated to reflect changes to Jakes Way, which now forms a T-intersection at the terminus of Lost Canyon Road, where it becomes Humphreys Parkway through the Vista Canyon Specific Plan area.

#### **FIGURE 2.3-4**

Existing General Plan Land Use Designations





• West: The Project Site is bounded by Lost Canyon Road to the west, which is elevated approximately 25 feet above the western portion of the Project Site. Lost Canyon Road has been improved as a two-lane road in each direction as part of the Vista Canyon project. Across Lost Canyon Road is the Colony, a multi-family townhome development, designated as UR5 by the City's Zoning map and UR3 by the General Plan land use diagram (see Figures 2.3-3 and 2.3-4, respectively).

#### 2.4 DESCRIPTION OF THE PROJECT

#### 2.4.1 PROJECT OVERVIEW

As stated above, the MetroWalk Project would be guided by the proposed MetroWalk Specific Plan, which would include development plans, infrastructure development plans, development regulations, design guidelines, and an implementation program for the Project. In general, the underlying purpose of the Project is to develop a new transit-oriented residential community adjacent to transit, retail/commercial, office, hotel, and recreational uses that would serve as a functional and visual extension of the new mixed-use Vista Canyon Specific Plan area directly north of the Project Site. The proposed Project includes the following objectives:

- Create a new transit-oriented community that provides a diversity of housing types and costs in close proximity to transit, retail/commercial, office, hotel, and recreational uses.
- Enhance the housing market and support the City of Santa Clarita's Regional Housing Need Allocation by providing a variety of housing types and densities to meet the varying needs of future residents.
- Provide development and a land use pattern that serves as an integrated extension of the Vista Canyon Specific Plan to the north, with coordinated and attractive streetscapes and a high-quality architectural design theme.
- Arrange land uses to support safe and convenient access to nearby transit and amenities so as to reduce vehicle miles traveled and energy consumption and encourage walking and the use of transit.
- Design a community to achieve an integrated neighborhood feel and unique sense of place.
- Provide shared outdoor spaces, including parks, courtyards, pathways, and a public plaza.
- Implement sustainable development principles, including practices that achieve greater energy efficiency, encourage waste reduction, and use drought-tolerant landscaping, water efficiency measures, recycled materials, and renewable energy sources.
- Create and enhance opportunities for non-vehicular travel and encourage pedestrian mobility by providing an internal pedestrian circulation system that links the residential community to the nearby Metrolink station, bus transfer station, schools, parks, trail systems, shopping, and employment opportunities.
- Provide a landscape design that emphasizes a pleasant neighborhood character and inviting streetscapes and gives the proposed development its own unique outdoor aesthetic.

• Adopt development regulations that provide a measure of flexibility to respond and adjust to changing economic and market conditions.

## 2.4.2 PROJECT CHARACTERISTICS

The Project Site would be developed to construct up to 498 residential units in four planning areas, which would include a mix of housing types, including market-rate apartments and townhomes, age-qualified apartments, and affordable senior apartments. A multi-use path would link the Project Site with the Metrolink station to the east and Vista Canyon to the north while connecting various private amenities throughout the Project Site, including park nodes, open space, a central clubhouse, and a playground. The multi-use path would terminate at a public plaza at the far eastern area of the Project Site, which would provide a publicly accessible outdoor amenity adjacent to the Metrolink station and a connection to commercial uses, trails, and other amenities within the Vista Canyon Specific Plan area. See **Figure 2.4-1**, MetroWalk Specific Plan Land Use Plan, for a visual representation of the proposed Project. The Project would include approximately 902 covered and uncovered vehicle parking spaces for residents and guests and approximately 100 bicycle parking spaces. Building heights would reach a maximum height of 50 feet above ground level, plus up to 10 additional feet of architectural treatments in conformance with the site development standards of MetroWalk Specific Plan Section 4.8.2.

The average density of the Project Site would be 24.6 units per acre, while the maximum allowable density would be 30 dwelling units per acre. The floor area ratio for the Project would be 0.76.

## Planning Areas

The Project would be divided into four planning areas, each described in detail in the following section, as well as in **Table 2.4-1**, Summary of Proposed Planning Areas.

#### Planning Area 1 (PA-1):

PA-1 consists of approximately 7.54 acres within the western portion of the Project Site. This area would include 179 attached, market-rate apartment units for lease located within two U-shaped apartment buildings surrounded by surface parking. Residential units would range in size from approximately 500 to 1,100 gross square feet (GSF) and would be a mix of studios, one-bedroom units, and two-bedroom units. PA-1 would also include private pool/recreation areas, courtyards, and a community room, as well as parking areas and private drives. Each residential building in PA-1 would be four stories with a maximum building height of 50 feet (excluding architectural elements, which could increase this maximum building height to 60 feet). The proposed structures would be separated from Lost Canyon Road by a landscape buffer and surface parking. A total of 358 parking spaces would be provided for the residents and guests in PA-1.

#### Planning Area 2 (PA-2):

PA-2 consists of approximately 2.33 acres within the central portion of the Project Site. This area would include 119 attached, market-rate, age-qualified apartment units within a single structure. A mix of one-bedroom and two-bedroom residential units measuring approximately 600 GSF and 1,100 GSF, respectively, would be provided. PA-2 also includes private pool/recreation areas, a park node, multi-use pathway, and a community room, as well as parking areas and private drives.

The proposed building would be four stories with a maximum building height of 50 feet (excluding architectural elements, which could increase this maximum building height to 60 feet). A total of 119 parking spaces would be provided for the residents and guests in PA-2.



FIGURE 2.4-1 MetroWalk Specific Plan Land Use Plan



300

						Parking Summary		ry
Planning Area (PA)	Land Use Designation	Housing Type	Unit Count (dwelling unit)	Other Land Uses	Acreage (gross)	Required Parking Space Per Unit	Required Guest Parking Per Unit	Parking Space Required/Provided
PA-1	R	Market-rate all- ages apartments	179	Private drives, private recreation areas, park, paths, landscape areas, parking	7.54	1.5	0.5	358
PA-2	R	Market-rate age- qualified apartments	119	Private drives, private recreation areas, paths, landscape areas, parking	2.33	0.5	0.5	119
PA-3	R	Deed-restricted affordable senior apartments	50	Private drives, private recreation areas, park, paths, landscape areas, parking	1.08	0.5	0.5	50
PA-4	R, OS	Market-rate townhomes	150	Private drives, private recreation areas, public plaza, playground, paths, landscape areas, water easement, parking	9.47	2.0	0.5	375
TOTAL			498		20.42			902
OS = open R = residen	OS = open space R = residential							

Table 2.4-1: Summary of Proposed Planning Areas

Source: Dudek, Draft MetroWalk Specific Plan, August 2020.

# Planning Area 3 (PA-3):

PA-3 consists of approximately 1.08 acres within the south-central portion of the Project Site. This planning area is directly south of PA-2 and would include 50 attached, deed-restricted, affordable senior apartment units in a single structure. All residential units would be one bedroom and approximately 650 GSF, with the exception of the manager's unit, which would be a 950-GSF two-bedroom unit. PA-3 would also include private recreation areas, a courtyard, and a community room, as well as parking areas and private drives. The proposed building would be four stories with a maximum building height of 50 feet (excluding architectural elements, which could increase this maximum building height to 60 feet). A total of 50 parking spaces would be provided for the residents and guests in PA-3.

#### Planning Area 4 (PA-4):

PA-4 consists of approximately 9.47 acres within the eastern portion of the Project Site. This area would include 150 attached, for-sale townhomes, which would range in size from approximately 1,300 GSF to 2,300 GSF and would be a mix of two-bedroom and three-bedroom units. These attached townhomes would be located within 24 separate buildings. PA-4 would also include private pool/recreation areas, park nodes, a clubhouse, playground, multi-use path, public plaza, private drives, and parking garages. Each residential building in PA-4 would be three stories with a maximum building height of 40 feet (excluding architectural elements, which could increase this maximum building height to 50 feet). A total of 375 parking spaces would be provided for the residents and guests in PA-4.

In accordance with Section 4.106.4.2 of the California Green Building Standards Code (CALGreen Code), for the multi-family residential buildings in PA-1, PA-2, and PA-3, 10 percent of the total number of parking spaces would be capable of supporting future electric vehicle (EV) charging equipment, which would equal a total of approximately 53 EV spaces. In accordance with Section 4.106.4.1 of the CALGreen Code, for townhomes in PA-4, each unit would provide capability for EV charging by installing a listed raceway to accommodate a dedicated 208/240-volt branch circuit. This would result in approximately 150 EV spaces in PA-4.

In accordance with Santa Clarita Municipal Code (SCMC) Section 17.51.060(I), On-Site Bicycle Parking Requirement, the Project would provide on-site bicycle parking spaces based on a ratio of 1 space per 5 residential units, which would be equivalent to 100 bicycle parking spaces onsite. Bicycle parking facilities would be conveniently located throughout the Project Site and may include covered, lockable enclosures with permanently anchored racks for bicycles; lockable bicycle rooms with permanently anchored racks; and lockable, permanently anchored bicycle lockers.

## Building Design and Setbacks

The MetroWalk Specific Plan includes general design guidelines that encourage a mix of architectural styles to enhance the character of the community, as well as sustainable planning and design practices, such as the use of roof overhangs, low-energy outdoor lighting, and passive solar systems, to enhance energy conservation. Variations in height, façades, articulation, mass, and scale would be provided to create architectural interest. Exterior elements, such as stairways, would be architecturally compatible and integrated into buildings. Further, the overall Project design would be consistent with the Vista Canyon Specific Plan and the City's 2009 Community Character and Design Guidelines, so as to appear as an extension of the Vista Canyon Specific Plan area north of the Project Site. Conceptual renderings are shown in **Figure 2.4-2**, Conceptual Rendering of the North Residential Building Looking West in PA-1, **Figure 2.4-3**, Conceptual Rendering of the Residential Building Looking Southeast in PA-2,

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Conceptual Rendering of the North Residential Building in PA-1, Looking West



**FIGURE 2.4-3** Conceptual Rendering of the Residential Building in PA-2, Looking Southeast

**Figure 2.4-4**, Conceptual Rendering of the Residential Building Looking Northwest in PA-3, and **Figure 2.4-5**, Conceptual Rendering of the Clubhouse and One of the U-Shaped Residential Buildings along the Southern Boundary Looking South in PA-4.

The minimum distance between buildings on the Project Site would be 10 feet. Front setbacks along Lost Canyon Road would be 20 feet; setbacks along Harriman Drive would be 10 feet; and rear setbacks along the Metrolink railroad tracks would be 15 feet.

# Open Space and Landscaping

The Project would include extensive open space, recreational opportunities, and public/private parks, featuring 147,854 square feet of common open space, including gyms, pools, parkways, and trails, as illustrated in **Figure 2.4-6**, Conceptual Parks and Recreation Plan. **Figure 2.4-7**, Conceptual Open Space Plan, illustrates the locations of private and common open space areas within the Project Site.

The Project would also provide public recreational facilities, such as a 0.93-acre public plaza on the eastern side of the Project Site, adjacent to the proposed Metrolink station. This public plaza, called Metro Plaza, would include benches, tables, gathering spaces, and landscaped areas. Each planning area would be connected to the public plaza, the Metrolink station, and the Vista Canyon Specific Plan area by a multi-use pathway system, as shown in **Figure 2.4-8**, Pedestrian Pathways. Beyond the Project Site, by connecting the Project's trail system to the Vista Canyon Specific Plan area to the north, as shown in **Figure 2.4-9**, Multi-Use Trail Plan, Project occupants would then have access to the Santa Clara River Regional Trail and trails in the western part of the City.

The Project would incorporate use of native and drought-tolerant tree and plant species to create a natural and vibrant environment. The proposed landscaping would be varied in texture and scale. The plant palette includes both native and non-native species, which have been chosen due to their ability to thrive in the Santa Clarita climate. Drought-tolerant species would be planted throughout the Project Site to limit water used for irrigation. Plants that are non-native or not drought tolerant would be used sparingly and only in areas that require their unique properties. Turf would be primarily used at the Metro Plaza and limited to locations where it would serve for passive or active recreation and to small pockets intended for pet use along the pedestrian pathways and/or trails. The irrigation systems would be designed, installed, operated, and maintained in conformance with the State Water Efficient Landscape Ordinance to minimize water use, maximize efficiency, and explore the feasible uses of recycled water.

# Signage and Lighting

The Project would include signage for each planning area and building, recreation areas, Metro Plaza, and the Metrolink station, as well as ground-level wayfinding signage. All proposed signage would be designed in conformance with the applicable requirements set forth in the MetroWalk Specific Plan.

New sources of light would be generated by signage, wayfinding, outdoor lighting, and security markings. Specifically, pedestrian areas would include security lighting along pathways and at building entryways. Lighting would also be located on the internal private drives within the Project Site in accordance with the MetroWalk Specific Plan and SCMC Section 17.51.050. The Project does not propose any new sources of light within a public right-of-way.

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# FIGURE 2.4-4 Conceptual Rendering of the Residential Building in PA-3, Looking Northwest



FIGURE 2.4-5 Conceptual Rendering of the Clubhouse and One of the U-Shaped Residential Buildings along the Southern Boundary Looking South in PA-4



FIGURE 2.4-6 Conceptual Parks and Recreation Plan



FIGURE 2.4-7 Conceptual Open Space Plan



FIGURE 2.4-8 Pedestrian Pathways



Multi-Use Trail Plan

Michael Baker INTERNATIONAL

# Access and Circulation

As stated above, the Project would be a pedestrian-oriented community that would have convenient access to nearby services and amenities, including the Vista Canyon Specific Plan area to the north, which would feature a mix of office, commercial, retail, and residential uses surrounded by a Main Street thoroughfare (Vista Square). Proximity to Vista Canyon would offer Project residents accessibility to pedestrian-oriented shops, restaurants, and services within walking distance. The Project would be linked to Vista Canyon through Cooper Street and a second private street to the west, which both intersect with Harriman Drive, the main east-west private entrance into the Project Site from Lost Canyon Road, as shown in Figure 2.4-10, Project Circulation Network. As shown, vehicle and pedestrian access and circulation throughout the Project Site would use a network of existing roadway alignments, primarily Lost Canyon Road and Harriman Drive, as well as new private streets and drive aisles. Primary vehicular access to and from the Project Site would be from Harriman Drive, a newly constructed east-west private road that forms the northern boundary of the Project Site and extends from the northern extension of Lost Canyon Road. Harriman Drive currently has a maximum width of 31 feet wide and has been improved with curbs and gutters; however, the Project would include installation of a 5-foot-wide sidewalk along the Project Harriman Drive frontage. Cooper Street would be a two-lane private street, and would provide internal circulation for the residential and open space land uses in PA-4. The street would have a maximum 64-footwide right-of-way with parking, parkways, sidewalks, curbs, and gutters on both sides.

Internal private drives would be two-lane private streets, providing internal circulation for the residential land uses. There would be three typical types of internal drives: (1) one that is 28 feet in width (14-foot lane in each direction), providing access to residential carports; (2) one that is 32 feet in width (16-foot lane in each direction), including a 5-foot-wide sidewalk and a 4-foot-wide parkway on both sides, providing access between residential buildings; and (3) one that is 44 feet in width (14-foot lane in each direction), including a 4-foot-wide sidewalk on one side and a 6-foot-wide sidewalk on the other side, as well as parallel parking that is 8 feet in width on each side. Each private drive would contain curbs and gutters on both sides.

As shown above in **Figure 2.4-8**, pedestrian circulation and access would be provided through sidewalks, trails, and multi-use paths proposed within the Project Site, which would also connect residential areas to the Vista Canyon Specific Plan area, the proposed Metro Plaza, the Metrolink Station, and the City's existing trail system along the Santa Clara River.

## **Utilities and Other Infrastructure Improvements**

#### Drainage/Water Quality

The Project would involve construction of new drainage and water quality features to allow for a system that protects development from erosion and potential flooding and preserves the Santa Clara River. In addition to the construction of conventional drainage improvements, such as storm drains and retention/detention systems, the Project would implement sustainable drainage and water quality technologies, such as biofiltration areas, vegetated swales, and filter strips.

The primary objectives of the Project's drainage plan are as follows:

 a) Incorporate low-impact development (LID) practices, including, but not limited to, minimizing impervious areas and maximizing permeability, minimizing directly connected impervious areas, and using appropriate building materials that reduce the generation and discharge of pollutants in stormwater runoff, wherever feasible; This page intentionally left blank.



Source: New Urban West

FIGURE 2.4-10
Project Circulation Network

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- b) Effectively manage wet and dry weather runoff water quality by limiting increases in runoff pollutants and flows at the source through Project Design Features such as site design, source control, treatment control, and best management practices including, but not limited to, biofiltration, vegetated swales, and hydromodification control measures;
- c) Avoid or minimize impacts to water quality through site design and use of sustainable drainage/water quality technologies;
- d) Comply fully with the local and regional stormwater permit requirements, including those of the National Pollutant Discharge Elimination System (NPDES).

The Project's drainage plan incorporates methodologies to meet or exceed NPDES permit and LID requirements.

#### Water Service

The proposed water delivery system would consist of a network of water mainlines of varying sizes that would generally follow major roadways. Project potable water pipelines would obtain water from the existing 12-inch-diameter potable water pipeline maintained by the Santa Clarita Valley Water Agency (SCVWA) in Harriman Drive at the following two locations:

- 1) Approximately 440 linear feet east of the intersection of Harriman Drive and Lost Canyon Road
- 2) The intersection of Harriman Drive and Cooper Street

A network of smaller lines would be located within the planned roadway network and would distribute the water for connection to laterals located on individual buildings. Potable water storage would be supplied from the existing SCVWA infrastructure system.

Non-potable water demand would be met through the use of recycled water from the Vista Canyon Water Reclamation Plant (WRP) located adjacent to the western boundary of the Vista Canyon Specific Plan area, directly north of Humphreys Parkway.

#### Wastewater Service

As with the proposed water delivery system, the proposed wastewater system on the Project Site would consist of a network of sewer pipeline of varying sizes that would generally follow the proposed internal roadways. Project sewer pipelines would deposit collected sewage from the Project Site to the two existing 10-inch-diameter sewer pipelines north of the Project Site. The Vista Canyon WRP would treat the wastewater generated by the Project.

#### Dry Utilities

Electricity, natural gas, and telecommunication infrastructure would be installed to serve the Project. These "dry" utilities will be located within underground conduits in the public or private street corridors/rights-of-way in general conformance with the phasing of the MetroWalk Specific Plan. Consultation with all appropriate utilities to determine the extent of the "dry" utilities needed to serve the Project Site would be conducted prior to and during the final infrastructure/improvement plan stages.

With respect to electricity, the Project Site is located within the Southern California Edison service area. Primary service would come from the intersection of Harriman Drive and Cooper Street. This existing line would be extended to serve the Project's initial development phases.

As to natural gas, the Project Site is within the Southern California Gas Company service area. Existing service lines are located at the intersection of Harriman Drive and Cooper Street. Gas service to the Project Site would be extended from one of these existing sources.

Phone service would be provided by AT&T. Primary service would come from the intersection of Harriman Drive and Cooper Street. Telephone lines would be installed underground throughout the Project Site in phases as development commences. Existing service lines are also located within Lost Canyon Road. These localized lines may also be extended to the Project Site and used for the early phases of the Project. The Project Site is within the Charter cable service area. Existing service lines are located at the intersection of Harriman Drive and Cooper Street and also within Lost Canyon Road. These localized lines may be used for the early phases of the Project.

## Sustainability Features

The Project's location would provide residential development in close proximity to public transit facilities. As discussed above, the Project would be immediately adjacent to the planned Metrolink station and bus transfer station. The Project would support pedestrian activity in the Project area and contribute to a land use pattern that reduces vehicle trips and air pollution by locating residential uses next to public transit (with access to the Metrolink station and existing local and regional bus service), as well as near employment opportunities, commercial uses, and other transit-oriented mixed uses associated with the Vista Canyon Specific Plan, and other surrounding residential, commercial, and service uses.

Energy-saving features and sustainable design would be incorporated throughout the Project through compliance with required regulations in the Title 24 Building Standards Code, and the CALGreen Code specifically. Accordingly, the Project would include features to enhance sustainability, such as energy efficiency, water efficiency, waste reduction, and recycling. The Project would incorporate the following sustainability features: water conservation (such as high-efficiency irrigation, low-flow faucets and toilets, and use of non-potable water from the newly constructed Vista Canyon water reclamation plant); energy conservation (such as low-energy, indoor-outdoor lighting, high-efficiency heating, air conditioning, and cooling equipment, and Energy Star labeled equipment); transportation (such as EV parking spaces, on-site bicycle storage, and accessibility to public transportation options); air quality (such as use of sealants, paints, and finishes that emit low volumes of volatile organic compounds); solid waste (such as trash collection that would facilitate separation of organics, recyclables, and non-recyclable trash streams); and water quality (such as LID features for on-site stormwater treatment, using permeable pavement, and directing stormwater runoff to vegetated areas).

### 2.4.3 PROJECT CONSTRUCTION

Project construction is expected to commence in 2022. Buildout of the Project would occur over approximately five years ending in 2027. To construct the residential buildings, the Project proposes excavation to a maximum depth of 12 feet below ground surface.

The Project would consist of approximately 50,000 cubic yards of cut, up to 50,000 cubic yards of fill, and approximately 400,000 cubic yards of over excavation. As such, grading would be balanced on-site.

Construction would occur in three phases (i.e., grading, improvements, and building construction) for each planning area. The first two phases, grading and improvements, would each occur at the

same time for all planning areas. Mass grading would occur between March 2022 and August 2022, and improvements (i.e., infrastructure development) would occur between August 2022 and February 2023. The third phase, building construction, is anticipated to start first with the market-rate apartments in PA-1 in February 2023, followed by construction of the age-qualified apartments in PA-2 beginning in April 2023, and the affordable senior apartments in PA-3 beginning in June 2023, each projected to occur over a 1.5-year period. Construction of the townhomes in PA-4 are projected to occur over an approximate 4-year period starting in February 2023.

As part of the project, a comprehensive Construction Traffic Management Plan and Truck Haul Route Program would be implemented during construction to minimize potential conflicts between construction activity and through traffic. The Construction Traffic Management Plan and Truck Haul Route Program would be subject to City approval.

Construction hours would occur between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday. The Project Site would be fenced during construction for security purposes with gate-controlled access.

### 2.4.4 PROJECT APPROVALS

As the public agency with the principal responsibility of approving the Project, the City of Santa Clarita would serve as the lead agency for the purposes of CEQA. Approvals required for implementation of the Proposed Project include, but are not limited to, the following:

- General Plan Amendment to change the General Plan land use designation from Business Park to Specific Plan.
- Zone Change to change the zoning designation from Business Park to Specific Plan.
- MetroWalk Specific Plan to establish specific development standards in support of a development of up to 498 total residential units.
- Tentative Tract Map 83087 to subdivide the property for the development of up to 498 total residential units.
- Development Review Permit for all new development and construction projects.
- Architectural Design Review for all new development projects.
- Approval of the SCEA.
- Construction permits, such as building, grading, and excavation permits, as well as permits for temporary street closures.
- Other discretionary and ministerial permits and approvals that may be deemed necessary.

### 2.4.5 CUMULATIVE DEVELOPMENT SCENARIO

In accordance with CEQA Guidelines Section 15064(h), this SCEA includes an evaluation of the Proposed Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064(h) is as follows:

1. "When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. 'Cumulatively considerable' means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

- 2. A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.
- 3. A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.
- 4. The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."

In light of the guidance summarized above, an adequate discussion of a project's contribution to cumulative impacts, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, the vision and growth projections contained in the City's General Plan and relevant specific plans were identified and included for evaluation.

Pursuant to PRC Section 21155.2(b), growth-inducing impacts are not required to be referenced, described, or addressed. Additionally, Project-specific or cumulative impacts from cars and light duty truck trips on global warming or the regional transportation network need not be referenced, described, or discussed.

The complete list of related projects is provided in **Table 2.4-2**, Related Projects List, and shown in **Figure 2.4-11**, Cumulative Development Scenario. An analysis of the Project's potential contribution to cumulative impacts is provided, as appropriate, under the relevant environmental impact categories of this SCEA.

Related Project No.	Location	Project Name	Description	Status <sup>a</sup>
1	North of Project Site	Vista Canyon Ranch <sup>ь</sup>	1,100 multifamily residential units and 950,000 square feet of commercial space, structured parking, Vista Canyon bridge, a new Metrolink and bus transit stations.	Under Construction
2	18300 Soledad Cyn Rd	Riverwalk Mixed Use	136 apartment units and 10,000 square feet of office floor area.	Approved
3	NEC of Sand Cyn Rd & Soledad Cyn RdSand Canyon Plaza580 residential units, assisted living facility, and 140,000 square feet of commercial space.		Approved	
4	APN 2837-001-016	Canyon Brook Residential	35 single-family residential units.	Approved
5	APNs: 2840-001-118, -119, 2840-015-031 though -035, -045, - 047	Mancara	109 single-family detached units, trails, and an equestrian center.	Proposed
6	27734 Sand Canyon Road	Sand Canyon Resort	Hotel and villas (totaling 384 rooms), spa, restaurants, conference space, and wedding venue.	Proposed
7	APNs: 2840-015-049, 2840-001-106	Ted Robinson Residential	48 single-family residential units.	Proposed
8	APNs 2844-016-012, 2844-016-009	Soledad Canyon at Lost Canyon Commercial	New fuel station with automated car wash with 4,800-square-foot convenience store and 2,300 square-foot drive-through restaurant.	Proposed
9	29025 Sand Canyon Road	Sand Canyon Villas Residential	14 multi-family residential units.	Proposed

Table	2.4-2:	Related	Pro	iects	List
1 4010		itoiatoa		0010	

Notes:

<sup>a</sup> "Proposed" projects are those formally submitted to the Planning Division for review. "Approved" projects are those that have received planning entitlements, but are not yet under construction. "Under Construction" projects are those that have received planning entitlements and have pulled requisite grading, building, and other applicable permits.

<sup>b</sup> Referred to in this Draft SCEA as the Vista Canyon Specific Plan Project.

Source: City of Santa Clarita Planning Division, October 2020.

Michael Baker

Cumulative Development Scenario

0 2,500



Pursuant to Public Resources Code (PRC) Sections 21155 and 21155.2, a project is eligible for evaluation under a Sustainable Communities Environmental Assessment (SCEA) if it:

- Is consistent with the use designation, density, building intensity, and applicable policies specified for the Project area in the Sustainable Communities Strategy (see PRC Section 21155(a)).
- Meets the definition of a "transit priority project" (TPP) described in PRC Section 21155(b).
- Incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports (see PRC Section 21155.2(a)).

The following subsections evaluate the Project's eligibility to be reviewed under a SCEA pursuant to these criteria.

#### 3.1 SUSTAINABLE COMMUNITIES STRATEGY CONSISTENCY ANALYSIS

Senate Bill (SB) 375 provides CEQA streamlining opportunities for TPPs that are "consistent with the use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board... has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the GHG emission reduction targets" established by the California Air Resources Board (CARB)(see PRC Section 21155(a)).

#### 3.1.1 Use Designation, Density, and Building Intensity

On September 3, 2020, the Southern California Association of Governments (SCAG) adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, also known as Connect SoCal). Rooted in prior RTP/SCS plans, the core vision of the 2020-2045 RTP/SCS is centered on maintaining and better managing the transportation network in the region for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. This vision for the region incorporates a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment. More and varied housing types and employment opportunities would be located in and near job centers, transit stations, and walkable neighborhoods where goods and services are easily accessible via shorter trips.

The 2020-2045 RTP/SCS explicitly lays out 10 goals related to housing, transportation technologies, equity, and resilience. One goal specifically encourages development of diverse housing types in areas that are supported by multiple transportation options (Goal 9). The 2020-2045 RTP/SCS identified Priority Growth Areas (PGAs), which primarily include Job Centers, Transit Priority Areas (TPAs), High Quality Transit Areas (HQTAs), Neighborhood Mobility Areas(NMAs), Livable Corridors, and Spheres of Influence (SOIs). TPAs and HQTAs are where transit-oriented development (TOD) can be realized – where people can live, work, and play in high density, compact communities with ready access to a multitude of safe and convenient transportation alternatives. Focusing regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs and HQTAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and

potentially lessening impacts on natural and working lands. Accordingly, new housing and employment development are emphasized by the 2020-2045 RTP/SCS in PGAs, such as Job Centers, TPAs, HQTAs and NMAs, and away from natural and farmlands on the edges of urban and suburban areas, to incentivize infill development and the concentration of varied land uses.

While the scale of Exhibits 3.4, 3.7, and 3.8 in the 2020-2045 RTP/SCS do not show the precise boundaries of PGAs, the Project Site appears to be within a PGA, specifically within an HQTA and a TPA, and is consistent with SCAG's intention for PGAs given its location adjacent to the planned Vista Canyon Multi-Modal Center and the Vista Canyon Specific Plan. In addition, the Project Site does not appear to be located within an absolute or variable growth constraints areas, which are areas where future growth is not encouraged and, therefore, where projects do not qualify for a SCEA.<sup>1</sup>

The Project Site would be developed to construct up to 498 residential units in four planning areas, which would include a mix of housing types, including market-rate apartments and townhomes, age-qualified apartments, and affordable senior apartments. The Project has been designed to maximize walkability and encourage day-to-day interaction within the community. A multi-use path would link the Project Site with the Vista Canyon Multi-Modal Center, including the future Metrolink Vista Canyon Station to the east, and Vista Canyon Specific Plan development to the north while connecting various private amenities throughout the Project Site, including park nodes, open space, a central clubhouse, and a playground. The multi-use path would terminate at a public plaza at the far eastern area of the Project Site, which would provide a publicly accessible outdoor amenity adjacent to the future Metrolink station and a connection to commercial uses, trails, and other amenities within the Vista Canyon Specific Plan area. The proposed floor area ratio is 0.76:1. On-site parking would include approximately 902 covered and uncovered vehicle parking spaces for residents and guests and approximately 100 bicycle parking spaces.

Further analysis of the Project's consistency with the 2020-2045 RTP/SCS is provided in **Table 3.1-1**, Consistency Analysis with the 2020-2045 RTP/SCS Strategy Policies, which demonstrates how the Project contributes to several goals and objectives in the plan. Notably, the Project is consistent with the SCS's strategies related to land use patterns, which include "Focus Growth Near Destinations and Mobility Options" and "Promote Diverse Housing Choices." In addition, development included under the Project would be consistent with SCAG's forecasted population and housing growth for the City. Overall, based on the analysis provided below, the Project is consistent with the land use designation, density, and building intensity criteria described in the 2020-2045 RTP/SCS.

### 3.1.2 APPLICABLE POLICIES

**Table 3.1-1**, Consistency Analysis with the 2020-2045 RTP/SCS Strategy Policies, assesses the Project's consistency with the applicable 2020-2045 RTP/SCS policies.

<sup>&</sup>lt;sup>1</sup> Absolute constraints reflect areas where growth has been reduced and redirected to achieve the 2020-2045 RTP/SCS' regional vision. Variable constraints reflect goals of 2020-2045 RTP/SCS and were only applied growth when there was not capacity in non-constrained areas per a jurisdictions general plan or specific plans. According to the 2020-2045 RTP/SCS, growth was not directed into the following absolute constraints areas: military, existing designated open space, conservation easements and protected areas, land anticipated to be impacted with a 2-foot sea level rise, tribal lands, agricultural lands rated by the California Department of Conservation Farmland Mapping and Monitoring Program in unincorporated areas of the County, and within 500 feet of roadways with more than 1000,000 daily vehicles. Variable constraints areas to avoided (where possible), except when constraints conflict with accommodating the jurisdictional growth total, in the following order: wildland urban interface, agriculture-grazing land, agriculture (within incorporated cities), 500-year flood plains; wildfire prone areas, and natural lands and habitat corridors.

Table 3.1-1	
Consistency Analysis with the 2020-2045 RTP/SCS	<b>Strategy Policies</b>

Goals, Principles, and Strategies	Consistency Assessment
<b>Goal 1.</b> Encourage regional economic prosperity and global competitiveness.	<b>Not Applicable.</b> This goal is directed toward SCAG and local jurisdictions and does not apply to individual development projects.
<b>Goal 2.</b> Improve mobility, accessibility, reliability, and travel safety for people and goods.	<b>Consistent.</b> The Project is located within the Canyon Country community of the City of Santa Clarita within a SCAG-designated Transit Priority Area (TPA) and High Quality Transit Area (HQTA). <sup>2</sup> The Project Site is adjacent to the planned Vista Canyon Multi-Modal Center, a transit hub containing a Metrolink commuter rail depot and a City of Santa Clarita bus transfer station. The Vista Canyon Multi-Modal Center will serve the Santa Clarita/Antelope Valley commuter line, which provides service between the City of Lancaster in the Antelope Valley, Santa Clarita, and downtown Los Angeles. Santa Clarita Valley and to and from downtown Los Angeles, Antelope Valley, Van Nuys, and Warner Center. The Project is also located directly south of the Vista Canyon Specific Plan, a live/work development project currently under construction, which would include multi-family residential units, neighborhood retail and office uses, and a bike trail system.
	The Project would support Goal 2 by constructing a transit-oriented development with up to 498 residential units on a vacant, infill site adjacent to multiple public transit options. The Project would include a private roadway system and extensive sidewalks that would connect to the existing public roadways surrounding the Project Site. The Project's internal circulation system would provide access to the various recreational and open space amenities within the Project Site, including the Metro Plaza. In addition, the Project would support alternative modes of transportation by including a pedestrian- and bicycle-friendly multi-use pathway system that would provide access to the Vista Canyon Specific Plan area, the Vista Canyon Multi-Modal Center, and the City's existing trail system along the Santa Clara River. The Project would improve mobility and accessibility for Project residents by providing local access to retail, employment, and recreational opportunities in the Santa Clarita/Antelope Valley and Los Angeles. Therefore, the Project would be consistent with this goal.
<b>Goal 3.</b> Enhance the preservation, security, and resilience of the regional transportation system.	<b>Not Applicable.</b> This goal is directed toward SCAG and does not apply to individual development projects. However, the Project would support the regional transportation system by situating a transit-oriented residential development directly adjacent to the planned Vista Canyon Multi-Modal Center, which would help to increase Metrolink and bus ridership.
<b>Goal 4.</b> Increase person and goods movement and travel choices within the transportation system.	<b>Consistent.</b> As discussed above under Goal 2, the Project is located within a TPA and HQTA and is immediately adjacent to the planned Vista Canyon Multi-Modal Center. The Project would include an internal roadway system, extensive sidewalks, and a pedestrian- and bicycle-friendly multi-use pathway system that would connect to the various uses and amenities within the Vista Canyon Specific Plan and the Vista Canyon Multi-Modal Center. Therefore, the Project would increase mobility and travel choices for the Project area. As such, the Project would be consistent with this goal. See Goal 2 for additional details.

<sup>&</sup>lt;sup>2</sup> Southern California Association of Governments (SCAG), Connect SoCal: The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, 2020, Exhibit 3.7 Priority Growth Area – Transit Priority Areas (p. 90) and Exhibit 3.8 Priority Growth Area – High Quality Transit Areas (p. 91).

Goals, Principles, and Strategies	Consistency Assessment
<b>Goal 5.</b> Reduce greenhouse gas emissions and improve air quality.	<b>Consistent.</b> As discussed above under Goal 2 and Goal 4, the Project would be located adjacent to the planned Vista Canyon Multi-Modal Center, which would include a Metrolink station and a bus transfer station. In addition, the Project would include extensive sidewalks throughout the Project Site, a multi-use pathway system, and 100 on-site bicycle parking spaces to encourage walking and biking. Thus, the Project would support the use of alternative modes of transportation, including walking, biking, and public transit, which would reduce per capita vehicle miles traveled (VMT) and corresponding greenhouse gas (GHG) and air pollutant emissions. Constructing a mix of market-rate and affordable housing choices adjacent to the neighborhood-serving commercial uses and recreation amenities associated with the Vista Canyon Specific Plan development would also reduce per capita VMT and GHG emissions. Furthermore, the Project would incorporate a number of sustainable design features, including but not limited to high-efficiency irrigation; low-flow faucets and toilets; low-energy, indoor-outdoor lighting; high-efficiency heating, air conditioning, and cooling equipment; Energy Star labeled equipment; and electric vehicle (EV) parking spaces. These Project design features would further reduce per capita GHG and air pollutant emissions. Therefore, the Project is consistent with the goal of reducing GHG emissions and improving air quality through implementation of the RTP/SCS.
<b>Goal 6</b> Support healthy and equitable communities.	<b>Consistent</b> . The Project's location and design features would encourage active transportation, such as walking and biking, within the Project Site and surrounding area, which would help to protect the environment and health of residents. Specifically, the Project would provide extensive sidewalks and improve the pedestrian experience by installing landscaping throughout the Project Site to promote walkability. The Project would also provide 100 bicycle parking spaces and a multi-use pathway system to encourage biking. In addition, the Project Site is adjacent to a variety of public transit options provided by the Vista Canyon Multi-Modal Center, as well as the Vista Canyon Specific Plan development, which would include neighborhood retail and office uses and recreational amenities. These Project characteristics would reduce VMT and help improve air quality in the region. The Project would also provide a variety of housing options, including market-rate, age-restricted, and affordable senior housing units, which would support a diverse and equitable community. Therefore, the Project is consistent with this goal.
<b>Goal 7.</b> Adapt to a changing climate and support an integrated regional development pattern and transportation network.	<b>Not Applicable.</b> This goal is directed toward SCAG and does not apply to individual development projects.
<b>Goal 8.</b> Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<b>Not Applicable.</b> This goal is directed toward SCAG and does not apply to individual development projects.
<b>Goal 9.</b> Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<b>Consistent.</b> The Project would construct up to 498 residential units, including market-rate apartments and townhomes, age-qualified apartments, and affordable senior apartments. Unit types would include studio, one-bedroom, two-bedroom, and three-bedroom units. As previously discussed under Goal 2 and Goal 6, the Project would support a variety of transportation options including walking, biking, and public transit. Therefore, the Project is consistent with this goal.

Goals, Principles, and Strategies	Consistency Assessment
<b>Goal 10.</b> Promote conservation of natural and agricultural lands and restoration of habitats.	<b>Not Applicable.</b> This goal is directed toward SCAG and does not apply to individual development projects. Although previous use of the Project Site includes agricultural cultivation and raising of livestock, the land has been vacant for 20 years. The Project is not located within an absolute or variable growth constraints area, as identified by SCAG to include open space, conserved lands, agricultural lands, and natural lands and habitat corridors. The Project Site is currently designated and zoned Business Park (BP). Furthermore, as discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, intact vegetation on the Project Site is limited to patches of scrub and does not represent a uniquely diverse or valuable habitat for plants or wildlife.
<b>Principle 1.</b> Base transportation investments on adopted regional performance indicators and MAP- 21/FAST Act regional targets.	<b>Not Applicable.</b> This principle is directed toward SCAG and does not apply to individual development projects.
<b>Principle 2.</b> Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability, and safety, and that preserve the existing transportation system.	<b>Not Applicable.</b> This principle is directed toward SCAG and does not apply to individual development projects.
<b>Principle 3.</b> Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	<b>Not Applicable.</b> This principle is directed toward SCAG and does not apply to individual development projects. Nevertheless, the Project's location and design features would support this principle by promoting the use of sustainable transportation options such as walking, biking, or public transit.
<b>Principle 4.</b> Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	<b>Not Applicable.</b> This principle is directed toward SCAG and does not apply to individual development projects. However, the Project is located within a SCAG-designated TPA and HQTA and would promote the use of public transportation and other alternative modes of transportation that reduce single-occupancy vehicle use.
<b>Principle 5.</b> Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	<b>Not Applicable.</b> This principle is directed toward SCAG and local jurisdictions and does not apply to individual development projects. Nevertheless, the Project would support this principle by improving air quality and public health and reducing per capita GHG emissions for the reasons discussed under Goal 5 and Goal 6.
<b>Principle 6.</b> Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	<b>Not Applicable.</b> This principle is directed toward SCAG and does not apply to individual development projects.
<b>Principle 7.</b> Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long-term resilience.	<b>Not Applicable.</b> This principle is directed toward SCAG and local jurisdictions and does not apply to individual development projects.

Goals, Principles, and Strategies		Consistency Assessment
Strategy 1 – Focus Growth Near De		estinations & Mobility Options.
a)	Emphasize land use patterns that facilitate multimodal access to work, educational, and other destinations.	<b>Consistent.</b> The Project would develop a variety of new housing types, including affordable senior housing, adjacent to the Vista Canyon Multi-Modal Center, which provides regional rail and bus service to the City of Lancaster in the Antelope Valley, Santa Clarita, and downtown Los Angeles, Van Nuys, and the Warner Center. The Project would include a private roadway system and extensive sidewalks that would connect to the existing public roadways surrounding the Project Site. The Project's internal circulation system would provide access to the various recreational and open space amenities within the Project Site, including the Metro Plaza. In addition, the Project would include a pedestrian- and bicycle-friendly multi-use pathway system that would provide access to the Vista Canyon Specific Plan area, the Vista Canyon Multi-Modal Center, and the City's existing trail system along the Santa Clara River. Therefore, the Project would facilitate multi-modal access to local destinations as well as regional retail, employment, and recreational opportunities in the Santa Clarita/Antelope Valley and Los Angeles. As such, the Project is consistent with this strategy.
b)	Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center- focused main streets.	<b>Generally Consistent.</b> As discussed above under Strategy 1a), the Project is a residential development located adjacent to the planned Vista Canyon Multi- Modal Center. While the Project would not provide new job opportunities adjacent to transit, its location adjacent to a transit hub would offer convenient access to regional job opportunities throughout the Santa Clarita/Antelope Valley and Los Angeles region and could also reduce commute times. Moreover, the Project would provide housing opportunities for employees at regional job centers that are easily accessible via public transit, which would improve the regional job/housing balance. Therefore, the Project is generally consistent with this strategy.
c)	Plan for growth near transit investments and support implementation of first/last mile strategies.	<b>Consistent.</b> As discussed above, the Project is located within a SCAG- designated TPA and HQTA. The Project would develop up to 498 residential units adjacent to the planned Vista Canyon Multi-Modal Center, which includes a future Metrolink station and bus transfer station. The Project would support first/last mile strategies by providing a multi-use pathway system, an ideal first/last mile connection to the Vista Canyon Multi-Modal Center directly east of the Project Site within easy walking/biking distance. The Project would also include an internal roadway system with extensive sidewalks and bicycle parking spaces to facilitate pedestrian and bicycle travel throughout the Project Site. Therefore, the Project is consistent with this strategy.
d)	Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.	<b>Not Applicable.</b> The Project Site is currently vacant (and has been for approximately 20 years) and does not include underperforming retail developments and other outmoded nonresidential uses. Previous use of the Project Site includes agricultural cultivation and raising of livestock.
e)	Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.	<b>Consistent.</b> The Project would develop up to 498 residential units on a vacant, infill site within a SCAG-designated TPA and HQTA. The Project would provide extensive open space, recreational opportunities, and public/private parks, including a 0.93-acre Metro Plaza on the eastern portion of the Project Site with benches, tables, gathering spaces, and landscaped areas. In addition, the Project would include a pedestrian- and bicycle-friendly multi-use pathway system that would provide access to the Vista Canyon Specific Plan area, the Vista Canyon Multi-Modal Center, and the City's existing trail system along the Santa Clara River. The Project would also include a private roadway system with extensive sidewalks that would connect to the existing public roadways surrounding the Project Site. Therefore, the Project is consistent with this strategy.

Goals, Principles, and Strategies		Consistency Assessment	
f)	Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).	<b>Consistent.</b> As discussed under Strategy 1(a), the Project is a residential development located adjacent to the planned Vista Canyon Multi-Modal Center. The Project would provide extensive sidewalks and improve the pedestrian experience by installing landscaping throughout the Project Site. The Project would also provide 100 bicycle parking spaces and a multi-use pathway system. These Project features would promote walkability and biking. In addition, the Project Site is adjacent to a variety of public transit options provided by the Vista Canyon Multi-Modal Center, as well as the Vista Canyon Specific Plan development, which would include neighborhood retail and office uses and recreational amenities. Therefore, the Project would support a variety of transportation options that would reduce the reliance on and number of solo car trips and would be consistent with this strategy.	
g)	Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).	<b>Consistent.</b> As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project's parking requirements would be regulated by the MetroWalk Specific Plan, which would allow the Project to provide 64 less parking spaces than the amount required by the Santa Clarita Municipal Code (SCMC). The parking regulations within the MetroWalk Specific Plan are intended to provide the requisite number of parking spaces for all uses, while reinforcing the pedestrian-oriented character and accessibility to transit, amenities and daily services intended to minimize vehicle trips and parking demand. Therefore, the Project would support this goal by allowing reduced ("right sized") parking requirements.	
Stra	ategy 2 – Promote Diverse Hous	ing Choices	
a)	Preserve and rehabilitate affordable housing and prevent displacement.	<b>Not Applicable.</b> The Project Site is currently vacant. There is no affordable housing on-site that could be preserved, rehabilitated, or displaced.	
b)	Identify funding opportunities for new workforce and affordable housing development.	<b>Not Applicable.</b> This strategy is directed toward SCAG and local jurisdictions and does not apply to individual development projects. Nevertheless, the Project would develop 50 affordable senior apartments on the Project Site.	
c)	Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.	<b>Not Applicable.</b> This strategy is directed toward SCAG and local jurisdictions and does not apply to individual development projects. In addition, the Project does not include accessory dwelling units.	
d)	Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.	<b>Not Applicable.</b> This strategy is directed toward SCAG and does not apply to individual development projects. However, as discussed under Goal 5, the Project would support the reduction of GHG emissions.	
Stra	Strategy 3 – Leverage Technology Innovations		
a)	Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing, and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging, and parking/drop-off space.	<b>Not Applicable.</b> This strategy is directed toward SCAG and local jurisdictions and does not apply to individual development projects. Nonetheless, in accordance with the California Green Building Standards Code (CALGreen Code) Section 4.106.4.2, 10 percent of the total number of parking spaces for the multi-family residential units in PA-1, PA-2, and PA-3 would be capable of supporting future electric vehicle (EV) charging equipment, which would equal approximately 53 EV spaces. In addition, CALGreen Code Section 4.106.4.1 requires each townhome unit in PA-4 to provide capability for EV charging by installing a listed raceway to accommodate a dedicated 208/240-volt branch circuit, resulting in approximately 150 EV spaces.	

Goals, Principles, and Strategies		Consistency Assessment
b)	Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app- based system for storing transit and other multi-modal payments.	<b>Not Applicable.</b> This strategy is directed toward SCAG and local jurisdictions does not apply to individual projects.
c)	Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage, and power generation.	<b>Not Applicable.</b> This strategy is directed toward SCAG and local jurisdictions and does not apply to individual development projects. Nonetheless, the Project would be required to install photovoltaic solar panels that generate an amount of electricity equal to expected electricity usage on all residential buildings in accordance with the City of Santa Clarita Energy Conservation Code.
Stra	ategy 4 – Support Implementatio	on of Sustainability Policies
a)	Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.	<b>Not Applicable.</b> This strategy is directed toward SCAG and local jurisdictions and does not apply to individual development projects. However, as discussed under Goal 5, the Project would support the reduction of GHG emissions.
b)	Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations.	<b>Not Applicable.</b> This strategy is directed toward SCAG and local jurisdictions and does not apply to individual development projects. However, the Project is a transit-oriented development located adjacent to the planned Vista Canyon Multi-Modal Center, which would include a future Metrolink station and bus transfer station.
c)	Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space.	<b>Not Applicable.</b> This strategy is directed toward SCAG and does not apply to individual projects.
d)	Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.	<b>Not Applicable.</b> This strategy is directed toward SCAG and does not apply to individual projects.
e)	Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.	<b>Not Applicable.</b> This strategy is directed toward SCAG and does not apply to individual projects.
f)	Continue to support long range planning efforts by local jurisdictions.	<b>Not Applicable.</b> This strategy is directed toward SCAG and does not apply to individual projects.

Goals, Principles, and Strategies		Consistency Assessment
g)	Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy.	<b>Not Applicable.</b> This strategy is directed toward SCAG and does not apply to individual projects.
Stra	ategy 5 – Promote a Green Regi	on
a)	Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.	<b>Not Applicable.</b> This strategy is directed toward SCAG and local jurisdictions and does not apply to individual development projects. However, the Project would improve community resiliency to natural hazards such as wildfires resulting from climate change by removing the existing wildfire fuel loads on the vacant Project Site and developing hardscapes, residential buildings, and irrigated/managed landscaped areas, which would reduce fuel loads on the Project Site, thereby reducing the wildfire risks.
b)	Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.	<b>Not Applicable.</b> This strategy is directed toward SCAG and local jurisdictions. However, the Project would support this strategy because it would be required to install photovoltaic solar panels that generate an amount of electricity equal to expected electricity usage on all residential buildings in accordance with the City of Santa Clarita Energy Conservation Code. In addition, the Project would plant 507 trees and provide approximately 144,187 square feet of landscaping throughout the Project Site. These trees and landscaping would help to reduce urban heat islands and support carbon sequestration.
c)	Integrate local food production into the regional landscape.	<b>Not Applicable.</b> This strategy is directed toward SCAG and local jurisdictions and does not apply to individual projects.
d)	Promote more resource efficient development focused on conservation, recycling and reclamation.	<b>Not Applicable.</b> This strategy is directed toward SCAG and local jurisdictions and does not apply to individual development projects. Nonetheless, the Project would support this strategy by complying with California Building Code Title 24. Energy-saving and sustainable design features would be incorporated including, but not limited to, high-efficiency irrigation; native/drought-resistant landscaping; use of recycled water for non-potable water from the Vista Canyon Water Reclamation Plan; low-flow-rate faucets and toilets; high-efficiency clothes washers and dishwashers; roof overhangs; low-energy outdoor lighting; passive solar systems to enhance energy conservation; high-efficiency heating, ventilation, and air conditioning equipment; LED lighting; lighting controls; and Energy Star–labeled appliances. The Project would also provide a total of 203 EV parking spaces in the future. In addition, the Project would participate in the City's Construction and Demolition (C&D) Ordinance (05-09), which requires all new residential construction projects to recycle a minimum of 65 percent of all inert materials and 65 percent of all other materials. Upon completion, the Project would be required to maintain a minimum diversion rate of 50 percent and encouraged to meet the City's overall diversion rate goal of 75 percent.
e)	Preserve, enhance and restore regional wildlife connectivity.	<b>Not Applicable.</b> This strategy is directed toward SCAG and local jurisdictions and does not apply to individual projects. As discussed above, the Project is not located within an absolute or variable growth constraints area. Furthermore, as discussed in Section 4, Initial Study Checklist, of this Draft SCEA, the Project Site is surrounded on all sides by urban development, and does not connect habitat areas or provide a meaningful conduit by which wildlife could reach the areas necessary for their life history (e.g., areas for feeding, sheltering, finding mates, dispersal). The Santa Clara River, an important regional conduit for wildlife, is approximately 600 feet from the Project Site at the closest point and separated by an intervening development. Therefore, the Project would neither

Goals, Principles, and Strategies		Consistency Assessment
		support nor conflict with the preservation, enhancement, or restoration of regional wildlife connectivity.
f)	Reduce consumption of resource areas, including agricultural land.	<b>Consistent.</b> As discussed above, the Project is not located within an absolute or variable growth constraints area. The Project Site is not located within any resource areas. Although previous uses on the Project Site include agricultural cultivation and the raising of livestock, the Project Site has been vacant for the past 20 years. In addition, the City of Santa Clarita General Plan land use designation for the Project Site is Business Park (BP). Furthermore, although a portion of the Project Site is within the Santa Clara River Significant Ecological Area designated by the County and included in the City's Overlay Zone, the Project Site is surrounded on all sides by development and no habitat or unique biological resources are present.
g)	Identify ways to improve access to public park space.	<b>Not Applicable.</b> This strategy is directed toward SCAG and local jurisdictions and does not apply to individual projects. However, the Project would include a 0.93-acre publicly accessible Metro Plaza on the eastern portion of the Project Site that would provide benches, tables, gathering spaces, and landscaped areas. In addition, the Project's multi-use pathway system would connect to the trail system within the Vista Canyon Specific Plan, which would then connect to the City's existing trail system along the Santa Clara River.

## 3.2 TRANSIT PRIORITY PROJECT CRITERIA ANALYSIS

SB 375 provides CEQA streamlining opportunities for certain TPPs. A TPP is a project that meets the following three criteria (see PRC Section 21155 (b)):

- 1. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- 2. Provides a minimum net density of at least 20 units per acre; and
- 3. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

As discussed below, the proposed Project qualifies as a TPP pursuant to the criteria set by PRC Section 21155.

#### Consistency with Criterion No. 1

The Project is an all-residential development consisting of up to 498 multi-family residential dwellings (including market-rate apartments and townhomes, age-qualified apartments, and affordable senior apartments). The floor area ratio for the Project would be 0.76. As such, the Project would be consistent with this criterion.

#### Consistency with Criterion No. 2

Given the acreage of the Project Site (approximately 20.4 acres), the average density would be 24.6 units per acre, while the maximum allowable density within the Specific Plan area would be 30 dwelling units per acre. As such, the Project would be consistent with this criterion.

### Consistency with Criterion No. 3

PRC Section 21155(b) defines a "high-quality transit corridor" as a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours.

PRC Section 21099 defines a "transit priority area" as an area within one-half mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21155(b) states that a "major transit stop" is defined in PRC Section 21064.3, except that, for purposes of Section 21155(b), it also includes major transit stops that are included in the applicable regional transportation plan.

The Project Site is directly adjacent to the planned Vista Canyon Multi-Modal Center, which will include a Metrolink station; is included in the 2020/2045 RTP/SCS Projects List (see FTIP ID LA0G774 and RTP ID REG0703-LA0G774); and is slated for completion in 2023. The Vista Canyon Multi-Modal Center will be located directly east of the Project Site, will be connected to the Project Site by a walking path, and will include a new passenger rail station, a seven-bay bus transfer station (slated for completion in 2021), and a park-and-ride lot. The Vista Canyon Multi-Modal Center will serve the Santa Clarita/Antelope Valley commuter line, which provides service between the City of Lancaster in the Antelope Valley, Santa Clarita, and downtown Los Angeles.

Therefore, the Project Site is located within one-half mile of a major transit stop or a high-quality transit corridor. The proposed Project is consistent with this criterion.

#### 3.3 INCORPORATION OF FEASIBLE MITIGATION MEASURES, PERFORMANCE STANDARDS, AND CRITERIA FROM PRIOR APPLICABLE EIRS

PRC Section 21155.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. The City complied with PRC Section 21155.2 by reviewing all of the mitigation measures in the 2020-2045 RTP/SCS Program Environmental Impact Report (PEIR) Mitigation Monitoring and Reporting Program (MMRP), the City of Santa Clarita One Valley One Vision PEIR Mitigation Monitoring Program (MMP), and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. The mitigation measures were not imposed if the Project was found to be in substantial compliance with the mitigation measure as proposed or if the mitigation measures are found not to be relevant. If the Project was found to not be in substantial compliance or the mitigation measure was determined relevant, the City considered whether to use the mitigation measure or an equally effective City mitigation measure (including the mitigation measures developed for this SCEA). Relevant and partially relevant mitigation measures, performance standards, or criteria from the aforementioned documents are included in each of the applicable technical sections of Section 4.0, Initial Study Checklist, of this Draft SCEA. Appendix A of this Draft SCEA provides a comprehensive analysis of the feasibility and applicability of each of the mitigation measures, performance standards, and criteria from the aforementioned EIRs. Some of the mitigation measures from prior applicable EIRs are not applicable to the Project as there are no resources addressed by specific measures from the prior applicable EIRs that would be affected, and either no impacts would occur or impacts would be less than significant without mitigation. Others are duplicative or have minor inconsistencies with the Project-specific mitigation measures set forth below. More specifically,

# 3.0 SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT ELIGIBILITY

almost all of the SCAG's programmatic mitigation measures are directed at SCAG and are not applicable to the Project. Nonetheless, the Project would not preclude SCAG's implementation of those programmatic measures. Similarly, almost all of the project-level mitigation measures identified by SCAG are directed for lead agencies to implement, as appropriate and feasible, as part of their project-specific environmental review. Lead agencies for projects that are eligible for a SCEA should consider and require such projects to incorporate SCAG's project-level mitigation measures included in SCAG's 2020-2045 RTP/SCS PEIR MMRP, the City's One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP (or comparable measures), as appropriate and feasible. Many lead agencies, including the City of Santa Clarita, have existing regulations, policies, and/or standard conditions of approval that address potential impacts and are more effective at reducing impacts than the mitigation measures of the prior applicable EIRs. Nothing in the prior applicable EIRs' MMRP/MMP is intended to supersede existing regulations or policies of the City. Accordingly, as intended by SCAG and the City in the prior applicable EIRs, the City may use, amend, or not use measures identified in in prior applicable EIRs' MMRP/MMP as appropriate to address Project-specific conditions. Therefore, the determination of significance and identification of appropriate mitigation is solely the responsibility of the City.

Although mitigation measures from SCAG's 2020-2045 RTP/SCS PEIR MMRP, the City's One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP have been presented in Section 4.0, Initial Study Checklist, of this Draft SCEA, and have been considered by the City, only a few of them are applicable to the Project. The Project-specific mitigation measures identified for those Project impacts that have been determined as potentially significant consider the mitigation measures from the prior applicable EIRs and incorporate the relevant requirements from those measures. Notably, the Project-specific mitigation measures themselves are adequate to reduce the Project's potentially significant impacts to a less-than-significant level. Appendix A of this Draft SCEA explains the applicability of each mitigation measure from the prior applicable EIRs and generally identifies which component(s) of the mitigation measure is comparable to the Project-specific mitigation measure is and regulations.

# INITIAL STUDY CITY OF SANTA CLARITA



Project Title/Master Case Number:	MetroWalk Specific Plan/Master Case 20-045
Lead Agency Name and Address:	City of Santa Clarita Community Development Department 23920 Valencia Blvd., Suite 302 Santa Clarita, CA 91355
Contact Person and Phone Number:	Erika Iverson, Associate Planner (661) 255-4962
Project Location:	The Project Site encompasses approximately 20.4 acres of land that is generally located north and west of the Metrolink train tracks and at the southeast corner of Lost Canyon Road and Harriman Drive in the Canyon Country community of the City of Santa Clarita in northern Los Angeles County, as shown in <b>Figure 2.2-1</b> , Regional Location Map, and <b>Figure 2.2-2</b> , Project Location Map, in Section 2.0, Project Description, of this Draft SCEA. The Project Site is currently vacant and comprises a single lot (Assessor's Parcel Number 2840-004-009).
Applicant's Name and Address:	BluMax Santa Clarita, LLC 2001 Wilshire Boulevard, Suite 401 Santa Monica, CA 90406 Adam Browning, Project Manager
General Plan Designation:	Business Park (BP)
Zoning:	Business Park (BP)
Description of Project and Setting:	Existing Conditions
	The Project Site is currently undeveloped and has been vacant for 20 years. Due to extensive disturbance from past uses, which included agricultural cultivation and raising of livestock, there is little remaining natural vegetation, with the exception of some California sage scrub and introduced grasses. Within the Project Site, the topography along the western and northern boundaries has recently been altered. Specifically, Lost Canyon Road was extended north along the western boundary of the Project Site, and Harriman Drive has been constructed along the northern boundary of the Project Site. In addition, the eastern half of the Project Site is within the Los Angeles County-designated Santa Clara River Significant Ecological Area. Please see

Section 2.0, Project Description, for further description of existing on-site conditions.

#### Proposed Project

The MetroWalk Specific Plan (Project) proposes the development of 498 residential units in four planning areas, which would include a mix of housing types, including market-rate apartments and townhomes, agequalified apartments, and affordable senior apartments. In addition, the Project would include a multi-use path that would link the Project Site with the future Metrolink Vista Canyon Station to the east and the Vista Canyon Specific Plan development to the north, while connecting various private amenities throughout the Project Site, including park nodes, open space, a central clubhouse, and a playground. The multi-use path would terminate at a 0.93-acre public plaza at the far eastern area of the Project Site, which would provide a publicly accessible outdoor amenity adjacent to the Metrolink station and a connection to commercial uses, trails, and other amenities within the Vista Canyon Specific Plan area. Please see Section 2.0, Project Description, for further description of the Project.

### **Required Approvals**

- General Plan Amendment to change the General Plan land use designation from Business Park to Specific Plan.
- Zone Change to change the zoning designation from Business Park to Specific Plan.
- MetroWalk Specific Plan to establish specific development standards in support of a development of up to 498 total residential units.
- Tentative Tract Map 83087 to subdivide the property for the development of up to 498 total residential units.
- Development Review Permit for all new development and construction projects.
- Architectural Design Review for all new development projects.
- Approval of the SCEA.
- Construction permits, such as building, grading, and excavation permits, as well as permits for temporary street closures.
- Other discretionary and ministerial permits and approvals that may be deemed necessary.

Surrounding Land Uses: The parcels directly north of the Project Site encompass the Vista Canyon Specific Plan area. Currently under construction, the Vista Canyon Project is a live/work development that will feature a new transit center (the Vista Canyon Multi-Modal Station), which will contain a Metrolink commuter rail depot and a City of Santa Clarita bus transfer station. The Metrolink commuter railroad makes up the southern and eastern boundaries of the Project Site. Across the Metrolink commuter railroad is a residential neighborhood of single-family detached homes. The Project Site is bounded by Lost Canyon Road to the west, which is elevated approximately 25 feet above the western portion of the Project Site. Lost Canyon Road has been improved as a two-lane road in each direction as part of the Vista Canyon project. Across Lost Canyon Road is the Colony, a multi-family townhome development. Please see Section 2.0, Project Description, for further description of the surrounding land uses.

Other Public Agencies whose Approval is Required:

The Project is not known or expected to require the discretionary approval of any other public agencies.

### A. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "**Potentially Significant Impact**" or "**Less Than Significant Impact With Mitigation**" as indicated by the checklist on the following pages.

[]	Aesthetics	[]	Agriculture and Forestry Resources	[x]	Air Quality	
[x]	Biological Resources	[x]	Cultural Resources	[]	Energy	Geology /Soils
[]	Geology and Soils	[]	Greenhouse Gas Emissions	[]	Hazards an Materials	d Hazardous
[]	Hydrology and Water Quality	[]	Land Use and Planning	[]	Mineral Res	ources
[]	Noise	[]	Population and Housing	[]	Public Servi	ces
[]	Recreation	[]	Transportation/Traffic	[x]	Tribal Cultu	ral Resources
[]	Utilities and Service Systems	[x]	Mandatory Findings of Signif	fican	се	

#### **B. DETERMINATION**

On the basis of this initial evaluation: Check one

- [] 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 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.
- [x] I find that the Project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) Initial Study identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.

ili Signature

Name, Title Erika Iverson, Associate Planner

Signature Name, Title \_ James Chow, Senior Planner

12/22/2020 Date

12/22/2020

Date

#### C. EVALUATION OF ENVIRONMENTAL IMPACTS:

This Draft SCEA uses the City's adopted Initial Study Checklist, which has not been updated to reflect the changes made to Appendix G of the State CEQA Guidelines. However, the analysis in Aesthetics, Cultural Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, and Transportation (i.e., the issue areas where changes to Appendix G were made) comprehensively evaluate the Project's impacts to address the changes made to Appendix G of the State CEQA Guidelines. Since the City's adopted Initial Study Checklist does not include the topics of Energy or Wildfire, those topics were added to this Initial Study Checklist pursuant to the revised Appendix G Checklist.

		Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
I. A	ESTHETICS - Would the project:				
a)	Have a substantial adverse effect on a scenic vista?	[]	[]	[]	[x]
b)	Substantially damage scenic resources, including, but not limited to, primary/secondary ridgelines, trees, rock outcroppings, and historic buildings within a state scenic highway?	[]	[]	[]	[X]
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of the site and its surroundings?	[]	[]	[]	[x]
d)	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	[]	[]	[]	[x]

**II. AGRICULTURE AND FORESTRY RESOURCES** – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	[]	[]	[]	[x]
b) Conflict with existing zoning for agricultural use, or a	[]	[]	[]	[x]

		Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	[]	[]	[]	[x]
d)	Result in the loss of forestland or conversion of forestland to non-forest use?	[]	[]	[]	[x]
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forestland to non-forest use?	[]	[]	[]	[x]
III.	<b>AIR QUALITY –</b> Where available, the significance crite management or air pollution control district may be relied Would the project:	eria establis d upon to m	hed by the a lake the follow	applicable ai wing determ	r quality inations.
a)	Conflict with or obstruct implementation of the applicable air quality plan?	[]	[]	[]	[X]
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	[]	[]	[x]	[]
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	[]	[]	[x]	[]
d)	Expose sensitive receptors to substantial pollutant concentrations?	[]	[X]	[]	[]
e)	Create objectionable odors affecting a substantial number of people?	[]	[]	[x]	[]
IV.	BIOLOGICAL RESOURCES – Would the project:				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	[]	[X]	[]	[]

		Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	[]	[]	[x]	[]
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	[]	[]	[]	[x]
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	[]	[]	[X]	[]
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, including oak trees?	[]	[]	[x]	[]
f)	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	[]	[]	[]	[x]
g)	Affect a Significant Ecological Area (SEA) or Significant Natural Area (SNA) as identified on the City of Santa Clarita ESA Delineation Map?	[]	[]	[]	[x]
V.	CULTURAL RESOURCES – Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	[]	[]	[]	[X]
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	[]	[x]	[]	[]
c)	Directly or indirectly destroy or impact a unique paleontological resource or site or unique geologic feature?	[]	[x]	[]	[]
d)	Disturb any human remains, including those interred outside of formal cemeteries?	[]	[]	[X]	[]
VI.	ENERGY – Would the project:				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	[]	[]	[x]	[]

		Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	[]	[]	[x]	[]
VI	. GEOLOGY AND SOILS – Would the project:				
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	[]	[]	[]	[]
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	[]	[]	[]	[X]
	ii) Strong seismic ground shaking?	[]	[]	[x]	[]
	iii) Seismic-related ground failure, including liquefaction?	[]	[]	[x]	[]
	iv) Landslides?	[]	[]	[]	[x]
b)	Result in substantial wind or water soil erosion or the loss of topsoil, either on- or off-site?	[]	[]	[x]	[]
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	[]	[]	[x]	[]
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	[]	[]	[x]	[]
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	[]	[]	[]	[x]
f)	Result in a change in topography or ground surface relief features?	[]	[]	[x]	[]
g)	Result in earth movement (cut and/or fill) of 10,000 cubic yards or more?	[]	[]	[x]	[]
h)	Involve development and/or grading on a slope greater than 10% natural grade?	[]	[]	[x]	[]

		Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
i)	Result in the destruction, covering, or modification of any unique geologic or physical feature?	[]	[]	[]	[X]
VI	II. GREENHOUSE GAS EMISSIONS – Would the project	ct:			
a)	Generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment?	[]	[]	[x]	[]
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	[]	[]	[x]	[]
D	K. HAZARDS AND HAZARDOUS MATERIALS – Would	the project	:		
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	[]	[]	[x]	[]
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving explosion or the release of hazardous materials into the environment (including, but not limited to oil, pesticides, chemicals, fuels, or radiation)?	[]	[]	[x]	[]
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one- quarter mile of an existing or proposed school?	[]	[]	[]	[x]
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	[]	[]	[]	[x]
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	[]	[]	[]	[X]
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	[]	[]	[]	[x]
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	[]	[]	[x]	[]

		Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
h)	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	[]	[]	[X]	[]
i)	Expose people to existing sources of potential health hazards (e.g., electrical transmission lines, gas lines, oil pipelines)?	[]	[]	[x]	[]
X.	HYDROLOGY AND WATER QUALITY – Would the pro	ject:			
a)	Violate any water quality standards or waste discharge requirements?	[]	[]	[x]	[]
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	[]	[]	[x]	[]
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	[]	[]	[x]	[]
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	[]	[]	[x]	[]
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	[]	[]	[x]	[]
f)	Otherwise substantially degrade water quality?	[]	[]	[X]	[]
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	[]	[]	[]	[x]
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	[]	[]	[]	[x]

		Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
i)	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	[]	[]	[]	[x]
j)	Inundation by seiche, tsunami, or mudflow?	[]	[]	[]	[x]
k)	Result in changes in the rate of flow, currents, or the course and direction of surface water and/or groundwater?	[]	[]	[x]	[]
I)	Other modification of a wash, channel creek, or river?	[]	[]	[]	[x]
m)	Impact stormwater management in any of the following ways:	[]	[]	[x]	[]
	<ul> <li>i) Potential impact of project construction and project post-construction activity on stormwater runoff?</li> </ul>	[]	[]	[x]	[]
	ii) Potential discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	[]	[]	[x]	[]
	iii) Significant environmentally harmful increase in the flow velocity or volume of stormwater runoff?	[]	[]	[x]	[]
	iv) Significant and environmentally harmful increases in erosion of the Project Site or surrounding areas?	[]	[]	[x]	[]
	v) Stormwater discharges that would significantly impair or contribute to the impairment of the beneficial uses of receiving waters or areas that provide water quality benefits (e.g., riparian corridors, wetlands, etc.)?	[]	[]	[x]	[]
	vi) Cause harm to the biological integrity of drainage systems, watersheds, and/or water bodies?	[]	[]	[x]	[]
	vii) Does the Proposed Project include provisions for the separation, recycling, and reuse of materials both during construction and after project occupancy?	[]	[]	[x]	[]
XI	LAND USE AND PLANNING – Would the project:				
a)	Disrupt or physically divide an established community (including a low-income or minority community)?	[]	[]	[]	[x]

		Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	[]	[]	[x]	[]
c)	Conflict with any applicable habitat conservation plan, natural community conservation plan, and/or policies by agencies with jurisdiction over the project?	[]	[]	[]	[x]
<b>XI</b> pr	. MINERAL AND ENERGY RESOURCES – Would the oject:				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	[]	[]	[]	[x]
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	[]	[]	[]	[x]
c)	Use nonrenewable resources in a wasteful and inefficient manner?	[]	[]	[x]	[]
XI	II. NOISE – Would the project result in:				
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	[]	[]	[x]	[]
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	[]	[]	[x]	[]
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	[]	[]	[x]	[]
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	[]	[]	[x]	[]
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	[]	[]	[]	[x]

		Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	[]	[]	[]	[x]
Xľ	V. POPULATION AND HOUSING – Would the project:				
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	[]	[]	[x]	[]
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere (especially affordable housing)?	[]	[]	[]	[x]
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	[]	[]	[]	[x]
X۱	I. PUBLIC SERVICES – Would the project result in:				
a)	Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
	i) Fire protection?	[]	[]	[x]	[]
	ii) Police protection?	[]	[]	[x]	[]
	iii) Schools?	[]	[]	[x]	[]
	iv) Parks?	[]	[]	[x]	[]
	v) Other public facilities?	[]	[]	[x]	[]
X۱	/I. RECREATION – Would the project:				
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	[]	[]	[x]	[]
b)	Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	[]	[]	[]	[x]

		Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
X۱	/II. TRANSPORTATION/TRAFFIC – Would the project:				
a)	Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	[]	[]	[x]	[]
b)	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	[]	[]	[]	[x]
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	[]	[]	[]	[X]
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	[]	[]	[]	[x]
e)	Result in inadequate emergency access?	[]	[]	[x]	[]
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	[]	[]	[x]	[]
X\ pro	/III. TRIBAL CULTURAL RESOURCES – Would the oject:				
a)	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
	<ul> <li>i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</li> </ul>	[]	[x]	[]	[]

		Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
	ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	[]	[x]	[]	[]
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	[]	[]	[x]	[]
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	[]	[]	[X]	[]
c)	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	[]	[]	[X]	[]
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	[]	[]	[x]	[]
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	[]	[]	[x]	[]
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	[]	[]	[x]	[]
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	[]	[]	[x]	[]
<b>XX. WILDFIRE</b> – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	[]	[]	[x]	[]

		Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	[]	[]	[x]	[]
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	[]	[]	[x]	[]
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	[]	[]	[x]	[]
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:					
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	[]	[x]	[]	[]
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	[]	[]	[×]	[]
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	[]	[]	[X]	[]

#### D. DISCUSSION OF ENVIRONMENTAL IMPACTS AND/OR EARLIER ANALYSIS

Section and Subsections	Evaluation of Impacts
Section and Subsections I. AESTHETICS	Pursuant to Senate Bill (SB) 743 (Public Resources Code [PRC] Section 21099(d)), "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5 miles of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan." PRC Section 21064.3 defines "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. PRC Section 21099 defines an infill site as a lot located within an "urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." The Project Site is located within a SCAG-designated Transit Priority Area (TPA) and is adjacent to the planned Vista Canyon Multi-Modal Center, which will include a Metrolink station. <sup>1</sup> Furthermore, provisions of SB 743 provide that this legislation "does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies" (PRC Section 21099(d)(2)(A)) and that "aesthetic impacts do not include impacts on historical or cultural resources" (PRC Section 21099(d)(2)(B). The Project would construct a maximum of 498 residential units on a vacant, previously developed site with no historic resources and is surrounded on all sides by urban uses. As such, the P
	Santa Clarita Valley, which is bounded by the San Gabriel Mountains to the south and east, the Santa Susana Mountains to the southwest, the Sierra Pelona Mountains to the north, and the mountains of the Angeles National Forest to the northeast. The surrounding natural mountains and ridgelines provide a visual backdrop for the City. Other scenic resources within or visible from the City include the Santa Clara River corridor, forested/vegetated land, and a variety of canyons and natural drainages in portions of the City. The Santa Clara River is approximately 600 feet north of the Project Site at the closest point and

<sup>&</sup>lt;sup>1</sup> Southern California Association of Governments (SCAG), Connect SoCal: The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, 2020, Exhibit 3.7 Priority Growth Area – Transit Priority Areas, p. 90.
is separated from the Project Site by the Vista Canvon Specific Plan. Currently, limited northerly views of the Sierra Pelona Mountains are available from public vantage points along north-south oriented roadways, such as Lost Canyon Road near the Project Site. Public views of the Santa Clara River are generally not available in the Project vicinity due to topography and intervening development unless the viewer is directly adjacent to the Santa Clara River corridor. The Project would develop up to 498 units on the Project Site. The maximum building height would not exceed 60 feet, including architectural elements, which is lower than the maximum building height of 66 feet, including architectural elements, for the structures currently under construction in the Vista Canyon Specific Plan immediately north of the Project Site.<sup>2</sup> Development of the Project would not obstruct existing northerly views of the Sierra Pelona Mountains or the Santa Clara River from various public vantage points south of the Project Site since such views are already obstructed by existing development. In addition, public views of the Sierra Pelona Mountains would continue to be available from north-south roadways in the Project vicinity. Therefore, the Project would not damage any scenic resources and would not significantly obstruct any views of scenic resources such that public views would no longer be available. No impact would occur. Furthermore, the Project is a residential development located within a TPA and any aesthetic impacts shall not be considered a significant impact on the environment pursuant to SB 375.

## Project-Specific Mitigation Measures

No impacts to scenic vistas would occur as a result of the Project. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for incorporation into the Project. No relevant mitigation measures from these EIRs were applicable to the Project.

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

No mitigation measures are applicable to the Project.

<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>

No mitigation measures are applicable to the Project.

<sup>&</sup>lt;sup>2</sup> City of Santa Clarita, Vista Canyon Draft EIR, SCH No. 2007071039, October 2010.

#### Vista Canyon Specific Plan EIR Mitigation Measures

No mitigation measures are applicable to the Project.

**b)** No Impact. The closest roadway identified by the California Department of Transportation's (Caltrans) State Scenic Highway program is Interstate 5 (I-5), which is designated as an Eligible State Scenic Highway.<sup>3</sup> This designated eligible segment of I-5 extends from the I-210 interchange to the State Route (SR) 126/Newhall Ranch Road interchange. The Project Site is more than 7 miles east of I-5 and is not visible from the freeway. Therefore, the Project would have no impact on scenic resources within a State scenic highway. Furthermore, the Project is a residential development located within a TPA and any aesthetic impacts shall not be considered a significant impact on the environment pursuant to SB 375.

#### **Project-Specific Mitigation Measures**

No impacts to scenic resources within a State scenic highway would occur as a result of the Project. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for incorporation into the Project. No relevant mitigation measures from these EIRs were applicable to the Project.

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

No mitigation measures are applicable to the Project.

<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>

No mitigation measures are applicable to the Project.

Vista Canyon Specific Plan EIR Mitigation Measures

No mitigation measures are applicable to the Project.

**c)** No Impact. During construction of the Project, the visual appearance of the currently vacant Project Site would be altered by the presence of construction equipment and various construction activities. Some of the activity would be visible from roadways adjacent to the Project Site. Although Project construction activities would impact the visual character of the Project area on a short-term basis, construction would not substantially alter or degrade the existing visual

<sup>3</sup> California Department of Transportation (Caltrans), California State Scenic Highway System Map, https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983, accessed October 28, 2020. character or quality of the Project Site and surrounding area. The appearance of the Project Site would be typical of construction sites in urban areas and views of construction activities would be limited in duration and location.

In the long term, the Project would utilize a mix of architectural styles to enhance visual interest. Architectural design elements would be consistent with the City's 2009 Community Character and Design Guidelines and would include variations in height, facades, articulation, mass, and scale. The visual character of the Project would also be consistent with the Vista Canyon Specific Plan and would appear as an extension of the Vista Canyon Specific Plan area. The proposed maximum building height would not exceed 4 stories, or 60 feet, including architectural elements, which would be lower than the allowed maximum building height of 66 feet, including architectural elements, for the Vista Canyon Specific Plan. The Project would also provide extensive open space, recreational opportunities, and public/private parks, including a 0.93-acre Metro Plaza on the eastern portion of the Project Site. Native and drought-tolerant tree and plant species would be incorporated to add natural elements to the Project. The proposed landscaping would be varied in texture and scale to soften surrounding architecture and create comfortable outdoor spaces. Therefore, the Project would be compatible with the surrounding community character and would not adversely affect the visual quality of the Project Site, which is currently vacant and does not contain any notable aesthetic qualities, such as mature trees, rock outcroppings, or historic buildings. In addition, the Project is subject to the development standards of the MetroWalk Specific Plan, and the aesthetic details of the Project, including the Project Site's architectural and landscape plans, are subject to City review. This ensures that the development would be designed with high professional standards and would be consistent with the aesthetic character of the surrounding community; as such, the Project would not conflict with regulations that govern aesthetic or scenic quality. Therefore, the Project would not substantially degrade the visual character or quality of the Project Site or surroundings and no significant impacts would occur. Furthermore, the Project is a residential development located within a TPA and any aesthetic impacts shall not be considered a significant impact on the environment pursuant to SB 375.

# Project-Specific Mitigation Measures

No significant impacts to visual character or scenic quality would occur as a result of the Project. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for incorporation into the Project. No relevant mitigation measures from these EIRs were applicable to the Project.

	Thus, the increased activity and light that would be generated by the Project would not detract from daytime or nighttime views. Compliance with the City's outdoor lighting restrictions and incorporation of nonreflective building materials (as proposed) would ensure that significant light and glare impacts would not occur. Furthermore, the Project is a residential development located within a TPA and any aesthetic impacts, including light and glare, shall not be considered a significant impact on the environment pursuant to SB 375.
	Project-Specific Mitigation Measures
	No impacts related to light or glare would occur as a result of the Project. Therefore, no mitigation measures are required.
	However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for incorporation into the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
	No mitigation measures are applicable to the Project.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
II. AGRICULTURE AND FORESTRY RESOURCES	<b>a) No Impact.</b> The Project Site is not within an area of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as identified by the California Department of Conservation's California Important Farmland Finder. The Project Site is classified as Other Land, which includes vacant and nonagricultural land surrounded on all sides by urban development. <sup>4</sup> Therefore, the Project would have no impact to Prime Farmland, Unique Farmland, or Farmland of Farmland of Statewide Importance.
	Project-Specific Mitigation Measures
	No Project impacts related to farmland would occur as a result of the Project. Therefore, no mitigation measures are required.

<sup>&</sup>lt;sup>4</sup> California Department of Conservation, California Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed October 28, 2020.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for incorporation into the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>b)</b> No Impact. There are no agricultural preserve areas or Williamson Act contract land in the City. In addition, the Project Site is zoned Business Park (BP). Therefore, the Project would not conflict with zoning for agricultural use or Williamson Act contracts and would have no related impact.
Project-Specific Mitigation Measures
No Project impacts related to Williamson Act contract lands would occur as a result of the Project. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for incorporation into the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.

<b>c)</b> No Impact: The Project Site is currently zoned BP and is not located within an area zoned as Open Space-National Forest (OS-NF). Therefore, the Project would not conflict with the existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned as Timberland Production. No impact would occur.
Project-Specific Mitigation Measures
No Project impacts related to forestland or timberland would occur as a result of the Project. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for incorporation into the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
City of Santa Clarita One Valley One Vision Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>d) No Impact:</b> The Project Site is currently zoned BP and is not located within an area zoned as OS-NF. In addition, the Project Site does not contain any forestland. Therefore, the Project would not result in the loss of forestland or conversion of forestland to non-forest use. No impact would occur.
Project-Specific Mitigation Measures
No Project impacts related to forestland would occur as a result of the Project. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for incorporation into the Project. No relevant mitigation measures from these EIRs were applicable to the Project.

	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures.</u>
	No mitigation measures are applicable to the Project.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	e) No Impact: There are currently no agricultural operations being conducted on the Project Site, and the Project Site is not zoned for agricultural uses. In addition, the Project Site is surrounded on all sides by urban development and there is no forestland located on or in the vicinity of the Project Site. No farmland or forestland would be converted to other uses under the Project, and no impact would occur.
	Project-Specific Mitigation Measures
	No Project impacts related to farmland or forestland would occur as a result of the Project. Therefore, no mitigation measures are required.
	However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
	No mitigation measures are applicable to the Project.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
III. AIR QUALITY	The following analysis is based in part on the information contained in the <i>MetroWalk Project Air Quality and Greenhouse Gas Study</i> (AQ/GHG Study) prepared by Rincon Consultants, Inc. in October 2020, which is included in Appendix B of this Draft SCEA.

The City is located within the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east and by the Pacific Ocean to the west. The South Coast Air Quality Management District (SCAQMD) is the designated air quality control agency in the SCAB. Under State law, the SCAQMD is required to prepare and update an Air Quality Management Plan (AQMP) every three years. Each iteration of the SCAQMD's AQMP is an update of the previous plan and has a 20year horizon. The latest AQMP, the 2016 AQMP, was adopted on March 3, 2017. It incorporates the most recent scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP. SCAG's projections for population, housing, employment and transportation activities from the 2016-2040 RTP/SCS are integrated into the 2016 AQMP.

**a) No Impact.** A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2016 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city general plans and the SCAG 2016 RTP/SCS socioeconomic forecast projections of regional population, housing and employment growth.

The development of 498 residential units on the Project Site would cause a direct increase in the population of the City. The existing population of the City of Santa Clarita is 221,932 residents, and the average household size is 2.97 persons.<sup>5</sup> Based on the average household size, the Project would generate approximately 1,479 residents (498 units x 2.97 persons/unit). In addition, the Project would generate approximately five new employment opportunities for leasing office and property maintenance staff, which may indirectly increase the City's population. The City's General Plan EIR estimated that the projected General Plan buildout population would be approximately 275,000 residents. Of this total, approximately 35,077 residents would be added to the City's population as a result of annexations within the Sphere of Influence and growth that would occur in the City's planning area between 2035 and 2040. The remaining 239,923 residents would constitute the City's population in 2035, excluding annexed areas and post-2035 growth.

The Project Site currently has a General Plan Land Use designation of BP and is also zoned BP. Since the Project would require a General Plan Amendment and Zone Change to Specific Plan, the Project's population was not accounted for in the City's population forecast. Therefore, conservatively assuming that all employees associated with the Project are new residents in the City, the Project would increase the City's anticipated 2035 population to approximately 241,407 residents (239,923 + 1,479 + 5). SCAG estimated the

<sup>&</sup>lt;sup>5</sup> California Department of Finance (DOF), E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark, May 2020, http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed June 2020.

population of the City to be approximately 202,000 residents in 2016 and projected a 2040 population for the City of 262,200 residents. Based on linear interpolation, the 2035 population of Santa Clarita is forecasted to be approximately 249,658 residents. The City's cumulative plus Project population forecast of approximately 241,407 residents would not exceed SCAG's interpolated forecast 2035 population of 249,658 residents for Santa Clarita, which represents the forecast for the City under its General Plan buildout.
The City currently provides approximately 73,500 employment opportunities. <sup>6</sup> Due to the relatively small size of the Project and the nature of the construction employment opportunities, it is anticipated that construction workers would be from the existing local or regional workforce. As discussed above, the Project would provide approximately five permanent employment opportunities, which would increase employment opportunities in Santa Clarita to 73,505. SCAG forecasts that the number of employment opportunities in Santa Clarita will increase to approximately 95,900 jobs by 2040. Therefore, project- related employment opportunities would be within SCAG's 2040 jobs forecast for Santa Clarita.
The City currently contains approximately 77,008 housing units. The Project would increase the City's housing stock by 498 units, resulting in a total of approximately 77,506 units. SCAG forecasts that the number of households in Santa Clarita will increase to approximately 90,300 units by 2040. <sup>7</sup> Therefore, the Project's increase in housing units would be within SCAG's projected 2040 housing stock for Santa Clarita.
Given the above discussion, population, employment, and housing growth associated with the Project would be within SCAG population growth forecasts, and the Project would be consistent with the underlying assumptions of the emissions forecasts contained in the AQMP. No impact would occur.
Project-Specific Mitigation Measures
No Project impacts related to the implementation of the AQMP would occur as a result of the Project. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.

<sup>&</sup>lt;sup>6</sup> Southern California Association of Governments (SCAG), 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), 2016.

<sup>&</sup>lt;sup>7</sup> Southern California Association of Governments (SCAG), 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), 2016.

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>b), c) Less Than Significant Impact.</b> Primary criteria pollutants include carbon monoxide (CO), nitrogen dioxide (NO <sub>2</sub> ), sulfur dioxide (SO <sub>2</sub> ), particulate matter with diameters of up to 10 microns (PM <sub>10</sub> ) and up to 2.5 microns (PM <sub>2.5</sub> ), and lead (Pb). Ozone (O <sub>3</sub> ) is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between volatile organic compounds (VOC) and nitrogen oxides (NO <sub>x</sub> ). The health effects of each pollutant are described in the Section 2.1.2 of the AQ/GHG Study (see Appendix B). The SCAB is a nonattainment area for the federal standards for ozone and PM <sub>2.5</sub> and the State standards for ozone, PM <sub>10</sub> , and PM <sub>2.5</sub> . The Los Angeles County portion of the SCAB is also designated nonattainment for the federal lead standard. The SCAB is designated unclassifiable or in attainment for all other federal and State standards.
Construction Emissions
<b>Table III-1</b> , Estimated Maximum Daily Total Construction Emissions, and <b>Table III-2</b> , Estimated Maximum Daily On-Site Construction Emissions, summarize the estimated maximum daily emissions and estimated maximum daily on-site emissions, respectively, of pollutants associated with construction of the Project. Emissions modeling accounts for compliance with SCAQMD Rule 403, which regulates fugitive dust emissions during demolition, grading, and construction activities to minimize emissions of PM <sub>10</sub> and PM <sub>2.5</sub> , and SCAQMD Rule 1113, which regulates the VOC content of architectural coatings to minimize emissions of VOCs during construction activities. As shown in <b>Table III-1</b> and <b>Table III-2</b> , construction emissions of VOC, NO <sub>x</sub> , CO, SO <sub>2</sub> , PM <sub>10</sub> , and PM <sub>2.5</sub> would not exceed SCAQMD regional thresholds or local significance threshold (LST). Therefore, Project construction emissions would not result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is in nonattainment under an applicable federal or State ambient air quality standard. The impact would be less than significant.

# 4.0 INITIAL STUDY CHECKLIST

	<u> </u>	Maxin		issions (lk		
			s/uay)			
Construction Year	VOC	NOx	CO	SO <sub>2</sub>	<b>PM</b> <sub>10</sub>	
2022			1	1	1	
Site Preparation	0.9	8.6	4.7	< 0.1	2.8	1.7
Grading	4.7	47.2	33.7	0.1	4.3	2.6
Utility Improvements	0.9	8.5	4.6	< 0.1	2.7	1.6
2023						
Utility Improvements	0.8	7.0	4.2	< 0.1	2.7	1.6
Paving	0.6	5.1	7.6	< 0.1	0.3	0.3
Building Construction	5.9	37.6	57.9	0.1	7.9	3.′
Building Construction + Architectural Coating	18.0	57.9	89.7	0.2	10.0	4.3
2024						
Building Construction + Architectural Coating	17.5	54.9	88.1	0.2	9.7	4.(
2025						
Building Construction + Architectural Coating	9.3	51.7	86.5	0.2	9.4	3.8
2026						
Building Construction + Architectural Coating	9.2	51.5	85.3	0.2	9.4	3.8
2027						
Building Construction + Architectural Coating	9.1	51.4	84.2	0.2	9.5	3.8
Maximum Emissions (Ibs/day)	18.0	57.9	89.7	0.2	10.0	4.3
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Notes: VOC = volatile organic compounds; NO <sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SC = sulfur dioxide; PM <sub>10</sub> = particulate matter measuring 10 microns or less in diameter; PM <sub>2.5</sub> particulate matter measuring 2.5 microns or less in diameter						

for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from CalEEMod's "mitigated" results, which is a term of art for the modeling output and is not equivalent to mitigation measures that may apply to the CEQA impact analysis. The CalEEMod "mitigated" results account for compliance with regulations and project design features. Emissions presented are the highest of the winter and summer modeled emissions.

Source: Rincon Consultants, Inc., 2020.

Estimated Maximu	ا um Daily	Гable III y <u>On-Si</u>	l-2 te Cons	structio	n <u>Emis</u> s	sions
		Maxin	num Emi	ssions (Ib	s/day)	
Construction Year	voc	NOx	со	SO <sub>2</sub>	<b>PM</b> 10	PM <sub>2.5</sub>
2022						
Site Preparation	0.9	8.4	4.5	< 0.1	3.1	1.9
Grading	4.6	47.1	32.6	0.1	4.4	2.6
Utility Improvements	0.9	8.4	4.5	< 0.1	3.1	1.9
2023						
Utility Improvements	0.8	7.0	4.0	< 0.1	3.0	1.8
Paving	0.5	5.1	7.3	< 0.1	0.3	0.2
Building Construction	3.5	28.3	39.3	0.1	1.4	1.3
Building Construction + Architectural Coating	15.5	48.4	66.2	0.1	2.3	2.2
2024						
Building Construction + Architectural Coating	15.2	45.4	66.2	0.1	2.0	1.9
2025			1			л Г
Building Construction + Architectural Coating	6.7	42.5	66.0	0.1	1.7	1.7
2026						
Building Construction + Architectural Coating	6.7	42.5	66.0	0.1	1.7	1.7
2027			1			
Building Construction + Architectural Coating	6.7	42.5	66.0	0.1	1.7	1.7
Maximum On-site Emissions (Ibs/day)	15.5	48.4	66.2	0.1	4.4	2.6
SCAQMD LSTs Screening Thresholds <sup>a</sup>	N/A	246	1,644	N/A	12	6
Threshold Exceeded?	N/A	No	No	N/A	No	No
Notes: VOC = volatile organic compounds; NO <sub>X</sub> = nitrogen oxides; CO = carbon monoxide; SO <sub>2</sub> = sulfur dioxide; $PM_{10}$ = particulate matter measuring 10 microns or less in diameter; $PM_{2.5}$ = particulate matter measuring 2.5 microns or less in diameter All emissions modeling was completed using CalEEMod. See Appendix A of the AQ/GHG Study for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from CalEEMod's "mitigated" results, which is a term of art for the modeling output and is not equivalen to mitigation measures that may apply to the CEQA impact analysis. The CalEEMod "mitigated results account for compliance with regulations. Emissions presented are the highest of the winte end summer medoled emissions.						
<sup>a</sup> LSTs are for a 5-acre project site in SRA 13 with sensitive receptors within a distance of 82 fee from the site boundary.						

### **Operational Emissions**

**Table III-3**, Estimated Operational Emissions, summarizes the estimated maximum daily emissions of pollutants associated with operation of the Project. The majority of Project-related operational emissions would result from vehicle trips to and from the site. As shown in **Table III-3**, operational emissions would not exceed SCAQMD regional thresholds for criteria pollutants. Therefore, Project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or State ambient air quality standard.

	Maximum Daily Emissions (lbs/day)					
Emission Source	voc	NOx	со	SO <sub>2</sub>	<b>PM</b> 10	PM <sub>2.5</sub>
Area	14.2	0.5	41.1	< 0.1	0.2	0.2
Energy	0.2	1.7	0.7	< 0.1	0.1	0.1
Mobile	4.6	7.8	46.2	0.1	2.5	1.0
Project Emissions	19.0	10.0	88.0	0.1	2.8	1.3
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Table III-3 Estimated Operational Emissions

Notes: VOC = volatile organic compounds;  $NO_x$  = nitrogen oxides; CO = carbon monoxide;  $SO_2$  = sulfur dioxide;  $PM_{10}$  = particulate matter measuring 10 microns or less in diameter;  $PM_{2.5}$  = particulate matter measuring 2.5 microns or less in diameter

All emissions modeling was completed using CalEEMod and EMFAC2017. See Appendix A of the AQ/GHG Study for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from CalEEMod's "mitigated" results which is a term of art for the modeling output and is not equivalent to mitigation measures that may apply to the CEQA impact analysis. The CalEEMod "mitigated" results include compliance with regulations. Emissions presented are the highest of the winter and summer modeled emissions.

Source: Rincon Consultants, Inc., 2020.

Based on the above, the Project would not violate any air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or State ambient air quality standard. Therefore, impacts would be less than significant.

### Project-Specific Mitigation Measures

Project impacts related to the increase of criteria pollutants for which the Project region is in nonattainment under federal or State standards

were determined to be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from 2020-2045 RTP/SCS PEIR MMRP and the City of Santa Clarita One Valley One Vision PEIR MMP have been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
<b>PMM AQ-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:
a. Minimize land disturbance.
<ul> <li>Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.</li> </ul>
c. Cover trucks when hauling dirt.
d. Stabilize the surface of dirt piles if not removed immediately.
e. Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
f. Minimize unnecessary vehicular and machinery activities.
g. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
<ul> <li>Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.</li> </ul>
<ul> <li>On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.</li> </ul>
j. Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement

	of the applicable percent reduction for a CARB-approved fleet
	Daily logging of the operating hours of the equipment should also be required.
k.	Ensure that all construction equipment is properly tuned and maintained.
I.	Minimize idling time to 5 minutes or beyond regulatory requirements saves fuel and reduces emissions.
m.	Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
n.	Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
0.	Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.
p.	As appropriate require that portable engines and portable engine- driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.
q.	Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and

	their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.
r.	Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.
S.	Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.
t.	Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.
u.	Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).
V.	As applicable for airport projects, the following measures should be considered:
	- Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines.
	- Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project.
	- Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum.
W.	As applicable for port projects, the following measures should be considered:
	- Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE).
	- Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress.

	-	Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power.
	-	Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized.
	-	Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin.
	-	Encourage the participation in the Green Ship Incentives.
	-	Offer incentives to encourage the use of on-dock rail.
Х.	As coi	applicable for rail projects, the following measures should be nsidered:
	-	Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards.
у.	Pro fre eff Re filtr the	ojects that will introduce sensitive receptors within 500 feet of eways and other sources should consider installing high iciency of enhanced filtration units, such as Minimum Efficiency porting Value (MERV) 13 or better. Installation of enhanced ration units can be verified during occupancy inspection prior to e issuance of an occupancy permit.
Z.	De pro	velop an ongoing monitoring, inspection, and maintenance ogram for the MERV filters.
	-	Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside.
	-	Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued.
	-	Disclose the potential increase in energy costs for running the HVAC system to prospective residents.
	-	Provide information to residents on where MERV filters can be purchased.
	-	Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units.

- Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time.
<ul> <li>Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units.</li> </ul>
<ul> <li>Set criteria for assessing progress in installing and replacing the enhanced filtration units; and</li> </ul>
<ul> <li>Develop a process for evaluating the effectiveness of the enhanced filtration units.</li> </ul>
aa. Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.
bb. The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible:
- Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.
<ul> <li>Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.</li> </ul>
- Nonroad diesel engines on site shall be Tier 2 or higher.
<ul> <li>Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp.</li> </ul>
<ul> <li>Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer.</li> </ul>
- Diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend approved by the original engine manufacturer with sulfur content of 15 ppm or less.
- The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following:
i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment.

	<ul> <li>Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation.</li> </ul>
	iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date.
	- The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.
	<ul> <li>The contractor shall maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator onsite, includes:</li> </ul>
	i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date.
	ii. Any problems with the equipment or emission controls.
	<li>iii. Certified copies of fuel deliveries for the time period that identify:</li>
	1. Source of supply
	2. Quantity of fuel
	<ol> <li>Quantity of fuel, including sulfur content (percent by weight)</li> </ol>
cc	c. Project should exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code). The following measures can be used to increase energy efficiency:
	- Install programmable thermostat timers
	<ul> <li>Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24).</li> </ul>
	<ul> <li>Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the Energy Star and Other Climate Protection Partnerships Annual Reports.)</li> </ul>
	- Install higher efficacy public street and area lighting
	- Limit outdoor lighting requirements
	- Replace traffic lights with LED traffic lights
	<ul> <li>Establish onsite renewable or carbon neutral energy systems</li> <li>generic, solar power and wind power</li> </ul>
	- Utilize a combined heat and power system

-	Establish methane recovery in Landfills and Wastewater Treatment Plants.
-	Locate project near bike path/bike lane
-	Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers.
-	Provide traffic calming measures, such as:
	i. Marked crosswalks
	ii. Count-down signal timers
	iii. Curb extensions
	iv. Speed tables
	v. Raised crosswalks
	vi. Raised intersections
	vii. Median islands
	viii. Tight corner radii
	ix. Roundabouts or mini-circles
	x. On-street parking
	xi. Chicanes/chokers
-	Create urban non-motorized zones
-	Provide bike parking in non-residential and multi-unit residential projects
-	Dedicate land for bike trails
-	Limit parking supply through:
	i. Elimination (or reduction) of minimum parking requirements
	ii. Creation of maximum parking requirements
	iii. Provision of shared parking
-	Require residential area parking permit.
-	Provide ride-sharing programs
	i. Designate a certain percentage of parking spacing for ride sharing vehicles
	ii. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles
	iii. Providing a web site or messaging board for coordinating rides

iv. Permanent transportation management association membership and finding requirement.			
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>			
<b>3.3-1:</b> Prior to implementing project approval, applicants for implementing projects shall develop a Construction Traffic Emission Management Plan to minimize emissions from vehicles including, but not limited to, scheduling truck deliveries to avoid peak hour traffic conditions, consolidating truck deliveries, and prohibiting truck idling in excess of 5 minutes.			
<b>3.3-2:</b> Prior to grading permit issuance, applicants for implementing projects shall develop a Construction Emission Management Plan to minimize construction-related emissions. The Construction Emission Management Plan shall require the use of Best Available Control Measures, as specified in Table 1 of SCAQMD's Rule 403. If potentially significant impacts are identified after the implementation of the SCAQMD recommended Best Available Control Measures, the Construction Emission Management Plan shall include the following additional elements:			
<ul> <li>Application of non-toxic chemical soil stabilizers or apply water to form and maintain a crust on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).</li> </ul>			
<ul> <li>Application of non-toxic binders to exposed areas after cut and fill operations and hydroseeded areas.</li> </ul>			
• Cover or application of water or non-toxic chemical suppressants to form and maintain a crust on inactive storage piles.			
<ul> <li>Planting of vegetative ground cover in disturbed areas as soon as possible and where feasible.</li> </ul>			
<ul> <li>Operate street sweepers that comply with SCAQMD Rules 1186 and 1186.1 on roads adjacent to the construction site so as to minimize dust emissions. Paved parking and staging areas shall be swept daily.</li> </ul>			
<ul> <li>Scheduling truck deliveries to avoid peak hour traffic conditions, consolidating truck deliveries, and prohibiting truck idling in excess of 5 minutes.</li> </ul>			
<ul> <li>Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.</li> </ul>			
• Pave or apply gravel on roads used to access the construction sites when possible.			

•	Schedule construction activities that affect traffic flow to off-peak hours (e.g., between 7:00 PM and 6:00 AM, and between 10:00 AM and 3:00 PM).
•	Use of diesel-powered construction equipment shall use ultra-low sulfur diesel fuel.
•	Use electric welders to avoid emissions from gas or diesel welders when such equipment is commercially available.
•	Use electricity or alternate fuels for on-site mobile equipment instead of diesel equipment when such equipment is commercially available.
•	Use on-site electricity or alternative fuels rather than diesel- powered or gasoline-powered generators when such equipment is commercially available.
•	Maintain construction equipment by conducting regular tune- ups according to the manufacturers' recommendations.
•	In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each unit's certified tier specification, BACT documentations, and CARB, SCAQMD, or ICAPCD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
•	Designate personnel to monitor dust control measures to ensure effectiveness in minimizing fugitive dust emissions.
•	An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.
•	The contractor shall utilize low-VOC content coatings and solvents that are consistent with applicable SCAQMD and ICAPCD rules and regulations.
•	Consideration shall be given to use of other transportation methods to deliver materials to the construction sites (for example, trains or conveyors) if it would result in a reduction of criteria pollutant emissions.

<b>3.3-3:</b> Prior to implementing project approval, applicants for implementing projects shall be required to conduct an LST analysis.
<b>3.3-4:</b> Prior to the issuance of Building Permits, the applicant shall submit building plans to the City and/or County Building Department to demonstrate that all residential buildings are designed to achieve energy efficiency in accordance with applicable state, City, and/or County green building or equivalent standards.
<b>3.3-7:</b> New residential developments shall allow only natural gas-fired hearths and shall prohibit the installation of wood-burning hearths and woodburning stoves.
<b>3.3-8:</b> Prior to implementing project approval, tract maps and other sensitive uses located within 500 feet from the closest right of way of Interstate 5 and State Route 14 shall be required to conduct a health risk assessment
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>d)</b> Less Than Significant Impact with Mitigation. The closest existing sensitive receptors to the Project Site are multi-family homes located approximately 200 feet west of the Project Site, and the nearest planned sensitive receptors are residences sited approximately 100 feet north of the Project Site in the Vista Canyon Specific Plan area, which is currently under construction. Additional sensitive receptors include single-family residences approximately 250 feet south of the Project Site across the railroad tracks.
Carbon Monoxide Hotspots
A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 parts per million (ppm) or the federal and State eighthour standard of 9.0 ppm. <sup>8</sup>
The entire SCAB is in conformance with State and federal CO standards, and most air quality monitoring stations no longer report CO levels. No stations in the vicinity of the Project Site have monitored CO in the last four years. The maximum 8-hour average CO value at the Santa Clarita monitoring station in 2019 was 1.2 parts per million (ppm), which is below the state and federal 8-hour CO standard of 9.0

<sup>8</sup> California Air Resources Board (CARB), Ambient Air Quality Standards, May 4, 2016, http://www.arb.ca.gov/research/aaqs/aaqs2.pdf, accessed March 2020.

ppm.<sup>9</sup> As shown in **Table III-1** and **Table III-2**, during construction. maximum daily CO emissions would be 89.7 pounds, and maximum on-site emissions would be 66.2 pounds, which would not exceed SCAQMD's regional threshold of 550 pounds per day or LST screening criteria of 1,664 pounds per day for CO. Likewise, as shown in Table III-3, operational emissions from area, energy, and mobile sources combined would generate maximum daily CO emissions of approximately 88.0 pounds, which is below the SCAQMD regional threshold of 550 pounds. Both the SCAQMD's regional thresholds and LSTs are designed to be protective of public health. Based on the low background level of CO in the Project area, ever-improving vehicle emissions standards for new cars in accordance with State and federal regulations, and the Project's low level of operational CO emissions, the Project would not create new hotspots or contribute substantially to existing hotspots. Localized air quality impacts related to CO hot spots would be less than significant.

# **Toxic Air Contaminants**

CARB's Air Quality and Land Use Handbook: A Community Health Perspective provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). SCAQMD adopted similar recommendations in its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Together, the CARB and SCAQMD guidelines recommend siting distances both for the development of sensitive land uses in proximity to toxic air contaminant (TAC) sources and for the addition of new TAC sources in proximity to existing sensitive land uses.

One of the main sources of TACs in California is diesel engines that emit exhaust containing solid material known as diesel particulate matter (DPM), which are associated with cancer health risks.

Potential TAC emission impacts from DPM during Project construction were evaluated separately in the *Construction Health Risk Assessment* prepared for the Project by Rincon Consultants, Inc., dated September 2020, which is included as Appendix C of this Draft SCEA. **Table III-4**, Health Risks Associated with Construction Activity, presents the estimated incremental excess cancer risk and chronic health risk resulting from Project construction activities at the off-site Most Exposed Individual Resident (MEIR), as well as the on-site MEIR for proposed future multi-family residential units. As shown therein, incremental excess cancer risk and chronic health risk at the MEIRs would exceed SCAQMD thresholds. Therefore, Project construction would potentially expose sensitive receptors to substantial TAC

<sup>&</sup>lt;sup>9</sup> CARB, Top 4 Summary: Select Pollutant, Years, & Area, 2020, https://www.arb.ca.gov/adam/topfour/topfour1.php, accessed December 2019.

concentrations, and construction-related impacts would be significant. Implementation of **Mitigation Measure AQ-1** would be required to reduce the impact to a less-than-significant level. **Mitigation Measure AQ-1** would require all diesel-fueled equipment used during construction to be equipped with Tier 4 Final engines or their equivalent. **Table III-5**, Mitigated Health Risks Associated with Construction Activity, summarizes the anticipated construction-related cancer risk at both the off-site and on-site MEIR with implementation of **Mitigation Measure AQ-1**.

Table III-4	
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Health NISKS ASSOCIATED WITH CONSTRUCTION ACTIVITY
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	Excess Cancer	
Scenario	Risk (per million)	Chronic Health Risk <sup>a</sup>
Off-Site MEIR (Vista Canyon Specific Plan Area Apartments)	42.4	0.214
Future Residences (On-Site) MEIR	28.1	0.145
SCAQMD Significance Threshold	>10	>1
Threshold Exceeded?	Yes	No

MEIR = Most Exposed Individual Resident; SCAQMD = South Coast Air Quality Management District

<sup>a</sup> Noncancer health impacts are determined by dividing the airborne concentration at the receptor by the appropriate Reference Exposure Level (REL) for that substance. A REL is defined as the concentration at which no adverse noncancer health effects are anticipated. Because noncancer health impacts are assessed as the ratio of airborne concentration versus the REL, the resulting hazard index is unitless.

Source: Rincon Consultants, 2020.

T	able III-5	
Mitigated Health Risks Ass	sociated with Cons	struction Activity
	Excess Cancer	
	Risk (per	Chronic
- ·		

Scenario	million)	Health Risk <sup>a</sup>
Off-Site MEIR (Vista Canyon Specific Plan Area Apartments)	3.7	0.019
Future Residences (On-Site) MEIR	2.6	0.014
SCAQMD Significance Threshold	>10	>1
Threshold Exceeded?	No	No

MEIR = Most Exposed Individual Resident; SCAQMD = South Coast Air Quality Management District

<sup>a</sup> Noncancer health impacts are determined by dividing the airborne concentration at the receptor by the appropriate Reference Exposure Level (REL) for that substance. A REL is defined as the concentration at which no adverse noncancer health effects are anticipated. Because noncancer health impacts are assessed as the ratio of airborne concentration versus the REL, the resulting hazard index is unitless.

Source: Rincon Consultants, 2020.

As demonstrated in **Table III-5**, mitigated cancer and non-cancer health risk associated with construction activities would not exceed SCAQMD's health risk criteria. Additional actions required pursuant to **Mitigation Measure AQ-1**, such as staging and haul route restrictions, would further reduce health risk at sensitive receptors. However, quantification of

emissions reductions associated with these restrictions would be largely		
speculative at this time as specific information regarding which equipment		
would be located or operating in restricted staging areas and for how		
long is not presently known. Nevertheless, Project construction with the		
use of Tier 4 Final engines for all diesel-fueled equipment, or use of		
control technology sufficient to achieve the same average fleet emissions		
reduction, would result in construction-related health risks below		
SCAQMD significance thresholds. As such, construction impacts would		
be less than significant with mitigation incorporated.		

The Project would include residential land uses, which are not sources of substantial TAC emissions based on review of the air toxic sources listed in SCAQMD's and CARB's guidelines. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under the California Accidental Release Program. Because operation of the Project would not include substantial TAC sources, the Project would not expose off-site sensitive receptors to significant amounts of carcinogenic or TACs. Operational impacts would be less than significant.

Based on the above, the Project would not expose sensitive receptors to substantial pollutant concentrations related to CO hotspots or TACs (with implementation of **Mitigation Measure AQ-1**), and impacts would be less than significant.

# Project-Specific Mitigation Measures

**Mitigation Measure AQ-1:** The project applicant or contractor shall select equipment during construction to minimize emissions. The Project applicant shall submit a construction management plan to the City of Santa Clarita for review and approval, prior to issuance of any grading and building permits. The construction management plan shall demonstrate that the off-road equipment used on site to construct the project would include the following:

- All diesel-fueled equipment used during project construction shall be equipped with Tier 4 Final engines. In the event that Tier 4 Final engines are not commercially available, use of alternatively fueled (i.e., non-diesel) equipment or other control technology (i.e., dieselparticulate filters) may suffice, as long as an overall average fleet exhaust PM2.5 emissions reduction of 89 percent below emission levels estimated for the standard fleet mix in the California Emissions Estimator Model can be demonstrated.
- Construction equipment staging shall be situated as far from existing residential receptors as possible.
- Construction haul routes shall be limited to paved roads and minimize travel adjacent to existing residences.

Pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP and City of Santa Clarita One Valley One Vision PEIR MMP have been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
Please refer to Mitigation Measure PMM AQ-1, above.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
Please refer to <b>Mitigation Measures 3.3-1 through 3.3-4 and 3.3-7</b> and 3.3-8, above.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
e) Less Than Significant Impact. The Project would generate oil and diesel fuel odors during construction from equipment use, as well as odors related to asphalt paving and architectural coating (i.e., painting). The odors would be limited to the construction period and would be intermittent and temporary. Furthermore, these odors would dissipate rapidly with distance from in-use construction equipment. With respect to operation, the SCAQMD's <i>CEQA Air Quality Handbook</i> identifies land uses associated with odor complaints to be agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. Residential uses are not identified on this list. In addition, the Project would be required to comply with SCAQMD Rule 402 during both construction and operation, which prohibits the discharge of air contaminants that would cause injury, detriment, nuisance, or annoyance to the public. Therefore, the Project would not generate objectionable odors affecting a substantial number of people, and impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to objectionable odors would be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measure from the City of Santa Clarita One Valley One Vision PEIR MMP has been included:

[	
	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
	<b>3.3-9:</b> Prior to implementing project approval, tract maps and other sensitive uses located within the screening level distances of potential sources of odors, or new sources of odors located within the screening level distances of existing or reasonably foreseeable sensitive uses, as defined by the SCAQMD, shall be required to conduct an odors assessment.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
IV. BIOLOGICAL RESOURCES	The following analysis is based in part on the information contained in the <i>MetroWalk Project Biological Resources Assessment</i> prepared by Rincon Consultants, Inc. in October 2020, which is included in Appendix D of this Draft SCEA.
	a) Less Than Significant Impact With Mitigation. No wildlife species are expected to occur within the Project Site that are listed, proposed for listing, or candidates for listing as threatened or endangered by the U.S. Fish and Wildlife Service (USFWS) under the federal Endangered Species Act (ESA) or by the California Department of Fish and Wildlife (CDFW) under the California ESA or the Native Plant Protection Act. However, given the heightened level of protection these species receive, in the interest of transparency, listed species that have been documented in the Project vicinity, but are not expected to occur on the Project Site, include the California gnatcatcher ( <i>Polioptila californica</i> ), least Bell's Vireo ( <i>Vireo bellii pusillus</i> ), southwestern willow flycatcher ( <i>Empidonax trailii extimus</i> ), yellow-billed cuckoo ( <i>Coccyzus americanus occidentalis</i> ), California red-legged frog ( <i>Rana draytonii</i> ), and arroyo toad ( <i>Anaxyrus californicus</i> ).
	No special-status plants or wildlife species were observed within the Project Site, either during the reconnaissance-level survey or during protocol floristic surveys. However, queries of the California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS) database indicated that special-status species have been documented within the nine-quadrangle area surrounding the Project Site, and some have potential to occur within the Project Site based on habitat requirements and site characteristics. A protocol floristic survey was conducted to address this possibility, but the protocol floristic survey yielded negative results, indicating that regardless of the presence of suitable habitat on-site for some species, rare plants are not present within the Project Site. In particular, the survey confirmed that the slender mariposa lily ( <i>Calochortus clavatus</i> ssp.

*gracilis*), which was detected on the adjacent Vista Canyon Specific Plan area during surveys for that project in 2008, is not present.

Similarly, the Project Site contains suitable habitat for a number of sensitive wildlife species and native birds protected under the provisions of the federal Migratory Bird Treaty Act of 1918 (MBTA) and the California Fish and Game Code (CFGC). Although no sensitive wildlife species were observed during the field survey, several specialstatus species were detected during surveys of the adjacent Vista Canyon Specific Plan area in 2008, some of which may occur on the Project Site. Based on the literature review and field surveys performed, the San Diego black-tailed jackrabbit (Lepus californicus bennettii), a CDFW-designated Species of Special Concern, has a high potential to occur within the Project Site. In addition, two Species of Special Concern, the coastal whiptail (Aspidoscelis tigris steinegeri) and the coast horned lizard (Phrynosoma blainvillii), as well as the California horned lark (Eremophila alpestris actia), a Watch List species, have moderate potential to occur within the Project Site. Three active protected native bird nests in big sagebrush shrubs were encountered during the field survey.

During construction, the Project would remove all existing habitat. including on-site shrubs that provide nesting habitat, from the 20.4acre Project Site. The black-tailed jackrabbit is a mobile species, and most individuals would be expected to avoid construction equipment. However, in the event that jackrabbits are not able to escape, injury or mortality to individual jackrabbits could occur due to being struck or crushed by vehicles. This impact would be especially acute if mother jackrabbits were injured or killed while tending their young. Similarly, since coastal whiptails and coast horned lizards are low-mobility species, it is unlikely they would be able to escape injury or mortality during site grading. Without mitigation, the Project's impacts on the black-tailed jackrabbit, coastal whiptails, and coast horned lizards would be potentially significant. These impacts would be reduced to a less-than-significant level by the relocation efforts required by Mitigation Measure BIO-1, during which gualified biologists would survey the Project Site for these species and usher them off-site if encountered. Because the habitat to be removed is largely in a degraded condition, and because habitats for the black-tailed jackrabbit, coastal whiptails, and coast horned lizards are abundant regionally, loss of habitat would not significantly impact these specialstatus species.

If site preparation occurs outside the bird breeding season (typically February 1 through August 31), California horned lark and other protected native bird individuals present would be able to fly and avoid contact with construction equipment. However, if vegetation removal or site preparation occurs during the breeding season, birds may be committed to tending nests with eggs or nestlings and unable to avoid

contact with equipment. In these cases, the Project could lead to mortality of adults, eggs, and nestlings. Additionally, effects, such as noise, dust, and human presence during construction, could agitate birds and cause nest abandonment even if nests are not directly destroyed. These impacts would be significant without mitigation. **Mitigation Measure BIO-2** would require preconstruction nesting bird surveys to be conducted during the breeding season, along with avoidance of any active nests that are detected and an appropriate buffer. This mitigation measure would reduce impacts to the California horned lark and other protected native birds to a less-than-significant level and would also serve to ensure compliance with federal and State laws protecting birds' nests. Because the habitat to be removed is largely in a degraded condition, and because habitats for the California horned lark and protected native birds are abundant regionally, loss of habitat would not significantly impact these species.

Therefore, the Project would not have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, and impacts would be less than significant with implementation of mitigation.

### Project-Specific Mitigation Measures

**Mitigation Measure BIO-1:** Sixty days prior to grading activities, a qualified biologist shall contact and consult with City staff regarding the timing of preconstruction surveys. In any event, within 30 days prior to grading activities, a qualified biologist shall conduct a survey within appropriate habitat areas to relocate individual coastal whiptail, coast horned lizard, and San Diego black-tailed jackrabbit in order to avoid or minimize take of these sensitive species. Relocation will occur through live capture and release, or in the case of black-tailed jackrabbits, by encouraging the animals to leave the site. Individuals shall be relocated to nearby undisturbed areas with suitable habitat, as identified by the qualified biologist in consultation with City staff. Results of the surveys and relocation efforts shall be provided to the City. Collection and relocation of animals shall only occur with the proper handling permits, as applicable.

**Mitigation Measure BIO-2:** Beginning 30 or more days prior to the removal of any suitable nesting habitat that will occur during the bird breeding and nesting season of February 1 through August 31, the applicant shall arrange for weekly bird surveys to detect the California horned lark or any other nesting bird species protected by the California Fish and Game Code or Migratory Bird Treaty Act, in the habitats to be removed and any other suitable nesting habitat within 300 feet of the construction work areas. The surveys shall be conducted by a qualified biologist using industry-accepted survey protocols. The surveys shall continue on a weekly basis, with the last survey being conducted no more than 7 days prior to the initiation of

any construction work involving vegetation removal and/or within 300 feet of off-site nesting habitat.

If an active nest is found, clearing and construction within 300 feet of the nest shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest site shall be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the ecological sensitivity of the area. Incursion into the protective buffer shall only occur at the discretion of a qualified biologist, and only if monitoring and other protective measures are implemented to ensure that work activities are not affecting the nest. Results of the surveys, including surveys to locate nests, shall be provided to the City. The results shall include a description of any nests located and measures to be implemented to avoid nest sites.

Pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP and the City of Santa Clarita One Valley One Vision PEIR MMP have been included in addition to the above Project-specific mitigation measures:

### SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

**PMM BIO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a. Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.
- b. Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include:

	i. Impact minimization strategies
	ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts
	iii. Use of in-kind mitigation bank credits
	iv. Funding of research and recovery efforts
	v. Habitat restoration
	vi. Establishment of conservation easements
	vii. Permanent dedication of in-kind habitat
C.	Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.
d.	Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species.
e.	Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources.
f.	Retain a qualified botanist to document the presence or absence of special status plants before project implementation.
g.	Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.
h.	Appoint a qualified biologist to monitor implementation of mitigation measures.
i.	Schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.
j.	Develop an invasive species control plan associated with project construction.
k.	If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife.

I. Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.
m. Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.
n. Project design should address the protection of habitat on both sides of a freeway to improve effectiveness of the crossings.
o. Project sponsors shall consider the impacts of nitrogen deposition on sensitive species.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
<b>3.7-1:</b> When required, biological site survey reports shall include an analysis of the potential for a proposed project to: (1) result in direct or indirect mortality of special status species; (2) interfere with the breeding, feeding, and/or sheltering behaviors of such species; (3) adversely affect habitat occupied by such species; and (4) reduce wildlife movement and/or habitat connectivity.
Reports must be prepared by qualified biological consultants.
• Reports must include specific information regarding site location, on-site and surrounding biological resources, observed and detected species, site photographs, vegetation map, literature sources, timing of surveys, project footprint, anticipated project impacts, proposed mitigation measures, and additional recommended surveys. Such reports must be submitted to City staff for review and oversight as part of the project-level CEQA compliance process.
<b>3.7-2:</b> If construction activities have the potential to significantly affect special status species, the biological site survey report shall propose mitigation measures that: (1) require pre-construction surveys for special-status species surveys; and (2) ensure avoidance, relocation, or safe escape of special-status species from construction activity, whichever action is the most appropriate. If special-status species are found to be brooding, denning, nesting, etc. on site during the preconstruction survey, construction activity shall be halted until offspring are weaned, fledged, etc. and are able to escape the site or be safely relocated to appropriate off-site habitats. A qualified biologist shall be on site to conduct surveys, to perform or oversee implementation of protective measures, and to determine when construction activity may resume.

Vista Canyon Specific Plan EIR Mitigation Measures

No mitigation measures are applicable to the Project.

**b)** Less Than Significant Impact. There is no riparian habitat on the Project Site. Therefore, the Project would have no impact on any riparian habitat.

The Project would remove all 20.4 acres of existing habitat from the Project Site, which includes 3.5 acres of big sagebrush scrub dominated by a mixture of Parish's big sagebrush (A.t. parishii) and common big sagebrush. Parish's big sagebrush is designated as sensitive by CDFW although the on-site occurrence is ecologically degraded. Approximately 50 percent of the big sagebrush individuals in the on-site stands are Parish's big sagebrush. Thus, the on-site stands do not represent a pure example of this community. In addition, the Project Site has been disked routinely for agricultural purposes, and all vegetation on the Project Site currently occurs in a disturbed setting that includes soil disturbance and a prevalence of non-native plant species. Finally, the acreage of this habitat is limited and occurs in a fragmented configuration interspersed with non-native weedy habitat. Accordingly, the Project's impact on big sagebrush scrub would be less than significant. Therefore, the Project would not have a substantial adverse effect on other sensitive natural community identified in local or regional plans, policies, or regulations, and impacts would be less than significant.

#### **Project-Specific Mitigation Measures**

No Project impacts related to riparian habitat would occur as a result of the Project, and Project impacts related to sensitive communities were determined to be less than significant. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP has been included:

#### SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

**PMM BIO-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a.	Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA.
b.	Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.
c.	Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state- listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code.
d.	Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds.
e.	Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season.
f.	Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities.
g.	Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. Where practicable and feasible, require upland buffers that sufficiently minimize impacts to riparian corridors.
h.	Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required.
i.	Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities.
j.	Appoint a qualified wetland biologist to monitor implementation of mitigation measures.
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k.	Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased.
I.	When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects.
m.	Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan.
n.	Install fencing and/or mark sensitive habitat to be avoided during construction activities.
0.	Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist.
p.	Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist.
q.	Complete habitat enhancement (e.g., through removal of non- native invasive wetland species and replacement with more ecologically valuable native species).
r.	Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.
<u>Cit</u> Me	y of Santa Clarita One Valley One Vision Program EIR Mitigation
No	mitigation measures are applicable to the Project.
<u>Vis</u>	ta Canyon Specific Plan EIR Mitigation Measures
No	mitigation measures are applicable to the Project.

c) No Impact. The Project Site does not contain State or federally protected wetlands, and, as such, the Project would not affect these resources. However, the Project Site contains a man-made detention basin in the northwestern corner. The basin is unvegetated, except for sparse non-native grasses and forbs, and did not exhibit signs of prolonged inundation. This feature is not an aquatic resource subject to federal or State agency jurisdiction under the Clean Water Act, Porter-Cologne Water Quality Control Act, or CFGC Sections 1600 et seq. for the following reasons: (1) the basin is a stormwater control feature, and such features are explicitly excluded from federal Clean Water Act jurisdiction under current US. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (USEPA) regulations (33 Code of Federal Regulation 328.3(b)(10)); (2) the basin is not a water of the State subject to the Porter-Cologne Act because it does not exhibit an ordinary high water mark or wetland characteristics; and (3) the basin is not a lake or streambed subject to California Fish and Game Code Sections 1600 et seq. because it does not possess a bed, bank, or channel and does not contain riparian vegetation. Therefore, the Project would not affect federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal) through direct removal, filling, hydrological interruption, or other means, and no impact would occur.

# **Project-Specific Mitigation Measures**

No impact related to wetlands would occur as a result of the Project. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP has been included:

### SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

**PMM BIO-3:** PMM BIO-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible.

b)	Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters Of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW.
c)	Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE's Final Compensatory Mitigation Rule. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:
	Permittee-responsible mitigation
	Contribution of in-kind in-lieu fees
	Use of in-kind mitigation bank credits
	Where avoidance is determined to be infeasible and
d)	<ul> <li>Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:</li> <li>Avoidance</li> <li>Impact Minimization</li> <li>On-site alternatives</li> <li>Off-site alternatives</li> </ul>

e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.

<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>

No mitigation measures are applicable to the Project.

Vista Canyon Specific Plan EIR Mitigation Measures

No mitigation measures are applicable to the Project.

**d)** Less Than Significant Impact. In its existing condition, the Project Site is surrounded by urban development and does not serve to connect habitat areas or provide a meaningful conduit by which wildlife could reach the areas necessary for their life history (e.g., areas for feeding, sheltering, finding mates, dispersal). The Santa Clara River is an important regional conduit for wildlife but is approximately 600 feet from the Project Site at the closest point and separated by an intervening development. Accordingly, development of the Project Site would not result in substantial on-site or off-site effects on wildlife movement or interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, and impacts would be less than significant.

With regard to the loss of nursery sites, the existing ability for the onsite habitat to function as a rearing area for wildlife would be permanently lost as a result of Project development. However, the Project Site does not contain rookery trees or other significant features that offer unique or exceptionally high quality nursery opportunities for wildlife. The Project Site's habitats, as well as its shrubs and ground surface, are common in the region. Nevertheless, animals that use the Project Site for the entirety of their life cycles, such as common small mammals, lizards, and invertebrates, if not killed during construction, would be displaced by the Project and could perish due to competition or exposure when seeking new habitat. Animals that rely on the Project Site for a portion of their life history, such as nesting birds, would be forced to find alternative nesting sites but would likely be able to do so because of their high mobility. Because the species affected by the Project are common, with secure populations and substantial regional presence, and because the Project would not impact rare or especially valuable nursery habitat, loss of a modest acreage of potential nursery habitat would be less than significant. Therefore, the Project would not impede the use of native wildlife nursery sites, and impacts would be less than significant.

Project-Specific Mitig	gation Measures
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Project impacts related to wildlife corridors and nursery sites were determined to be less than significant. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP and the City of Santa Clarita One Valley One Vision PEIR MMP have been included:

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

**PMM BIO-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.
- b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans.
- c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.
- d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31.
- e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season.
- f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or

	trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.
g)	When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors.
h)	Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.
i)	Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor.
j)	Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.
k)	Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).
1)	When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.
m	) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation.
n)	Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.
o)	<ul> <li>Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable:</li> <li>Wildlife movement buffer zones</li> <li>Corridor realignment</li> </ul>

	Appropriately spaced breaks in center barriers
	Stream rerouting
	Culverts
	Creation of artificial movement corridors such as freeway under- or overpasses
	Other comparable measures
p)	Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.
q)	Incorporate applicable and appropriate guidance (e.g. FHWA- HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants.
r)	Implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats.
s)	Reduce lighting impacts on sensitive species through implementation of mitigation measures such as, but not limited to:
	• Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.
	Design exterior lighting to confine illumination to the project site
	• Provide structural and/or vegetative screening from light- sensitive uses.
	• Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.
	• Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.
t)	Reduce noise impacts to sensitive species through implementation of mitigation measures such as, but not limited to:
	Install temporary noise barriers during construction.
	• Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.
	• Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best

available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.

- Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
- Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned – Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.
- Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.
- u) Require large buffers between sensitive uses and freeways.
- v) Create corridor redundancy to help retain functional connectivity and resilience.

<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>

Please refer to **Mitigation Measure 3.7-1**, above.

Vista Canyon Specific Plan EIR Mitigation Measures

No mitigation measures are applicable to the Project.

e) Less Than Significant Impact. There are no trees on the Project Site. Therefore, the City's oak tree ordinance does not apply, and no conflict with such an ordinance would occur.

A portion of the Project Site is within the Santa Clara River Significant Ecological Area (SEA) designated by the County and included in the City's Overlay Zone, although no unique biological resources are present. An evaluation of the Project's compatibility with SEA resources, guided by language in the Conservation and Open Space Element of the City's General Plan, is presented below.

## 1. The Project is Compatible with Biological Resources.

The Project Site is routinely disturbed and dominated by ruderal habitat and does not represent a uniquely diverse or valuable habitat for plants or wildlife. Intact vegetation on the Project Site is limited to patches of scrub that have grown between site maintenance events. Floristic surveys indicated that no threatened, endangered, rare, or sensitive plant species occur on the Project Site. On-site habitats are generally poorly suited for special-status wildlife, aside from those that are broadly adapted. Mitigation measures have been identified to reduce effects on individuals of these species that may be present on the Project Site. The Project Site's habitat is marginal and is not essential to these species from a regional perspective considering the large acreage of higher-quality habitat available. The loss of on-site big sagebrush scrub is not significant because the on-site occurrence is in a degraded condition and an isolated setting.

While on-site biological resources would be lost during construction of the Project, these resources are generally of low quality. The Project Site's setting is such that development of the Project Site would not adversely affect off-site biological resources.

#### 2. <u>The Project Maintains Watercourses and Water Bodies in a Natural</u> <u>State.</u>

The Project Site does not contain watercourses or water bodies and would not alter the condition or configuration of any watercourse. The Santa Clara River floodplain is within approximately 600 feet of the Project Site at its closest point, but the site is separated from the river by intervening development and does not receive river flows under any conditions. Site drainage would be designed to comply with requirements of the Municipal Separate Storm/Sewer System (MS4) permit and would not adversely affect hydrology of the river.

### 3. The Project Maintains Wildlife Corridors.

The Project Site is surrounded on all sides by development and does not serve to connect two or more habitat areas. Further, the Project Site does not provide water sources, topographic relief, or other features conducive to wildlife movement. Wildlife in the area undertaking regional movements would be expected to use the Santa Clara River corridor rather than attempting to travel through developed areas and traversing the Project Site. Developing the Project Site would not interfere with wildlife movement.

4.	The Project Preserves Adequate Buffer Areas or Barriers Between Development and Natural Resources.
Ti at se de ac	he Project Site is surrounded on all sides by development and does not but natural habitat areas. As such, the Project Site does not currently erve as a buffer between any natural area and surrounding evelopment. Development of the site would not affect the extent or dequacy of any natural resource buffer.
5.	Where Necessary, Fences or Walls are Provided to Buffer Important Habitat Areas from Development.
Th at po no	ne Project Site is surrounded on all sides by development and does not but natural habitat areas. Thus, the Project Site does not have the otential to disrupt adjacent biological resources, and walls or fences are of needed.
6.	The Project Ensures that Roads and Utilities are Designed to Mitigate Impacts to Biological Resources.
Th is er fo be nd W C bi	he Project Site is routinely disturbed and contains minimal habitat and completely surrounded by development. The Project would occupy the ntirety of the Project Site, and resource areas would not remain on-site llowing completion of the Project. Interior and exterior roadways would be bordered on both sides by developed land uses. Roadway lighting and bise would not be expected to disrupt wildlife in this setting. The Project ould be served by existing utility lines, and interior lines would be buried. onsequently, Project roads and utilities would not be incompatible with ological resources.
Ad or th	ccordingly, the Project would not conflict with any local policies or rdinances protecting biological resources, and impacts would be less an significant.
<u>P</u>	roject-Specific Mitigation Measures
Pi pr si	roject impacts related to any conflict with local policies and ordinances rotecting biological resources were determined to be less than gnificant. Therefore, no mitigation measures are required.
H m of Sj fo Pl	owever, pursuant to PRC Section 21155.2, the City has reviewed all itigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon pecific Plan EIR MMRP for imposition on the Project. Accordingly, the llowing relevant mitigation measure from the 2020-2045 RTP/SCS EIR MMRP has been included:
<u>S</u> (	CAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
PI 15	<b>MM BIO-5:</b> In accordance with provisions of sections 15091(a)(2) and 5126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a

pro witi app oth	ject can and should consider mitigation measures to reduce conflicts h local policies and ordinances protecting biological resources, as blicable and feasible. Such measures may include the following or er comparable measures identified by the Lead Agency:
a)	Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.
b)	Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist.
c)	If specific project area trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist.
d)	Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed.
e)	Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.
f)	Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree.

Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree. g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist. h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include: Avoidance strategies Contribution of in-lieu fees Planting of replacement trees Re-landscaping areas with native vegetation post-construction Other comparable measures developed in consultation with local agency and certified arborist. City of Santa Clarita One Valley One Vision Program EIR Mitigation Measures No mitigation measures are applicable to the Project. Vista Canyon Specific Plan EIR Mitigation Measures No mitigation measures are applicable to the Project. f) No Impact. The Project Site is not located within the coverage area of a federal, State, or local habitat conservation plan. Accordingly, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other

approved local, regional, or State habitat conservation plan, and no impact would occur.
Project-Specific Mitigation Measures
No impact related to conservation plans would occur as a result of the Project. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP has been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
<b>PMM BIO-6:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
<ul> <li>Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs.</li> </ul>
b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP.
c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in SMM-BIO-2, where applicable.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.

	<b>g)</b> Less Than Significant Impact. A portion of the Project Site is within the Santa Clara River SEA designated by the County and included in the City's Overlay Zone. However, no unique biological resources are present within the SEA. Therefore, the Project would not affect the SEA, and impacts would be less than significant. See response to Initial Study Checklist Question IV.e for a discussion of the Project's compatibility with SEA resources.
	Project-Specific Mitigation Measures
	No impact related to the SEA would occur. Therefore, no mitigation measures are required.
	However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
	No mitigation measures are applicable to the Project.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
V. CULTURAL RESOURCES	The following analysis of historical and archaeological resources is based on the information contained in the <i>Cultural Resources</i> <i>Inventory for the MetroWalk Development Project</i> (Cultural Resources Inventory), Santa Clarita, Los Angeles County, California prepared by Dudek, dated September 3, 2020, which is included as Appendix E of this Draft SCEA. The analysis of paleontological resources is based on <i>the Paleontological Resources Review – MetroWalk Project</i> (Paleontological Resources Review) prepared by Dudek, dated May 22, 2020, which is included as Appendix F of this Draft SCEA.
	a) No Impact. The Project Site is a vacant infill site located in the Canyon Country community of the City. A records search was conducted at the South Central Coastal Information Center (SCCIC), which included a review of the California Points of Historical Interest, the California Historical Landmarks, the California Register of Historical Resources, the National Register of Historic Places, and the

California State Historic Properties Directory listings for the Project Site. The SCCIC records search identified three previously conducted cultural resources studies that overlapped or intersected the Project Site. However, no historical resources were identified on the Project Site as a result of the three previously conducted cultural resources studies. In addition, based on Exhibit CO-6, Historical Resources, in the Conservation and Open Space Element of the City's General Plan, there are no historical resources on the Project Site. <sup>10</sup>
The Project Site is adjacent to two Southern Pacific Railroad (SPRR) railroad lines located south of the Project Site. The track closest to the Project Site was constructed circa 1990s as a cutoff segment functioning as part of Metrolink's passenger service offered along SPRR lines. The track located farther south is part of the original 1875 SPRR alignment between Northern and Southern California. Although the 1875 SPRR track may have significant historical associations, it was concluded in the Cultural Resources Inventory that the Project would not result in significant direct or indirect impacts to the 1875 SPRR track because it is at least 300 feet outside of the Project boundaries and the historical setting has been significantly altered by freeway and residential development.
Therefore, the Project would not directly or indirectly cause a substantial adverse change in the significance of a historical resource, and no impacts would occur.
Project-Specific Mitigation Measures
No impact related to historical resources would occur. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.

<sup>&</sup>lt;sup>10</sup> City of Santa Clarita, General Plan, Conservation and Open Space Element, Exhibit CO-6, Historical Resources, June 2011.

## Vista Canyon Specific Plan EIR Mitigation Measures

No mitigation measures are applicable to the Project.

b) Less Than Significant Impact With Mitigation. The Project Site is a vacant infill site that has been previously disturbed. The Project would require a maximum excavation depth of approximately 12 feet. As discussed above, a records search was conducted at the SCCIC, which identified three previously conducted cultural resources studies that overlapped or intersected the Project Site. The results of the records search indicate that there are no known archaeological resources on the Project Site. The Native American Heritage Commission (NAHC) was contacted on February 22, 2020, to request a search of their files to determine if any Native American resources have been mapped within or near the Project Site. The NAHC responded on March 5, 2020, stating that the search was negative for Native American resources and provided a list of Native American individuals that should be contacted for more information on potential tribal cultural resources. In addition, an intensive pedestrian survey of the Project Site was conducted on March 13, 2020, by an archaeologist and a Tataviam Native American monitor, and no cultural resources were identified. Nonetheless, construction activities could have the potential to encounter previously undiscovered archaeological resources. The Project would implement Mitigation Measure CUL-1, which requires a gualified archaeologist to provide archaeological awareness training at the construction kickoff meeting to ensure proper identification and treatment of inadvertent discoveries. In the event of discovery, all construction work occurring within 100 feet of the find shall immediately stop until a gualified specialist can evaluate the significance of the find and determine whether additional study is warranted. Implementation of Mitigation Measure CUL-1 would ensure that the impact archaeological resources would be less than significant in the unlikely event that archaeological resources are encountered during Project construction.

### Project-Specific Mitigation Measures

**Mitigation Measure CUL-1:** Prior to the commencement of any construction activities on-site, the applicant shall retain a qualified archaeologist to provide archaeological awareness training at the construction kickoff meeting to ensure proper identification and treatment of inadvertent discoveries. In the event that archaeological resources (e.g., sites, features, artifacts, or fossilized material) are exposed during construction activities for the Project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified specialist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether additional study is warranted. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under

CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery, may be warranted.
Pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP and the City of Santa Clarita One Valley One Vision PEIR MMP have been included in addition to the above Project-specific mitigation measures:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
<b>PMM CULT-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
a) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified.
b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center.
c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:
• Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for

	Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.
•	<ul> <li>Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.</li> </ul>
d)   e t s f i i c f	If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior's Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting ndustry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.
e)   	f a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level n coordination with the Lead Agency.
f) [ c t c a	During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified.
g) ( I i	Contact the NAHC to request a Sacred Lands File search and a ist of relevant Native American contacts who may have additional nformation.
h) [ c r t l	During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or information Center will make a recommendation on whether a

survey is warranted based on the sensitivity of the project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.

- If potentially significant archaeological resources are identified i) through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any constructionrelated ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resourcespecific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data rehabilitation, or alteration of an eligible historical resource recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.
- j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features

of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS
k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.
I) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
<b>3.8-3:</b> In the unlikely event that artifacts are found during grading within the City's Planning Area or future roadway extensions, an archaeologist will be notified to stabilize, recover, and evaluate such finds.
<b>3.8-5:</b> For archeological sites accidentally discovered during future construction, there shall be an immediate evaluation of the find by a qualified archeologist. If the find is determined to be a historical or unique archeological resource, as defined under CEQA, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation shall be provided. Construction work may continue on other parts of the construction site while historical/archeological mitigation takes place, pursuant to Public Resources Code Section 21083.2(i).
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
c) Less Than Significant Impact With Mitigation. According to the City's General Plan EIR, the Santa Clarita Valley is sensitive for paleontological resources. Most of the potential fossil-producing rock formations in the City are located within hilly terrain. The General Plan EIR specifically notes that the Santa Susana Mountains, along the City's southwest boundary, are sensitive to paleontological resource

impacts, as are the Sierra Pelona Mountains to the north of the City. The Project Site is located in a relatively flat area of the City. However, based on the Paleontological Resources Review conducted by Dudek, middle to early late Miocene Mint Canyon Formation is exposed at the surface in the northeastern portion of the Project Site and may be exposed at an unknown depth elsewhere within the Project Site. The Mint Canyon Formation has a high paleontological resource sensitivity and has produced scientifically significant vertebrates. According to the records search results received from the Natural History Museum of Los Angeles County, the closest fossil locality to the Project Site was discovered within the Mint Canyon Formation and is located east-northeast of the Project Site, along Sand Canyon Road. This fossil locality produced a specimen of fossil horse (*Hypohippus*).

The Project would require a maximum excavation depth of 12 feet. Although the Project Site has been previously disturbed and no paleontological resources were identified on-site, given the proximity of past fossil discoveries in the surrounding area and the Mint Canyon Formation, Dudek determined that the Project Site is highly sensitive for paleontological resources. Therefore, **Mitigation Measure CUL-2** is included to ensure that impacts are reduced to a less-thansignificant level in the event that paleontological resources are discovered on the Project Site during construction. With the incorporation of this measure, impacts would be less than significant.

# Project-Specific Mitigation Measures

Mitigation Measure CUL-2: Prior to the commencement of any grading activity on-site, the applicant shall retain a gualified paleontologist per the Society of Vertebrate Paleontology (SVP) 2010 guidelines. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the Project. The PRIMP shall be consistent with the SVP guidelines and shall outline requirements for preconstruction meeting attendance and worker environmental awareness training; where monitoring is required within the Project area based on construction plans and/or geotechnical reports; procedures for adequate paleontological monitoring and discoveries treatment; and paleontological methods, reporting, and collections management. The qualified paleontologist shall attend the preconstruction meeting and a paleontological monitor shall be on-site during all rough grading and other significant ground-disturbing activities in previously undisturbed Mint Canyon Formation materials. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find.

Pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP and the City of Santa Clarita One Valley One Vision PEIR MMP have been included in addition to the above Project-specific mitigation measures:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
<b>PMM GEO-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:
a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources.
b) Obtain review by a qualified paleontologist (e.g. who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.
<ul> <li>Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.</li> </ul>
<ul> <li>d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:</li> </ul>
<ol> <li>All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic</li> </ol>

		characteristics of the materials with the potential to be encountered.
	2.	A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.
	3.	Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.
	4.	Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas.
e)	Avo uni	oid routes and project designs that would permanently alter que geological features.
f)	Sal suţ	vage and document adversely affected resources sufficient to oport ongoing scientific research and education.
g)	Sig cur fac cur	nificant recovered fossils should be prepared to the point of ration, identified by qualified experts, listed in a database to ilitate analysis, and deposited in a designated paleontological ration facility.
h)	Fol qua pal sur shc the res of an;	lowing the conclusion of the paleontological monitoring, the alified paleontologist should prepare a report stating that the eontological monitoring requirement has been fulfilled and mmarize the results of any paleontological finds. The report build be submitted to the lead CEQA and the repository curating collected artifacts, and should document the methods and sults of all work completed under the PRMP, including treatment paleontological materials, results of specimen processing, alysis, and research, and final curation arrangements.
<u>City</u> Mea	<u>/ of</u> asu	Santa Clarita One Valley One Vision Program EIR Mitigation
2.0	4.	Where determined as part of a CEOA review, prior to grading
asp	oart	of an inspection testing program, a Los Angeles County Natural

History Museum-approved inspector is to be on site to salvage scientifically significant fossil remains. The duration of these inspections depends on the potential for the discovery of fossils, the rate of excavation, and the abundance of fossils. Geological formations (like the Saugus Formation) with a high potential will initially require full time monitoring during grading activities. Geologic formations (like the Quaternary terrace deposits) with a moderate potential will initially require half-time monitoring. If fossil production is lower than expected, the duration of monitoring efforts should be reduced.
Should the excavations yield significant paleontological resources, excavation is to be stopped or redirected until the extent of the find is established and the resources are salvaged. A report of the inspection testing program shall include an itemized inventory of the fossils, pertinent geologic and stratigraphic data, and field notes of the collectors and include recommendations for future monitoring efforts in the County's Planning Area. Prior to grading, an agreement shall be reached with a suitable public, non-profit scientific repository, such as the Los Angeles County Museum of Natural History or similar institution, regarding acceptance of fossil collections.
<b>3.8-6:</b> During grading activities, in the unlikely event that artifacts are found during grading within the planning area or future roadway extensions, a paleontologist will be notified to stabilize, recover and evaluate such finds.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>d)</b> Less Than Significant Impact. The Project Site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. Thus, human remains are not expected to be encountered during construction of the Project. In the unlikely event that human remains are encountered during Project construction, California Health and Safety Code Section 7050.5 requires the project to halt until the county coroner has examined the remains. If the county coroner determines that the remains may be Native American, PRC Section 5097.98 requires that the NAHC be notified within 24 hours. The NAHC is required to immediately notify those persons it believes to be the most likely descendant of the deceased Native American, who shall then complete his/her inspection within 48 hours of being granted access to the site and determine the disposition of the human remains. Compliance with these regulations would reduce any potential impacts to human remains to a less-than-significant level.

Impacts to human remains would be less than significant. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP and the City of Santa Clarita One Valley One Vision PEIR MMP have been included:

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

**PPM CULT-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.
- b) If any discovered remains are of Native American origin, as determined by the County Coroner, an experienced osteologist, or another qualified professional:
  - Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available.
  - If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the

	NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.
	<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
	<b>3.8-7:</b> If human remains are encountered during a public or private construction activity, other than at a cemetery, State Health and Safety Code 7050.5 states that no further disturbance shall occur until the Los Angeles County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The Los Angeles County Coroner must be notified within 24 hours.
	• If the coroner determines that the burial is not historic, but prehistoric, the Native American Heritage Commission (NAHC) must be contacted to determine the most likely descendent (MLD) for this area. The MLD may become involved with the disposition of the burial following scientific analysis.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
VI. ENERGY	The impact analysis focuses on the three sources of energy that are relevant to the Project: electricity, natural gas, and transportation fuel for both vehicle trips associated with the Project and necessary for Project construction. The analysis of electricity/natural gas usage is based on California Emissions Estimator Model version 2016.3.2 (CalEEMod) greenhouse gas emissions (GHG) modeling, which quantifies energy use for occupancy. The Project's estimated electricity and natural gas consumption is based primarily on CalEEMod's default settings for the County of Los Angeles and the consumption factors provided by Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas), which are the electricity and natural gas providers, respectively, for the City and the Project Site. The results of the CalEEMod modeling are included in Appendix G, Energy Calculations, of this Draft SCEA. The amount of operational fuel use was estimated using the California Air Resources Board's (CARB) EMissions FACtor 2017 (EMFAC2017) computer program, which provides projections for typical daily fuel (i.e., diesel and gasoline) usage in the County, and the Project's trip generation rate (refer to Appendix G of this Draft SCEA). The estimated construction fuel consumption is based on the Project's construction equipment list timing/phasing and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips. The results of EMFAC2017 modeling and construction fuel estimates are included in Appendix G of this Draft SCEA.

CEQA Guidelines Appendix F is an advisory document that assists in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis for Initial Study Checklist Question VI.a relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:
• Criterion 1: The Project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the Project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed.
<ul> <li>Criterion 2: The effects of the Project on local and regional energy supplies and on requirements for additional capacity.</li> </ul>
<ul> <li>Criterion 3: The effects of the Project on peak and base period demands for electricity and other forms of energy.</li> </ul>
<ul> <li>Criterion 4: The degree to which the Project complies with existing energy standards.</li> </ul>
• Criterion 5: The effects of the Project on energy resources.
<ul> <li>Criterion 6: The Project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.</li> </ul>
Quantification of the Project's energy usage is presented and addresses Criterion 1. The discussion on construction-related energy use focuses on Criteria 2, 4, and 5. The discussion on operational energy use is divided into transportation energy demand and building energy demand. The transportation energy demand analysis discusses Criteria 2, 3, and 6, and the building energy demand analysis discusses Criteria 2, 3, 4, and 5.
a) Less Than Significant Impact. The Project's estimated energy consumption is summarized in Table VI-1, Project and Countywide Energy Consumption. As shown in Table VI-1, the Project's energy usage would constitute an approximate 0.0016 percent increase over Los Angeles County's typical annual electricity consumption and an approximate 0.0037 percent increase over Los Angeles County's typical annual electricity consumption and an approximate 0.0037 percent increase over Los Angeles County's typical annual electricity consumption and an approximate 0.0037 percent increase over Los Angeles County's typical annual natural gas consumption. The Project's operational vehicle fuel consumption would increase Los Angeles County's annual consumption by 0.0213 percent (Criterion 1).
Construction-Related Energy
During construction, the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials, such as lumber and glass.

Fossil fuels for construction vehicles and other energy-consuming
equipment would be used during the different Project construction
phasing. As indicated in Table VI-1, the overall fuel consumption
during Project construction would be 809,336 gallons during the entire
construction period, which would result in a nominal increase in fuel
use in the County. As such, Project construction would have a minimal
effect on the local and regional energy supplies and would not require
additional capacity (Criterion 2).

Countywide E Project Annual Energy Consumption <sup>a</sup> 765 MWh 66,715 therms 809,336 gallons <sup>d</sup> 661,775 gallons assumptions used in rsion 2016.3.2. ctricity and natural g s County in 2019. vith the projected Co ive fuel consumption data <i>County</i> , http://www.	Itergy Consumption         Los Angeles County         Annual Energy         Consumption <sup>b</sup> 46,556,118 MWh         1,812,591,714 therms         531,826,198 gallons         3,103,177,958 gallons         this analysis.         this analysis.         as consumption are compountywide fuel consumption         is compared with the project increase in consumption         as consumption are compountywide fuel consumption         as consumption are compountywide fuel consumption         is compared with the project increase in consumption         as consumption are compountywide fuel consumption         as compared with the project increase in consumption         as consumption are compountywide fuel consumption         as compared with the project increase in consumption         as consumption are compountywide fuel consumption         by the project increase in consumption	Percentage Increase Countywide 0.0016% 0.0037% NA 0.0213% pared to the to construction fr ion in 2022. T ected Countywi rgy Commissio ecbycounty.as
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809,336 gallons <sup>d</sup> 661,775 gallons assumptions used in rsion 2016.3.2. ctricity and natural g s County in 2019. ith the projected Co ive fuel consumption data <i>county</i> , http://www.	531,826,198 gallons 3,103,177,958 gallons this analysis. as consumption are com The Project increase in ountywide fuel consumpti is compared with the project source: California Ener ecdms. energy.ca.gov/el	NA 0.0213% pared to the to construction fi ion in 2022. T acted Countywi rgy Commissio ecbycounty.as
661,775 gallons assumptions used in rsion 2016.3.2. ctricity and natural g s County in 2019. vith the projected Co ive fuel consumption y consumption data <i>County</i> , http://www.	3,103,177,958 gallons this analysis. as consumption are comp The Project increase in ountywide fuel consumpti is compared with the project source: California Ener ecdms. energy.ca.gov/el	0.0213% pared to the to construction fr ion in 2022. T ected Countywi rgy Commissio ecbycounty.as
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ww.ecdms.energy.c	ource: California Energy ( a.gov/gasbycounty.aspx, a	Commission, G accessed Octob
calculated based of ornia Air Resources I 30 (operational year)	on CalEEMod results. Board EMFAC2017 model	Countywide for the year 20
entire construction p	eriod.	
onal, 2020.		
y conservation with the State recommunication systems the state recommunication of the state recommunication systems the set of the systems the system	would occur during quirement that equi ned off (i.e., Title 1 Project constructio h the latest USEPA emissions standa at maximize fuel e Furthermore, the F as detailed in Subs	construction pment not I3, Californ n equipme A and CAF ards requint fficiency an Project wout section III, A used durin agines. In the
r	to comply with ndards. These tion systems th consumption.	to comply with the latest USEP/ ndards. These emissions stand- tion systems that maximize fuel e el consumption. Furthermore, the F <b>Measure AQ-1</b> as detailed in Subs that all diesel-fueled equipment all be equipped with Tier 4 Final er

technology (i.e., diesel-particulate filters) may suffice, as long as an		
overall average fleet exhaust PM <sub>2.5</sub> emissions reduction of 89 percent		
below emission levels estimated for the standard fleet mix in the		
CalEEMod can be demonstrated. Compliance with Tier 4 Final		
emissions standards would not only reduce air pollutant emissions but		
also increase fuel efficiency; thus, off-road equipment would consume		
less fuel during Project construction.		

In addition, because the cost of fuel and transportation is a significant aspect of construction budgets, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (Criterion 4).

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than nonrecycled materials.<sup>11</sup> It is reasonable to assume that production of building materials, such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual Project characteristics that would necessitate the use of construction equipment, building materials, or methods that would be less energy efficient than at comparable construction sites in the region or State. Therefore, fuel energy and construction materials consumed during construction would not represent a significant demand on energy resources (Criterion 5).

Therefore, construction energy use would not be any more inefficient, wasteful, or unnecessary than other similar development Projects of this nature, and impacts related to energy use would be less than significant.

### **Operational Energy**

### Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the U.S. **Table VI-1** provides an estimate of the daily fuel consumed by the Project's vehicular trips. As indicated in **Table VI-1**, Project operations are estimated to consume approximately 661,775 gallons of fuel per year, which would increase Countywide automotive fuel consumption by 0.0213 percent. The Project does not propose any unusual features

<sup>&</sup>lt;sup>11</sup> California Department of Resources Recycling and Recovery, *Green Building Materials*, https://www.calrecycle.ca.gov/greenbuilding/materials#Material, accessed October 23, 2020.

that would result in excessive long-term operational fuel consumption (Criterion 2).
The Project would also consume fuel in the form of residents driving to and from the Project Site. Notwithstanding, the Project would include installation of 203 electric vehicle (EV) charging stations and designated EV parking spaces in the future in compliance with 2019 CALGreen Code, which would encourage and support the use of EVs and, thus, reduce the petroleum fuel consumption (Criterion 4 and Criterion 6).
Therefore, fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region, and impacts would be less than significant.
Building Energy Demand
The California Energy Commission (CEC) developed 2018 to 2030 forecasts for energy consumption and peak demand in support of the 2017 Integrated Energy Policy Report for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections. <sup>12</sup> The CEC forecasts that the Statewide annual average growth rates of energy demand between 2016 and 2030 would be 0.99 percent to 1.59 percent for electricity and 0.25 percent to 0.77 percent for natural gas. As shown in <b>Table VI-1</b> , operational energy consumption of the Project would represent an approximately 0.0016 percent increase in electricity consumption and 0.0037 percent increase in natural gas consumption over the current Countywide usage, which would be significantly below the CEC's forecasts and the current Countywide usage. Therefore, the Project would be consistent with the CEC's energy consumption forecasts. As such, the Project would not require additional energy capacity or supplies (Criterion 2). Additionally, the Project would consume energy during the same time periods as other residential developments and would consume energy evenly throughout the day. As a result, the Project would not result in unique or more intensive peak or base period electricity demand (Criterion 3).
The Project would be required to comply with 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including photovoltaic solar panels, appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the 2019 Title 24 standards significantly reduces energy usage (52 percent compared to the 2016 Title 24 standards). The Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent between each update;

<sup>&</sup>lt;sup>12</sup> California Energy Commission, *California Energy Demand 2018-2030 Revised Forecast*, February 2018. Annual average growth rates of electricity demand and natural gas per capita demand are shown in Table 1 and Table 3, respectively.

therefore, complying with the latest 2019 Title 24 standards would make the Project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards. Compliance with the 2019 Title 24 standards would also ensure the Project would be consistent with General Plan Goal CO 8, Objective CO 8.1 (Policy CO 8.1.3) and Objective CO 8.3 (Policies CO 8.3.1, 8.3.2, 8.3.4, 8.3.6 through 8.3.8, and 8.3.10) by incorporating sustainable building design features (Criterion 4).
Furthermore, SCE is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent of total procurement by 2030. <sup>13</sup> Renewable energy is generally defined as energy that comes from resources, which are naturally replenished within a human timescale, such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects would not result in the waste of the finite energy resources (Criterion 5).
Therefore, the Project would not cause wasteful, inefficient, and unnecessary consumption of building energy during Project operation, or preempt future energy development or future energy conservation, and impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to energy use were determined to be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the City of Santa Clarita One Valley One Vision PEIR MMP have been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
<b>3.17-7:</b> The City shall review all development proposals prior to the approval of development plans to guarantee that sufficient energy

<sup>&</sup>lt;sup>13</sup> California Public Utilities Commission, Renewables Portfolio Standard Program, https://www.cpuc.ca.gov/rps/, accessed October 23, 2020.

resources and facilities are available to supply adequate energy to the proposed project and associated uses.
<b>3.17-8:</b> The City shall review all development plans prior to approval to guarantee that energy conservation and efficiency standards of Title 24 are met and are incorporated into the design of the future proposed projects.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>b)</b> Less Than Significant Impact. As noted in the preceding response, the Project would be designed to comply with all applicable federal, State and local plans and codes. This would include the 2019 Title 24 Building Energy Efficiency Standards, which mandate a variety of energy conservation and efficiency requirements to be met through building design and construction (52 percent reduction in energy usage compared to the 2016 Title 24 standards). The City enforces these standards through its local building code, plan check, and permitting procedures. In addition, electricity supplied to the Project by SCE would comply with the State's RPS, which requires investorowned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030.
The City currently does not have a plan specifically pertaining to renewable energy or energy efficiency. However, the Project would be in compliance with 2019 Title 24 Building Energy Efficiency Standards and 2019 CALGreen Codes (as discussed in the preceding response). Compliance with these requirements would ensure that the Project incorporates energy-efficient design features, such as energy-efficient windows and insulation, efficient lighting technology, photovoltaic solar panels, energy-efficient HVAC equipment, Energy Star-rated products and appliances, and weather-based irrigation systems, as well as water-efficient fixtures and EV charging infrastructure. In addition, the Project would be consistent with the vehicle miles traveled (VMT) reduction policies in the SCAG's 2020-2045 RTP/SCS; refer to <i>Table 15 Project Consistency with Applicable SCAG 2016-2040 RTP/SCS Strategies</i> and <i>Table 16 Project Consistency with Applicable SCAG 2020-2045 RTP/SCS Strategies</i> , in the <i>MetroWalk Project Air Quality and Greenhouse Gas Study</i> , included in Appendix B of this Draft SCEA. The Project would also be consistent with the City's General Plan Goal CO 8, Objective CO 8.1 (Policy CO 8.1.3) and Objective 8.3 (Policies CO 8.3.1, 8.3.2, 8.3.4, 8.3.6 through 8.3.8, and 8.3.10).
Furthermore, the Project would be consistent with the goals and policies included in the 2020-2045 RTP/SCS, which focus on creating livable communities within an emphasis on reducing fossil fuel use by

	decreasing VMT, reducing building energy use, and increasing the use of renewable resources. The Project Site will be well served by existing public transportation upon completion of the Vista Canyon Multi-Modal Center, which will include a Metrolink station and a bus transfer station. The proposed residential development within a High Quality Transit Area (HQTA), Transit Priority Area (TPA), and a livable corridor is consistent with the numerous policies in the 2020-2045 RTP/SCS that focus on locating housing near transit, which would serve to reduce the consumption of electricity, natural gas, and petroleum- based fuel associated with VMT. Therefore, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.
	Project-Specific Mitigation Measures
	Project impacts related to conflicts with renewable energy or energy efficiency plans were determined to be less than significant. Therefore, no mitigation measures are required.
	However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
	No mitigation measures are applicable to the Project.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
VII. GEOLOGY AND SOILS	The following analysis is based in part on the information contained in the <i>Geotechnical Investigation for Sustainable Communities Environmental Assessment ("SCEA")</i> prepared by Feffer Geological Consulting in September 2020, which is available as Appendix H of this Draft SCEA.
	<b>a)i. No Impact.</b> The Project Site is not located in an Alquist-Priolo Earthquake Fault Zone or within any other known fault zones. No known Holocene-active faults cross the Project Site. The potential for fault rupture at the Project Site is low to nonexistent. Nevertheless, the Project would be required to comply with the California Building Standards Code, which establishes regulations for structures to withstand impacts caused by localized earthquake activity. Therefore, the Project would not expose

people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, and no impact would occur.
Project-Specific Mitigation Measures
No impact related to fault rupture would occur. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
a)ii. Less Than Significant Impact. The Project Site is located within a seismically active region, as is all of Southern California. According to the Geotechnical Investigation Report prepared for the Project, the closest known fault capable of producing strong earthquakes and ground shaking is the San Gabriel Fault, located approximately 2 miles southwest of the Project Site. However, not all strands of the San Gabriel Fault are considered active. The active portion of the San Gabriel Fault as zoned by the California Geological Survey is located approximately 4.5 miles west of the Project Site. Consequently, the Project Site could be impacted by strong ground shaking should an earthquake occur along this nearby fault. However, the risks of earthquake damage can be minimized through proper engineering, design, and construction. The proposed structures are required to be built according to the California Building Standards Code, City of Santa Clarita Building Code, and other applicable codes and are subject to building inspection during and after construction. Therefore, compliance with these required standards would ensure that the Project would not expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, and impacts would be less than significant.

Project-Specific Mitigation Measures
Project impacts related to seismic ground shaking were determined to be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the City of Santa Clarita One Valley One Vision PEIR MMP have been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
<b>3.9-2:</b> The design and construction of structures and facilities shall adhere to the standards and requirements detailed in the California Building Code (California Code of Regulations, Title 24), City of Santa Clarita Building Code, and/or professional engineering standards appropriate for the seismic zone in which such construction within the City would occur. Conformance with these design standards shall be enforced through building plan review and approval by the City of Santa Clarita Department of Building and Safety prior to the issuance of building permits for any structure or facility.
<b>3.9-3:</b> As determined by the City Engineer, a site-specific assessment shall be prepared to ascertain ground shaking impacts resulting from development. The site-specific ground shaking assessment shall incorporate up-to-date data regarding ground shaking probabilities and strengths from government and non-government sources and may be included as part of any site-specific geotechnical investigation as required in MM 3.9-1. <sup>14</sup> The site-specific ground shaking assessment shall include specific measures to reduce the significance of potential ground shaking hazards to the individual development. The site-specific ground shaking assessment shall be prepared by a licensed geotechnical engineer and shall be submitted to the City Engineer for review and approval prior to the issuance of building permits.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
a)iii. Less Than Significant Impact. Liquefaction occurs when saturated soils lose their strength and behave like a liquid as a result

<sup>&</sup>lt;sup>14</sup> Not applicable to the Project as this mitigation measure relates to sites within an Alquist-Priolo Zone or within 150 feet of any other active or potentially active fault.

of strong ground shaking. The three geologic conditions that must be present in order for liquefaction to occur are (1) strong ground shaking; (2) shallow groundwater, generally less than 50 feet in depth; and (3) the presence of unconsolidated sandy alluvium, typically Holocene in age.

The Project Site is located within a liquefaction hazard area, as shown on Exhibit S-3 of the City's General Plan Safety Element.<sup>15</sup> Liquefaction is considered a potentially significant hazard at the Project Site, and liquefaction-induced settlement may affect the Project. However, the Project would be required to comply with the Recommended Procedures of Implementation of CGS Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California, to achieve performance standards that reduce the risk of liquefaction-induced settlement to a less-than-significant level.

While the Project Site is subject to liquefaction, the Project itself would not exacerbate the risk of liquefaction occurring on the Project Site. Furthermore, the City's Building Code requires mitigation of liquefaction hazards in new development projects pursuant to findings and recommendations of site-specific geotechnical reports. Incorporation of the appropriate design techniques would be confirmed during the City's plan check process, and proper design techniques would be included in construction specifications to the satisfaction of the City's Department of Building and Safety prior to issuance of grading permits. This standard regulatory compliance process would reduce potential impacts associated with seismicrelated ground failure, including liquefaction, to a less-than-significant level. Therefore, compliance with regulatory requirements would ensure that the Project would not expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, and impacts would be less than significant.

### Project-Specific Mitigation Measures

Project impacts related to seismic ground shaking were determined to be less than significant. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the City

<sup>&</sup>lt;sup>15</sup> City of Santa Clarita, General Plan, Safety Element, Exhibit S-3, https://www.codepublishing.com/CA/SantaClarita/html/ SantaClaritaGP/7%20-%20Safety%20Element.pdf, June 2011.
of Santa Clarita One Valley One Vision PEIR MMP have been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
<b>3.9-4:</b> As determined by the City Engineer, a site-specific assessment shall be prepared to ascertain potential liquefaction impacts resulting from development. The site-specific liquefaction assessment shall incorporate up-to-date data regarding liquefaction potential of site specific projects from government and non-government sources and may be included as part of any site-specific geotechnical investigation. This site-specific liquefaction shall be prepared by a licensed geotechnical engineer and shall be submitted to the City Engineer for review and approval prior to the issuance of building occupancy permits.
<b>3.9-5:</b> Where development is proposed within an identified or potential liquefaction hazard area or as defined by the City Engineer, adequate and appropriate measures such as design foundations in a manner that limits the effects of liquefaction, the placement of an engineered fill with low liquefaction potential, and the alternative siting of structures in areas with a lower liquefaction risk, shall be implemented to reduce potential liquefaction hazards. Any and all such measures shall be submitted to the City Engineer and the City of Santa Clarita Department of Building and Safety, for review prior to the approval of the building permits.
<b>3.9-6:</b> Requirements shall be issued that all engineered slopes be designed to resist seismically induced failure. For lower risk projects, slope design shall be based on pseudo-static stability analysis using soil-engineering parameters established on a site-specific basis. For higher risk projects, the stability analyses that will be required shall factor in the intensity of expected ground shaking, prior to the issuance of building occupancy permits for the proposed developments.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
a) iv. No Impact. The Project Site is not located within an area subject to potential seismic-induced slope instability. Since the Project Site is not located within a mapped landslide zone, and no steep slopes exist on or within the immediate vicinity of the Project Site, seismic-induced landslide is not a significant hazard to the Project. Therefore, the Project would not expose people or structures to potential substantial

	adverse effects, including the risk of loss, injury, or death involving landslides, and no impact would occur.
Project-Specific Mitigation Measures	
	No impact related to landslide would occur. Therefore, no mitigation measures are required.
	However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
	No mitigation measures are applicable to the Project.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	<b>b)</b> Less Than Significant Impact. During construction of the Project, the soils on-site may become exposed and, thus, subject to erosion. However, the Project would be required to comply with existing regulations that reduce erosion potential. The Project would comply with SCAQMD Rule 403, which would reduce the potential for wind erosion. Similarly, water erosion during construction would be substantially reduced by complying with the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. The NPDES Construction General Permit (mandatory for construction sites that disturb more than one acre of land) requires the construction of a project to incorporate best management practices (BMPs) to reduce erosion and prevent eroded soils from washing off-site. Accordingly, the potential to increase erosion during any construction activity would be substantially reduced through required compliance with existing regulations. Upon completion of the Project, the Project Site would be covered by structures, landscaping, pavement, and other hard surfaces. Therefore, because development of the Project Site with the Project would reduce erosion potential compared to existing conditions and would be required to comply with SCAQMD Rule 403 and NPDES requirements, the Project would not result in substantial wind or water soil erosion or the loss of topsoil. As such, impacts related to erosion

Project impacts related to erosion or the loss of topsoil were determined to be less than significant. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP and City of Santa Clarita One Valley One Vision PEIR MMP have been included:

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

**PMM GEO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.
- b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.
- c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include

measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.
d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
<b>3.9-7:</b> The City of Santa Clarita, where required, and in accordance with issuance of a National Pollutant Discharge Elimination System (NPDES) permit, shall require the construction and/or grading contractor for individual developments to establish and implement specific Best Management Practices (BMPs) at time of project implementation.
<b>3.9-8:</b> Prior to any development within the City of Santa Clarita, a Grading Plan shall be submitted to the City of Santa Clarita Development Services Division for review and approval. As required by the City, the grading plan shall include soil erosion and sediment control plans. Measures included in individual erosion control plans may include, but shall not be limited to the following:
<ul> <li>a) Grading and development plans shall be designed in a manner which minimizes the amount of terrain modification.</li> </ul>
<ul> <li>b) Surface water shall be controlled and diverted around potential landslide areas to prevent erosion and saturation of slopes.</li> </ul>
<ul> <li>c) Structures shall not be sited on or below identified landslides unless slides are stabilized.</li> </ul>
d) The extent and duration of ground disturbing activities during and immediately following periods of rain shall be limited, to avoid the potential for erosion which may be accelerated by rainfall on exposed soils.
e) To the extent possible, the amount of cut and fill shall be balanced.
f) The amount of water entering and exiting a graded site shall be limited though the placement of interceptor trenches or other erosion control devices.
g) Erosion and sediment control plans shall be submitted to the City for review and approval prior to the issuance of grading permits.

	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	c) Less Than Significant Impact. Saturated soils that have experienced liquefaction may be subject to lateral spreading where located adjacent to free faces, such as slopes, channels, and rivers. There are no free faces or steep slopes on the Project Site, and no lateral spreading hazard or on- and off-site landslides would occur.
	According to the City of Santa Clarita Safety Element, land subsidence is recognized as the gradual settling or sinking of the ground surface over a long period of time with little to no horizontal motion. Typically, subsidence is the result of excessive extraction of groundwater, oil, or gas but may occur due to strong ground shaking from earthquakes. According to the Geotechnical Investigation Report prepared for the Project, long-term effects of subsidence can include structural impacts, such as cracked pavement/landscaping, fractured building foundations, and dislocated pipe joints. However, similar to addressing liquefaction (see discussion above), incorporation of appropriate design and engineering techniques and BMPs, such as removal and recompaction of soil, in combination with structural solutions (e.g., mat foundation and pile and grade beams) would be confirmed during the City's plan check process, and proper design and engineering techniques would be included in construction specifications to the satisfaction of the City's Department of Building and Safety prior to issuance of grading permits. This standard regulatory compliance process would reduce potential impacts associated with subsidence or collapse due to unstable soils to a less-than-significant level. Therefore, compliance with regulatory requirements would ensure that the Project would not be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project, and impacts would be less than significant.
	Project-Specific Mitigation Measures
	Project impacts related to unstable soils would be less than significant. Therefore, no mitigation measures are required.
	However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	No mitigation measures are applicable to the Project.

<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>	
No mitigation measures are applicable to the Project.	
Vista Canyon Specific Plan EIR Mitigation Measures	
No mitigation measures are applicable to the Project.	
d) Less Than Significant Impact. Typically, soils that contain a high clay content are susceptible to expansion/contraction. Clay minerals are capable of absorbing water, which causes an increase in volume and leads to expansion. The opposite effect occurs when clay rich soils dry out, thus decreasing in volume and contracting. According to the Geotechnical Investigation Report prepared for the Project (see Appendix H of this Draft SCEA), the on-site soil was found to possess low expansive characteristics based upon field soil classifications and laboratory testing. Based on the recommended foundation systems and the underlying soil properties, expansion/contraction is unlikely to affect the proposed development. Therefore, the impacts related to expansive soils would be less than significant.	
Project-Specific Mitigation Measures	
Project impacts related to expansive soils would be less than significant. Therefore, no mitigation measures are required.	
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.	
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures	
No mitigation measures are applicable to the Project.	
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>	
No mitigation measures are applicable to the Project.	
Vista Canyon Specific Plan EIR Mitigation Measures	
No mitigation measures are applicable to the Project.	
e) No Impact. The Project would be required to connect to the existing public sewer system. Therefore, soil suitability for septic tanks or alternative wastewater disposal systems is not applicable in this case, and no impact related to soils incapable of adequately supporting the	

use of septic tanks or alternative wastewater disposal systems would occur.
Project-Specific Mitigation Measures
No impact related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems would occur. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>f) Less Than Significant Impact.</b> The Project Site is relatively flat and would require grading for site preparation and installation of utility lines. The Project would consist of approximately 50,000 cubic yards of cut, up to 50,000 cubic yards of fill, and approximately 400,000 cubic yards of over excavation. As such, grading would be balanced on-site. Overall, the Project would not result in noticeable changes in topography or ground surface relief features, and impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to a change in topography or ground surface relief features would be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>g) Less Than Significant Impact.</b> As discussed above, the Project would consist of approximately 50,000 cubic yards of cut, up to 50,000 cubic yards of fill, and approximately 400,000 cubic yards of over excavation. Therefore, the Project would result in earth movement of more than 10,000 cubic yards. However, the Project would be required to submit a grading plan, prepared to the satisfaction of the City Engineer and the City of Santa Clarita Building and Safety Division, that incorporates the preliminary design recommendations contained in the Geotechnical Investigation Report and the final geotechnical report that provides design-level values for development for the final Project plans. Compliance with all applicable City grading permit regulations would ensure that impacts related to earth movement would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to earth movement would be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.

<b>h) Less Than Significant Impact.</b> There are steep slopes along the western boundary of the Project Site along Lost Canyon Road; however, the Project Site is largely flat, and there are no natural slopes greater than 10 percent grade existing on-site, where the proposed residential structures, utility lines, and associated amenities would be constructed. Therefore, the Project would not cause any impacts from development or grading slopes greater than 10 percent natural grade, and impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to development or grading on slopes would be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>i) No Impact.</b> As discussed above, the existing topography of the Project Site is largely flat. The Project Site does not contain any ridgelines or other regionally notable topographic features. Therefore, the Project would not result in the destruction, covering, or modification of any unique geologic or physical feature, and no impact would occur.
Project-Specific Mitigation Measures
No impact related to the destruction, covering, or modification of any unique geologic or physical feature would occur. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.

	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	City of Santa Clarita One Valley One Vision Program EIR Mitigation
	Measures
	No mitigation measures are applicable to the Project.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
VIII. GREENHOUSE GAS EMISSIONS	The following analysis is based in part on the information contained in the <i>MetroWalk Project Air Quality and Greenhouse Gas Study</i> prepared by Rincon Consultants, Inc. in October 2020, which is included in Appendix B of this Draft SCEA.
	The majority of individual projects do not generate sufficient GHG emissions to create significant project-specific environment effects. However, the environmental effects of a project's GHG emissions can contribute incrementally to cumulative environmental effects that are significant, contributing to climate change, even if an individual project's environmental effects are limited (CEQA Guidelines Section 15064[h][1]). The issue of a project's environmental effects and contribution toward climate change typically involves an analysis of whether or not a project's contribution toward climate change is cumulatively considerable.
	CEQA Guidelines Section 15064.4 recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project, including the extent to which a project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which a project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHG emissions.
	CEQA Guidelines Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, as long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7[c]).
	According to CEQA Guidelines Section 15183.5, projects can tier off of a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of a project's consistency with the GHG reduction policies included in that qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals (AEP) in its white paper, <i>Beyond Newhall and 2020</i> , to be

the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions. In addition, pursuant to CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem in the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans. and plans or regulations for the reduction of GHG emissions. Therefore, a lead agency can make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions. The Project's consistency with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions is evaluated qualitatively. A project is considered consistent with the provisions of these documents if it meets the general intent in reducing GHG emissions in order to facilitate the achievement of local- and State-adopted goals and does not impede attainment of those goals.

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions and does not have a qualified GHG reduction plan under CEQA Guidelines Section 15183.5 that is applicable to the Project. Neither the SCAQMD, the California Office of Planning and Research (OPR), CARB, the California Air Pollution Control Officers Association (CAPCOA), or any other State or applicable regional agency has adopted a numerical significance threshold for assessing GHG emissions that is applicable to the Project. In the absence of any adopted numeric threshold, consistent with CEQA Guidelines Section 15064.4(b), the significance of the Project's GHG emissions is evaluated by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For this Project, the most directly applicable adopted regulatory plans to reduce GHG emissions are the 2017 Scoping Plan, the 2020-2045 RTP/SCS, and the City's General Plan.

**a), b) Less Than Significant Impact.** Construction and operation of the Project would generate temporary and long-term increases in GHG emissions. The Project would generate an incremental contribution to, and cumulative increase in, the following sources of GHGs:

<ul> <li>Construction – emissions primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and in on-road construction vehicles and in the commute vehicles of the construction workers. Smaller amounts of GHGs are emitted indirectly through the energy required for water used for fugitive dust control and lighting for the construction activity.</li> </ul>
<ul> <li>Area source – emissions from the use of landscaping equipment, which emits GHGs associated with the equipment's fuel combustion.</li> </ul>
<ul> <li>Energy use (building operations) – emissions associated with the combustion of natural gas for space and water heating and off-site during the generation of electricity from fossil fuels in power plants.</li> </ul>
<ul> <li>Mobile source – emissions associated with vehicles trips generated by the Project.<sup>16</sup></li> </ul>
<ul> <li>Water/wastewater – emissions associated with energy used to supply, convey, and treat water and wastewater.</li> </ul>
<ul> <li>Solid waste – emissions associated with the decomposition of the waste, which generates methane based on the total amount of degradable organic carbon.</li> </ul>
The quantification of the potential GHG emissions associated with Project construction and operation are provided below for informational purposes only and are not used to evaluate the significance of the Project's impacts related to GHG emissions.
Construction
The Project's GHG emissions from off-road equipment usage, on-road construction vehicles, and construction worker trips during construction were calculated using CalEEMod Version 2016.3.2. The modeling assumptions (e.g., construction schedule, equipment mix) and emissions factors used are provided in Appendix A of the <i>MetroWalk Project Air Quality and Greenhouse Gas Study</i> , which is included in Appendix B of this Draft SCEA. As shown in <b>Table VIII-1</b> , Estimated Construction Emissions of Greenhouse Gases, Project construction would generate a total of 11,651 MTCO <sub>2</sub> e. In accordance with SCAQMD guidance, construction emissions were amortized over a 30-year Project lifetime to determine the Project's annual GHG emissions of 388 MTCO <sub>2</sub> e per year.

<sup>&</sup>lt;sup>16</sup> SB 375 provides several streamlining benefits for Transit Priority Projects (TPP). With relation to GHG emissions, pursuant to SB 375 and the provisions of Public Resources Code Section 21159.28, environmental documents are not required to reference, describe or discuss impacts from car and light-duty truck trips on global warming or regional transportation network.

Table VIII-1		
Year	MTCO <sub>2</sub> e	
2022	407.9	
2023	2,149.9	
2024	2,793.1	
2025	2,748.7	
2026	2,717.9	
2027	833.9	
Total	11,651.4 MT	
Amortized Over 30 Years <sup>a</sup>	388.4 MT per year	

Notes: MTCO<sub>2</sub>e = metric tons of an equivalent mass of carbon dioxide

а In accordance with SCAQMD's recommendation, GHG emissions from construction of the Project were amortized over a 30-year period and added to annual operational emissions to determine the Project's total annual GHG emissions.

Source: Rincon Consultants, Inc., 2020.

# **Combined Annual Emissions**

Table VIII-2, Combined Annual Emissions, combines the construction and operational GHG emissions associated with the Project. As shown, the Project would generate approximately 2,061 MTCO<sub>2</sub>e per year.

Emission Source	Project Emissions (MTCO <sub>2</sub> e) <sup>a</sup>	
Construction	388.4	
Operational		
Area	8.6	
Energy	481.2	
Mobile <sup>b</sup>	961.0	
Solid Waste	115.2	
Water	106.2	
Total Construction and Operational	2,060.6	
Emissions		
A and C of the <i>MetroWalk Project Air Qualit</i> Appendix B of this Draft SCEA for modeling r	y and Greenhouse Gas Study included i results.	
<sup>a</sup> GHG emissions were modeled for year milestone target for GHG emission reduc	2030 to be consistent with the next Stat ctions.	
<sup>b</sup> Mobile source emissions do not include emissions from cars and light-duty truck trips generated by the Project because the City has determined that PRC Section 21159.28 applies to the Project.		
21159.28 applies to the Project.		

Table VIII-2				
Combined Annual Emissions				
mission Source	Project Emissions (MTCO <sub>2</sub>			
on	388.4			

<b>Consistency with Plans</b>
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Several plans have been adopted to reduce GHG emissions in California generally and in Santa Clarita and the Los Angeles County region specifically. The Project's consistency with the City of Santa Clarita Climate Action Plan (CAP) and General Plan, the SCAG 2020-2045 RTP/SCS, and the 2017 Scoping Plan is discussed below.

### City of Santa Clarita Climate Action Plan

The City of Santa Clarita City Council adopted the CAP in August 2012 and certified the accompanying EIR. The CAP met the criteria in CEQA Guidelines 15183.5(b) for a "plan to reduce GHG emissions." The CAP committed the City to reduce community-wide GHG emissions by 4 percent below 2005 levels by 2020 consistent with the California Global Warming Solutions Act of 2006 (AB 32) and the related Climate Change Scoping Plan.<sup>17</sup> However, because the CAP was only qualified under CEQA until August 2020, this plan is no longer applicable although the *MetroWalk Project Air Quality and Greenhouse Gas Study* (see Appendix B of this Draft SCEA) determined that the Project would be consistent with measures of the CAP that would have applied to the Project.

### City of Santa Clarita General Plan (One Valley One Vision)

The City's General Plan includes Goal CO 8, which is directed at improving energy efficiency, reducing energy and natural resource consumption, and reducing GHG emissions associated with development. The Project would be required to comply with the CALGreen Code, the 2019 Building Energy Efficiency Standards, the City's Green Building Standards Code, and the City's Energy Conservation Code. The Project would include energy- and waterefficient appliances and fixtures and would be adjacent to the future Metrolink Vista Canyon Station, which will be located immediately east of the Project Site. In addition, the Project would include a recreation center, a tot lot, a multi-use trail, and pedestrian linkages, thereby reducing vehicle trips by providing recreational opportunities within walking distances of proposed residences. The Project would also plant a total of 507 trees throughout the Project Site. Therefore, the Project would be consistent with General Plan Goal CO 8.

### SCAG 2020-2045 RTP/SCS

On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS (titled Connect SoCal). The SCAG 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by 8 percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. The 2020-2045

<sup>&</sup>lt;sup>17</sup> CARB, *Climate Change Scoping Plan: A Framework for Change*, December 2008.

RTP/SCS includes ten goals with corresponding implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The Project's consistency with these strategies is presented below.

- Focus Growth Near Destinations and Mobility Options: The • Project is an infill development that would involve construction of residential and recreational uses in an urban/suburban area that would be well served by public transit via the future Metrolink Vista Canyon Station, to be sited immediately east of the Project Site. The Project would include sidewalks and trails connecting residences to this future station and adjacent land uses and roadways to facilitate pedestrian access and circulation. Furthermore, the Project Site is in close proximity to existing residential and commercial development. Existing public transit facilities are located near the Project Site, including a bus transfer station slated for completion in 2021 as part of the Vista Canyon Multi-Modal Center. The Project would also be within walking and biking distance of existing and planned residential, commercial, and recreational uses. The Project would provide approximately 100 bicycle parking spaces in accordance with the proposed Specific Plan. Therefore, the Project would focus growth near destinations and mobility options.
- **Promote Diverse Housing Choices:** The Project would include construction of a residential community with multi-family apartment unit and townhomes, as well as age-qualified apartments (50 of which would be affordable senior housing). Therefore, the Project would promote diverse housing choices that support the reduction of GHGs.
- Leverage Technology Innovations: The Project would include approximately 203 electric vehicle parking spaces with electrical infrastructure (electrical vehicle supply equipment (EVSE)) in place to support future charging stations. In addition, the Project would be required to install photovoltaic solar panels that generate an amount of electricity equal to expected electricity usage on all residential buildings in accordance with the City of Santa Clarita Energy Conservation Code. Therefore, the Project would leverage technology innovations.
- Support Implementation of Sustainable Policies: The Project would be constructed in accordance with the City of Santa Clarita Green Building Code and Energy Conservation Code. Therefore, the Project would support implementation of sustainability policies.

• <b>Promote a Green Region:</b> The Project is an infill development that would involve construction of residential and recreational uses, including access to public park space, in an urbanized area and would, therefore, not interfere with regional wildlife connectivity or convert agricultural land. The Project would be required to install photovoltaic solar panels that generate an amount of electricity equal to expected electricity usage on all residential buildings in accordance with the City of Santa Clarita Energy Conservation Code. Therefore, the Project would support development of a green region.
For further details on each of these strategies, please refer to Table 12 of the <i>MetroWalk Project Air Quality and Greenhouse Gas Study</i> in Appendix B of this Draft SCEA.
2017 Scoping Plan
The principal State plan and policy is AB 32, the California Global Warming Solutions Act of 2006, and the follow up, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020, and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the state to achieve the reductions. The 2017 Scoping Plan's goals include reducing fossil fuel use and energy demand and maximizing recycling and diversion from landfills. The Project would be consistent with these goals through Project design, which includes complying with the latest Title 24 standards (including the CALGreen Code and Building Efficiency Energy Standards) and installing energy-efficient lightemitting diode (LED) lighting in indoor spaces, occupancy sensors, flow-smart showerheads, water-efficient faucets and toilets, Energy Star certified appliances, and water efficient landscaping and irrigation systems. Therefore, the Project would be consistent with the 2017 Scoping Plan.
Based on the above analysis, the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG. Therefore, impacts related to GHG emissions would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to GHG emissions would be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project.

Accordingly, the following relevant mitigation measures from the 2020- 2045 RTP/SCS PEIR MMRP and the City of Santa Clarita One Valley One Vision PEIR MMP have been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
<b>PMM GHG-1:</b> In accordance with provisions of sections $15091(a)(2)$ and $15126.4(a)(1)(B)$ of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
<ul> <li>a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including:</li> </ul>
i. Use energy efficient materials in building design, construction, rehabilitation, and retrofit.
<li>ii. Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.</li>
<li>iii. Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight.</li>
<ul> <li>iv. Incorporate passive environmental control systems that account for the characteristics of the natural environment.</li> </ul>
v. Use high-efficiency lighting and cooking devices.
vi. Incorporate passive solar design.
vii. Use high-reflectivity building materials and multiple glazing.
viii. Prohibit gas-powered landscape maintenance equipment.
ix. Install electric vehicle charging stations.
x. Reduce wood burning stoves or fireplaces.
xi. Provide bike lanes accessibility and parking at residential developments.
<ul> <li>Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.</li> </ul>
c) Include off-site measures to mitigate a project's emissions.
d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:
i. Use energy and fuel-efficient vehicles and equipment;

ii.	Deployment of zero- and/or near zero emission technologies;
iii.	Use lighting systems that are energy efficient, such as LED technology;
iv.	Use the minimum feasible amount of GHG-emitting construction materials;
V.	Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;
vi.	Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;
vii.	Incorporate design measures to reduce energy consumption and increase use of renewable energy;
viii	Incorporate design measures to reduce water consumption;
ix.	Use lighter-colored pavement where feasible;
х.	Recycle construction debris to maximum extent feasible;
xi.	Plant shade trees in or near construction projects where feasible; and
xii.	Solicit bids that include concepts listed above.
Me car	easures that encourage transit use, carpooling, bike-share and r-share programs, active transportation, and parking strategies, luding, but not limited to the following:
IIIC	idding, but not innited to the following.
i.	Promote transit-active transportation coordinated strategies;
i. ii.	Promote transit-active transportation coordinated strategies; Increase bicycle carrying capacity on transit and rail vehicles;
i. ii. iii.	Promote transit-active transportation coordinated strategies; Increase bicycle carrying capacity on transit and rail vehicles; Improve or increase access to transit;
i. ii. iii. iv.	Promote transit-active transportation coordinated strategies; Increase bicycle carrying capacity on transit and rail vehicles; Improve or increase access to transit; Increase access to common goods and services, such as groceries, schools, and day care;
i. ii. iii. iv. v.	Promote transit-active transportation coordinated strategies; Increase bicycle carrying capacity on transit and rail vehicles; Improve or increase access to transit; Increase access to common goods and services, such as groceries, schools, and day care; Incorporate affordable housing into the project;
i. ii. iii. iv. v. vi.	Promote transit-active transportation coordinated strategies; Increase bicycle carrying capacity on transit and rail vehicles; Improve or increase access to transit; Increase access to common goods and services, such as groceries, schools, and day care; Incorporate affordable housing into the project; Incorporate the neighborhood electric vehicle network;
i. ii. iii. iv. v. vi. vii.	Promote transit-active transportation coordinated strategies; Increase bicycle carrying capacity on transit and rail vehicles; Improve or increase access to transit; Increase access to common goods and services, such as groceries, schools, and day care; Incorporate affordable housing into the project; Incorporate the neighborhood electric vehicle network; Orient the project toward transit, bicycle and pedestrian facilities;
i. ii. iii. iv. v. vi. vii.	Promote transit-active transportation coordinated strategies; Increase bicycle carrying capacity on transit and rail vehicles; Improve or increase access to transit; Increase access to common goods and services, such as groceries, schools, and day care; Incorporate affordable housing into the project; Incorporate the neighborhood electric vehicle network; Orient the project toward transit, bicycle and pedestrian facilities;
i. ii. iii. iv. v. vi. vii. vii. vii.	Promote transit-active transportation coordinated strategies; Increase bicycle carrying capacity on transit and rail vehicles; Improve or increase access to transit; Increase access to common goods and services, such as groceries, schools, and day care; Incorporate affordable housing into the project; Incorporate the neighborhood electric vehicle network; Orient the project toward transit, bicycle and pedestrian facilities; Improve pedestrian or bicycle networks, or transit service; Provide traffic calming measures;
i. ii. iii. iv. v. vi. vii. vii. viii ix.	Promote transit-active transportation coordinated strategies; Increase bicycle carrying capacity on transit and rail vehicles; Improve or increase access to transit; Increase access to common goods and services, such as groceries, schools, and day care; Incorporate affordable housing into the project; Incorporate the neighborhood electric vehicle network; Orient the project toward transit, bicycle and pedestrian facilities; Improve pedestrian or bicycle networks, or transit service; Provide traffic calming measures; Provide bicycle parking;
i. ii. iii. iv. v. vi. vii. vii. x. x.	Promote transit-active transportation coordinated strategies; Increase bicycle carrying capacity on transit and rail vehicles; Improve or increase access to transit; Increase access to common goods and services, such as groceries, schools, and day care; Incorporate affordable housing into the project; Incorporate the neighborhood electric vehicle network; Orient the project toward transit, bicycle and pedestrian facilities; Improve pedestrian or bicycle networks, or transit service; Provide traffic calming measures; Provide bicycle parking; Limit or eliminate park supply;
i. ii. iv. v. vi. vi. vii. ix. x. xi. xii.	Promote transit-active transportation coordinated strategies; Increase bicycle carrying capacity on transit and rail vehicles; Improve or increase access to transit; Increase access to common goods and services, such as groceries, schools, and day care; Incorporate affordable housing into the project; Incorporate the neighborhood electric vehicle network; Orient the project toward transit, bicycle and pedestrian facilities; Improve pedestrian or bicycle networks, or transit service; Provide traffic calming measures; Provide bicycle parking; Limit or eliminate park supply; Unbundle parking costs;
ii. ii. iii. iv. v. vi. vii. vii. ix. x. xi. xii.	Promote transit-active transportation coordinated strategies; Increase bicycle carrying capacity on transit and rail vehicles; Improve or increase access to transit; Increase access to common goods and services, such as groceries, schools, and day care; Incorporate affordable housing into the project; Incorporate the neighborhood electric vehicle network; Orient the project toward transit, bicycle and pedestrian facilities; Improve pedestrian or bicycle networks, or transit service; Provide traffic calming measures; Provide bicycle parking; Limit or eliminate park supply; Unbundle parking costs; Provide parking cash-out programs;
	n. iii. iv. v. vi. vii. vii. ix. xi. xii. Me car

f)	Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network;
g)	Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and
h)	Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that:
	i. Provide car-sharing, bike sharing, and ride-sharing programs;
	ii. Provide transit passes;
	iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;
	iv. Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle;
	v. Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;
	vi. Provide employee transportation coordinators at employment sites;
	vii. Provide a guaranteed ride home service to users of non-auto modes.
i)	Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;
j)	Land use siting and design measures that reduce GHG emissions, including:
	i. Developing on infill and brownfields sites;
	ii. Building compact and mixed-use developments near transit;
	iii. Retaining on-site mature trees and vegetation, and planting new canopy trees;
	iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and
	v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.

k	) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.
l I	Require at least five percent of all vehicle parking spaces include electric vehicle charging stations, or at a minimum, require the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in.
r	n) Encourage telecommuting and alternative work schedules, such as:
	i. Staggered starting times
	ii. Flexible schedules
	iii. Compressed work weeks
r	) Implement commute trip reduction marketing, such as:
	i. New employee orientation of trip reduction and alternative mode options
	ii. Event promotions
	iii. Publications
C	) Implement preferential parking permit program
l i	) Implement school pool and bus programs
c	) Price workplace parking, such as:
	i. Explicitly charging for parking for its employees;
	ii. Implementing above market rate pricing;
	iii. Validating parking only for invited guests;
	iv. Not providing employee parking and transportation allowances; and
	v. Educating employees about available alternatives.
	City of Santa Clarita One Valley One Vision Program EIR Mitigation
3 6 ()   	<b>.4-1:</b> Prior to the issuance of Building Permits for each new tract, the pplicant shall provide evidence of green building practices and design lements that reduce GHG emissions to the appropriate City and/or County Planning Department. (See, e.g., California Department of lousing and Community Development's Green Building & Sustainability Resources handbook at www.hcd.ca.gov/hpd/green_build.pdf; e.g., the merican Institute of Architects at http://www. wiki.aia.org/Wiki%20 Pages/Home.aspx).

<b>3.4-2:</b> Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence of energy-efficient designs to the appropriate City and/or County Planning Department such as those found in the Leadership in Energy and Environmental Design (LEED) Green Building Ratings and/or comply with Title 24, Part 11, the California Green Building Standards Code.
<b>3.4-3:</b> Prior to the issuance of Building Permits for each tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of energy efficient lighting, heating and cooling systems, appliances, equipment, and control systems. (Information about ENERGY STAR-certified products are available at http://www.energystar.gov/index.cfm?fuseaction=find_a_pro duct; see also the California Energy Commission's database of appliances meeting federal or state energy standards at http://www.appliances.energy.ca.gov; see the Electronic Product Environmental Assessment Tool for ranking of energy efficient computer equipment at http://www.epeat.net/AboutEPEAT.aspx; see the Online Guide to Energy Efficient Commercial Equipment at http://www.aceee.org/ogeece/ch1_index.htm).
<b>3.4-4:</b> Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of light colored "cool" roofs and cool pavements. (See Consumer Energy Center, Cool Roofs at http://www.consumerenergycenter.org/coolroof/).
<b>3.4-5:</b> Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of efficient lighting (including LEDs) for traffic, street, and other outdoor lighting purposes. (See http://www.energy.ca.gov/efficiency/partnership/case_studies/TechAsstCity.pdf).
<b>3.4-6:</b> Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of efficient pumps and motors, for pools and spas. (See http://www.consumerenergycenter.org/home/outside/pools_spas.html).
<b>3.4-7:</b> Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of the ability to install solar energy, and solar hot water heaters. (See http://www.gosolarcalifornia.org/builders/index. html; see also the California Public Utility Commission's website for solar water heating incentives at http://www.cpuc.ca.gov/puc/energy/solar/swh.htm).
<b>3.4-8:</b> Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of water-efficient landscapes, which exceed the requirements of applicable City and/or County ordinances (See

http://www.water.ca.gov/wateruseefficiency/landscapeordinance/technic al.cfm; see also http://www.ciwmb.ca.gov/organics/ Xeriscaping).
<b>3.4-9:</b> Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of water efficient irrigation systems and devices, such as soil-based irrigation controls and use water-efficient irrigation methods. (See http://www1.eere.energy.gov/femp/program/waterefficiency_bmp5.html; see also http://www.water.ca.gov/wateruseefficiency/landscape/).
<b>3.4-10:</b> Prior to the issuance of Building Permits for each implementing project, the applicant or their contractor shall submit to the appropriate City and/or County Public Works department for review and approval a site construction management plan for the reuse and recycling of construction and demolition waste (including soil, vegetation, concrete, lumber, metal, and cardboard). (See http://www.ciwmb.ca.gov/condemo/).
<b>3.4-11:</b> Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of reuse and recycling receptacles into residential, industrial, and commercial projects. (See http://zerowaste.ca.gov; see also http://www.ca-ilg.org/ wastereduction).
<b>3.4-12:</b> Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of consistency with "smart growth" principles to reduce GHG emissions (i.e., ensure mixed-use, infill and higher density projects provide alternatives to individual vehicle travel and promote efficient delivery of goods and services). (See http://www.epa.gov/ smartgrowth/index.htm).
<b>3.4-13:</b> Prior to implementing project approval for each new tract map, the applicant shall preserve existing trees, to the extent feasible and consistent with mitigation measures, encourage the planting of new trees consistent with the final landscape palettes, and create open space where feasible. (See http://www.epa.gov/dced/brownfields.htm).
<b>3.4-14:</b> All residential buildings within the OVOV planning area that are enabled by approval of the OVOV General Plan and Area Plan shall be designed to provide improved insulation and ducting, low E glass, high efficiency air conditioning units, and radiant barriers in attic spaces, as needed, or equivalent to ensure that all residential buildings operate at levels 15 percent better than the standards required by the version of Title 24 applicable at the time the building permit applications are filed.

Vista Canv	on S	pecific Plan	EIR Mitig	pation Measures

No mitigation measures are applicable to the Project.

#### **IX. HAZARDS AND** The following analysis is based in part on the information contained in HAZARDOUS the Revised Phase I Environmental Site Assessment and Revised Phase II Environmental Site Assessment (Phase I ESA and Phase II ESA) prepared by Stantec in September 2020 and June 2020, respectively, and which are included in Appendix I of this Draft SCEA.

a) Less Than Significant Impact. Materials are generally considered hazardous if they are poisonous (toxicity), can be ignited by open flame (ignitability), corrode other materials (corrosivity), or react violently, explode, or generate vapors when mixed with water (reactivity). The term "hazardous material" is defined in the California Health and Safety Code Section 25501(n)(1) as any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The code additionally states that a hazardous material becomes a hazardous waste once it is abandoned, discarded, or recycled.

The transportation, use, and disposal of hazardous materials, as well as the potential release of hazardous materials to the environment, are closely regulated through State and federal laws. Such laws include those incorporated into the California Health and Safety Code, such as the California Hazardous Materials Release Response Plans and Inventory law and the California Hazardous Waste Control law, as well as other regulations governing hazardous waste promulgated by state and federal agencies, such as the Los Angeles County Department of Public Works (LACDPW), California Department of Toxic Substances Control (DTSC), California Division of Occupational Safety and Health, the Regional Water Quality Control Board (RWQCB), and the USEPA.

The Project would develop 498 residential units, along with surface parking lots, landscaping, and outdoor gathering and recreation areas on an undeveloped lot. As a residential land use, the Project would involve the routine transport, use, and disposal of minor quantities of common household hazardous materials and wastes by residents and vendors/contractors. These materials could include cleaning products, paints, solvents, adhesives, and other chemical materials used in building maintenance and interior improvements, automotive lubricants, small combustion engine fuels and lubricants, expired pharmaceuticals and mercury thermometers, sharps or used needles, pesticides and herbicides, and electronic wastes from household and car batteries that are typical of residential land uses. This level of hazardous materials and waste usage is considered acceptable in residential areas and has not been identified as a significant threat to the environment. Residents can dispose of household hazardous wastes for free at any of the Los Angeles County Sanitation Districts'

MATERIALS

(LACSD) permanent disposal centers, and electronic waste can be disposed of at several private locations or electronic recycling events. LACSD and the LACDPW-sponsored Household Hazardous Waste Roundups are one-day events hosted on Saturdays at various locations throughout Los Angeles County. Specifically, S.A.F.E. (Solvents/Automotive/Flammables/Electronics) collection centers are permanent facilities that are open every weekend. The centers closest to the Project Site are located in Sun Valley and Northridge.
Based on the type of land use proposed; the fact that the Project Site is undeveloped; the relatively minor anticipated level of use, storage, and disposal of hazardous materials; and the requirement to comply with various State and federal laws regulating hazardous materials, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to routine transport, use, or disposal of hazardous materials were determined to be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. One mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP is included below.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
<b>PMM HAZ-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.
b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and

	maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate.
c)	Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:
	<ul> <li>The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.</li> </ul>
	The location of such hazardous materials.
	<ul> <li>An emergency response plan including employee training information.</li> </ul>
	<ul> <li>A plan that describes the way these materials are handled, transported and disposed.</li> </ul>
d)	Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction.
e)	Avoid overtopping construction equipment fuel gas tanks.
f)	Properly contain and remove grease and oils during routine maintenance of construction equipment.
g)	Properly dispose of discarded containers of fuels and other chemicals.
h)	Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.
i)	Identify and implement more stringent tank car safety standards.
j)	Improve rail transportation route analysis, and modification of routes based on that analysis.
k)	Use the best available inspection equipment and protocols and implement positive train control.
)	Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size.
m	) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments.

n)	Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident.
0)	Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified.
þ	Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training.
q	Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.
C M	ity of Santa Clarita One Valley One Vision Program EIR Mitigation easures
Ν	o mitigation measures are applicable to the Project.
<u>V</u>	ista Canyon Specific Plan EIR Mitigation Measures
N	o mitigation measures are applicable to the Project.
b) P su (F hi th re	<b>Less Than Significant Impact</b> . The Phase I ESA prepared for the roject delineates the environmental conditions as they exist at the ubject property, including any recognized environmental conditions (CRECs), and storical recognized environmental conditions (HRECs) associated with e Project Site. <sup>18</sup> The Phase I ESA consists of historical property use search, a regulatory agency records search, and site reconnaissance.
н	istorical Land Uses
Ti hi pl to a in ha la pu	he historical land uses at the Project Site were established by reviewing storical records, conducting a title search, and reviewing aerial notography. The Project Site was historically used for a hog farm. Due the high concentrations of nitrates commonly found in manure, there is concern that wash-down water concentrated with nitrates as a result of hproper fertilizer or manure disposal practices by the hog farm could ave affected underlying soil at the Project Site. As early as 1928, the nd is observed in aerial photography as being used for agricultural urposes with crop lines throughout the Project Site. Railroad tracks are

<sup>&</sup>lt;sup>18</sup> ASTM E1527 standards define a REC as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property as either/or: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. An HREC refers to a past release that has been remediated below residential standards and given regulatory closure with no use restrictions. A CREC is a new term introduced in the ASTM E1527 standard to address contaminated sites that have received risk-based regulatory closure, where no further remediation is required but residual contamination is controlled but could still pose ongoing or future obligations on the owner (such as special precautions during grading activities).

observed running along the southern Project Site boundary. From 1969 to 1989, the Project Site is vacant, with no improvements visible on the land. Small structures are observed just north of the northwest corner of the Project Site. From 1994 to present day, aerial photography shows the Project Site as undeveloped.

# Local and Regional Environmental Records Search

Data presented in the environmental agency database search report were assessed to evaluate the potential for conditions on adjacent and nearby sites to pose a REC, CREC, or HREC for the Project Site. This includes State and local databases, including the California Geological Energy Management database (CalGEM); records available through the Los Angeles County Department of Public Health, LACDPW, and Los Angeles County Building Department; the California Environmental Protection Agency; DTSC's EnviroStor database; and the State Water Resources Control Board's (SWRCB) GeoTracker database. The CalGEM database identified a former oil well (currently has a status of "plugged") located 430 feet south of the Project Site. However, there are no existing or former oil wells on the Project Site, and the distance and status of this oil well to the south does not make it an REC. The other databases listed above did not return any results of hazardous materials on the Project Site.

## Site Reconnaissance

As part of the Phase I investigation, a site reconnaissance of the Project Site and surrounding vicinity was performed to record visual observations on May 16, 2019. General observations included no roads or structures on the Project Site, apart from a three-foot fence running parallel along the northern boundary of the Project Site and a concrete staircase on the northwestern corner of the Project Site providing site access to Lost Canyon Road. A drainage basin was also noted on the northwestern corner of the Project Site. There were no observed underground or aboveground storage tanks, hazardous materials, or petroleum products encountered during the site reconnaissance.

## Phase I ESA Conclusions and Phase II Scoping

The Phase I ESA recommended the preparation of a Phase II ESA resulting from the past use of the Project Site as a hog farm and the proximity of railroad tracks to the Project Site. Specifically, herbicides are commonly applied to railroad alignments, and heavy metals associated with herbicidal application are commonly found in these areas. As such, a subsurface investigation was recommended to sample and analyze shallow soil samples along the Project Site boundary for the presence of heavy metals to evaluate if they are present at concentrations above residential screening levels or hazardous waste disposal levels. Further,

there is concern that wash-down water concentrated with nitrates may have impacted groundwater beneath the Project Site, due to the high concentrations of nitrates found in manure. As such, a methane survey was recommended to evaluate potential impacts to the subsurface from hog farm operations.

# Phase II ESA

A total of 30 soil borings were collected across the 20-acre Project Site to a maximum depth of 5 feet below ground surface (bgs). Eight composite soil samples were collected at 1-foot bgs from approximately every three boring locations as recommended by the DTSC's *Interim Guidance for Sampling Agricultural Properties*. Eight deeper composite soil samples were collected at 3 feet bgs, and four composite soil samples were collected at 5 feet bgs. The eight 1-foot samples were submitted to the laboratory and analyzed for lead and arsenic, as well as organochloride pesticides (OCPs). These 30 soil samples were composited down to eight samples for laboratory analysis of arsenic, lead, and OCPs.

Arsenic was reported in seven of the eight soil samples ranging between 1.0 and 1.8 milligrams per kilogram (mg/kg). These detections are above the USEPA's Regional Screening Levels for residential sites of 0.68 mg/kg and the California DTSC's Human and Ecological Risk Office (HERO) Note 3 of 0.41 mg/kg. However, arsenic is a naturally occurring component of soil, and it is common to find soil arsenic levels in Southern California that are above arsenic screening levels. These detections are well within the range of "background" concentrations for soils in Southern California, which can range between 0.6 and 11 mg/kg.<sup>19</sup> DTSC does not consider these arsenic concentrations to be an unacceptable risk to future residential projects, and no mitigation or further assessment of the Project Site is warranted.

Lead was reported in all eight samples collected at concentrations ranging from 2.0 to 11 mg/kg. These detections are well below the most conservative DTSC HERO Note 3 screening level for residential sites of 80 mg/kg. Therefore, the metals associated with herbicide use are not considered an environmental concern to Project inhabitants or construction workers, and no mitigation or further assessment is warranted.

Finally, the Phase II ESA conducted a methane assessment to determine if use of fertilizer with high concentrations of nitrates during the Project Site's agricultural use had impacted soil or groundwater quality. Fifteen soil vapor probes were installed throughout the Project Site and assessed for methane; however, methane was not reported at any of the 15 locations throughout the Project Site.

<sup>&</sup>lt;sup>19</sup> According to *Background Concentrations of Trace and Major Elements in California Soils, Kearney Foundation of Soil Science, University of California*, 1996 arsenic is naturally occurring in Southern California between 0.6 and 11 mg/kg.

As such, it was determined that the adjacent railroad tracks, historical agricultural use, and historical hog farm operations of the Project Site do not represent RECs or an unacceptable human health risk in light of the proposed residential use of the Project Site. Therefore, the Project would not create a significant hazard to the public or the environment through the upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to reasonably foreseeable upset or release of hazardous materials were determined to be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. A mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP is included below.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
<b>PMM HAZ-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following:
a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment;
b) More stringent tank car safety standards;
<ul> <li>c) Improved rail transportation route analysis, and modification of routes based on that analysis;</li> </ul>
d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control;
e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size;

<ul> <li>f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments;</li> </ul>
<ul> <li>g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident;</li> </ul>
<ul> <li>h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials.</li> </ul>
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>c) No Impact.</b> The nearest school to the Project Site is the Fair Oaks Ranch Community School, which is approximately 0.6 mile southwest of the Project Site (at 26933 Silverbell Lane, Santa Clarita, California). Therefore, there are no existing or proposed schools within one-quarter mile of the Project Site, and no impact would occur.
Project-Specific Mitigation Measures
The Project would have no impact related to emission of hazardous materials within close proximity to a school. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.

Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>d)</b> No Impact. The Project Site is not included on the Cortese list, which is the list of sites compiled by California DTSC under Government Code Section 65962.5. <sup>20</sup> This means that the Project Site is not included on DTSC's list of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety, <sup>21</sup> land designated as hazardous waste property or border zone property pursuant to Article 11, <sup>22</sup> information received regarding waste disposals on public land, <sup>23</sup> all sites listed pursuant to Section 25356 of the Health and Safety Code, <sup>24</sup> or all sites included in the Abandoned Site Assessment Program. <sup>25</sup> As such, the Project would not be located on a site included on the Cortese List and would not create a significant hazard to the public or the environment. Therefore, no impact would occur.
Project-Specific Mitigation Measures
The Project would have no impacts related to hazardous materials sites included on the State's Cortese List. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.

<sup>&</sup>lt;sup>20</sup> California Environmental Protection Agency, Cortese List Data Resources, https://calepa.ca.gov/SiteCleanup/CorteseList/, accessed October 26, 2020.

<sup>&</sup>lt;sup>21</sup> California DTSC, EnviroStor Database, Cortese List Hazardous Waste and Substances Site List, October 26, 2020.

<sup>&</sup>lt;sup>22</sup> California SWRCB, GeoTracker Database, Cortese List Map of Active LUSTs, Santa Clarita, California, October 26, 2020.

<sup>&</sup>lt;sup>23</sup> California SWRCB, List of Site identified with waste constituents above hazardous waste levels outside the waste management unit, October 26, 2020.

<sup>&</sup>lt;sup>24</sup> California SWRCB, List of active Cease and desist orders and cleanup and abatement orders that do not concern discharges of wastes that are hazardous materials, October 26, 2020.

<sup>&</sup>lt;sup>25</sup> California DTSC, Cortese List: Section 65962.5(a), October 26, 2020.

Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
e), f) No Impact. The nearest airport to the Project Site is the Whiteman Airport, which is approximately 10 miles south of the Project Site. Therefore, the Project Site is not within 2 miles of a public or private airport and would not result in a safety hazard or excessive noise for people residing or working in the Project area, and no impact could occur.
Project-Specific Mitigation Measures
Project would have no impact related to proximity to a public or private airport. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>g)</b> Less Than Significant Impact. As is further discussed in Initial Study Checklist Section XX, Wildfire, below, the City has a Hazard Mitigation Plan, adopted in 2004 and updated in 2010 and 2015, which provides a framework for communications, decisions, and actions by emergency response personnel for emergencies requiring evacuation. <sup>26</sup> The command structure would assess local conditions in an ongoing manner, to identify locations and severity of threats to life and property. Based on those assessments, decisions would be made on where to focus hazard response efforts, how/when to initiate calls for backup assistance and assignment of additional resources, and when/where to implement emergency evacuations if no other options are deemed viable. This existing emergency response system would be sufficient to address emergency evacuation scenarios for hazard events in the Project area

<sup>&</sup>lt;sup>26</sup> City of Santa Clarita, *Local Hazard Mitigation Plan*, September 2015.

that require evacuation of some or all of the Project residents. Further,
the Project's proposed emergency access would be evaluated as part of
the development review process, including whether the Project would
have adequate driveway widths to accommodate access by fire trucks. <sup>27</sup>
Therefore, with compliance with the City's emergency access evaluation
through the development review process, and the existing Hazard
Mitigation Plan, the Project would not impair implementation or physically
interfere with an adopted emergency response plan or emergency
evacuation plan, and impacts would be less than significant.

The Project would change the existing conditions of the Project Site, as the entire Project Site would either be developed with impervious surfaces or managed landscape areas. As such, the risk of wildfire on the Project Site would be reduced through development of the proposed structures and improvements as compared with existing conditions due to the removal of existing wildfire fuel loads. Further, the Project would be constructed to stringent standards to resist ignition and slow the spread of fire per Los Angeles County Fire Department (LACoFD) standards, and no building permits would be issued by the City until construction plans have been reviewed and determined to be in full compliance with all applicable standards for development in a Very High Fire Hazard Severity Zone (VHFHSZ). Similarly, Project construction would not impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

## Project-Specific Mitigation Measures

Project impacts related to whether the Project physically interferes with an emergency response plan or evacuation were determined to be less than significant. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Relevant mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP are included below.

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

**PMM TRA-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

<sup>&</sup>lt;sup>27</sup> City of Santa Clarita, General Plan, Safety Element, https://www.codepublishing.com/CA/SantaClarita/html/ SantaClaritaGP/7%20-%20Safety%20Element.pdf, June 2011.

a) Pr sh er aq of th pr ca	rior to construction, project implementation agencies can and hould ensure that all necessary local and state road and railroad neroachment permits are obtained. The project implementation gency can and should also comply with all applicable conditions approval. As deemed necessary by the governing jurisdiction, e road encroachment permits may require the contractor to repare a traffic control plan in accordance with professional ngineering standards prior to construction. Traffic control plans an and should include the following requirements:
-	Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
-	Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.
-	Scheduling of truck trips outside of peak morning and evening commute hours.
-	Limiting of lane closures during peak hours to the extent possible.
-	Usage of haul routes minimizing truck traffic on local roadways to the extent possible.
-	Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.
-	Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
	Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.
-	Storage of construction materials only in designated areas.
-	Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.
-	Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.

- Enhance emergency preparedness awareness among public agencies and with the public at large.
<b>PMM HAZ-5:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions.
<ul> <li>b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks;</li> </ul>
c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>h) Less Than Significant Impact.</b> Impacts associated with wildfire, as well as a discussion of Project access, water flow, and proposed fuel modification strategies, are provided in the discussion of Initial Study Checklist Section XX, Wildfire, below. As discussed therein, the Project would not result in any significant environmental impacts related to wildfire, and impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to wildland fires were determined to be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>i) Less Than Significant Impact.</b> Hazards associated with overhead transmission lines range from exposure to electrical magnetic fields to live wires and flashovers when a person or equipment gets too close to an overhead line. Surface or subsurface-level natural gas or other fuel lines can pose risks when improper contact is made, resulting in leaks, fire, and/or explosions.
While the Project Site is currently undeveloped, it is located in a suburban area with major utilities (natural gas, electricity, and telecommunications infrastructure) running underneath nearby roads, such as Harriman Drive, Lost Canyon Road, and Cooper Street. There are no overhead powerlines in the immediate vicinity. According to SoCalGas, the natural gas provider for the Project Site, there is a natural gas transmission pipeline located underneath the railroad segment immediately southeast of the Project Site. As the Project would not result in any ground disturbance in this area, this pipeline would not be affected by the Project. <sup>28</sup> As this pipeline is located underground, standard construction precautions, such as identifying the location of gas lines before Project-related ground disturbance, would further reduce the potential risk of hazards to construction workers.
Further, the Project would locate utilities, such as electricity and telecommunications infrastructure, within underground conduits in the public or private street corridors/rights-of-way of each Planning Area. Therefore, Project construction and operation would not expose people to existing sources or potential health hazards, such as electrical transmission lines, gas lines, or oil pipelines, and impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to exposure of people to health hazards (such as electrical transmission lines, gas lines, or oil pipelines) were

<sup>&</sup>lt;sup>28</sup> SoCal Gas, Gas Transmission Pipeline Interactive Map – Los Angeles County, interactive online mapping service, accessed October 26, 2020.
	determined to be less than significant. Therefore, no mitigation measures are required.
	However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
	No mitigation measures are applicable to the Project.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
X. HYDROLOGY AND WATER QUALITY	The following analysis is based in part on the information contained in the Project's <i>Hydrology Report</i> prepared by Alliance Land Planning & Engineering, Inc. in October 2020, which is included in Appendix J of this Draft SCEA.
	a) Less Than Significant Impact. The Project Site is currently undeveloped land. The Project Site currently drains in a northwest direction and into an existing 42-inch reinforced concrete pipe (RCP) storm drain in Harriman Drive, which was constructed as part of the Vista Canyon Specific Plan development and will be owned and maintained by the County of Los Angeles once it is turned over to them in the near future. The existing capacity of the 42-inch storm drain is 98.75 cubic feet per second (cfs). A desilting basin exists near the northwestern corner of the Project Site at the inlet to the 42-inch storm drain to collect debris from the natural condition of the Project Site.
	Section 303 of the federal Clean Water Act (CWA) requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California's Porter-Cologne Water Quality Control Act, the Regional Water Quality Control Boards (RWQCBs) of the SWRCB are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the CWA.
	The City of Santa Clarita is within the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB adopted water quality objectives in its Stormwater Quality Management Plan. This plan is designed to ensure that stormwater achieves compliance with receiving water

limitations. Thus, stormwater generated by a development that complies with the plan does not exceed the limitations of receiving waters and, thus, does not violate any water quality standards or waste discharge requirements.

Section 402 of the CWA, which is known as the NPDES program, regulates point source and non-point source discharges to surface waters. Under this section of the CWA, municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdiction. These permits are known as Municipal Separate Storm Sewer Systems (MS4) permits. Stormwater and non-stormwater flows enter and are conveyed through the MS4 and discharged to surface water bodies of the Los Angeles region. These discharges are regulated under countywide waste discharge requirements contained in Order No. R4-2012-0175 (NPDES Permit No. CAS004001, Waste Discharge Requirements for Municipal Separate Storm Sewer System [MS4] Discharges Within the Coastal Watersheds of Los Angeles County, Except Discharges Originating from the City of Long Beach MS4), which was adopted on November 8, 2012. Chapter 17.90 of the SCMC prescribes the requirements of the NPDES compliance for all proposed grading activities.

The MS4 permit requires low impact development (LID) practices to be implemented and requires submittal of a comprehensive LID plan and analysis to demonstrate compliance with Los Angeles County's LID Standards Manual. Therefore, the applicant is required to prepare a LID plan for review and approval by the City that includes (1) feasibility of infiltration, including a percolation report; (2) source control measures; (3) calculation of the Stormwater Quality Design Volume, which must be retained on-site; (4) discussion of the feasibility of stormwater runoff harvest and use; (5) stormwater quality control measures; and (6) proposed operation and maintenance plan.

During construction, the Project would be required to comply with all applicable City grading permit regulations to reduce sediment and erosion. Since the Project Site is greater than one acre in size, the Project would be required to obtain coverage under the NPDES Construction General Permit with the State and implement a SWPPP with erosion and sediment control measures to eliminate or control pollutants discharged from the Project Site. Implementation of the SWPPP and compliance with the City's permitting process would ensure that construction of the Project would not significantly alter the drainage on the Project Site or result in discharges from the Project Site that would impact water quality.

Potential pollutants during Project operation would be typical of pollutants from urban land uses and would include runoff from impervious surfaces, which may contain sediment from pedestrian activity, vehicles using the Project Site, debris from landscaped areas, and oils/leakage from vehicles and maintenance equipment. Stormwater runoff from the Project Site could result in the discharge of these potential pollutants into the local storm drain system. As discussed above, stormwater discharges containing urban pollutants are regulated by the countywide MS4 permit. The Project would include BMPs to treat the Project's stormwater runoff prior to discharge. Specifically, infiltration would be the method for water quality treatment for the Project. The infiltration chamber, which would replace the existing desilting basin near the northwestern corner of the Project Site, would remove pathogens, nutrients, pesticides, organic compounds, oxygen demanding substances, trash and debris, oils and grease, sediments, and metals by filtering the runoff though natural earth/soil prior to entering the underground aquifer. Furthermore, there would be multiple catch basins on the Project Site, which would collect the runoff and send it the proposed underground infiltration chamber. This underground infiltration chamber would be located on the northwestern corner of the Project Site underneath the parking lot for PA-1 at Harriman Drive and Lost Canyon Road.

All runoff from the Project Site would be captured in area drains and routed through an underground storm drain system, which would tie into the existing 42-inch storm drain in Harriman Drive. Prior to discharge into this storm drain, the first-flush runoff would be treated in the underground infiltration chamber. During flood events, the total flowrate that would be generated by the Project and discharged into the 42-inch storm drain is estimated to be 61.34 cfs, which would be below the storm drain's design capacity of 98.75 cfs. With incorporation of the infiltration chamber into the Project design, as well as compliance with MS4 permit and NPDES permit requirements, the Project would not violate any water quality standards or waste discharge requirements. As such, Project impacts would be less than significant.

# **Project-Specific Mitigation Measures**

Project impacts related to water quality standards or waste discharge requirements would be less than significant. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, one relevant mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP has been included:

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

**PMM HYD-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially

deg Su me	grade surface or groundwater quality, as applicable and feasible. ch measures may include the following or other comparable asures identified by the Lead Agency:
a)	Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.
b)	Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.
c)	Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.
d)	Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.
e)	Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.
f)	Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse:
g)	Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.
h)	Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.
i)	Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.
j)	Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff.

<ul> <li>k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.</li> </ul>
I) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.
<ul> <li>m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.</li> </ul>
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>b)</b> Less Than Significant Impact. The Project Site is located within the Santa Clara River Valley Subbasin of the Santa Clara River Valley Groundwater Basin. Groundwater in the Santa Clara River Valley Subbasin is replenished by the Santa Clara River and its tributaries, and by stormwater percolation. The Project would not install any groundwater wells and would not otherwise directly withdraw any groundwater. In addition, there are no known aquifer conditions at the Project Site or in the surrounding area that could be affected by site excavation or development of the Project. Furthermore, according to the City's General Plan EIR, urbanization in the Santa Clarita Valley have not reduced recharge to groundwater, nor depleted the amount of groundwater in storage within the local groundwater basin due to long-term stability in pumping and groundwater levels and the addition of imported State Water Project water to the Santa Clarita Valley. Therefore, the Project would not physically interfere with any groundwater supplies.
The Project would have a maximum excavation depth of approximately 12 feet. Groundwater was not encountered at a depth of 51.5 feet in recent exploration at the Project Site. However, historically, the highest groundwater in the area has been shown to be between 5 and 10 feet bgs. Temporary dewatering may be necessary if groundwater is encountered during site excavation. In general, the

NPDES Construction General Permit authorizes construction
dewatering activities and other construction-related non-stormwater
discharges as long as they (a) comply with Section III C of the General
Dermit (b) do not cause or contribute to violation of any water quality
remain (b) do not violate on contribute to violation of any water quality
standards, (c) do not violate any other provisions of the General
Permit, (d) do not require a non-stormwater permit as issued by some
RWQCBs, and (e) are not prohibited by a Basin Plan provision. The
Project would also be required to comply with Los Angeles RWQCB's
General Waste Discharge Requirements under Order No. R4-2008-
0032 (NPDES No. CAG994004) governing construction-related
dewatering discharges within project development areas. Typical
BMPs for construction dewatering include infiltration of clean
groundwater, on-site treatment using suitable treatment technologies,
on-site or transport off-site for sanitary sewer discharge with local
sewer district approval, or use of a sedimentation bag for small
volumes of localized dewatering Compliance with these Waste
Discharge Requirements would ensure that the impacts of these
discharges would be less than significant. Since the Project would not
include subterreneen levele er usee, ne nermenent dewetering would
Include subternational levels of uses, no permanent dewatering would
be required during Project operation.

Therefore, the Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and impacts would be less than significant.

### **Project-Specific Mitigation Measures**

Project impacts related to groundwater would be less than significant. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, one relevant mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP has been included:

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

**PMM HYD-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Avoid designs that require continual dewatering where feasible.

For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.
a) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation.
b) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.
c) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>c) Less Than Significant Impact.</b> Development projects that increase the volume or velocity of surface water can result in an increase in erosion and siltation by increasing both soil/water interaction time and the sediment load potential of water.
The Project Site currently drains in a northwest direction and into an existing 42-inch storm drain in Harriman Drive, which was constructed as part of the Vista Canyon Specific Plan development. A desilting basin exists near the northwestern corner of the Project Site at the inlet to the 42-inch storm drain to collect debris from the natural condition of the Project Site.
The Project Site does not include any discernable drainage courses. However, since the Project Site is currently undeveloped land, development of the Project would alter the drainage of the Project Site by converting a primarily pervious site to one that is covered by residential buildings, ancillary structures, parking lots, sidewalks, pedestrian paths, and landscaping.
The Project does not include the channelization of any drainage courses and would not focus surface water flows into areas of exposed soil. In addition, the on-site drainage system would incorporate BMPs

to reduce erosion and siltation to the maximum extent practicable. These BMPs include catch basins with insert filters designed to physically screen pollutants (such as trash and debris) and an underground infiltration chamber.
All runoff from the Project would be captured in private storm drain lines and routed through an underground storm drain system. Before the system discharges into the existing 42-inch storm drain in Harriman Drive, a diverter (splitter) box would route the required low flow volume to an underground water quality infiltration chamber while letting the high flow continue on to the existing 42-inch storm drain. The low flow pipe would be sized to convey the water quality flow into the underground chamber. During flood events, the total flowrate that would be generated by the Project and discharged into the 42-inch storm drain is estimated to be 61.34 cfs, which would be below the storm drain's design capacity of 98.75 cfs.
Therefore, with the application of standard engineering practices and compliance with NPDES requirements and City standards, the Project would not substantially alter the existing drainage pattern of the Project Site or area in a manner that would result in substantial erosion or siltation on- or off-site. As such, impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to alteration of existing drainage would be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, one relevant mitigation measure from the City of Santa Clarita One Valley One Vision PEIR MMP has been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
<b>3.9-1:</b> Where required, drainage design measures shall be incorporated into the final design of individual projects on site. These measures shall include, but will not be limited to:
<ul> <li>Runoff entering developing areas shall be collected into surface and subsurface drains for removal to nearby drainages.</li> </ul>
<ul> <li>Runoff generated above steep slopes or poorly vegetated areas shall be captured and conveyed to nearby drainages.</li> </ul>

<ul> <li>Runoff generated on paved or covered areas shall be conveyed via swales and drains to natural drainage courses.</li> </ul>
<ul> <li>d) Disturbed areas that have been identified as highly erosive shall be (re)vegetated.</li> </ul>
<ul> <li>e) Irrigation systems shall be designed, installed, and maintained in a manner that minimizes runoff.</li> </ul>
<li>f) The landscape scheme for projects within the project site shall utilize drought-tolerant plants.</li>
Erosion control devices such as rip-rap, gabions, small check dams, etc., may be utilized in gullies and active stream channels to reduce erosion.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>d)</b> Less Than Significant Impact. As discussed in response to Initial Study Checklist Questions X.a and X.c above, all runoff from the Project would be captured in private storm drain lines and routed through an underground storm drain system. Before the system discharges into the existing 42-inch storm drain in Harriman Drive, a diverter (splitter) box would route the required low flow volume to an underground water quality infiltration chamber while letting the high flow continue on to the existing 42-inch storm drain. The low flow pipe would be sized to convey the water quality flow into the underground chamber. During flood events, the total flowrate that would be generated by the Project and discharged into the 42-inch storm drain is estimated to be 61.34 cfs, which would be below the storm drain's design capacity of 98.75 cfs. With incorporation of the infiltration chamber into the Project design, as well as compliance with MS4 permit and NPDES permit requirements, the Project would not substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. As such, Project impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to alteration of existing drainage would be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
e) Less Than Significant Impact. As discussed in response to Initial Study Checklist Questions X.a, X.c, and X.d above, the Project would not increase stormwater runoff discharged from the Project Site. During flood events, the total flowrate that would be generated by the Project and discharged into the 42-inch storm drain is estimated to be 61.34 cfs, which would be below the storm drain's design capacity of 98.75 cfs. The Project would also comply with all applicable City grading permit regulations and NPDES requirements and would implement BMPs to reduce and treat stormwater runoff from the Project Site. The Project would be required to comply with the City's stormwater ordinance to ensure that stormwater flows are properly treated before entering the storm drain system. As such, the existing stormwater infrastructure in the Project vicinity would have the capacity to serve the Project Site. Therefore, the Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, and impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to stormwater runoff and sources of polluted runoff would be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP and the City of Santa Clarita One Valley One Vision PEIR MMP have been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
Please refer to Mitigation Measure PMM HYD-1, above.

City of Santa Clarita One Valley One Vision Program EIR Mitigation
Measures
Please refer to Mitigation Measure 3.9-1, above.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>f) Less Than Significant Impact.</b> The Project would not be a point- source generator of water pollutants. Compliance with the City's stormwater ordinance would ensure that the Project would not generate stormwater pollutants that would substantially degrade water quality.
However, the Project has the potential to generate short-term water pollutants during construction, including sediment, trash, construction materials, and equipment fluids. The countywide MS4 permit requires construction sites to implement BMPs to reduce the potential for construction-induced water pollutant impacts. These BMPs include methods to prevent contaminated construction site stormwater and construction-induced contaminants from entering the drainage system. The MS4 identifies the following minimum requirements for construction sites in Los Angeles County:
<ol> <li>Sediments generated on the Project Site shall be retained using adequate treatment control or structural BMPs;</li> </ol>
<ol> <li>Construction-related materials, wastes, spills, or residues shall be retained at the Project Site to avoid discharge to streets, drainage facilities, receiving waters, or adjacent properties by wind or runoff;</li> </ol>
3. Non-stormwater runoff from equipment and vehicle washing and any other activity shall be contained at the Project Site; and
4. Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs (as approved in Regional Board Resolution No. 99-03), such as the limiting of grading scheduled during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes.
In addition, since the Project is greater than one acre in size, it is required to obtain coverage under the NPDES Construction General Permit and submit to the SWRCB a Notice of Intent that includes an SWPPP outlining the BMPs that would be incorporated during construction to minimize construction-induced water pollutants by controlling erosion and sediment, establishing waste handling/ disposal requirements, and providing non-stormwater management procedures.

Compliance with both the MS4 construction site requirements and the NPDES Construction General Permit, as well as implementing an SWPPP, ensures that construction activities on the Project Site would not significantly impact water quality. Therefore, the Project would not substantially degrade water quality, and impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to the degradation of water quality would be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>g)</b> , <b>h) No Impact.</b> The Project Site is located within Zone X on the Federal Emergency Management Agency's (FEMA) flood insurance rate map, which means the Project Site is within an area of minimal flood hazard and determined to be outside the 500-year flood and protected by levee from 100-year flood. <sup>29</sup> Therefore, the Project would not place housing or structures within a 100-year flood hazard area, and no impact would occur.
Project-Specific Mitigation Measures
No impact related to placement of housing or structures within a 100-year flood hazard area would occur. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon

<sup>&</sup>lt;sup>29</sup> Federal Emergency Management Agency, Flood Insurance Rate Map 06037C0845F, 2008.

Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>i) No Impact.</b> Project Site is not within a mapped flood hazard area, and there are no levees or dam facilities in the vicinity of the Project Site. Therefore, the Project would not expose people or structures to a risk of loss, injury, or death involving flooding, and no impact would occur.
Project-Specific Mitigation Measures
No impact related to flooding would occur. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>j) No Impact.</b> The Project Site is not located downstream of any dams. Similarly, the Project Site is located 25 miles from the Pacific Ocean. Due to the Project Site's distance from large bodies of water and the coastline, the potential for inundation by seiche or tsunami is low. In addition, the Project Site is not in an area prone to landslides, soil slips, or slumps and would not be inundated by mudflow, and no impact would occur.

Project-Specific Mitigation Measures
No impact related to inundation by seiche, tsunami, or mudflow would occur. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>k)</b> Less Than Significant Impact. The Project would alter the Project Site's drainage patterns as compared to existing conditions. However, as discussed in the responses to Initial Study Checklist Questions X.b, X.c, and X.d above, compliance with City engineering requirements and the City's stormwater ordinance would ensure proper design of the proposed drainage system. In addition, the Project would require grading to prepare the Project Site for the proposed residential development. There are no surface water features on the Project Site that would be impacted by the Project. Although dewatering may be necessary if groundwater is encountered during site excavation, the Project would comply with the requirements of the NPDES Construction General Permit to ensure that the impacts to surface water and groundwater would be less than significant. Therefore, the Project would not result in changes in the rate of flow, currents, or the course and direction of surface water and groundwater. As such, impacts would be less than significant.
Project-Specific Mitigation Measures
Impacts related to changes in the rate of flow, currents, or the course and direction of surface water and groundwater would be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the 2020-

2045 RTP/SCS PEIR MMRP and the City of Santa Clarita One Valley One Vision PEIR MMP have been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
Please refer to Mitigation Measure PMM HYD-2, above.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
Please refer to Mitigation Measure 3.9-1, above.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>I) No Impact.</b> The Project Site does not contain a creek or riverine feature. As such, the Project would not result in the modification of a wash, creek channel, or river, and no impact would occur.
Project-Specific Mitigation Measures
No impact related to modification of a wash, channel creek, or river would occur. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>m)</b> Less Than Significant Impact. As discussed above in response to Initial Study Checklist Questions X.a, X.b, and X.d, the Project is required to comply with the City's stormwater ordinance, the countywide MS4 permit, and the NPDES Construction General Permit and is required to implement a LID compliance plan and SWPPP. Compliance with these requirements of the CWA and the NPDES

roadway that would result in a physical division of an established
community or any physical alterations to land uses beyond the Project
Site. Therefore, the Project would not physically divide an established
community, and no impact would occur.

#### Project-Specific Mitigation Measures

No impact related to the physical division of an established community would occur. Therefore, no mitigation measures are required.

Pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, two relevant mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP have been included:

#### SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

**PMM LU-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Facilitate good design for land use projects that build upon and improve existing circulation patterns.
- b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by:
  - Selecting alignments within or adjacent to existing public rights of way.
  - Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.
  - Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).
- c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:
  - Alignment shifts to minimize the area affected.
  - Reduction of the proposed right-of-way take to minimize the overall area of impact.
  - Provisions for bicycle, pedestrian, and vehicle access across improved roadways.

<b>PMM LU-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>b)</b> Less Than Significant Impact. As stated in Section 2.0, Project Description, of this Draft SCEA, the Project Site has a General Plan and zoning designation of BP. Although the Project would require a General Plan Amendment and zone change to change the designation of the Project Site from BP to Specific Plan (SP), the City's General Plan does not preclude the review of any application for a specific plan undertaken in the future that was not yet identified at the time of the adoption of the General Plan, such as the MetroWalk Specific Plan, and each specific plan will be evaluated based on its own merits and conformance with the applicable policies of the City's General Plan or County's Area Plan. As stated in the City's General Plan Land Use Element, both the City and the County encourage use of the specific plan process for preparation of comprehensive master plans for development. This process allows for flexibility that can lead to innovative design solutions beyond that allowed by regulations in the zoning ordinance. Particularly in mixed-use developments where walkable, pedestrian-oriented neighborhoods are desired, such as near transit centers, the specific plan process is encouraged. Policies have been included in the City's General Plan Land Use Element to encourage preparation of specific plans where appropriate to meet the goals for more healthy, vibrant, and attractive communities.
In addition, with respect to the City's General Plan Land Use Element, emphasis has been placed on allowing multiple-family residential uses in regional and community commercial areas to encourage more residences to be within walking distance of rail transit stations to facilitate rail commuting to employment outside of the Santa Clarita Valley. Mixed

residential densities will be allowed to permit housing alternatives at all income levels and age preferences in proximity to transit jobs and services.<sup>30</sup> Consistent with this goal of the General Plan Land Use Element, the Project would provide affordable and mixed-income housing.

The Project would be immediately adjacent to the future Metrolink Vista Canyon Station and the Vista Canyon Multi-Modal Center, which will include a bus transfer station that will accommodate local routes within the Santa Clarita Valley and regional routes to and from Los Angeles, Antelope Valley, Van Nuys, and the Warner Center. The Project's location would provide residential development in close proximity to public transit facilities. The Project would support pedestrian activity in the Project area and contribute to a land use pattern that reduces vehicle trips and air pollution by locating residential uses next to public transit (with access to the Metrolink station and existing local and regional bus service), as well as near employment opportunities, commercial uses, and other transit-oriented mixed uses associated with the Vista Canyon Specific Plan, and other surrounding residential, commercial and service uses.

Therefore, while the Project requests a General Plan Amendment and zone change, the Project would be consistent with the goals of the City's General Plan and the 2020-2045 RTP/SCS related to placement of mixed residential densities near transit centers to facilitate rail commuting to employment outside of the Santa Clarita Valley and to encourage pedestrian activity in the Project area to reduce vehicle trips and air pollution. The Project would not conflict with any existing specific plan area, coastal zone, or other plan adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

# **Project-Specific Mitigation Measures**

No impact related to the conflict with any applicable land use plan, policy, or agency regulation would occur. Therefore, no mitigation measures are required.

Pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, one relevant mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP has been included:

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

**PMM LU-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a

<sup>&</sup>lt;sup>30</sup> City of Santa Clarita, *General Plan Land Use Element*, June 2011.

<ul> <li>project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.</li> </ul>
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
c) No Impact. The Project Site is not within a habitat conservation plan, natural community conservation plan, or other approved environmental resource conservation plan. Further, there are no land use restrictions for the Project Site that would require conservation of the Project Site for purposes of protecting wildlife habitat or other natural resources and there are no policies in the City's Safety Element that establish land use restrictions for the Project Site pertaining to avoidance of environmental hazards. Therefore, the Project would not conflict with any adopted environmental conservation plans, and no impact would occur.
Project-Specific Mitigation Measures
No impact related to conservation plans would occur as a result of the Project. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP has been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
Please refer to Mitigation Measure PMM BIO-6, above.

	City of Santa Clarita One Valley One Vision Program EIR Mitigation
	Measures
	No mitigation measures are applicable to the Project.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
XII. MINERAL AND ENERGY RESOURCES	<b>a), b) No Impact.</b> The Project Site is not located within a Mineral Resource Zone, as shown on Exhibit CO-2, Mineral Resources, of the City's General Plan Conservation and Open Space Element. <sup>31</sup> A Mineral Resource Zone 2 (MRZ-2) is located immediately north of the Project Site. This zone is located on either side of the Santa Clara River and is characterized by aggregate resources (i.e., sand and gravel used in construction). While these resources are located near the Project Site, the Project Site itself does not contain any known mineral resources.
	Further, the Project Site has a General Plan and zoning designation of Business Park (BP). Mineral recovery is not an allowable use within this zone. Therefore, the Project would not result in the loss of availability of a known resource of known value to the region and State or a resource that is delineated on a local general plan, specific plan or land use plan, and no impact would occur.
	Project-Specific Mitigation Measures
	Because the Project would not result in the loss of availability of a known resource of value to the region and state or a resource that is delineated on a local general plan, specific plan or land use plan, the Project would have no related impacts and no mitigation measures are required.
	Pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	City of Santa Clarita One Valley One Vision Program EIR Mitigation
	No mitigation managuras are applicable to the Dreject
	No miligation measures are applicable to the Project.

<sup>&</sup>lt;sup>31</sup> City of Santa Clarita, General Plan, Conservation and Open Space Element, Exhibit CO-2, Mineral Resources.

Vista Canyon Specific Plan EIR Mitigation Measures No mitigation measures are applicable to the Project. c) Less Than Significant Impact. A discussion of Project-related impacts associated with consumption of energy resources during construction and operation is included in Initial Study Checklist Section VI, Energy, above. Beyond fossil fuel consumption, the Project would utilize building materials and human resources for construction of the Project, many of which would be nonrenewable, including manpower, sand, gravel, earth, iron, steel, and hardscape materials. Other construction resources, such as lumber, are slowly renewable. In addition, the Project would commit energy and water resources as a result of the construction, operation, and maintenance of the Project. Market-rate conditions encourage the efficient use of materials and manpower during construction. Similarly, the energy and water resources that would be utilized by the Project would be supplied by the regional utility purveyors, which participate in various conservation programs. Furthermore, there are no unique conditions that would require excessive use of nonrenewable resources on-site, and the Project is expected to use energy or water resources in the same manner as typical modern development. Similarly, as discussed in Initial Study Checklist Section VI, Energy, above, the Project would be designed to comply with all applicable federal. State and local plans and codes. This would include the 2019 Title 24 Building Energy Efficiency Standards, which mandate a variety of energy conservation and efficiency requirements to be met through building design and construction (52 percent reduction in energy usage compared to the 2016 Title 24 standards). Therefore, the Project would not use nonrenewable resources in a wasteful and inefficient manner, and impacts would be less than significant. **Project-Specific Mitigation Measures** Project impacts related to the use of nonrenewable resources in a wasteful or inefficient manner were determined to be less than significant. Therefore, no mitigation measures are required. Pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project. SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures No mitigation measures are applicable to the Project.

	<u>City of Santa Clarita One Valley One Vision Program EIR Mitigatio</u> <u>Measures</u>				
	No mitigation measures are	applicabl	e to the Project.		
	<u>Vista Canyon Specific Plan EIR Mitigation Measures</u> No mitigation measures are applicable to the Project.				
XIII. NOISE	The following analysis is based in part on the information contained in the <i>MetroWalk Project Noise and Vibration Study</i> prepared by Rincor Consultants, Inc. in September 2020, which is included in Appendix K o this Draft SCEA.				
	The Noise Ordinance contai standards for the City, which	ned in the are appl	e SCMC provides e icable to the Projec	exterior noise st:	
	Section 11.44.040 Noise Li	<u>mits.</u>			
	A. It shall be unlawful for any person within the city to produce or cause or allow to be produced noise which is received on property occupied by another person within the designated region, in excess of the following levels, except as expressly provided otherwise herein:				
	Region	Time	Sound Level dB		
	Residential zone	Day	65		
	Residential zone	Night	55		
	Commercial and Manufacturing	Day	80		
	Commercial and Manufacturing	Night	70		
	At the boundary line between a residential property and a commercial and manufacturing property, the noise level of the quieter zone shall be used.				
	B Corrections to Noise	Limite T	The numerical lim	ite aiven in	
	B. Corrections to Noise Limits. The numerical limits given in				
	where the following noise conditions exist:				
				Correction	
	Noise Co	ondition		(in dB)	
	(1) Repetitive impulsive noise			-5	
	(2) Steady while, screech, or hum	l dav oply:		-5	
	(3) Noise occurring more than 5 bi	uay only. It less than	15 minutes per hour	+5	
	(4) Noise occurring more than 1 bu	+10			
	(5) Noise occurring less than 1 minute per hour				
	Section 11.44.060(A) Special Noise Sources—Radios, Television Sets and Similar Devices				
	Sets and Similar Devices.				
	Use Restricted. It shall be unlawful for any person within the City use or operate any radio receiving set, musical instrume phonograph, television set, or other machine or device for t producing or reproducing of sound at any time in such a manner as				

produce noise levels on residential land which would disturb the peace, quiet and comfort of neighboring residents or any reasonable person of normal sensitivity residing in the area.

# Section 11.44.070 Special Noise Sources—Machinery, Fans, and Other Mechanical Devices.

Any noise level from the use or operation of any machinery, equipment, pump, fan, air conditioning apparatus, refrigerating equipment, motor vehicle, or other mechanical or electrical device, or in repairing or rebuilding any motor vehicle, which exceeds the noise limits as set forth in Section 11.44.040 at any property line, or, if a condominium or rental units, within any condominium unit or rental unit within the complex, shall be a violation of this chapter.

# Section 11.44.080 Special Noise Sources—Construction and Building.

No person shall engage in any construction work which requires a building permit from the City on sites within three hundred (300) feet of a residentially zoned property except between the hours of seven a.m. to seven p.m., Monday through Friday, and eight a.m. to six p.m. on Saturday. Further, no work shall be performed on the following public holidays: New Year's Day, Independence Day, Thanksgiving, Christmas, Memorial Day, and Labor Day.

Emergency work as defined in Section 11.44.020(D) ("Emergency work' shall mean work made necessary to restore property to a safe condition following a public calamity, or work required to protect persons or property from an imminent exposure to danger, or work by private or public utilities when restoring utility service") is permitted at all times.

The Department of Community Development may issue a permit for work to be done "after hours"; provided, that containment of construction noises is provided.

### Section 11.44.090 Special Noise Sources—Amplified Sound.

The noise limits as described in Section  $11.44.040(A) \dots$  shall apply to any use of sound-amplifying equipment.

### Section 17.57.020(E) Residential Development Standards.

Air conditioners, antennas, heating, cool and ventilating equipment, and all other mechanical, lighting, or electrical devices shall be operated so that they do not disturb the peace, quiet and comfort of adjacent and neighboring occupants, and shall be screened, shielded and/or sound buffered from surrounding properties and streets. All equipment shall be installed and operated in accordance with all other applicable ordinances. Heights of said equipment, excluding antennas, shall not exceed the required height of the underlying zone.

a) Less than Significant Impact. The most prevalent source of noise in the Project vicinity is vehicular traffic on Lost Canyon Road to the west, State Route (SR) 14 to the west and north, and the Union Pacific Railroad to the south. In addition, Harriman Drive, which is a newly constructed street for the Vista Canyon Specific Plan Project located north of the Project Site, will be a source of vehicular traffic noise once the Vista Canyon Specific Plan Project becomes operational. Ambient noise levels are generally highest during the daytime and rush hours unless congestion substantially slows speeds, which tends to reduce ambient noise levels. To characterize ambient sound levels at and near the Project Site, four 15-minute sound level measurements were conducted on Tuesday, February 4, 2020, during the PM peak hour between 4:23 p.m. and 5:58 p.m. Existing ambient noise levels were monitored at four representative noise-sensitive receptor locations in the vicinity of the Project Site, which are shown in Figure 4 of the MetroWalk Noise and Vibration Study included in Appendix K of this Draft SCEA. Table XIII-1, Existing Ambient Noise Levels, summarizes the results of the noise measurements at the four receptor locations. As shown, existing ambient noise levels ranged from 40 dBA Leg at receptor location ST4 to 53 dBA L<sub>eq</sub> at receptor location ST1.

	I able XIII-1					
Existing Ambient Noise Levels						
#	Measurement Location	Sample Time	Approx. Distance to Primary Noise Source	L <sub>eq</sub> (dBA)		
ST1	Lost Canyon Road north of Medley Ridge Drive	4:23 p.m. to 4:38 p.m.	40 feet from centerline of Lost Canyon Road	53		
ST2	Eastern terminus of Shauna Way	5:43 p.m. to 5:58 p.m.	30 feet from centerline of Shauna Way	45		
ST3	Western boundary of project site along on Lost Canyon Road	4:45 p.m. to 5:00 p.m.	45 feet from centerline of Lost Canyon Road	50		
ST4	Northern terminus of English Oak Court	5:15 p.m. to 5:27 p.m.	10 feet from centerline of English Oak Court	40		
Note: See Appendix A of the <i>MetroWalk Noise and Vibration Study</i> for noise monitoring data and Figure 4 for noise measurement locations						

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Source: Rincon Consultants, Inc., September 2020.

# **Construction Noise**

Noise levels during the loudest hour of construction would occur during the building construction phase during which two excavators, a forklift, four air compressors, and four generators may operate simultaneously. The proposed residential buildings would be constructed in phases; therefore, maximum hourly noise levels were calculated for each phase at the nearest sensitive receptors using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) and assuming a standard distance attenuation rate of 6 dBA per doubling of distance. **Table XIII-2**, Estimated Construction Noise Model, summarizes the estimated construction noise levels. As shown, construction noise levels would not exceed the daytime construction noise threshold of 80 dBA  $L_{eq}^{32}$  at the nearest sensitive receptors. Construction noise levels at other nearby sensitive receptors would be less than the noise levels at the nearest sensitive receptors due to distance attenuation. Furthermore, the Project would comply with applicable requirements of the SCMC and would implement standard construction practices and BMPs to reduce construction noise levels, including, but not limited to, installation of temporary noise barriers, proper maintenance of construction equipment fitted with muffling devices, locating stationary noise sources as far away from adjacent sensitive receptors as possible, etc. Therefore, construction noise would not expose persons to or generate noise levels in excess of standards established in the General Plan or SCMC, and impacts would be less than significant.

Estimated	Construction	Noise	Levels
Lotinutou	oonsti uotion	110130	

Building Construction Phase <sup>a</sup>	Distance to Nearest Sensitive Receptor (feet) <sup>b</sup>	Noise Level (dBA L <sub>eq</sub> )	Threshold (dBA L <sub>eq</sub> )	Threshold Exceeded?
Townhomes	210	74	80	No
Market Rate All- Ages Apartments	430	67	80	No
Deed Restricted Affordable Senior Apartments	480	66	80	No
Age-Qualified	690	63	80	No

Note: See Appendix B of the MetroWalk Noise and Vibration Study for RCNM results.

<sup>a</sup> Although some types of housing units would be constructed within the same general time frame, the same set of construction equipment would be used for the different housing types. There would not be two sets of construction equipment operating simultaneously at two different locations on the Project Site.

<sup>b</sup> Because buildings would be constructed in phases at different locations on the Project Site depending on the type of housing, maximum hourly noise levels were calculated for each type of housing at the distance from the proposed building locations on-site to the nearest sensitive receptors.

Source: Rincon Consultants, Inc., September 2020.

#### **Operation Noise**

**On-site Operational Noise** 

The Project would include ground-level heating, ventilation, and air conditioning (HVAC) equipment. One HVAC unit would be provided for each townhome, and several apartment units would share a larger HVAC unit. Assuming approximately one ton of HVAC systems would

<sup>32</sup> Per SCMC Section 11.44.080, noise generated by construction activities is exempt from compliance with the noise level limits contained in SCMC Section 11.44.040 if they occur between the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday. However, for purposes of analyzing impacts from this project, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual criteria were used in the noise analysis for the Project. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA L<sub>eq</sub> for an 8-hour period.

be required for every 600 square feet of apartment floor space, the proposed apartments would require approximately 431 tons of HVAC systems, or approximately 86 HVAC units.<sup>33,34</sup> HVAC equipment would be located as close as 145 feet from the property line of the nearest sensitive receptor, which are planned residences that are part of the Vista Canyon Specific Plan Project. HVAC equipment is a continuous noise source, and noise levels from a single HVAC unit can reach up to 70 dBA Leg at a distance of 15 feet from the source. At a distance of 145 feet, each HVAC unit would generate a noise level of approximately 50 dBA Leg. However, SCMC Section 17.57.020(E) requires all HVAC equipment on residential properties to be screened, shielded, and/or sound-buffered. A noise barrier can achieve a minimum 5 dB reduction when it breaks the line-of-sight between the noise source and the receptor. Accordingly, HVAC screening would reduce noise levels by at least 5 dBA to approximately 45 dBA Lea for each unit. Based on the Project's site design, any planned residence

to the north of the Project Site (i.e., residences at the Vista Canyon Specific Plan area) would be exposed to noise from approximately 7 HVAC units. Assuming worst-case exposure of noise from up to 7 HVAC units each at a distance of 145 feet, combined noise levels generated by HVAC equipment at the nearest sensitive receptor would be approximately 54 dBA  $L_{eq}$ , which would not exceed the daytime and nighttime standards of 65 dBA  $L_{eq}$  and 55 dBA  $L_{eq}$ , respectively, for residential land uses. Therefore, impacts related to HVAC noise would be less than significant.

The Project would require periodic trash hauling services. However, the Project involves development of an infill site surrounded by residential land uses, which currently require trash hauling services. Therefore, these activities would not result in a substantial permanent increase in ambient noise levels, and impacts would be less than significant.

On-site vehicle circulation would generate intermittent noise as vehicles travel throughout the Project Site. During peak hour traffic, approximately 190 vehicles would enter and exit the Project Site. The hourly noise level for on-site circulation of 190 vehicles traveling 25 miles per hour (the residential speed limit) is approximately 39 dBA  $L_{eq}$  at 50 feet from the source. Vehicle circulation areas on-site would be approximately 100 feet from the nearest sensitive receptors to the north of the Project Site. Therefore, the hourly noise level for on-site vehicle circulation during peak hour traffic would be approximately 36 dBA  $L_{eq}$  at the nearest sensitive receptors, which would not exceed the City's residential daytime and nighttime noise level limits of 65 dBA

<sup>&</sup>lt;sup>33</sup> The ratio of tons of HVAC systems to square feet is based on the average of the low-end estimates (one ton per 400 square feet for less efficient systems and one ton per 800 square feet for more efficient systems) for determining HVAC system size (United States Department of Energy 2010).

<sup>&</sup>lt;sup>34</sup> 258,701 multi-family residential square feet divided by 600 square feet per ton of HVAC system.

 $L_{eq}$  and 55 dBA  $L_{eq}$ , respectively. Therefore, impacts from vehicle circulation and parking noise would be less than significant.

The Project would also feature common recreational spaces, including parks, pools, courtyards, and landscaped walkways. Noise at these areas would include social conversations and children playing. In accordance with SCMC Section 14.06.130, it would be unlawful to use sound-amplifying devices in the on-site parks; therefore, this potential noise source is not included in this analysis. Average noise levels from social conversations and children playing are approximately 60 dBA L<sub>eq</sub> at 50 feet for approximately 20 children playing and approximately 63 dBA L<sub>eq</sub> at 3 feet for 20 people talking simultaneously. For the purposes of this analysis, it is assumed that peak operations of the main park on the eastern portion of the Project Site would consist of approximately 20 children using the playground and approximately 100 people using the picnic and seating areas. Sensitive receptors nearest the Project's main park would be the planned apartments to the north, which are part of the Vista Canyon Specific Plan Project. At these receptors, peak park operations would generate a noise level of approximately 54 dBA Leq, which would not exceed the City's residential daytime noise level limit of 65 dBA Leg. Although it is unlikely that peak park operations would occur during nighttime hours (9:00 p.m. to 7:00 a.m.), this noise level also would not exceed the City's residential nighttime noise level limit of 55 dBA Leg. Noise levels at the sensitive receptors closest to other outdoor use areas dispersed throughout the Project Site would be less than noise levels generated by the Project's main park due to the smaller size/capacity of these outdoor use areas, greater distance to the nearest sensitive receptors, and, in some instances, attenuation due to shielding by proposed buildings that would block the line-of-sight between outdoor use areas and sensitive receptors. Therefore, impacts from recreational activity noise would be less than significant.

### Off-site Operational Noise

Traffic noise impacts are evaluated in consideration of the City's Noise and Land Use Compatibility Guidelines<sup>35</sup> and community response to changes in ambient noise levels. The average healthy ear can barely perceive an increase of up to 3 dBA in noise levels, and a change of 5 dBA is readily perceptible. Based on this information, off-site traffic noise impacts would be significant if Project-related traffic would result in one of the following:

- A noise level increase of 5 dBA or greater if noise levels remain within the same land use compatibility classification;
- A noise level increase of 3 dBA or greater if noise levels change land use compatibility classifications;

<sup>&</sup>lt;sup>35</sup> See Figure 3.18-10 (City Land Use Compatibility Guidelines for Noise) in the City's One Valley One Vision Draft PEIR, p. 3.18-24.

• Any increase in noise levels if existing noise levels fall within the "normally unacceptable" or "clearly unacceptable" ranges.

During Project operations, Project-generated vehicle trips would cause an incremental increase in noise levels on surrounding streets. **Table XIII-3**, Existing Plus Project Roadway Noise Levels, summarizes traffic noise levels under existing and existing plus Project conditions along Jakes Way and Lost Canyon Road. As shown, Project-related traffic would not increase ambient noise levels by more than 5 dBA or result in a change in land use compatibility classifications for sensitive receptors along these roadways, all of which fall within the "normally acceptable" and "conditionally acceptable" noise level ranges. Therefore, Project-related traffic would result in less-than-significant impacts to traffic noise levels.

Existing Plus Project Roadway Noise Levels					
	Estimated Roadway Noise (CNEL)		Change	Noise Increase	
Location	Existing	Existing+ Project	in Noise (dBA)	Threshold (dBA)	Threshold Exceeded?
Jakes Wy bet. Lost Cyn Rd & Sierra Hwy <sup>a</sup>	60	60	+ <1	+ 5	No
Lost Cyn Rd bet. Jakes Wy & Medley Ridge Dr	51	55	+ 4	+ 5	No
Lost Cyn Rd bet. Medley Ridge Dr & Winter Pine Wy	60	61	+ 1	+ 5	No
Lost Cyn Rd bet. Winter Pine Wy & Cyn Park Bl	62	63	+ 1	+ 5	No
Lost Cyn Rd bet. Cyn Park Bl & Via Princessa	64	64	+ <1	+ 5	No
Lost Cyn Rd bet. Jakes Wy & Sand Cyn Rd	64	64	+ <1	+ 5	No

#### Table XIII-3 xisting Plus Project Roadway Noise Level

Note: CNEL = Community Noise Equivalent Level; dBA = A-weighted decibel. Also, see Appendix D of the *MetroWalk Noise and Vibration Study* for TNM output results.

<sup>a</sup> Modeled noise levels for existing and existing plus project traffic volumes (35 CNEL and 44 CNEL, respectively) were added to estimated noise levels generated by traffic on SR 14 (60 CNEL) from the City's Noise Element (2011) to estimate overall roadway noise levels along Jakes Way.

Source: Rincon Consultants, Inc., September 2020.

**Table XIII-4**, Cumulative Plus Project Roadway Noise Levels, summarizes traffic noise levels under cumulative and cumulative plus Project conditions along Jakes Way and Lost Canyon Road. As shown, a cumulative traffic noise impact would occur along Lost Canyon Road between Jakes Way and Medley Ridge Drive because cumulative plus Project traffic noise levels would result in greater than a 3 dBA increase in traffic noise levels, as well as a change in the land use compatibility classification from "normally acceptable" to "conditionally acceptable." The cumulative traffic noise impact would occur as a result of an increase in daily traffic volumes from approximately 450 daily trips under existing conditions to

approximately 7,460 daily trips under cumulative plus Project conditions, primarily due to buildout of the Vista Canyon Specific Plan Project, north of the Project Site, as well as the Project. However, Project-related traffic would only contribute approximately 1 dBA to the overall 12 dBA noise level increase. An increase of up to 3 dBA in noise levels is barely perceptible to the human ear; therefore, a 1 dBA increase in roadway noise levels would not be perceptible. Furthermore, the Project's 1 dBA contribution to cumulative roadway noise would be well below the roadway noise impact threshold of 3 dBA. Therefore, Project-related traffic would not result in a cumulatively considerable increase in traffic noise levels along Lost Canyon Road. Significant cumulative traffic noise impacts would not occur along any of the remaining roadways in the study area.

Table XIII-4

Cumulative Plus Project Roadway Noise Levels							
	Estimated Roadway Noise (CNEL)			Cmltv		Project Contrib	
Location	Existing	Cmltv	Cmltv+ Project	Change in Noise (dBA)	Noise Increase Threshold (dBA)	Threshold Exceeded?	. to Cmltv Change (dBA)
Jakes Wy bet. Lost Cyn Rd & Sierra Hwy <sup>a</sup>	60	62	62	+ 2	+ 5	No	+ <1
Lost Cyn Rd bet. Jakes Wy & Medley Ridge Dr	51	63	63	+ 12	+ 3	Yes	+ 1
Lost Cyn Rd bet. Medley Ridge Dr & Winter Pine Wy	60	64	64	+ 4	+ 5	No	+ <1
Lost Cyn Rd bet. Winter Pine Wy & Cyn Park Bl	62	65	65	+ 3	+ 5	No	+ <1
Lost Cyn Rd bet. Cyn Park Bl & Via Princessa	64	66	66	+ 2	+ 5	No	+ <1
Lost Cyn Rd bet. Jakes Wy & Sand Cyn Rd	64	65	65	+ 1	+ 5	No	+ <1

Note: CNEL = Community Noise Equivalent Level; dBA = A-weighted decibel; Cmltv = Cumulative. Also, see Appendix D of the *MetroWalk Noise and Vibration Study* for TNM output results.

Modeled noise levels for existing, cumulative, and cumulative plus project traffic volumes (35 CNEL, 58 CNEL, and 58 CNEL, respectively) were added to estimated noise levels generated by traffic on SR 14 (60 CNEL) from the City's Noise Element (2011) to estimate overall roadway noise levels along Jakes Way.

Source: Rincon Consultants, Inc., September 2020.

Based on the above, operational noise would not expose persons to or generate noise levels in excess of standards established in the General Plan or SCMC, and impacts would be less than significant.

Project-Specific Mitigation Measures
Impacts related to exposure of people to noise levels in exceedance of established standards would be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, a mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP has been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
<b>PMM NOISE-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community <i>[sic]</i> , as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
a) Install temporary noise barriers during construction.
b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.
c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance
d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off- hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.
e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.
<li>f) Designate an on-site construction complaint and enforcement manager for the project.</li>
g) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.

	h)	Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
	i)	Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.
	j)	Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.
	k)	Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned
	I)	Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant.
	m)	Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;
	n)	Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.
	o)	Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.
	p)	Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled

	and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.
q)	Use of portable barriers in the vicinity of sensitive receptors during construction.
r)	Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts.
s)	Monitor the effectiveness of noise attenuation measures by taking noise measurements.
t)	Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.
u)	Construct sound reducing barriers between noise sources and noise- sensitive land uses.
v)	Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.
w)	Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.
x)	Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.
у)	Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.
<u>Cit</u> Me	y of Santa Clarita One Valley One Vision Program EIR Mitigation asures
No	mitigation measures are applicable to the Project.
<u>Vis</u>	ta Canyon Specific Plan EIR Mitigation Measures
No	mitigation measures are applicable to the Project.

b) Less Than Significant Impact. Certain types of construction equipment can generate high levels of groundborne vibration. The equipment to be utilized during Project construction that would generate the highest levels of vibration include rollers, loaded trucks, and bulldozers. The City currently does not have significance criteria to assess vibration impacts during construction and operation. However, Caltrans has developed limits for the assessment of vibrations from transportation and construction sources. The Caltrans vibration limits are reflective of standard practice for analyzing vibration impacts on structures from continuous and intermittent sources. The Caltrans Transportation and Construction Vibration Guidance Manual identifies three sets of impact criteria for buildings and humans. Table XIII-5, Vibration Thresholds, presents the impact criteria for buildings and human annovance as a result of construction and operational vibration sources. The thresholds of significance used in this analysis to evaluate vibration impacts are based on these impact criteria.

Vibration Thresholds			
Type of Impact	Thresholds for Occasional Pass-bys of Construction Equipment (in/sec PPV) <sup>a</sup>	Thresholds for Extended Construction Activities and Operational Activities (in/sec PPV) <sup>a</sup>	
Human Annoyance <sup>a</sup>	0.24	0.04	
Damage to Older Residential Structures	0.5	0.3	
Damage to Newer Residential Structures	1.0	0.5	
Note:			

Table XIII-5

<sup>a</sup> Thresholds are based on the points at which transient and steady state vibrations are distinctly perceptible from other vibrations.

Source: Rincon Consultants, Inc., September 2020.

Due to site constraints and worker safety limitations, individual pieces of vibratory construction equipment typically do not operate in close proximity to each other such that any single off-site structure would experience substantial levels of vibration from multiple pieces of construction equipment. Therefore, the additive impacts of multiple pieces of vibratory construction equipment operating simultaneously are not evaluated.

Vibration-generating construction equipment that would occasionally pass by off-site structures would include bulldozers and vibratory rollers used for grading and paving the Project Site, respectively. These pieces of equipment would operate as close as 100 feet from the nearest structure located in the Vista Canyon Specific Plan area immediately north of the Project Site. Vibration-generating construction equipment that would operate for longer periods of time at the proposed locations of on-site structures would include bulldozers and loaded trucks. These pieces of equipment would

operate as close as 115 feet from the nearest	st structure located in the
Vista Canyon Specific Plan area, immediately	y north of the Project Site.

As shown in **Table XIII-6**, Vibration Levels at Sensitive Receptors, vibration levels from individual pieces of construction equipment would not exceed the human annoyance or structural damage thresholds for occasional pass-bys of construction equipment or for extended periods of construction activities. As a result, the Project would not expose people to or generate excessive groundborne vibration or groundborne noise levels during construction, and impacts would be less than significant.

Vibration Levels at Sensitive Receptors				
Equipment	Estimated Transient Vibration Levels at Nearest Building (in/sec PPV) <sup>a</sup>	Estimated Steady- State Vibration Levels at Nearest Building (in/sec PPV) <sup>b</sup>		
Vibratory Roller	0.05	n/a		
Large Bulldozer	0.02	0.02		
Loaded Truck	n/a	0.01		
Threshold for Human Annoyance	0.24	0.04		
Threshold Exceeded?	No	No		
Threshold for Structural Damage to Older Residential Structures	0.5	0.3		
Threshold Exceeded?	No	No		
Threshold for Structural Damage to New Residential Structures	1.0	0.5		
Threshold Exceeded?	No	No		

#### Table XIII-6 Vibration Levels at Sensitive Receptors

Note: Transient vibration levels are estimated for construction activities that would result in infrequent, occasional pass-bys of construction equipment (less than 70 events per day), while steady-state vibration levels are estimated for construction activities that would occur for longer periods of time at a single location on the Project Site. Also, see Appendix D of the *MetroWalk Noise and Vibration Study* for TNM output results.

- <sup>a</sup> Measured at a distance of 100 feet (the distance from the edge of the proposed parking area to the nearest off-site structure).
- <sup>b</sup> Measured at a distance of 115 feet (the distance from the edge of proposed on-site buildings to the nearest off-site structure).

Source: Rincon Consultants, Inc., September 2020.

As a residential land use development, the Project would not include significant stationary sources of vibration, such as manufacturing or heavy equipment operations. Therefore, the Project would not expose people to or generate excessive groundborne vibration or groundborne noise levels during construction, and no operationrelated vibration impact would occur.

### Project-Specific Mitigation Measures

Impacts related to exposure of people to noise or vibration levels in exceedance of established standards would be less than significant during construction and no impact during operation. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP, City of Santa Clarita One Valley One Vision PEIR MMP, and Vista Canyon Specific Plan EIR MMRP have been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
<b>PMM NOISE-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality <i>[sic]</i> standards, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.
b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.
c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.
<ul> <li>Restrict construction activities to permitted hours in accordance with local jurisdiction regulation.</li> </ul>
<ul> <li>Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps).</li> </ul>
<ul> <li>Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptor.</li> </ul>
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construction would be below the City's noise limits. Therefore, the Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts would be less than significant.
Project-Specific Mitigation Measures
Impacts related to the temporary increase in ambient noise levels would be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, one relevant mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP has been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
Please refer to Mitigation Measure PMM NOISE-1, above.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
e) No Impact. There are no public use airports in Santa Clarita, and no portion of the City is within an airport land use plan. The nearest airport to the Project Site is the Whiteman Airport, located approximately 10 miles south of the Project Site. Therefore, the Project would not be within an airport's land use plan, area of influence, or within 2 miles of a public use airport, and, as such, the Project would not expose people residing or working in the Project area to excessive noise levels. No impact would occur.
Project-Specific Mitigation Measures
No impact related to airports or airport land use plans would occur. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.

	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	City of Santa Clarita One Valley One Vision Program EIR Mitigation
	Measures
	No mitigation measures are applicable to the Project.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	<b>f) No Impact.</b> There are no private airstrips in Santa Clarita. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels, and no impact would occur.
	Project-Specific Mitigation Measures
	No impact related to private airstrips would occur. Therefore, no mitigation measures are required.
	However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
	No mitigation measures are applicable to the Project.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
XIV. POPULATION AND HOUSING	a) Less Than Significant Impact. Pursuant to PRC Section 21159.28(a), this Draft SCEA "shall not be required to reference, describe, or discuss (1) growth inducing impacts." Accordingly, this analysis is not required to discuss Project-related induced (indirect or direct) population growth. Regardless, the following analysis discusses the Project's consistency with regional growth projections.
	According to the California Department of Finance's Table 2: E-5, which provides population estimates by City and County, the City of Santa

Clarita has a total population of 221,932, a total of 77,008 housing units. and a housing vacancy rate of 3.7 percent, as of January 1, 2020.<sup>36</sup> The Department of Finance calculates the number of persons per household in the City to be 2.97.37 Given these factors, the 498 residential units associated with the Project would result in 1,479 persons living in the fully developed Specific Plan area. This would represent a 0.7 percent increase in the January 2020 citywide population. The new population associated with the fully developed site would also represent approximately 4.0 percent of the total City growth forecast for the year 2045,<sup>38</sup> as identified in the 2020-2045 RTP/SCS's growth forecast by jurisdiction adopted by SCAG in September 2020.<sup>39</sup> These percentages represent a conservative estimate as the actual number of persons that would occupy the developed Project would likely be less than the 1,479 persons calculated above given that PA-2 would include market-rate. age-gualified units and PA-3 would include affordable senior apartments. These 169 units, accounting for one-third of the total units in the Project, would be intended for seniors, who typically have smaller household sizes than younger demographics. While the Project's calculated contribution to the estimated increase in population between 2020 and 2045 would be 4 percent, the Project's actual contribution would likely be smaller. As such, the Project's share of forecast growth is not considered significant.

Infrastructure improvements associated with the Project, such as internal drive aisles; a sidewalk along the Project's Harriman Drive frontage; and connections to the Vista Canyon Specific Plan area, future Vista Canyon Metrolink station, and bus terminal would be sized for the needs of the Project. Therefore, infrastructure improvements would not provide capacity for or any extensions to other properties that could induce additional development outside of the Project Site.

Finally, SCAG calculated the Regional Housing Needs Assessment, (RHNA) for its six-county region, assigning a portion of future housing units at four income levels to each city and county in the planning region, including the City of Santa Clarita. The most recent adopted RHNA was completed in 2012; however, annexations of the West Creek/West Hills area in 2016 and the Plum Canyon/Skyline Ranch area in 2018 by the City of Santa Clarita transferred an additional 2,659 units to the City from the County of Los Angeles. As with other cities in the SCAG region, the City must identify sufficient land, appropriately zoned, to accommodate the housing growth within the City as estimated by SCAG. When including the 2,659 residential units that have been annexed by the City since completion of the RHNA in 2012, the City's fair share of regional

<sup>&</sup>lt;sup>36</sup> California Department of Finance, Table 2: E-5 City/County Population and Housing Estimates, January 1, 2020.

<sup>&</sup>lt;sup>37</sup> Persons per household is calculated by dividing the household population 220,902 (which is the total population, with the population staying in group homes removed) by the number of occupied housing units (74,149). 220,902/74,179 = 2.97.

<sup>&</sup>lt;sup>38</sup> Santa Clarita's forecasted population for 2045 is 258,800. By determining the anticipated growth in population between 2020 estimates from the Department of Finance and the 2045 estimate provided by SCAG (258,800-221,932 = 36,868 persons), the Project's percentage of anticipated growth is 4 percent (1,479/36,868 = 0.040).

<sup>&</sup>lt;sup>39</sup> Southern California Association of Governments (SCAG), 2020-2045 RTP/SCS: Connect SoCal, Demographics and Growth Forecast, May 2020.

housing needs for the 2013-2021 Housing Element cycle is 10,981 units,
with 1,532 units of moderate income (80 percent to 120 percent of the
median income in Los Angeles County) and 1,678 of low income (51
percent to 80 percent of the median income in Los Angeles County) units.
The California Department of Finance states that the City had 70,996
housing units in 2013. <sup>40</sup> This means that the total housing units in the City
has increased by 6,012 since 2013, which is less than the 10,981 unit
target set by SCAG. The proposed 498 units of market-rate apartments,
townhomes, and affordable senior apartments would assist the City in
reaching the housing development targets set by SCAG. As such, the
Project would not induce substantial population growth in an area, either directly or indirectly, and impacts would be less than significant
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# **Project-Specific Mitigation Measures**

As the Project would not induce substantial population growth directly or indirectly, Project impacts related to population were determined to be less than significant. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

No mitigation measures are applicable to the Project.

<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>

No mitigation measures are applicable to the Project.

Vista Canyon Specific Plan EIR Mitigation Measures

No mitigation measures are applicable to the Project.

**b)** No Impact. As stated in Section 2.0, Project Description, of this Draft SCEA, the Project Site is a generally flat, 20.4-acre undeveloped parcel located within a suburban setting consisting of residential development. The Project would not demolish any structures and does not require removal of any residential units; therefore, no impact would occur.

<sup>&</sup>lt;sup>40</sup> California Department of Finance, Table 2: E-5 City/County Population and Housing Estimates, January 1, 2013.

Project-Specific Mitigation Measures
The Project would not displace any existing housing as the Project Site is currently vacant. As such, the Project would have no impact and no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>c)</b> No Impact. Displacement, in the context of housing, can generally be defined as persons or groups of persons who have been forced or obliged to leave their homes or places of habitual residence. As stated above, the Project Site is currently vacant and does not contain any existing housing. Therefore, no persons would be displaced as a result of the Project, and no impact would occur.
Project-Specific Mitigation Measures
The Project would not displace any existing persons as the Project Site is currently vacant and contains no residential structures. As such, the Project would have no impact and no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.

	City of Santa Clarita One Valley One Vision Program EIR Mitigation
	Measures
	No mitigation measures are applicable to the Project.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
XV. PUBLIC SERVICES	<b>a)i Less Than Significant Impact.</b> Fire suppression and emergency medical response services for the Project Site and the surrounding area are provided by the LACoFD. Specifically, 16 fire stations with 15 engine companies, 5 paramedic squads, 1 hazardous materials squad, and 2 ladder trucks serve the Santa Clarita Valley. The nearest fire station to the Project Site is LACoFD Station 107, which is located 0.7 mile northwest of the Project Site on Soledad Canyon Road. The next closest LACoFD station is Station 150, located approximately 2 miles southwest of the Project Site. Both stations provide emergency medical services, fire and rescue services, and safe haven services. Based on the nearest fire station locations, the Project Site would likely be receiving first response fire protection services from Station 107, and secondary, backup response from Station 150. The Project would include 498 units adjacent to the Vista Canyon Specific Plan area, which is a large-scale residential and commercial development, as well as near other single- and multi-family residential developments to the west and south. As such, the Project would not represent a unique land use or type of construction that would require additional fire department resources.
	Project-Specific Mitigation Measures
	Project impacts related to fire protection were determined to be less than significant. Therefore, no mitigation measures are required.
	However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP and the City of Santa Clarita One Valley One Vision PEIR MMP have been included:
	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	<b>PMM PSP-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

<ul> <li>Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated in to the project description.</li> </ul>
• Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts.
<ul> <li>Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.</li> </ul>
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
<b>3.15-2:</b> Concurrent with the issuance of building permits, the project applicant shall participate in the Developer Fee Program with payment to the satisfaction of the County of Los Angeles Fire Department.
<b>3.15-3:</b> Adequate water availability shall be provided to service construction activities of any project to the satisfaction of the County of Los Angeles Fire Department.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>a)ii Less Than Significant Impact.</b> Law enforcement services in Santa Clarita are provided by the Los Angeles County Sheriff's Department (LASD). The LASD strives to maintain a service ratio of approximately one officer for every 1,000 residents within the communities it serves. The Project would be served by the LASD Santa Clarita Valley Station, at 23740 Magic Mountain Parkway, approximately 4 miles northwest of the Project Site.
The Project would increase the demand for law enforcement services on the Project Site in terms of potential calls for service upon buildout of the Project. To maintain the service ratio identified by LASD above, the Project would require approximately 1.5 officers. As stated in the City of Santa Clarita General Plan Safety Element, the primary

planning issue for the LASD is the expansion of space, both at the main station and at additional substations, to meet existing and projected needs for law enforcement programs and services in the Santa Clarita Valley.<sup>41</sup> In 2008, the LASD adopted a funding program for capital facilities needed to meet the law enforcement needs of expected growth in the Santa Clarita Valley through collection of a law enforcement impact fee. Both the City and the County collect the law enforcement fee on new development permits to fund future facilities. The LASD is currently constructing a new Santa Clarita Valley Sheriff's Station, which will include a 46,552-square-foot main station building and detention facility, as well as a 4,165-square-foot vehicle maintenance facility, a communications tower, and a helipad. The station, which will be located on Golden Valley Road, between Centre Pointe Parkway and Robert C. Lee Parkway, will be approximately 3.6 miles west of the Project Site and is anticipated to be operational in early 2021. The new station would have adequate space and is expected to improve the level of service provided by the SCV Station. Accordingly, the resident population added by the Project, which would require the addition of 1.5 officers to maintain the service ratio that LASD strives to maintain, would not require the expansion of the new station or construction of any other LASD facilities and, thus, would not result in adverse environmental effects related to such new construction.

# **Project-Specific Mitigation Measures**

Project impacts related to police protection were determined to be less than significant. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measure from the City of Santa Clarita One Valley One Vision PEIR MMP has been included:

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

No mitigation measures are applicable to the Project

<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>

**3.15-4**: The development applicant(s) to the related projects shall be required to pay the Los Angeles County Sheriff's established law enforcement facility fees for North Los Angeles County prior to issuance of a certificate of occupancy on any structure as they are developed. The fees are for the acquisition and construction of public facilities to provide adequate service to the residents of the Planning Area.

<sup>&</sup>lt;sup>41</sup> City of Santa Clarita, General Plan, Safety Element, https://www.codepublishing.com/CA/SantaClarita/html/SantaClaritaGP/ 7%20-%20Safety%20Element.pdf, June 2011.

Vista Canyon Specific Plan EIR Mitigation Measures

No mitigation measures are applicable to the Project.

a)iii Less Than Significant Impact. The Project would add 498 residential units to the City's housing stock, which would increase the residential population in the Santa Clarita area. It is difficult to predict the level of household occupancy for the proposed units, as there are many variables in household formation, such as housing types, economic conditions, and household characteristics. However, as stated above, the Department of Finance calculates the number of persons per household in the City to be 2.97.42 Given these factors, the 498 residential units associated with the Project would result in 1,479 persons living in the fully developed Specific Plan area. Future households may include one or more school-age children who would attend local elementary, middle, and/or high schools. However, 169 units would be age-qualified apartments and affordable senior apartments and would, therefore, not include a substantial number of school-age children. Therefore, 329 of the proposed residential units, which would be estimated to house 977 persons, would have potential to include school age children.43

The Project Site is within the Sulphur Springs Union School District and the William S. Hart Union High School District. Based on maps prepared by Davis Demographics and Planning for the districts, students living in the completed Project would likely attend Sulphur Springs Community School, La Mesa Junior High School, and Golden Valley High School.<sup>44</sup> The numbers of school-age children and their grade level distribution would fluctuate regularly over time. It is difficult to estimate how many students living at the fully occupied Project Site would attend specific campuses at any given time. Potential impacts, such as overcrowding, from the Project's added students cannot be predicted at this time. The districts would make decisions on how to respond to enrollment changes with respect to optimizing existing resources and facilities, constructing additional facilities, etc., over time, in response to growth pressures or even as enrollments may decline at certain campuses. Planned development in the Sulphur Springs Union School District's boundaries, such as the Vista Canyon Specific Plan Project, the Mancara Ranch Project, the Spring Canyon Project and the Project, may increase enrollment in TK through sixth grade students and affect the existing overcrowded capacity of Sulphur Springs Community School.<sup>45</sup> Similarly, planned development in the William S. Hart Union High School District's boundaries, such as the Vista Canyon Specific Plan Project, the Mancara Ranch Project, the Sand Canyon Resort Project, the Ted Robinson Residential

<sup>&</sup>lt;sup>42</sup> Persons per household is calculated by dividing the household population 220,902 (which is the total population, with the population staying in group homes removed) by the number of occupied housing units (74,149). 220,902/74,149 = 2.97

 $<sup>^{43}</sup>$  329 units x 2.97 persons per unit = 977 persons.

<sup>&</sup>lt;sup>44</sup> Davis Demographics, Sulphur Springs Union School District: Current Community School Attendance Areas, November 2018. Davis Demographics, Wm S. Hart UHSD: Jr. High and High School Attendance Boundaries, March 2019.

<sup>&</sup>lt;sup>45</sup> Sulphur Springs Union School District, Demographic Report, Fall 2019-Fall 2025, prepared by Davis Demographics, April 2019.

Project, and the Project, may increase enrollment in junior high and high school students and affect the existing overcrowded capacity of La Mesa Junior High School and Golden Valley High School.<sup>46</sup> New school sites may be necessary as a result of this development over the next 5 years; however, both school districts would make appropriate decisions based on existing resources and facilities as enrollment pressures rise. Both school districts assess development impact fees to help finance new and expanded facilities needed to accommodate population growth and increasing enrollments. The fees change over time and are collected by the City at the time of issuance of building permit. Pursuant to California Government Code Section 65995, the Project would be required to pay fees in accordance with SB 50. Payment of such fees is intended for the general purpose of addressing the construction of new school facilities, whether schools servicing the Project in question are at capacity or not. Pursuant to California Government Code Section 65995(h), payment of such fees is deemed full mitigation of a project's development impacts. Therefore, impacts would be less than significant.

### Project-Specific Mitigation Measures

Project impacts related to schools were determined to be less than significant. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measure from the 2020-2045 RTP/SCS MMRP has been included:

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

**PMM PSS-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

• Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.

<sup>&</sup>lt;sup>46</sup> Wm. S. Hart Union High School District, Student Population Project, Fall 2016-2022, March 23, 2016.

City of Santa Clarita One Valley One Vision Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>a)iv Less Than Significant Impact.</b> According to the City of Santa Clarita General Plan Conservation and Open Space Element, there is a citywide shortage of local parkland in the City. The City's General Plan states that the City offers approximately 1.5 to 2 acres of developed parkland per 1,000 residents through 20 city parks. <sup>47</sup> This value has likely changed given the increase in the City's population since publication of the General Plan (2011), as well as the increase in City-operated parks (now 35 parks). <sup>48</sup> The City's General Plan standard calls for parks to be provided at a ratio of 5 acres per 1,000 residents. As the Project would increase the population of Santa Clarita by approximately 1,479 persons, the Project would require approximately 7.4 acres of parkland. The Project would include open space, recreation opportunities, and public/private parks featuring approximately 3.4 acres of common open space and recreational facilities, including a gym, pool, parkways, a plaza, and trails. However, residents of the proposed residential units could still visit any City parks, near or far, with a frequency that cannot be predicted.
The City has adopted a parkland fee ordinance pursuant to the State's Quimby Act (California Government Code Section 66477), which allows local agencies to collect impact fees from residential projects to finance the acquisition and development of new parkland to serve local residents. To collect these fees, State law requires that the agency have an adopted general plan with standards for park and recreational facilities, which the City includes in the Conservation and Open Space Element of its General Plan, as noted above. SCMC Section 17.51.010(E) allows development, or pay in-lieu fees to the City for parkland acquisition and development. In accordance with the requirements of the SCMC Section 17.51.010(E), the Project applicant would be required to dedicate land, pay in-lieu fees, or a combination of both. The City has determined that the Project does not have 7.4 acres available for dedication and would pay in-lieu fees toward existing and future improvements at nearby parks, including, but not limited to, Canyon Country Park, Fair Oaks Park, and the expansion of the Canyon Country Community Center. This fee payment will be enforced as a project condition of approval and would sufficiently offset the parkland needs created by the development of the Project. The

<sup>&</sup>lt;sup>47</sup> City of Santa Clarita, General Plan Conservation and Open Space Element, May 2011.

<sup>&</sup>lt;sup>48</sup> City of Santa Clarita, City Park and Facility Details, https://www.santa-clarita.com/residents/parks-and-city-facilities/facilitydetails/-selcat-29, accessed October 22, 2020.

Project would not require the provision of new or physically altered parks beyond the existing and future improvements identified above, and, therefore, Project impacts would be less than significant.
The related projects identified in Table 2.4-2 and in Figure 2.4-11 in Section 2.0, Project Description, of this Draft SCEA, would also be subject to the City park dedication requirements if the projects would not be able to dedicate enough park space on-site. Therefore, compliance with park dedication requirements would result in less-than-significant cumulative impacts involving the citywide inventory of public parkland.
Project-Specific Mitigation Measures
Project impacts related to parks were determined to be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measure from the 2020-2045 RTP/SCS MMRP has been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
<b>PMM REC-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies.
b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:
i. Increasing the accessibility to natural areas for outdoor recreation
ii. Utilizing "green" development techniques

iii. Promoting water-efficient land use and development
iv. Encouraging multiple uses, such as the joint use of schools
<ul> <li>v. Including trail systems and trail segments in General Plan recreation standards.</li> </ul>
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>a)v Less Than Significant Impact.</b> While the Project would include on-site recreational facilities, such as pools and community gathering areas, future residents of the fully developed Project may occasionally visit other public facilities, such as senior centers, community centers, pools, and libraries. All of these facilities are intended to serve the general public. The added population from the Project would have a less-than-significant impact on the facilities, as only a small percentage of the Project's total residents would visit a particular facility on a given day. The Project would not individually result in a need to construct new types of "other" public facilities. Additionally, as required by SCMC Section 17.51.010(C), no land use permit or entitlement for a residential use is to be approved unless payment of the Library Facilities and Technology Mitigation Fee is made a condition of approval for any such entitlement. Payment of this fee would sufficiently offset the Project's incremental increase in demand for local public libraries and contribute to the City's efforts to improve existing libraries and resources. Therefore, the Project would not result in a need to construct new libraries or other public facilities, and impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to other public facilities were determined to be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the 2020-2045 RTP/SCS MMRP and the City of Santa Clarita One Valley One Vision Program EIR have been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
<b>PMM PSL-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency

XVI. RECREATION	<ul> <li>for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:         <ul> <li>Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.</li> <li>City of Santa Clarita One Valley One Vision Program EIR Mitigation Measures</li> </ul> </li> <li><b>3.15-1</b>: The applicant shall pay the current library fee (\$790.00 per residential unit as of August 2008) to the City of Santa Clarita to offset the demand for library items and building square footage generated by the proposed project or whatever fee is established by the City at the time of building permit issuance, whichever is higher. The library mitigation payment shall be made on a building permit by building permit basis.</li> </ul> <li>Vista Canvon Specific Plan EIR Mitigation Measures         <ul> <li>No mitigation measures are applicable to the Project.</li> <li><b>a) Less Than Significant Impact</b>. The Project would provide outdoor recreation areas for residents, as well as amenities such as parks, playgrounds, pools, courtyards, landscaped areas, club houses and trails, some of which would connect to nearby regional recreational activities would be further offset through payment of required development impact fees (referred to as Quimby Act fees), which are designed to offset a development's impact on municipal recreation facilities (Line Advelored to manicipal recreation facilities, lineat of municipal recreation ad to be there. Compliance with the City's park dedication requirements would be confirmed by the Director of Parks, Recreation and Community Services prior to issuance of building permits. Therefore, the Proj</li></ul></li>

Project-Specific Mitigation Measures
Project impacts related to the use of existing neighborhood or regional parks were determined to be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measure from the 2020-2045 RTP/SCS MMRP has been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
Please refer to Mitigation Measure PMM REC-1, above.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>b)</b> No Impact. As stated above, the Project is not anticipated to substantially increase the demand on municipal parks and recreation facilities in the City, thus requiring construction or expansion of recreational facilities. The Project itself includes proposed outdoor recreation and open space areas and trails, including an outdoor public plaza on the east side of the Project Site. This public plaza would be located adjacent to the future Metrolink station and would connect the Project to commercial uses, trails, and other amenities within the Vista Canyon Specific Plan area. Environmental impacts associated with construction of these recreational amenities are included in the Project analysis discussed in this Draft SCEA. Therefore, there would be no additional impacts associated with constructing these outdoor recreation amenities beyond those already discussed in this Draft SCEA.
Project-Specific Mitigation Measures
Project impacts related to construction or expansion of recreational facilities were determined to be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.

	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
	No mitigation measures are applicable to the Project.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
XVII. TRANSPORTATION/ TRAFFIC	The following analysis is based in part on the information contained in the <i>MetroWalk Transportation Impact Assessment</i> (TIA) prepared by Fehr & Peers in October 2020, and which is included in Appendix L of this Draft SCEA.
	This TIA includes a vehicle miles traveled (VMT) analysis, prepared in accordance with CEQA Guidelines Section 15064.3(b), as well as a traffic operations analysis, which is intended to assess potential changes the Project may have on the surrounding roadway network. The City's Initial Study Checklist has not been updated to reflect changes made to the State CEQA Guidelines. These changes state that as of July 1, 2020, transportation impact assessments prepared in accordance with CEQA are required to determine if a Project would conflict with CEQA Guidelines Section 15064.3(b), which outlines a new set of criteria for analyzing transportation impacts using VMT as the primary measure of transportation impact. As such, level of service can no longer be used to determine a project's environmental impact, per SB 743 and CEQA Guidelines Section 15064.3(b). The TIA includes a traffic operations analysis that discusses changes to the local roadway network as a result of the Project, but this analysis is not included in this Draft SCEA, as it is not required under CEQA. The analysis is included in Appendix L for informational purposes only.
	a) Less Than Significant Impact. The existing circulation network in the Project area includes the roadway network surrounding the Project Site; transit service, which includes the Metrolink commuter train service and the Santa Clarita Transit bus service; and a network of Class I, Class II, and Class III bicycle routes. Metrolink operates three Metrolink stations within the City: the Santa Clarita Metrolink station, New Hall Metrolink station, and the Via Princessa Metrolink station. This same rail line is occasionally used by freight trains when the Union Pacific Railroad line is closed or restricted for limited periods. The Antelope Valley Line that runs through the City provides access to the City of Lancaster to the north and connects to Union Station in downtown Los Angeles. Once the Vista Canyon Multi-Modal Center is complete, a new Metrolink station will replace the existing Via Princessa Metrolink Station. This new Metrolink

fixed-route services and commuter express routes provided by Santa Clarita Transit. The Vista Canyon Multi-Modal Center will include bus services, including a seven-bay Bus Transfer Station, and a park-and-ride lot. All routes serving the east side of the Santa Clarita Valley will be assessed for potential service to the new transit center. Regarding bikeways, Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles, Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane, and Class III bicycle facilities are streets providing for shared use by motor vehicles and bicyclists. Within the Project vicinity, a Class I bike path runs along the Santa Clara River west of Deep Creek Drive and two Class II bike lanes are within Soledad Canyon Road and Jason Drive. There are no existing Class III bike routes in the Project vicinity.

# Vehicle Access to the Project Site

Vehicular access to the Project Site would be provided by two unsignalized driveways along Harriman Drive. The eastern driveway located at the intersection of Harriman Drive and Cooper Street can also be accessed via Cooper Street. Vehicles can circulate within the Project Site between the two driveways.

# Transit and Pedestrian/Bicycle Access

The Project Site is directly adjacent to the Vista Canyon Multi-Modal Center, which is slated to open in 2021. The Metrolink station, slated for completion in 2023, will be constructed immediately northeast (less than 500 feet) of the Project Site with a walking trail connecting the Project to the transit hub. Therefore, bus and rail transit would both be located immediately east of the Project Site once completed. Further, recommendations in the City of Santa Clarita's *Transit Development Plan* include operational improvements to:

- Provide limited-stop bus service on Soledad Canyon Road connecting the McBean Regional Transit Center to the Vista Canyon Transit Center
- Link the College of the Canyon's campus with the future Vista Canyon Transit Center.

Pedestrian and bicycle access to the Project Site would be provided via sidewalks at the two unsignalized driveways along Harriman Drive and connect the eastern corner of the Project Site to the adjacent (Vista Canyon) trail system. To facilitate pedestrian access from the Project Site at the driveways, sidewalks are proposed on all public roads adjacent to the Project Site, including Lost Canyon Road and Harriman Drive. Marked pedestrian crossings would be constructed at the driveway intersections. The Project would also connect to a series of mixed-use trails including the Santa Clara River trail at the intersection of Lost Canyon Road and Jakes Way. On-site pedestrian and bicycle circulation

would be provided by a series of walkways and trails that join the two driveway entrances to the Vista Canyon trail system.

Because the Project would not impede a planned or operating transit facility, or a planned bicycle or pedestrian facility, the Project's impact to transit and nonmotorized transportation would be less than significant.

#### **Project Trip Generation**

Trip generation refers to the process of estimating the amount of vehicular traffic a project will add to the surrounding roadway system. For the Project, the TIA developed estimates of weekday morning and evening peak hour trip generation to coincide with the time periods when adjacent street traffic demands are greatest and when the Project generates the most traffic. A previous iteration of the Project included 503 dwelling units, as opposed to the proposed 498 dwelling units (including five additional age-qualified apartments). The trip generation analysis in the TIA was conducted assuming 503 residential dwelling units would be included in the Project.

While the Project has been updated, this analysis remains valid and represents a conservative analysis. The trip generation was estimated using the *Trip Generation Manual*, *10th Edition* (Institute of Transportation Engineers [ITE], 2017) as presented in **Table XVII-1**, Project Trip Generation. Using the *Trip Generation Manual* by itself can overestimate the trip generation of transit-oriented development, as with the Project. The *Trip Generation Manual* contains data primarily collected at suburban, single-use, freestanding sites, which limits the applicability of the data to mixed-use developments and transit-oriented developments located in denser, more walkable urban settings with a mix of land uses and nearby local and regional transit service.

		Table	e XVI	I-1				
	Pro	ject Tri	p Ge	neratio	on			
	Size		AM Peak Hour		PM Peak Hour			
Land Use	(du)	Daily	In	Out	Total	In	Out	Total
Multifamily Housing (Low Rise)ª	150	1,100	16	54	70	54	31	85
Multifamily Housing (Mid Rise) <sup>ь</sup>	179	980	16	45	61	47	30	77
Senior Adult Housing- Attached <sup>c</sup>	174	680	12	23	35	24	20	44
Subtotal	503	2,760	44	122	166	125	81	206
Transit Mode Share <sup>d</sup>		(220)	(4)	(10)	(14)	(10)	(6)	(16)
Total Net New Trips 2		2,540	40	112	152	115	75	190
Notes: <sup>a</sup> Based on generation rat <sup>b</sup> Based on generation rat <sup>c</sup> Based on generation rat <sup>d</sup> Transit Mode Share is I than 500 feet away). Tran Oriented Development an	es for land es for land es for land based on t nsit mode d MXD+. [	use 220, M use 221, M use 252, S the Project shares are Daily: 8.009	Multifam Multifam Senior A 's proxi e derive %; AM:	nily Housi nily Housi Adult Hou mity to th d from th 8.58%; P	ng (Low- ng (Mid-F sing - Att ne multim ne adjace M:7.79%	Rise). Rise). ached. iodal tra int Vista	ansit ce a Canyc	nter (les on Trans
Source: Fehr & Peers, 20	20.							

As shown in **Table XVII-1**, the TIA begins with the ITE trip generation estimates, then adjusts the estimates to account for the mixed-use and environmental characteristics, such as the scale of the development, proximity to transit, density, design, and destination accessibility (referred to in the TIA as Transit Mode Share). As such, total net new trips displayed in **Table XVII-1** represents the number of transit trips generated by the Project during operation.

Construction of the Project would last for approximately five years. Construction would take place over three phases: (1) grading; (2) street and utility improvements; (3) building construction. During each of these phases, new off-site trips would be generated by construction workers, large trucks hauling soil and debris from the site, trucks delivering construction equipment to/from the site (such as bulldozers, excavators and other large items of machinery), and large trucks delivering concrete and other construction materials. Construction equipment would be staged on-site or immediately adjacent. The greatest number of daily passenger-car-equivalent (PCE) trips would occur during the building construction phase (472 daily PCE), with construction workers generating the majority of the constructionrelated traffic. Because construction workers often travel outside of typical commute hours, these trips are expected to have a negligible effect on the circulation network in the Project area.

Mitigation Measure 3.4-10 of the One Valley One Vision Plan, which is included in the mitigation measures identified for Initial Study Checklist Section VIII, Greenhouse Gas Emissions, above, requires completion and submittal of a construction management plan to the City regarding the reuse and recycling of construction and demolition waste. However, Project grading would be balanced on-site with cut soils used to level the site in preparation of the proposed residential development. Further, the Project Site is currently vacant, and, thus, Project Site preparation would not result a substantial amount of demolition waste. Therefore, because Project grading and site preparation would not generate substantial amounts of construction and demolition waste, the Project would not require a substantial number of haul trucks that could result in roadway closures and detours. Additionally, because the Project Site is currently located at the terminus of Lost Canyon Road, construction activities would not substantially disrupt traffic movements or require temporary traffic control. Therefore, a construction management plan is not required, and the Project would not result in any substantial impacts to the circulation network during Project construction. As such, impacts would be less than significant.

# Vehicle Miles Traveled Analysis

It should be noted that the City's Initial Study Checklist needs to be updated to reflect updates to the CEQA Guidelines, particularly Appendix G. As stated above, TIAs prepared in accordance with CEQA are required to determine if a project would conflict with CEQA Guidelines Section 15064.3(b), which outlines a new set of criteria for analyzing transportation impacts using VMT as the primary measure of transportation impact. VMT is generally defined as the amount and the distance of automobile travel associated with a project. In June 2020, the City adopted transportation impact thresholds and VMT guidance on conducting transportation studies in the City to adhere to CEQA requirements set forth in SB 743 (referred to herein as the City's VMT guidelines and thresholds).<sup>49</sup> The City's VMT guidelines and thresholds are informed by the California Governor's Office of Planning and Research (OPR) technical advisory, which includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.<sup>50</sup> The following analysis of the Project's impact relative to VMT is taken from the Vehicle Miles Traveled Analysis included in the TIA.

The City's VMT guidelines and thresholds suggest that the City may screen out VMT impacts using project-specific characteristics, such as project location, project size, transit availability, and provision of affordable housing. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a sustainable communities strategy or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant transportation impact. The City's VMT guidelines and thresholds further state that "projects located within Transit Priority Areas (TPAs) may also be exempt from VMT analysis." TPAs are defined in the OPR Technical Advisory as a one-half mile radius around an existing or planned major transit stop or an existing stop along a high-guality transit corridor (HQTC). An HQTC is defined in the OPR Technical Advisory as a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours. Per PRC Section 21064.3, a "major transit stop" is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

While the Project would generate more than 110 average trips per day, the Project Site is within close proximity to a planned major transit stop. Specifically, the Project Site is adjacent to the Vista Canyon Multi-Modal Center (slated for completion in 2021) and the Metrolink station (slated for completion in 2023). These facilities would be connected to the Project Site via a walking trail. The multi-modal transit center would include substantial bus services, a park-and-ride-lot, and a new Metrolink commuter rail station along the existing Antelope Canyon Line. The multi-modal transit center is listed as one of the conditions

<sup>&</sup>lt;sup>49</sup> City of Santa Clarita, Transportation Analysis Updates in Santa Clarita, May 19, 2020.

<sup>&</sup>lt;sup>50</sup> California Governor's Office of Planning and Research, Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018.

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	of approval of the Vista Canyon Specific Plan development, which is currently under construction.
	While the Project is within close proximity to a major transit stop, the Project must also satisfy the following criteria to allow for screening under the City's and OPR's VMT Guidance:
	1. Has a floor area ratio (FAR) of greater than 0.75;
	<ol> <li>Does not include more parking for use by residents, customers, or employees than other typical nearby uses, or more than required by the City;</li> </ol>
	3. Is consistent with the applicable SCS (as determined by the lead agency); and
	4. Does not replace affordable residential units with a small number of moderate- or high-income residential units.
	Regarding Criterion No. 1, the Project would have a FAR of 0.76, which is greater than the threshold of 0.75.
	Regarding Criterion No. 2, parking supply for new developments in the City of Santa Clarita is regulated by the SCMC; however, the Project's parking requirements would be regulated by the MetroWalk Specific Plan. The Project would include a total of 498 dwelling units. Per the SCMC, the Project is required to provide a total of 966 parking spaces; however, the Project proposes to provide approximately 902 parking spaces, resulting in 64 parking spaces fewer than required by the SCMC. Parking regulations in the Specific Plan are intended to provide the requisite number of parking spaces for all uses, while reinforcing the pedestrian-oriented character and accessibility to transit, amenities, and daily services intended to minimize vehicle trips and parking demand. Therefore, parking supply is less than that required by SCMC, and the Project meets Criterion No. 2.
	Regarding Criterion No. 3, the SCAG 2020-2045 RTP/SCS identifies projects in development such as the Vista Canyon Transit Center, which would relocate the existing Via Princessa Metrolink station to the Vista Canyon area, and include a bus transfer station and an adjacent parking structure with up to 750 parking spaces. The Project would be constructed immediately west (less than 500 feet) of the new Vista Canyon Multi-Modal Center. Regional passenger rail recommendations and strategies are outlined in the <i>Passenger Rail Technical Report</i> of the 2020-2045 RTP/SCS and include support of increased transit-oriented development and first/last mile strategies. Transit-oriented developments improve the region's jobs/housing balance, encourage rail mode choice, and reduce the incentive for single-occupant vehicle travel. These benefits have a positive effect on VMT and reduce GHG emissions. Because the Project would be adjacent to the proposed Vista Canyon Multi-Modal Center and would

be a transit-oriented development with connecting walkable/bikeable trails from the residential community to the station, the Project is consistent with the 2020-2045 RTP/SCS and meets Criterion No. 3.
Finally, regarding Criterion No. 4, the Project Site is currently vacant. The Project would not remove or replace any affordable residential units with a smaller number of moderate- or high-income residential units. Therefore, the Project meets Criterion No. 4, and the Project is screened from VMT analysis given its proximity and location as described above. As such, the City can presume that the Project would have a less-than-significant impact on VMT per CEQA Guidelines Section 15064.3(b)(1).
Project-Specific Mitigation Measures
Project impacts related to whether the Project would conflict with an applicable plan or ordinance establishing measures of effectiveness for performance of the circulation system were determined to be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from all three documents have been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
<b>PMM TRA-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
• Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways:
<ul> <li>include TDM mitigation requirements for new developments;</li> </ul>

<ul> <li>incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;</li> </ul>
<ul> <li>provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing;</li> </ul>
<ul> <li>implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools;</li> </ul>
<ul> <li>develop TDM-specific performance measures to evaluate project-specific and system-wide performance;</li> </ul>
<ul> <li>incorporate TDM performance measures in the decision- making process for identifying transportation investments;</li> </ul>
<ul> <li>implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and set aside funding for TDM initiatives.</li> </ul>
<ul> <li>The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.</li> </ul>
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
<b>3.2.2</b> The City of Santa Clarita shall continue to participate in implementing short-term measures of the North County Combined Highway Corridors Study including additional lanes to a minimum of 3-lanes in each direction of the SR-14. Participation for long-term measures includes the completion of the mainline to four lanes in each direction between the Newhall Avenue interchange and the Sand Canyon Interchange and to add a dedicated truck lane between the I5 freeway and the Placerita Canyon Road interchange.
<b>3.2.3:</b> The City will continue to monitor potential impacts on roadway segments and intersections on a project-by-project basis as buildout occurs by requiring traffic studies for all projects that could significantly impact traffic and circulation patterns.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.

	<b>b)</b> No Impact. The Congestion Management Program (CMP) was established statewide in 1990 to implement Proposition 111, linking transportation, land use, and air quality decisions. The CMP is managed at a county level and primarily uses level of service as a performance metric, which is inconsistent with CEQA Guidelines Section 15064.3, as discussed above. On August 27, 2019, the City of Santa Clarita adopted Resolution 19-47, through which the City elected to be exempt from the California CMP in partnership with the Los Angeles County Metropolitan Transportation Authority (Metro) and cities representing a majority of the Los Angeles County population in accordance with the State CMP statute. As such, a CMP analysis is no longer applicable in City of Santa Clarita environmental documents, and no impact would occur.
	Project-Specific Mitigation Measures
	The Project was determined to have no impacts related to consistency with the CMP. Therefore, no mitigation measures are required.
	However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
	No mitigation measures are applicable to the Project.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
	c) No Impact. The Project Site is not within an airport land use plan or within 2 miles of a public airport or public use airport. There are no airports in Santa Clarita. Consequently, the Project would not affect any airport facilities and would not cause a change in the directional patterns of aircraft. Therefore, the Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, and no impact would occur.
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Project-Specific Mitigation Measures
No impact related to a change in air traffic patterns would occur. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>d) No Impact.</b> As stated above, vehicular access to the Project Site would be provided by two unsignalized driveways along Harriman Drive. The eastern driveway located at the intersection of Harriman Drive and Cooper Street could also be accessed via Cooper Street. Vehicles would be able to circulate within the Project Site between the two driveways. On-site vehicle circulation would be provided by a network of internal roadways, many of which would have on-street parking. Two internal intersections would be roundabouts, the final design of which would be subject to City review to ensure accommodation of garbage, delivery and moving trucks, and firetrucks. Additionally, there are no sharp curves or geometric design features within the internal driveway or surface parking lots that could create circulation hazards.
The Project would not generate incompatible uses of area roadways, such as large farm equipment, that could impair circulation or safety on area roads.
Further, the Project Site's internal circulation system and driveways would be required to meet the mandatory design standards of the City of Santa Clarita as they relate to width, intersection control, and sight distance. Therefore, the Project would not substantially increase hazards due to a design feature or incompatible uses, and no impact would occur.

Project-Specific Mitiga	ation Measures
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No impact related to a substantial increase in hazards associated with a design feature would occur. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

No mitigation measures are applicable to the Project.

<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>

No mitigation measures are applicable to the Project.

Vista Canyon Specific Plan EIR Mitigation Measures

No mitigation measures are applicable to the Project.

e) Less Than Significant Impact. The Project's ingress/egress and circulation are required to meet LACoFD's standards, which ensure that new developments provide adequate access for emergency vehicles. The Project Site and surrounding roadway network do not pose any unique conditions that raise concerns for emergency access, such as narrow, winding roads or dead-end streets. Thus, standard engineering practices are expected to achieve the LACoFD's standards. Furthermore, final Project plans are subject to review and approval by the LACoFD to ensure that the site's access complies with all LACoFD ordinances and policies. With the required compliance with all LACoFD ordinances and policies, the Project would not cause significant impacts due to inadequate emergency access, and impacts would be less than significant.

#### **Project-Specific Mitigation Measures**

The Project was determined to have a less-than-significant impact related to emergency access. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.

CCAC 2020 2045 DTD/CCC Dreamon FID Mitigation Managuras
SCAG 2020-2045 KIP/SCS Program EIK Milligation Measures
No mitigation measures are applicable to the Project.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>f)</b> Less Than Significant Impact. As stated in the response to Initial Study Checklist Question XVII.a above, the Project would not impede a planned or operating transit facility, or a planned bicycle or pedestrian facility. The City's Transit Development Plan addresses the transportation needs of the growing Santa Clarita Valley community, both now and across the next 10 years. Through this plan, the City continues to ensure that transit accessibility is not negatively impacted by development projects that would increase transit ridership. Specifically, the plan includes recommended operational improvements, such as providing limited stop bus service on Soledad Canyon Road between the McBean Regional Transit Center and the Vista Canyon Transit Center and linking the College of the Canyons' campus with the Vista Canyon Transit Center. The Project would not conflict with the operational improvements identified in this long-term planning document.
Regarding pedestrian and bicycle facilities, the Project is designed to encourage pedestrian and bicycle activities as transportation modes within the MetroWalk development and within surrounding areas (though linkages to public trails outside of the community). As shown in <b>Figure 2.4-8</b> , the Project would include a series of pedestrian walkways ranging from 4 feet wide to 10 feet wide. An 8-foot-wide pedestrian walkway would connect the northeast portion of the Project Site to the Vista Canyon Transit Center, ensuring the transit options, such as the Metrolink and Santa Clarita Transit buses, are accessible to Project residents. Further, the Project would construct a pedestrian sidewalk along the Project's Harriman Drive street frontage, connecting to a sidewalk on the east side of Lost Canyon Road. The Project would also contain a portion of a 1-mile-long landscaped trail that would connect the retail uses in the Vista Canyon Specific Plan area, the planned Metrolink station, and the Project Site, as shown in <b>Figure 2.4-9</b> . These Project features are consistent with the City's General Plan Circulation Element goals of a multi-modal circulation network (such as the objectives and policies under Goal C 1: An inter- connected network of circulation facilities that integrates all travel modes, provides viable alternatives to automobile use, and confirms with regional plans).

Because the Project is a transit-oriented development, which would construct 498 residential units in close proximity to commuter rail and bus service at the multi-modal transit center and the Metrolink Vista Canyon station, there would likely be an increase in transit ridership. While Project residents would likely increase rail and bus ridership, these increases in demand are planned for in SCAG's 2020-2045 RTP/SCS and the Santa Clarita General Plan through goals and policies encouraging transit-oriented development and multi-modal projects. Further, impacts regarding increased ridership on bus, Metrolink, and bicycle facilities would be offset by the provision of approximately 902 surface parking spaces in the development. Finally, the Project would be required to pay the City's Transit Facilities Mitigation Fee, which was established to mitigate adverse impacts due to the inadequacy of transit facilities that might otherwise occur due to new residential development.<sup>51</sup> Therefore, because the Project would not conflict with an adopted policy, plan, or program regarding public transit, bicycle, or pedestrian facilities, and because Project effects on such facilities would be offset by the City's Transit Facilities Mitigation Fee and the provision of parking for Project residents, the Project would not decrease the performance or safety of transit, bicycle, or pedestrian facilities, and impacts would be less than significant.

# Project-Specific Mitigation Measures

The Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities and impacts were determined to be less than significant. As such, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

No mitigation measures are applicable to the Project.

<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>

No mitigation measures are applicable to the Project.

Vista Canyon Specific Plan EIR Mitigation Measures

No mitigation measures are applicable to the Project.

<sup>&</sup>lt;sup>51</sup> Santa Clarita Municipal Code, Section 17.51.010, subsection F

XVIII. TRIBAL AND CULTURAL RESOURCES	<b>a), b) Less Than Significant Impact With Mitigation.</b> SB 18 and AB 52 (PRC Section 21080.3.1) require that the lead agency send formal notification to request consultation from the designated contact or tribal representative of a traditionally and culturally affiliated California Native American tribe.
	In compliance with SB 18, the City, as the lead agency, sent a notification letter on October 9, 2020, to the 14 tribal representatives on the Tribal Consultation List received from the NAHC. In addition, pursuant to AB 52, the City sent a formal notification letter to the Fernandeño Tataviam Band of Mission Indians (Tataviam) on October 20, 2020. The NAHC Tribal Consultation List and copies of the notification letters, as well as the subsequent correspondences, are provided in Appendix M of this Draft SCEA. The Tataviam responded to commence formal consultation letter, the Santa Ynez Band of Chumash Indians also responded that the tribe may wish to request formal consultation; however, no further information from the tribe has been received by the City at the time of the publication of this Draft SCEA. In addition, the San Fernando Band of Mission Indians (SFBMI) also responded and expressed interest in the Project; SFBMI did not request formal consultation but requested to be notified of public hearings.
	As discussed above, a records search was conducted by Dudek at the SCCIC, which identified three previously conducted cultural resources studies that overlapped or intersected the Project Site. The results of the records search indicate that there are no cultural resources on the Project Site. The NAHC was contacted on February 22, 2020, to request a search of its files to determine if any Native American resources have been mapped within or near the Project Site. The NAHC responded on March 5, 2020, stating that the search was negative for Native American resources. In addition, an intensive pedestrian survey of the Project Site was conducted on March 13, 2020, by an archaeologist and a Tataviam Native American monitor, and no cultural resources were identified.
	As presented, the results of the records search (i.e., SCCIC and NAHC) conducted for the Project Site and the intensive pedestrian survey with the Tataviam Native American monitor demonstrate that there is no record or evidence of tribal cultural resources on the Project Site.
	However, in the consultation letter containing their comments on the Project (see Appendix M), the Tataviam expressed concerns about the Project Site's location in a culturally-sensitive area and its potential to contain tribal cultural resources. The Tataviam referred to their records, which indicate the presence of several tribal cultural resource sites and isolate resources surrounding the Project Site, including the

Tataviam village of *Tobimonga* and *Chaguayanga*. In addition, according to the Tataviam, the Santa Clara River is a significant and sacred tribal cultural resource used by natives as a water source and trail route that connected people traveling between the desert and the coast for various economic, political, and religious reasons during the prehistoric and historic times. Moreover, the Tataviam acknowledged that, although portions of the Project Site currently contain redeposited fill, the natural undisturbed surface of the Project Site remains buried under the fill and was not assessed during the intensive pedestrian survey. Consequently, consultation initiated by the City has resulted in the identification of potential tribal cultural resources on-site. To address any inadvertent discovery of tribal cultural resources during Project construction, **Mitigation Measures TCR-1** through **TCR-3** have been identified to reduce impacts to tribal cultural resources to a less-than-significant level.

Therefore, with implementation of mitigation measures, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource with cultural value to a California Native American tribe, and impacts to tribal cultural resources would be less than significant with implementation of mitigation.

# **Project-Specific Mitigation Measures**

**Mitigation Measure TCR-1:** The Project shall retain a professional Native American monitor procured by the Fernandeño Tataviam Band of Mission Indians to observe all ground-disturbing activities, including, but not limited to, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, clearing, driving posts, auguring, backfilling, blasting, stripping topsoil or a similar activity, and any archaeological work conducted during Project construction. If cultural resources are encountered, the Native American monitor shall have the authority to request ground-disturbing activities to cease within 60 feet of discovery to assess and document the potential finds in real time.

**Mitigation Measure TCR-2:** If significant pre-contact and/or postcontact cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall develop an Archaeological Treatment Plan (ATP), the drafts of which shall be provided to the Fernandeño Tataviam Band of Mission Indians for review and comments. The ATP shall provide details regarding the process for in-field treatment of inadvertent discoveries and the disposition of inadvertently discovered non-funerary resources.

**Mitigation Measure TCR-3:** The City and applicant shall, in good faith, consult with the Fernandeño Tataviam Band of Mission Indians on the disposition and treatment of any tribal cultural resource encountered during all ground-disturbing activities.

	Pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for incorporation into the Project. Accordingly, the following relevant mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP has been included:
	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
	<b>PMM TCR-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
	<ul> <li>a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria;</li> </ul>
	<ul> <li>b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource;</li> </ul>
	c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.
	<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u>
	No mitigation measures are applicable to the Project.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
XIX. UTILITIES AND SERVICES SYSTEMS	a) Less Than Significant Impact. The Project would involve rezoning the Project Site and amending the General Plan to change the designation of the Project Site from BP to SP. Specifically, the Project would involve development of 498 residential units located within four planning areas on the Project Site, as well as surface parking lots, internal drive aisles, outdoor recreation spaces, and landscaped areas. As the Project would be solely a residential development, none

of the proposed uses would generate atypical wastewater, such as industrial or agricultural effluent. All wastewater generated by the Project is expected to be domestic sewage. Wastewater treatment facilities, which are operated by the Sanitation Districts of Los Angeles County (Sanitation Districts), are designed to treat domestic sewage in compliance with requirements of the Los Angeles RWQCB. Therefore, typical domestic sewage does not exceed requirements of the existing wastewater treatment system. The Sanitation Districts uses the City's General Plan as a guide to determine future wastewater treatment demand in the City. While the Project would not exceed wastewater treatment requirements, because the Project would result in a zone change and General Plan amendment, it is necessary to analyze the Sanitation Districts' system to determine whether sufficient capacity exists to serve the Project. This analysis is provided in the response to Initial Study Checklist Question XIX.b. below. As discussed therein, the Project would have a less than significant impact.

### **Project-Specific Mitigation Measures**

Project impacts related to water treatment requirements were determined to be less than significant. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measure from the City of Santa Clarita One Valley One Vision Program EIR MMP has been included:

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

No mitigation measures are applicable to the Project.

<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>

Mitigation Measures **3.13-1** through **3.13-42** of the One Valley One Vision Program EIR represent General Plan policies from the Conservation and Open Space Element, Land Use Element, and Safety Elements. These policies focus on water and wastewater demand, supply, and infrastructure, as well as issues regarding groundwater contamination, water efficient building and landscaping practices, and groundwater recharge. These mitigation measures are applicable to the Project as the City uses the General Plan to guide land use decision making. These are broad policies that apply citywide. The Project would not preclude the City from implementing these policies. See Appendix A for a complete list of these mitigation measures.

#### Vista Canyon Specific Plan EIR Mitigation Measures

No mitigation measures are applicable to the Project.

#### b), e) Less Than Significant Impact.

#### Potable Water

Water service to the Project Site is provided by the Santa Clarita Valley Water Agency (SCVWA). SCVWA was created January 1, 2018, through the merger of the Castaic Lake Water Agency and its Santa Clarita Water Division (SCWD), Newhall County Water District (NCWD), and the Valencia Water Company (VWC). In total, the SCVWA service area has a population of 273,000 and covers approximately 195 square miles (124,800 acres). The Project Site is located within the service area of the SCWD, which covers 34,700 acres and has approximately 31,350 service connections.<sup>52</sup> The Project would include new connections to the existing potable water infrastructure, which includes a 48-inch SCVWA potable water pipeline that crosses the Project Site from the southeast to the intersection of Harriman Drive; and a 6-inch recycled water pipeline in Lost Canyon Road, Harriman Drive, and Cooper Street.

The Project would connect to the existing 12-inch potable water pipeline located in Harriman Drive at two locations: approximately 440 linear feet east of the intersection of Harriman Drive and Lost Canyon Road, and at the intersection of Harriman Drive and Cooper Street. A network of smaller lines would be located within the planned roadway network, providing potable water to the residential units in the development. Recycled water from the Vista Canyon Water Reclamation Plant, associated with the Vista Canyon Specific Plan Project immediately north of the Project Site, would meet the nonpotable water demand of the Project (i.e., landscape irrigation).

### <u>Wastewater</u>

Wastewater treatment in the Santa Clarita Valley is provided by the Santa Clarita Valley Sanitation District, which is part of the Sanitation Districts' regional wastewater treatment network. The Sanitation Districts operate two, interconnected water reclamation plants (WRPs) in the Santa Clarita Valley, the Saugus WRP and the Valencia WRP. Together, these plants form the Santa Clarita Valley Joint Sewerage System (SCVJSS). The joint powers agreement that created the regional system allows the Valencia WRP to accept flows that exceed the capacity of the Saugus WRP. The water is treated to tertiary levels (biological treatment followed by filtration and disinfection) and is discharged to the Santa Clara River. In addition to the Saugus WRP and the Valencia WRP, the Vista Canyon WRP, associated with the Vista Canyon Project, is located immediately north of the Project Site,

<sup>&</sup>lt;sup>52</sup> Luhdorf & Scalmanini Consulting Engineers, 2017 Santa Clarita Water Report, September 2018.

is sized to treat approximately 392,135 gallons per day and is owned
and operated by the City of Santa Clarita. The Vista Canyon WRP
would treat the wastewater generated by the Project, with all solids
conveyed to the Sanitation Districts' Valencia WRP for processing and
disposal. As stated above, the Vista Canyon WRP would provide
recycled water to the Project Site for non-potable water usage, such
as landscape irrigation.

The Project would connect to two existing 10-inch sewer pipelines, both of which run north to south. One pipeline is located approximately 440 linear feet east of the intersection of Harriman Drive and Lost Canyon Road, while the other is located at the intersection of Harriman Drive and Cooper Street.

Because the Project Site is currently undeveloped, the Project would result in an increase in the demand for water and wastewater service as compared with current conditions. However, as discussed in Initial Study Checklist Questions XIX.d, above and in response to Initial Study Checklist Questions XIX.d, below, the increase to water and wastewater service would be within the existing service capacities of water and wastewater service purveyors. The only water and wastewater improvements required for the Project are on-site connections to the infrastructure systems in place within Harriman Drive, Lost Canyon Road, and Cooper Street, which are subject to connection fees. Therefore, the Project would not require or result in the construction or expansion of new water or wastewater treatment facilities off-site, and impacts would be less than significant.

### Project-Specific Mitigation Measures

Project impacts related to water infrastructure and wastewater treatment facility capacity were determined to be less than significant. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP and the City of Santa Clarita One Valley One Vision PEIR MMP have been included:

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

**PMM USWW-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.
<b>PMM USWS-1</b> : In accordance with provisions of sections $15091(a)(2)$ and $15126.4(a)(1)(B)$ of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.
b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.
<ul> <li>c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.</li> </ul>
d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non- potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
Mitigation Measures <b>3.13-1</b> through <b>3.13-42</b> of the One Valley One Vision Program EIR represent General Plan policies from the
Conservation and Open Space Element, Land Use Element, and Safety Elements. These policies focus on water and wastewater demand, supply, and infrastructure, as well as issues regarding groundwater contamination, water-efficient building and landscaping practices, and groundwater recharge. These mitigation measures are applicable to the Project as the City uses the General Plan to guide land use decision making. These are broad policies that apply citywide. The Project would not preclude the City from implementing these policies. See Appendix A for a complete list of these mitigation measures.
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<b>3.13-44:</b> Multi-Unit Project (5 Dwelling Units or more), including Tract Maps
Required Evidence
A. Piped Water (BOTH required):
1. Will-serve letter from purveyor
<ol> <li>Water Supply Assessment following SB610 requirements, where required by State law</li> </ol>
B. Well, On-Site (BOTH required):
1. Well Capacity Test, in accordance with the requirements of the County Department of Public Health
<ol><li>Water Quality Test, in accordance with the requirements of the County Department of Public Health</li></ol>
C. Well, Shared (ALL 3 required):
1. Copy of valid Shared Water Well approval
2. Well Capacity Test (as above)
3. Water Quality Test (as above)
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
c) Less Than Significant Impact. As discussed in response to Initial Study Checklist Questions X.c and X.d above, the Project would require construction of new drainage and water quality features to allow for a system that protects development from erosion and potential flooding and preserves the Santa Clara River. In addition to construction of conventional drainage improvements, such as storm drains and retention/detention systems, the Project envisions using sustainable drainage and water quality technologies, such as infiltratin basins, biofiltration areas, vegetated swales, and filter strips. The Project would convey surface runoff to a network of treatment structures, including retention and detention systems, biofiltration areas vegetated swales and water quality basins. The primary goal

of the LID practices utilized by the Project is to maintain landscape functionality equivalent to predevelopment hydrologic conditions and minimize stormwater pollutants of concern.
As required by the City and the countywide MS4 permit, the final design of the development's drainage system must be engineered so that post-development peak runoff discharge rates are equal to or less than predevelopment peak runoff rates. As discussed in Initial Study Checklist Section X, Hydrology and Water Quality, above, the Project's engineered stormwater system (i.e., the infiltration chamber) would be compliant with MS4 permit and NPDES permit requirements and would not exceed discharge capacity of the existing 42-inch storm drain near the northwestern corner of the Project Site. Therefore, the Project would not require or result in the construction of new off-site stormwater drainage facilities or the expansion of existing facilities off-site, and impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to stormwater drainage facilities were determined to be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP has been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
Please refer to <b>Mitigation Measure PMM HYD-1</b> , in Initial Study Checklist Section X, Hydrology and Water Quality, above.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>d) Less Than Significant Impact.</b> As stated above, the Santa Clarita Water Division of SCVWA would provide potable water to the Project Site. SCV Water adopted the 2015 Urban Water Management Plan (UWMP) in June 2016, which provides a detailed summary of present and future water resources and demands within the SCVWA service

area and assesses the valley's water resource needs. <sup>53</sup> SCVWA's water sources are derived from the State Water Project and local groundwater resources generated primarily from the Santa Clara River.
As stated in the UWMP, SCVWA has a projected existing supply of 133,412 acre-feet (af) of water in 2020, with 12,795 af of planned supply (i.e., groundwater, recycled water, and banking/exchange programs). In 2050, water supplies are projected to include 115,332 af of existing water supplies and 41,834 af of planned water supplies. <sup>54</sup> The total water demand for the SCV Water service area in 2019, reported by the 2019 Santa Clarita Valley Water Report, was approximately 72,600 af, consisting of approximately 60,100 af for municipal use and 12,500 af for agricultural and other (miscellaneous) uses. <sup>55</sup> While this value is above the projected water demand in the 2015 UWMP (which is attributed to weather conditions and the easing of State-mandated water conservation measures in 2015), the demand is less than the total available water supplies. The UWMP projects water demand in the SCVWA service area to increase to 93,900 af by 2050, which is still far below projected water supplies in 2050. <sup>56</sup> As shown, the projected water supplies in the UWMP graiting water supplies in the UWMP graiting water demand in 2020 and in 2050. Specifically in 2020, the total existing water Report. As stated in the MetroWalk Specific Plan, the Project would generate a total water demand of 116 gallons per minute (gpm) on an average day. The demand analysis conducted by SCVWA for the Project (available as Appendix N, SCVWA Technical Memorandum, of this Draft SCEA) indicates that the Project would require a total of 103 gpm for the proposed residential uses 7 gpm for irrigated landscaping, parks, and community. <sup>57</sup> This average daily demand of 116 gpm would represent approximately 0.3 percent of available water supply and approximately 0.3 percent of available water supply and approximately 0.3 percent of available water supply in 2050, when including planned water supplies. <sup>58</sup>

<sup>&</sup>lt;sup>53</sup> Castaic Lake Water Agency (CLWA), CLWA Santa Clarita Water Division, Newhall County Water District, and Valencia Water Company, 2015 Urban Water Management Plan for Santa Clarita Valley, June 2016.

<sup>&</sup>lt;sup>54</sup> CLWA, CLWA Santa Clarita Water Division, Newhall County Water District, and Valencia Water Company, 2015 Urban Water Management Plan for Santa Clarita Valley, June 2016, Table 3-1, p. 3-2–3-3.

<sup>&</sup>lt;sup>55</sup> Santa Clarita Valley Water Agency and Los Angeles County Waterworks District 36, 2019 Santa Clarita Valley Water Report, 2020.

<sup>&</sup>lt;sup>56</sup> CLWA, CLWA Santa Clarita Water Division, Newhall County Water District, and Valencia Water Company, 2015 Urban Water Management Plan for Santa Clarita Valley, June 2016, Table 2-2, p. 2-6.

<sup>&</sup>lt;sup>57</sup> Santa Clarita Valley Water Agency, Technical Memorandum Work No. S21-600, prepared by Civiltec Engineering, Inc., October 23, 2020.

Existing water supply in 2020 (133,412 af)– 2019 water demand (72,600) = surplus supply of 60,812 af. Project demand of 116 gpm = approximately 187 af / year. Project demand (187 af / year) / surplus supply (60,812 af) = 0.3 percent. Similarly, projected water supply in 2050 per UWMP including planned sources of water (157,166 af)– projected 2050 water demand per UWMP (93,900) = surplus supply of 63,266 af in 2050. Project demand (187 af / year) / surplus supply in 2050 (63,266 af) = 0.3 percent.

Since the existing water supplies are sufficient to serve the Project, the Project would not require new or expanded water entitlements, and impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to potable water supplies were determined to be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP has been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
Please refer to Mitigation Measure PMM USWS-1, above.
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
<b>f)</b> Less Than Significant Impact. There are three Class III (nonhazardous) landfills that serve the City: the Chiquita Canyon Landfill, the Antelope Valley Landfill, and the Sunshine Canyon Landfill. According to CalRecycle's Solid Waste Information System facility database, the Chiquita Canyon Landfill, located at 29201 Henry Mayo Drive in Castaic, has a remaining capacity of 60,408,000 cubic yards; the Antelope Valley Landfill, located at 1200 W. City Ranch Road in Palmdale, has a remaining capacity of 17,911,225 cubic yards; and the Sunshine Canyon Landfill, located at 14747 San Fernando Road in Sylmar, has a remaining capacity of 77,900,000 cubic yards.
The Project would generate approximately 2,644 pounds of solid water per day <sup>59</sup> , consisting of a variety of common municipal solid wastes typical of residential uses, including food, paper, plastics, and household wastes; this equates to approximately 3.3 cubic yards <sup>60</sup> . As described above, the landfills that serve the City would have sufficient

<sup>59</sup> CalRecycle, Estimated Solid Waste Generation Rates, Residential Sector Generation Rates (Multifamily rate of 5.31 lb/dwelling

unit/day), https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed on December 2020. CalRecycle, Calculations, Solid Waste Cleanup Program Weights and Volumes for Project Estimates (Household Trash = 800 60 pounds per cubic yard), https://www.calrecycle.ca.gov/swfacilities/cdi/tools/calculations, accessed on December 2020.

capacity to accommodate the Project's solid waste disposal needs. In addition, as discussed below in response to Initial Study Checklist Question XIX.g, below, the Project would be required to comply with the City's and California's solid waste diversion regulations. Therefore, impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to landfill capacity were determined to be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP and the City of Santa Clarita One Valley One Vision PEIR MMP have been included, below.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
<b>PMM USSW-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following:
<ul> <li>Reuse and minimization of construction and demolition (C&amp;D) debris and diversion of C&amp;D waste from landfills to recycling facilities.</li> </ul>
<ul> <li>b) Inclusion of a waste management plan that promotes maximum C&amp;D diversion.</li> </ul>
c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).
d) Reuse of existing structure and shell in renovation projects.

e)	Development of indoor recycling program and space.
f)	Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.
g)	Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required.
h)	Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target.
i)	Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.
j)	Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.
k)	Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.
I)	Integrate reuse and recycling into residential industrial, institutional and commercial projects.
m)	Provide education and publicity about reducing waste and available recycling services.
n)	Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.

City of Santa Clarita One Valley One Vision Program EIR Mitigation
Measures
<b>3.17-3:</b> The City shall require all development projects to coordinate with appropriate City/County departments and/or agencies to ensure that there is adequate waste disposal capacity to meet the waste disposal requirements of the City's Planning Area, and the City shall recommend that all development projects incorporate measures to promote waste reduction, reuse, recycling, and composting.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
g) Less Than Significant Impact. The California Integrated Waste Management Act requires that jurisdictions maintain a 50-percent or better diversion rate for solid waste. The City implements this requirement through the City's franchised Solid Waste Management Services. Per the agreements between the City and the franchised trash disposal companies, each franchisee is responsible for meeting the minimum recycling diversion rate of 50 percent on a quarterly basis. Franchisees are further encouraged to meet the City's overall diversion rate goal of 75 percent. The Project is required to comply with the applicable solid waste franchise's recycling system and, thus, would meet the City's and California's solid waste diversion regulations. Therefore, the Project would not cause any significant impacts from conflicting with statutes or regulations related to solid waste, and impacts would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to compliance with federal, State, and local solid waste regulations were determined to be less than significant. Therefore, no mitigation measures are required.
However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP and the City of Santa Clarita One Valley One Vision PEIR MMP have been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
Please refer to Mitigation Measure PMM USSW-2, above.

	City of Santa Clarita One Valley One Vision Program EIR Mitigation
	<b>3.17-1:</b> The City of Santa Clarita shall follow state regulations in implementing the goals, policies, and programs identified in the Los Angeles County Integrated Waste Management Plan in order to achieve and maintain a minimum of 50 percent reduction in solid waste disposal through source reduction, reuse, recycling, and composting.
	<b>3.17-2:</b> The City shall require all future commercial, industrial and multifamily residential development to provide adequate areas for the collection and loading of recyclable materials (i.e., paper products, glass, and other recyclables) in compliance with the State Model Ordinance, implemented on September 1, 1994, in accordance with AB 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991.
	<b>3.17-4:</b> All new development in the City's Planning Area will be required to implement existing and future waste reduction programs in conformance with the City's Planning Area SRRE program.
	Vista Canyon Specific Plan EIR Mitigation Measures
	No mitigation measures are applicable to the Project.
XX. WILDFIRE	<b>a) Less Than Significant Impact.</b> The City of Santa Clarita has a Hazard Mitigation Plan (HMP), which was originally adopted in 2004 and updated in 2010 and 2015. It provides the overall direction for efforts by the City's agencies, organizations, and citizens to mitigate risk from natural and man-made hazards.
	Section 7 of the HMP addresses wildfire hazards, including existing conditions that create wildfire hazards, identification of fire hazard areas, history of major wildfires in Southern California, an assessment of wildfire vulnerability and potential damage, an overview of existing wildfire prevention and mitigation programs, and key strategies and action items to respond to wildfire hazards. The HMP also provides a framework for communications, decisions, and actions by emergency response personnel for wildfire emergencies. The command structure would assess local conditions in an ongoing manner, to identify locations and severity of threats to homes, businesses, and any other land uses that put people in the path of a wildfire. Based on those assessments, decisions would be made on where to focus fire response efforts, initiate calls for backup assistance and assign additional resources, and when/where to implement emergency evacuations if no other options are deemed viable.
	The proposed 498-residential-unit development would increase the number of residents and employees that could be affected during a wildfire event in this area and would incrementally add to the scale and

complexity of evacuation procedures. Residential land uses are located
to the south and west, and the Vista Canyon Specific Plan Project is
located to the north. As such, the Project inhabitants would incrementally
add to the total number of residents in the Project vicinity that would need
to use the same roadways during an evacuation. Specifically, Project
residents would be able to travel north or south, connecting to major
roadways such as Lost Canyon Road to the south and Sand Canyon
Road to the north, both of which provide access to north- and southbound
SR-14. As there would be several options for evacuation routes, and
existing mitigation measures included in the 2020-2040 RTP/SCS
provide local and regional strategies for responding to emergency events
and hazards, existing infrastructure would be sufficient to allow
evacuation of the Project Site if such an evacuation were deemed
necessary.

Therefore, the City's existing emergency response system, including the manner in which emergency evacuations are initiated and managed, would be sufficient to address emergency evacuation scenarios in the event of future wildfires in the Project area that result in a need to evacuate some or all of the Project's residents. Development of the Project would not substantially impair the emergency response protocols established by the City's HMP. Therefore, Project impacts would be less than significant.

#### **Project-Specific Mitigation Measures**

Project impacts related to impairment of an adopted emergency response plan were determined to be less than significant. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following relevant mitigation measures from the 2020-2045 RTP/SCS PEIR MMRP have been included:

SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures

Please refer to **Mitigation Measure PMM HAZ-5** and **PMM TRA-2**, discussed in Initial Study Checklist Section IX, Hazards and Hazardous Materials, above.

<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>

No mitigation measures are applicable to the Project.

Vista Canyon Specific Plan EIR Mitigation Measures

No mitigation measures are applicable to the Project.

<b>b)</b> Less Than Significant Impact. As previously discussed, the Project Site is relatively flat and, due to extensive disturbance from past uses, contains very little natural vegetation, with the exception of some California sage scrub primarily located on the eastern side of the Project Site. As discussed in Initial Study Checklist Section IV, Biological Resources, above, the Project Site primarily consists of weedy, non-native ruderal species, which, upon review of recent satellite imagery, appears to have been maintained (through clearance and mowing). <sup>61</sup> Additionally, the Project Site is located within a VHFHSZ, as identified by California's Department of Forestry and Fire Protection.
The Project would change the existing conditions of the Project Site, as the entire Project Site would either be developed with impervious surfaces or managed landscape areas. As such, the risk of wildfire on the Project Site would be reduced through development of the proposed structures and improvements as compared with existing conditions due to the removal of existing wildfire fuel loads. Further, the Project would be constructed to stringent standards to resist ignition and slow the spread of fire per LACoFD standards and no building permits would be issued by the City until construction plans have been reviewed and determined to be in full compliance with all applicable standards for development in a VHFHSZ. Such standards include requirements for incorporating fire-resistant building materials, sprinkler systems in all homes, certain water flow pressures for fire hydrants, adequate internal circulation and site access for fire engines and crews.
By converting the flammable landscape currently existing on the Project Site to a development featuring hardscapes, multiple residential facilities, and irrigated/managed landscaped areas, the Project would reduce fuel loads found on the Project Site and thus reduce the chances of a wildfire occurring or intensifying on-site and threatening surrounding properties. Further, because the Project would not involve storage, use, or disposal of significant quantities of hazardous materials, there would be no significant sources of hazardous materials that could add to the fuel load and produce harmful pollutants in the event of a wildfire. As such, the Project would not exacerbate wildfire risks and would not create conditions that would expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The impacts of the Project would be less than significant.
Project-Specific Mitigation Measures
Project impacts related to wildfire risks due to slope, prevailing winds, or other factors were determined to be less than significant. Therefore, no mitigation measures are required.

<sup>&</sup>lt;sup>61</sup> Rincon Consultants, *Metrowalk Project: Biological Resources Assessment*, October 2020.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP has been included, below.
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
<b>PMM WF-1:</b> In In accordance with provisions of sections $15091(a)(2)$ and $15126.4(a)(1)(B)$ of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition.
b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place.
c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary.
<ul> <li>d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses.</li> </ul>
<ul> <li>e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.</li> </ul>
f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place.
<ul> <li>g) Include external sprinklers with an independent water source to reduce flammability of structures.</li> </ul>
<ul> <li>h) Include local solar power paired with batteries to reduce power flow in electricity lines.</li> </ul>
<ul> <li>For developments in high fire-prone areas, have a fire protection plan for residents and businesses.</li> </ul>

j)	Provide fire hazard and fire safety education for homeowners in or near fire hazard areas.
k)	Developments in fire-prone areas should have fire-resistant feature, such as:
	- Ember-resistant vents
	- Fire-resistant roofs
	- Surrounding defensible space
	- Proper maintenance and upkeep of structures and surrounding area.
<u>Ci</u> Me	ty of Santa Clarita One Valley One Vision Program EIR Mitigation easures
No	o mitigation measures are applicable to the Project.
	sta Canyon Specific Plan EIR Mitigation Measures
No	o mitigation measures are applicable to the Project.
c) pro- res ga the the an loc gra res res vo tha co Dr Pr	Less Than Significant Impact. As stated above, the Project oposes to develop the entire Project Site with of a series of sidential buildings, surface parking lots, drive aisles, outdoor athering spaces and walking trails, and landscaped areas. As such, e Project would change the existing nature of the entire site. While e Project Site is currently characterized by ruderal plants, bare soil, d little natural vegetation as a result of past agricultural uses and is cated within a VHFHSZ, the first stage of construction would involve ading and clearing the Project Site to prepare for construction of the sidential buildings and related infrastructure. This would effectively move all existing flammable vegetation from the Project Site and build, therefore, reduce construction-related wildfire risks to a less- an-significant level. Further, all wet and dry utilities would be innected to existing utilities north of the Project Site within Harriman rive and would be underground, thus reducing risk of fire during to peration.
No wa ad for de ter	o additional wildfire-resistant design measures, such as emergency ater storage facilities, additional fire roads or fuel breaks, or iditional power facilities have been identified by the Fire Department r the Project following their review of Project plans. Therefore, the esign of the Project would not exacerbate fire risks or result in mporary or ongoing negative environmental impacts
<u>Pr</u>	oject-Specific Mitigation Measures
Pr inf les	oject impacts related to the installation or maintenance of frastructure that may increase wildfire risk were determined to be as than significant. Therefore, no mitigation measures are required.

However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. Accordingly, the following mitigation measure from the 2020-2045 RTP/SCS PEIR MMRP has been included:
SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures
<b>PPM WF-2:</b> In accordance with provisions of sections $15091(a)(2)$ and $15126.4(a)(1)(B)$ of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:
a. New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to
i. Submit a fire protection plan including the designation of fire watch staff;
<li>Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities;</li>
<ul> <li>iii. Locate construction and maintenance equipment in designated "safe areas" such that they do not discharge combustible materials; and</li> </ul>
<li>iv. Designate trained fire watch staff during project construction to reduce risk of fire hazards.</li>
<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>
No mitigation measures are applicable to the Project.
Vista Canyon Specific Plan EIR Mitigation Measures
No mitigation measures are applicable to the Project.
d) Less Than Significant Impact. As stated above, the Project Site would be transformed by the Project because the existing ruderal plants and sporadically placed native shrubs and grasses would be replaced by hardscapes, structures, and managed/irrigated landscape areas. This would effectively reduce the vegetation fuel load and reduce chances that a wildfire would strip the site of vegetation, thus creating possible flooding conditions due to bare land. Further, the Project Site is relatively flat and is not within a landslide zone as identified by the California Department of Conservation. As such, no landslide risk exists on the Project Site that would be exacerbated by wildfire. Thus, the Project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or

	drainage changes. Therefore, Project impacts would be less than significant.	
	Project-Specific Mitigation Measures	
	Project impacts related to exposure of people to flooding or landslides resulting from wildfires were determined to be less than significant. Therefore, no mitigation measures are required.	
	However, pursuant to PRC Section 21155.2, the City has reviewed all mitigation measures in the 2020-2045 RTP/SCS PEIR MMRP, the City of Santa Clarita One Valley One Vision PEIR MMP, and the Vista Canyon Specific Plan EIR MMRP for imposition on the Project. No relevant mitigation measures from these EIRs were applicable to the Project.	
	SCAG 2020-2045 RTP/SCS Program EIR Mitigation Measures	
	No mitigation measures are applicable to the Project.	
	<u>City of Santa Clarita One Valley One Vision Program EIR Mitigation</u> <u>Measures</u>	
	No mitigation measures are applicable to the Project.	
	Vista Canyon Specific Plan EIR Mitigation Measures	
	No mitigation measures are applicable to the Project.	
XXI. MANDATORY FINDINGS OF SIGNIFICANCE	a) Less Than Significant Impact With Mitigation. Based on the analysis in Initial Study Checklist Section IV, Biological Resources, above, with the incorporation of Project-specific Mitigation Measures BIO-1 and BIO-2, the Project would not have substantial impacts to special-status species or protected native birds. Further, the Project would not affect the local, regional, or national populations or ranges of any plant or animal species and would not threaten any plant communities. Similarly, as discussed in Initial Study Checklist Section V, Cultural Resources, and Section XVIII, Tribal Cultural Resources, above, the Project would not have impacts to historical resources or tribal cultural resources. However, the incorporation of Mitigation Measures CUL-1, CUL-2, and TCR-1 through TCR-3 would be needed to ensure that any potential impacts to archaeological/paleontological resources and tribal cultural resources, respectively, would be reduced to a less-thansignificant level in the event of inadvertent discovery. Thus, the Project would not eliminate any important examples of California history or prehistory. Therefore, with the incorporation of mitigation measures, the Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant	

or animal, or eliminate important examples of the major periods of California history or prehistory. The Project would not result in a mandatory finding of significance in this regard.

b) Less Than Significant Impact. A significant cumulative impact may occur if the Project, in conjunction with related projects, including the eight related projects identified in the Cumulative Development Scenario in Section 2.0, Project Description, of this Draft SCEA, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. More specifically, only the Vista Canyon Specific Plan Project is located immediately adjacent to the Project Site. Specific impacts related to the Vista Canyon Specific Plan Project have been addressed, as appropriate and relevant, in each of the Initial Study Checklist sections above. Related Project No. 8 is located less than 0.5 mile from the Project Site but is located north of SR-14 and the Santa Clara River. All the other related projects are located between approximately 0.7 mile and 2.1 miles from the Project Site. Accordingly, these related projects are sufficiently and physically distant from the Project Site. When considering the Project in combination with these projects in regard to aesthetics, biological resources, cultural resources, geology and soils, hydrology, and hazards and hazardous materials, the Project does not have the potential to cause any cumulative impacts since such impacts at one location at a sufficient distance do not add to impacts at other locations or create additive impacts. As detailed in the discussion of Initial Study Checklist Sections I through XX, the Project would have no impact, a less-than-significant impact, or a less-than-significant impact with mitigation incorporated, with respect to all environmental issues considered in this Draft SCEA. Cumulative impacts of several resource areas have also been addressed in the individual resource sections, including Air Quality, Greenhouse Gases, Noise, and Transportation/Traffic (see CEQA Guidelines Section 15064(h)(3)). CalEEMod was utilized to assess the air quality and GHG impacts resulting from the Project, concluding less-than-significant impacts. Noise and traffic studies conducted as part of this Draft SCEA both considered cumulative increases in traffic and concluded that the impacts of the Project would not be cumulatively considerable, and, as such, cumulative impacts would be less than significant. Some of the other resource areas (agricultural and mineral resources) were determined to have no impact in comparison to existing conditions. The Project would not contribute to cumulative impacts related to these issues. As such, cumulative impacts would be less than significant (not cumulatively considerable). Therefore, the Project would not have impacts that are individually limited but cumulatively considerable, and the Project would not result in a mandatory finding of significance in this regard.

**c)** Less Than Significant Impact with Mitigation. For the Project, potentially substantial impacts to human beings are associated with air quality, hazards and hazardous materials, geology and soils, hydrology, and noise impacts. As detailed in the analyses for these

environmental issues, the Project would not result, either directly or indirectly, in significant adverse effects with implementation of the associated mitigation measures and compliance with applicable regulatory requirements.

As discussed in Initial Study Checklist Section III, Air Quality, construction and operational activities associated with the Project would produce criteria pollutant concentrations and toxic air contaminants (TACs) in proximity to the residents of the Vista Canyon Specific Plan Project, which are considered sensitive receptors. However, it was determined that with implementation of **Mitigation Measure AQ-1** (specifically for construction), the amount of criteria pollutant concentrations and TACs generated during construction and operation of the Project would not be considered significant given the nature of vehicle use associated with the land uses included in the Project and because emissions of other criteria pollutants would be below SCAQMD thresholds. Therefore, development of the Project would not expose sensitive receptors to significant construction and operational criteria pollutant and TAC emissions.

As discussed in Initial Study Checklist Section VII, Geology and Soils, occupants of the Project could be exposed to strong seismic ground shaking during earthquake events in Southern California; however, the Project would not exacerbate seismic risks, and the geologic conditions of the Project Site (which is located within a liquefaction zone) would be alleviated by the required compliance with the California Building Standards Code, City of Santa Clarita Building Code, and other applicable codes.

As discussed in Initial Study Checklist Section IX, Hazards and Hazardous Materials, construction activities would abide by all standard construction practices and regulatory requirements related to hazardous materials handling and disposal to reduce the risk of exposure during Project construction and to ensure that potential exposure risk of residents to on-site contaminants would be reduced to a less-than-significant level during Project operation.

As discussed in Initial Study Checklist Section X, Hydrology and Water Quality, the Project would not expose persons to flooding.

As discussed in Initial Study Checklist Section XIII, Noise, equipment used during construction of the Project could expose sensitive receptors to noise and vibration. However, noise and vibration levels would not exceed applicable thresholds at adjacent sensitive receptors, specifically those located at the Vista Canyon Specific Plan area.

Overall, compliance with applicable rules and regulations and recommended mitigation measures for the above impact areas would reduce potential impacts on human beings to a less-than-significant level. California Air Resources Board, *Ambient Air Quality Standards*, May 4, 2016, http://www.arb.ca.gov/research/aaqs/aaqs2.pdf, accessed March 2020.

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APPENDIX A: MITIGATION MEASURE FEASIBILITY/ APPLICABILITY ANALYSIS

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
SCAG 2020-2045	RTP/SCS Program EIR Applicable Mitigation Measures	
AESTHETICS		
SMM AES-1	SCAG shall facilitate minimizing impacts to scenic vistas through cooperation, information sharing regarding the locations of designated scenic vistas, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including REVISION, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as sharing of associated online training materials. Caltrans and lead agencies, such as county and city planning departments, shall be consulted during this update process.	This mitigation measure is specifically directed at SCAG to facilitate minimizing impacts to scenic vistas. The Project would not preclude SCAG's implementation of this mitigation measure.
PMM AES-1	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.</li> <li>b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.</li> </ul>	Pursuant to Senate Bill (SB) 375, this mitigation measure is not applicable to the Project because the Project is a residential development within a Transit Priority Area (TPA). Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.</li> </ul>	
	<ul> <li>d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.</li> </ul>	
	e) Retain or replace trees bordering highways, so that clear-cutting is not evident.	
	<ul> <li>f) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas.</li> </ul>	
	g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity;	
	<ul> <li>h) Use see-through safety barrier designs (e.g. railings rather than walls)</li> </ul>	
PMM AES-2	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	Pursuant to SB 375, this mitigation measure is not applicable to the Project because the Project is a residential development within a TPA. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
	a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.	
	<ul> <li>b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.</li> </ul>	
	c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.	
	<ul> <li>d) Design projects consistent with design guidelines of applicable general plans.</li> </ul>	
	e) Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.	
	<ul> <li>Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows:</li> </ul>	
	<ul> <li>use transparent panels to preserve views where sound walls would block views from residences;</li> </ul>	
	<ul> <li>use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height;</li> </ul>	
	<ul> <li>construct sound walls of materials whose color and texture complements the surrounding landscape and development;</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.	
SMM AES-2	SCAG shall facilitate minimizing impacts on aesthetics related to new sources of light or glare through cooperation, information sharing regarding guidelines and policies, design approaches, building materials, siting, and technology, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts and sharing of associated online training materials. Lead agencies, such as county and city planning departments, shall be consulted during this update process.	This mitigation measure is specifically directed at SCAG to facilitate minimizing impacts on aesthetics related to new sources of light or glare. The Project would not preclude SCAG's implementation of this mitigation measure.
PMM AES-3	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Use lighting fixtures that are adequately shielded to a point below	Pursuant to SB 375, this mitigation measure is not applicable to the Project because the Project is a residential development within a TPA. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
	<ul> <li>b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances.</li> </ul>	
	<ul> <li>a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.</li> <li>b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances.</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.</li> </ul>	
	<ul> <li>d) Use unidirectional lighting to avoid light trespass onto adjacent properties.</li> </ul>	
	<ul> <li>Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.</li> </ul>	
	<li>f) Provide structural and/or vegetative screening from light- sensitive uses.</li>	
	<ul> <li>g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.</li> </ul>	
	<ul> <li>h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.</li> </ul>	
	<ul> <li>Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.</li> </ul>	
AGRICULTURE AND F	FORESTRY RESOURCES	
SMM AG-1	SCAG shall host a Natural & Farm Lands Conservation Working Group which will provide a forum for stakeholders to share best practices and develop recommendations for natural and agricultural land conservation throughout the region, including the development and implementation of Connect SoCal's Natural and Farm Lands Conservation Strategies.	This mitigation measure is specifically directed at SCAG to host a Natural & Farm Lands Conservation Working Group. The Project would not preclude SCAG's implementation of this mitigation measure.
SMM AG-2	SCAG shall develop a Regional Greenprint, which is a strategic web-based conservation tool that provides the best available	This mitigation measure is specifically directed at SCAG to develop a Regional Greenprint. The

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands. SCAG shall use the Greenprint to identify priority conservation areas and work with CTCs to develop advanced mitigation programs or include them in future transportation measures by (1) funding pilot programs that encourage advance mitigation including data and replicable processes, (2) participating in state-level efforts that would support regional advanced mitigation planning in the SCAG region, and (3) supporting the inclusion of advance mitigation programs at county level transportation measures.	Project would not preclude SCAG's implementation of this mitigation measure.
SMM AG-3	SCAG shall align with funding opportunities and pilot programs to begin implementation of conservation strategies through (1) seeking planning and implementation funds, such as Greenhouse Gas Reduction Funds that could advance local action on acquisition and restoration projects locally and regionally, (2) supporting CTCs and other partners, and (3) continuing policy alignment with the State Wildlife Action Plan 2015 Update and its implementation.	This mitigation measure is specifically directed at SCAG to align with funding opportunities and pilot programs to begin implementation of conservation strategies. The Project would not preclude SCAG's implementation of this mitigation measure.
SMM AG-4	SCAG shall provide incentives to jurisdictions that cooperate across county lines to protect and restore natural habitat corridors, especially where corridors cross county boundaries, as detailed in the Natural & Farmlands Technical Report strategies of Connect SoCal. SCAG will work with stakeholders to identify incentives and leverage resources that help protect habitat corridors.	This mitigation measure is specifically directed at SCAG to provide incentives to jurisdictions that cooperate across county lines to protect and restore natural habitat corridors. The Project would not preclude SCAG's implementation of this mitigation measure.
PMM AG-1	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable	This mitigation measure does not apply to the Project as the Project Site does not contain any Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. Please see Section

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	4.0, Initial Study Checklist, of this Draft SCEA for more information.
	a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential.	
	<ul> <li>b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.</li> </ul>	
	c) Maintain and expand agricultural land protections such as urban growth boundaries.	
	<ul> <li>Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.</li> </ul>	
	<ul> <li>Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.</li> </ul>	
	f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.	
PMM AG-2	Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:	This mitigation measure does not apply to the Project as the City does not have any Williamson Act contract lands. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
	<ul> <li>Project relocation or corridor realignment to avoid lands in Williamson Act contracts.</li> </ul>	

#### **Mitigation** Measure Number **Mitigation Measure Applicability to the Project** b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection. PMM AG-3 Project level mitigation measures can and should be considered by This mitigation measure does not apply to the Lead Agencies as applicable and feasible. Measures to reduce Project as the Project Site does not contain any substantial adverse effects, through the conversion of Farmland to farmlands, agricultural resources, or forestry maximum extent practicable, as determined appropriate by each resources. Please see Section 4.0, Initial Study Lead Agency, may include the following, or other comparable Checklist, of this Draft SCEA for more information. measures: a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources. PMM AG-4 Project level mitigation measures can and should be considered by This mitigation measure does not apply to the Lead Agencies as applicable and feasible. Measures to reduce Project as the Project Site does not contain any substantial adverse effects, through the conversion of Farmland, to farmlands or agricultural uses. Please see Section the maximum extent practicable, as determined appropriate by each 4.0, Initial Study Checklist, of this Draft SCEA for Lead Agency, may include the following, or other comparable more information. measures: a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land. b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management.	
	c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted.	
PMM AG-5	Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:	This mitigation measure does not apply to the Project as the Project Site does not contain any farmlands. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
	a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
AIR QUALITY		
SMM AQ-1	SCAG shall develop the Southern California Disadvantaged Communities Planning Initiative which would provide funds to selected applicants to develop a low-cost, high-impact model which leverages SCAG's staff, data, and outreach resources to deliver context-sensitive plans in high-need, low-resourced active transportation infrastructure and frameworks. As part of the initiative, the model will be operationalized through the development of plans in six communities and refined to provide a sustainable resource for SCAG staff partner with local agencies to develop local active transportation plans.	This mitigation measure is specifically directed at SCAG to develop the Southern California Disadvantaged Communities Planning Initiative. The Project would not preclude SCAG's implementation of this mitigation measure.
SMM AQ-2	SCAG shall continue its commitment to analyze public health outcomes as part of Connect SoCal. As part of the public health analysis for the Plan, SCAG shall continue to analyze the Plan's impacts on air quality through its Public Health Working group and continue to support policy change at the city and country level through education programs.	This mitigation measure is specifically directed at SCAG to continue its commitment to analyze public health outcomes as part of Connect SoCal. The Project would not preclude SCAG's implementation of this mitigation measure.
SMM AQ-3	SCAG shall continue to conduct air quality-related technical analyses on the region, specifically in vulnerable areas that are typically environmental justice areas. For example, SCAG staff conducted technical analysis of emissions impacts on populations within 500 feet of freeways and highly travelled corridors in the Connect SoCal Environmental Justice Appendix. SCAG staff shall also continue to work with districts and relevant stakeholders to be informed of any updates new and/or changes to air quality issue areas through various forums like the Environmental Justice Working Group.	This mitigation measure is specifically directed at SCAG to continue to conduct air quality-related technical analyses on the region, specifically in vulnerable areas that are typically environmental justice areas. The Project would not preclude SCAG's implementation of this mitigation measure.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
PMM AQ-1	In accordance with provisions of sections $15091(a)(2)$ and $15126.4(a)(1)(B)$ of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:	While the analysis in Section 4 of this Draft SCEA determined that the Project would have less than significant impacts as it relates to violation of air quality standards, some measures included within this mitigation, such as PMM AQ-1 Measures a. through h. and j. through n., would be incorporated
	a. Minimize land disturbance.	addition, in compliance with this mitigation measure,
	<ul> <li>Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.</li> </ul>	the Lead Agency has considered mitigation measures consistent with Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines and,
	c. Cover trucks when hauling dirt.	accordingly, incorporated a comparable mitigation
	d. Stabilize the surface of dirt piles if not removed immediately.	to PMM AQ-1 Measure AQ-1 (comparable study Checklist, of this Draft SCEA, which avoids or reduces significant impacts related to toxic air
	<ul> <li>Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.</li> </ul>	
	f. Minimize unnecessary vehicular and machinery activities.	
	g. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.	
	<ul> <li>Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.</li> </ul>	
	<ul> <li>On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.</li> </ul>	
	j. Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	of the applicable percent reduction for a CARB-approved fleet. Daily logging of the operating hours of the equipment should also be required.	
	<ul> <li>Ensure that all construction equipment is properly tuned and maintained.</li> </ul>	
	<ol> <li>Minimize idling time to 5 minutes or beyond regulatory requirements saves fuel and reduces emissions.</li> </ol>	
	m. Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.	
	<ul> <li>N. Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.</li> </ul>	
	<ul> <li>Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.</li> </ul>	
	p. As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	q. Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.	
	r. Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off- road diesel vehicles.	
	s. Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	t. Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.	
	<ul> <li>Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).</li> </ul>	
	<ul> <li>As applicable for airport projects, the following measures should be considered:</li> </ul>	
	<ul> <li>Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines.</li> </ul>	
	<ul> <li>Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project.</li> </ul>	
	- Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum.	
	<ul> <li>w. As applicable for port projects, the following measures should be considered:</li> </ul>	
	<ul> <li>Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE).</li> </ul>	
	<ul> <li>Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress.</li> </ul>	
Mitigation Measure Number	Mitigation Measure	Applicability to the Project
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	<ul> <li>Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power.</li> </ul>	
	<ul> <li>Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized.</li> </ul>	
	<ul> <li>Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin.</li> </ul>	
	- Encourage the participation in the Green Ship Incentives.	
	<ul> <li>Offer incentives to encourage the use of on-dock rail.</li> </ul>	
	x. As applicable for rail projects, the following measures should be considered:	
	<ul> <li>Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards.</li> </ul>	
	y. Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.	
	<ul> <li>Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.</li> </ul>	
	<ul> <li>Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>filtration systems when windows are open or residents are outside.</li> <li>Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued.</li> <li>Disclose the potential increase in energy costs for running the HVAC system to prospective residents.</li> <li>Provide information to residents on where MERV filters can be purchased.</li> <li>Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units.</li> <li>Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time.</li> <li>Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units.</li> <li>Set criteria for assessing progress in installing and replacing the enhanced filtration units; and</li> <li>Develop a process for evaluating the effectiveness of the enhanced filtration units.</li> <li>aa. Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.</li> </ul>	
	<ul> <li>Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.</li> </ul>	
	<ul> <li>Nonroad diesel engines on site shall be Tier 2 or higher.</li> </ul>	
	<ul> <li>Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp.</li> </ul>	
	<ul> <li>Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer.</li> </ul>	
	<ul> <li>Diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend approved by the original engine manufacturer with sulfur content of 15 ppm or less.</li> </ul>	
	<ul> <li>The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following:</li> </ul>	
	<ol> <li>Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment.</li> </ol>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation.</li> </ul>	
	<ul> <li>iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date.</li> </ul>	
	- The contractor shall establish generator sites and truck- staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.	
	<ul> <li>The contractor shall maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator onsite, includes:</li> </ul>	
	<ol> <li>Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date.</li> </ol>	
	ii. Any problems with the equipment or emission controls.	
	<li>iii. Certified copies of fuel deliveries for the time period that identify:</li>	
	1. Source of supply	
	2. Quantity of fuel	
	3. Quantity of fuel, including sulfur content (percent by weight)	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	cc. Project should exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code). The following measures can be used to increase energy efficiency:	
	- Install programmable thermostat timers	
	<ul> <li>Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24).</li> </ul>	
	<ul> <li>Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the Energy Star and Other Climate Protection Partnerships Annual Reports.)</li> </ul>	
	<ul> <li>Install higher efficacy public street and area lighting</li> </ul>	
	- Limit outdoor lighting requirements	
	<ul> <li>Replace traffic lights with LED traffic lights</li> </ul>	
	<ul> <li>Establish onsite renewable or carbon neutral energy systems</li> <li>generic, solar power and wind power</li> </ul>	
	- Utilize a combined heat and power system	
	<ul> <li>Establish methane recovery in Landfills and Wastewater Treatment Plants.</li> </ul>	
	<ul> <li>Locate project near bike path/bike lane</li> </ul>	
	<ul> <li>Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers.</li> </ul>	
	<ul> <li>Provide traffic calming measures, such as:</li> </ul>	
	i. Marked crosswalks	
	ii. Count-down signal timers	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	iii. Curb extensions	
	iv. Speed tables	
	v. Raised crosswalks	
	vi. Raised intersections	
	vii. Median islands	
	viii. Tight corner radii	
	ix. Roundabouts or mini-circles	
	x. On-street parking	
	xi. Chicanes/chokers	
	- Create urban non-motorized zones	
	<ul> <li>Provide bike parking in non-residential and multi-unit residential projects</li> </ul>	
	- Dedicate land for bike trails	
	- Limit parking supply through:	
	i. Elimination (or reduction) of minimum parking requirements	
	ii. Creation of maximum parking requirements	
	iii. Provision of shared parking	
	- Require residential area parking permit.	
	- Provide ride-sharing programs	
	i. Designate a certain percentage of parking spacing for ride sharing vehicles	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>ii. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles</li> <li>iii. Providing a web site or messaging board for coordinating rides</li> <li>iv. Permanent transportation management association membership and finding requirement.</li> </ul>	
BIOLOGICAL RESOL	JRCES	
SMM BIO-1	SCAG shall facilitate reducing future impacts to species identified as a candidate, sensitive, or special status species and its habitats through cooperation, information sharing, and program development. SCAG shall consult with the resource agencies, such as the USFWS, NMFS, USACE, USFS, BLM, and CDFW, as well as local jurisdictions including cities and counties, to incorporate designated critical habitat, federally protected wetlands, the protection of sensitive natural communities and riparian habitats, designated open space or protected wildlife habitat, local policies and tree preservation ordinances, applicable HCPs and NCCPs, or other related planning documents into SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts and sharing of associated online Training materials. Planning efforts shall be consistent with the approach outlined in the California Wildlife Action Plan. Additionally, SCAG's shall vet and distribute environmental data (i.e., endangered species and important habitat areas) to local jurisdictions.	This mitigation measure is specifically directed at SCAG to implement with regard to reducing impacts to species identified as a candidate, sensitive, or special status species and its habitats. The Project would not preclude SCAG's implementation of this mitigation measure. In addition, the Project complies with this mitigation measure as it incorporates Project-specific measures (i.e., <b>Mitigation Measures BIO-1</b> and <b>BIO-2</b> ) to reduce impacts to special status species to less-than- significant levels.

# Appendix A: Mitigation Measure Feasibility/Applicability Analysis Mitigation Measure Measure

Measure Number	Mitigation Measure	Applicability to the Project
SMM BIO-2	SCAG shall continue to develop a regional conservation strategy in coordination with local jurisdictions and other stakeholders, including the county transportation commissions. The conservation strategy will build upon existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas. SCAG will also collaborate with stakeholders to establish a new Regional Advanced Mitigation Program (RAMP) initiative to preserve habitat. The RAMP would establish and/or supplement regional conservation and mitigation banks and/or other approaches to offset the impacts of transportation and other development projects.	This mitigation measure is specifically directed at SCAG to develop a regional conservation strategy for habitat preservation. The Project would not preclude SCAG's implementation of this mitigation measure.
	To assist in defining the RAMP, SCAG shall lead a multi-year effort to SCAG shall develop new regional tools, like the Regional Data Platform and Regional Greenprint that will provide an easily accessible resource to help municipalities, conservation groups, developers and researchers prioritize lands for conservation based on best available scientific data. The Regional Greenprint effort shall also produce a whitepaper on the RAMP initiative, which includes approaches for the RAMP in the SCAG region, needed science and analysis, models, challenges and opportunities and recommendations.	
SMM BIO-3	SCAG shall coordinate with Caltrans and facilitate research, programs and policies to identify, protect and restore natural habitat corridors, especially where corridors cross county boundaries. Additionally, continue support for preserving wildlife corridors and wildlife crossings to minimize the impact of transportation projects on wildlife species and habitat fragmentation. SCAG shall disseminate key information related to the preservation and implementation of wildlife corridors and crossings by showcasing best practices at SCAG's Natural Lands Working Groups. SCAG shall also distribute wildlife corridors and crossings data to local	This mitigation measure is specifically directed at SCAG to coordinate with Caltrans to preserve natural habitat and wildlife corridors. The Project would not preclude SCAG's implementation of this mitigation measure. In addition, the Project Site is surrounded on all sides by development and does not serve to connect two or more habitat areas to form a wildlife corridor.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	jurisdictions, so they may incorporate said data into their general plans, as applicable.	
PMM BIO-1	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a. Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.</li> <li>b. Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include: <ul> <li>i. Impact minimization strategies</li> <li>ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts</li> <li>iv. Funding of research and recovery efforts</li> <li>v. Habitat restoration</li> </ul> </li> </ul>	In compliance with this mitigation measure, the Lead Agency has considered mitigation measures consistent with Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines and, accordingly, incorporated comparable mitigation measures— <b>Mitigation Measures BIO-1</b> (to minimize impacts to special-status species) and <b>BIO-2</b> (to minimize impacts to protected native birds) in Section 4.0, Initial Study Checklist, of this Draft SCEA. <b>Mitigation Measures BIO-1</b> and <b>BIO-</b> <b>2</b> are comparable to PMM BIO-1 Measures g. through i. and k. and I. Therefore, the Project complies with this mitigation measure because it incorporates comparable measures that avoid or reduce significant impacts on special-status species.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	vi. Establishment of conservation easements	
	vii. Permanent dedication of in-kind habitat	
	c. Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.	
	d. Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species.	
	e. Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources.	
	f. Retain a qualified botanist to document the presence or absence of special status plants before project implementation.	
	g. Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.	
	<ul> <li>Appoint a qualified biologist to monitor implementation of mitigation measures.</li> </ul>	
	i. Schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.	
	j. Develop an invasive species control plan associated with project construction.	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	k. If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife.	
	<ol> <li>Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.</li> </ol>	
	<ul> <li>m. Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.</li> <li>n. Project design should address the protection of habitat on both sides of a freeway to improve effectiveness of the crossings.</li> <li>o. Project sponsors shall consider the impacts of nitrogen deposition on sensitive species.</li> </ul>	
PMM BIO-2	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a. Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA.</li> </ul>	This mitigation measure does not apply to the Project as the Project Site does not contain any riparian habitats that are in the jurisdiction and responsibility of USFWS, the NMFS, CDFW; and other public agencies, and/or Lead Agencies. Although the Project Site contains an area that supports big sagebrush scrub, a community that is designated as sensitive by CDFW, the analysis in this Draft SCEA determined that the Project's impact on big sagebrush scrub would be less than significant. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	b. Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.	
	c. Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state- listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code.	
	<ul> <li>Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds.</li> </ul>	
	e. Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season.	
	f. Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities.	
	g. Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. Where practicable and feasible, require upland buffers that sufficiently minimize impacts to riparian corridors.	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	h. Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required.	
	<ul> <li>Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities.</li> </ul>	
	j. Appoint a qualified wetland biologist to monitor implementation of mitigation measures.	
	<ul> <li>Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased.</li> </ul>	
	<ol> <li>When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects.</li> </ol>	
	<ul> <li>Mathematical methods in the second sec</li></ul>	
	<ul> <li>Install fencing and/or mark sensitive habitat to be avoided during construction activities.</li> </ul>	
	<ul> <li>Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	rhizomes will be avoided as identified by the qualified wetland biologist.	
	<ul> <li>Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist.</li> </ul>	
	<ul> <li>q. Complete habitat enhancement (e.g., through removal of non- native invasive wetland species and replacement with more ecologically valuable native species).</li> </ul>	
	r. Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.	
PMM BIO-3	PMM BIO-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	This mitigation measure does not apply to the Project as the Project Site does not contain any State or federally protected wetlands. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
	a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible.	
	<ul> <li>b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters Of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA,</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW.	
	c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE's Final Compensatory Mitigation Rule. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:	
	Permittee-responsible mitigation	
	<ul> <li>Contribution of in-kind in-lieu fees</li> <li>Use of in-kind mitigation bank credits</li> </ul>	
	Where avoidance is determined to be infeasible and	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:	
	Avoidance	
	Impact Minimization     On site alternatives	
	Off-site alternatives	
	<ul> <li>e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.</li> </ul>	
PMM BIO-4	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	This mitigation measure does not apply to the Project as the Project Site is surrounded by urban development and does not serve to connect habitat areas or provide a wildlife corridor. The analysis in this Draft SCEA determined that the Project's impact on wildlife corridors would be less than
	a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.	significant. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
	b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	designated as important for wildlife movement related to local ordinances or conservation plans.	
	c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur- bearing mammals, during the breeding season.	
	<ul> <li>Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31.</li> </ul>	
	<ul> <li>Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season.</li> </ul>	
	f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.	
	g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors.	
	<ul> <li>h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.</li> </ul>	
	<ul> <li>Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor.</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.</li> </ul>	
	<ul> <li>k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).</li> </ul>	
	<ol> <li>When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.</li> </ol>	
	<ul> <li>m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation.</li> </ul>	
	<ul> <li>n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.</li> </ul>	
	<ul> <li>o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM- BIO-1(b), where applicable:</li> </ul>	
	<ul><li>Wildlife movement buffer zones</li><li>Corridor realignment</li></ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	Appropriately spaced breaks in center barriers	
	Stream rerouting	
	Culverts	
	<ul> <li>Creation of artificial movement corridors such as freeway under- or overpasses</li> </ul>	
	Other comparable measures	
	p) Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.	
	<ul> <li>q) Incorporate applicable and appropriate guidance (e.g. FHWA- HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants.</li> </ul>	
	r) Implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats.	
	<ul> <li>Reduce lighting impacts on sensitive species through implementation of mitigation measures such as, but not limited to:</li> </ul>	
	<ul> <li>Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.</li> </ul>	
	<ul> <li>Design exterior lighting to confine illumination to the project site</li> </ul>	
	<ul> <li>Provide structural and/or vegetative screening from light- sensitive uses.</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.</li> </ul>	
	<ul> <li>Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.</li> </ul>	
	<ul> <li>Reduce noise impacts to sensitive species through implementation of mitigation measures such as, but not limited to:</li> </ul>	
	<ul> <li>Install temporary noise barriers during construction.</li> </ul>	
	<ul> <li>Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.</li> </ul>	
	<ul> <li>Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.</li> </ul>	
	<ul> <li>Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.	
	<ul> <li>Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned – Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.</li> </ul>	
	<ul> <li>Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced- noise paving materials, and traffic calming measures.</li> </ul>	
	u) Require large buffers between sensitive uses and freeways.	
	<ul> <li>V) Create corridor redundancy to help retain functional connectivity and resilience.</li> </ul>	
PMM BIO-5	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	This mitigation measure does not apply to the Project as there are no trees on the Project Site, and, therefore, the City's oak tree ordinance does not apply. The analysis in this Draft SCEA determined that the Project would not conflict with any local policies or ordinances protecting biological resources. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.

Appendix A: Mitigation Measu	re Feasibility/Applicability Analysis
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Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.</li> </ul>	
	<ul> <li>b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist.</li> </ul>	
	c) If specific project area trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist.	
	d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed.	
	e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.	
	f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.	
	g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist.	
	h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:</li> </ul>	
	Avoidance strategies	
	Contribution of in-lieu fees	
	Planting of replacement trees	
	<ul> <li>Re-landscaping areas with native vegetation post- construction</li> </ul>	
	<ul> <li>Other comparable measures developed in consultation with local agency and certified arborist.</li> </ul>	
PMM BIO-6	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	This mitigation measure does not apply to the Project as Project Site is not located within the coverage area of a federal, State, or local habitat conservation plan. The analysis in this Draft SCEA determined that the Project would not conflict with an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
	a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs.	
	<ul> <li>b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP.</li> </ul>	
	c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in SMM-BIO-2, where applicable.	
CULTURAL RESOUR	CES	
SMM CULT-1	Impacts to cultural resources shall be minimized through cooperation, information sharing, and SCAG's ongoing regional planning efforts such as web-based planning tools for local governments including CA LOTS, and other GIS tools and data services, including, but not limiting to, Map Gallery, GIS library, and GIS applications <u>(note that no confidential cultural or tribal cultural resource location information will be housed in this database. All regulations pertaining to cultural resources site location <u>confidentiality will be respected</u>); and direct technical assistance efforts such as Toolbox Tuesday series and sharing of associated online Training materials. SCAG shall consult with resource agencies such as the National Park Service, Office of Historic Preservation, and Native American Heritage Commission, and with Native American tribes, to identify opportunities for early and effective consultation to identify archaeological sites, historical resources, and cemeteries to avoid such resources wherever practicable and feasible and reduce or mitigate for conflicts in compatible land use to the maximum extent practicable.</u>	This mitigation measure is specifically directed at SCAG to consult with resource agencies in order to minimize impacts to cultural resources. The Project would not preclude SCAG's implementation of this mitigation measure.
PMM CULT-1	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce	The Project has already incorporated some measures contained in this mitigation. As discussed in Section 4.0, Initial Study Checklist, of this Draft

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified.</li> <li>b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center.</li> </ul>	SCEA, a records search was conducted at the South Central Coastal Information Center (SCCIC) (see PMM CULT-1 Measures a) and f)) to determine if the Project Site has been previously surveyed and whether cultural resources were identified. In addition, the NAHC was contacted for a Sacred Lands File search to determine if there were any Native American resources on or surrounding the Project Site (see PMM CULT-1 Measure g)). Furthermore, an intensive pedestrian survey of the Project Site was conducted by an archaeologist and a Native American monitor and no cultural resources were identified (see PMM CULT-1 Measure h)). Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
	<ul> <li>c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:</li> <li>Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing</li> </ul>	The Project Site does not contain any historical resources and would not result in substantial adverse effects related to historical resources. Therefore, the measures in this mitigation related historical resources would not be applicable to the Project. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information In compliance with some measures (see PMM CULT-1 Measures i) through I)) contained in this mitigation, the Lead Agency will incorporated a comparable measure to ensure that impacts to archaeological resources would be less than significant. See Mitigation Measures CUL-1 and TCR-1 through TCR-3 in in Section 4.0, Initial Study Checklist, of this Draft SCEA.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
Number	<ul> <li>Mitigation Measure</li> <li>Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.</li> <li>Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.</li> <li>d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior's Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.</li> <li>e) If a project would result in the demolition or significant alteration of a project would result in the demolition or significant alteration</li> </ul>	Applicability to the Project
	of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency.	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified.	
	g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.	
	h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.	
	<ul> <li>i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data rehabilitation, or alteration of an eligible historical resource recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.</li> <li>j) In cases where the project area is developed and no natural materials.</li> </ul>	
	ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS	
	<ul> <li>k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.</li> </ul>	
	I) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.	
PMM CULT-2	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as the Project is required to comply with California Health and Safety Code Section 7050.5 and Public Resources Code

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.</li> <li>b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional:</li> <li>Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologist to properly excavate the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or available.</li> <li>If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner or his representative rejects the recommendation fue MLD and the mediation by the NAHC fails to provide measures acceptable to</li></ul>	Section 5097.98 to reduce potential impacts associated with the inadvertent discovery of human remains to a less-than-significant level.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.	
GEOLOGY AND SOIL	S	
SMM GEO-1	SCAG shall facilitate the minimization of substantial soil erosion or loss of topsoil through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts. Such efforts shall include web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts such as training series and sharing of associated online training materials. Resource agencies, such as the U.S. Geology Survey, shall be consulted during this update process.	This mitigation measure is specifically directed at SCAG to facilitate the minimization of substantial soil erosion or loss of topsoil. The Project would not preclude SCAG's implementation of this mitigation measure.
PMM GEO-1	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources [<i>sic</i>], as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and</li> </ul>	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as the Project is required to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) Construciton General Permit to reduce erosion and prevent eroded soils from washing off- site and to ensure impacts related to erosion would be less than significant.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.	
	b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.	
	c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.	
	d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.	
SMM GEO-2	Impacts to paleontological resources shall be minimized through cooperation, information sharing, and SCAG's ongoing regional	This mitigation measure is specifically directed at SCAG to minimize impacts to paleontological

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	planning efforts such as web-based planning tools for local governments including CA LOTS, and other GIS tools and data services, including, but not limiting to, Map Gallery, GIS library, and GIS applications; and direct technical assistance efforts such as training series and sharing of associated online training materials. SCAG shall consult with resource agencies such as the National Park Service, United States Forest Service, and Bureau of Land Management to identify opportunities for early and effective consultation to identify unique paleontological resources and unique geological features to avoid such resources wherever practicable and feasible and reduce or mitigation for conflicts in compatible land use to the maximum extent practicable.	resources shall be minimized through cooperation, information sharing, and SCAG's ongoing regional planning efforts. The Project would not preclude SCAG's implementation of this mitigation measure.
PMM GEO-2	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources.</li> <li>b) Obtain review by a qualified paleontologist (e.g. who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM)</li> </ul>	In compliance with this mitigation measure, the Lead Agency will incorporated a comparable mitigation measure to ensure that impacts to paleontological resources would be less than significant. See <b>Mitigation Measures CUL-2</b> in in Section 4.0, Initial Study Checklist, of this Draft SCEA.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.	
	c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.	
	d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:	
	<ol> <li>All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.</li> </ol>	
	2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	qualified paleontologist to oversee the implementation of the PRMP.	
	<ol> <li>Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.</li> </ol>	
	<ol> <li>Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas.</li> </ol>	
	<ul> <li>Avoid routes and project designs that would permanently alter unique geological features.</li> </ul>	
	<li>f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.</li>	
	g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.	
	h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of	
Mitigation Measure Number	Mitigation Measure	Applicability to the Project
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	specimen processing, analysis, and research, and final curation arrangements.	
GREENHOUSE GAS I	Emissions	
SMM GHG-1	SCAG, in partnership with local air districts, shall continue to work with the counties and cities to adopt qualified GHG reduction plans (e.g., climate action plans [CAPs], develop GHG-reducing planning policies, and implement local climate initiatives. These reductions can be achieved through a combination of programs that implement plans developed collaboratively, including ZNE in new construction, retrofits of existing buildings, incentivizing the development of renewable energy sources that serve both new and existing land uses, as well as measures to reduce GHG emissions form transportation sources. Additionally, SCAG shall continue to update the Green Region Initiative (GRI) Sustainability Indicators Mapping tool, which serves as an interactive information resource for jurisdictions within the SCAG region to measure and track sustainability progress in the region across 12 categories and 29 sustainability indicators. The tool fosters collaboration through the sharing of best practices across the 191 cities and six counties in the SCAG region, and identifies opportunities for improving sustainability practices (due to the recent inclusion of SB 535 Disadvantaged Communities data).	This mitigation measure is specifically directed at SCAG to continue working with local jurisdictions in adopting qualified GHG reduction plans, developing GHG-reducing planning policies, and implementing local climate initiatives. The Project would not preclude SCAG's implementation of this mitigation measure. In addition, the Project complies with this mitigation measure as it incorporates Project Design Features and would be required to conform to the requirements of the City of Santa Clarita Building Code and Energy Conservation Code to reduce GHG emissions and support implementation of sustainable policies and practices.
SMM GHG-2	SCAG shall encourage energy efficient design for buildings, through SCAG's Sustainable Communities Program potentially including strengthening local building codes for new construction and renovation to achieve a higher level of energy efficiency.	This mitigation measure is specifically directed at SCAG to encourage energy efficient design for buildings, through SCAG's Sustainable Communities Program. The Project would not preclude SCAG's implementation of this mitigation measure. In addition, the Project complies with this

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		mitigation measure as it incorporates Project Design Features and would be required to conform to the requirements of the City of Santa Clarita Building Code and Energy Conservation Code to reduce energy consumption and encourage energy efficient design for new buildings.
SMM GHG-3	<ul> <li>SCAG shall continue supporting deployment of zero-emission (ZEV) vehicles and ZEV infrastructure in the region through its Clean Cities Program and Electric Vehicle (EV) Program. This will include working with partners such as universities, utilities, regulating agencies, the private sector, national laboratories and the US Department of Energy, NGOs, and member agencies to share information, resources, and data, to showcase best practices, and to provide support or teaming arrangements to help bring funding, projects, or other resources to the region. SCAG shall also support member agencies and other stakeholders in making decisions about and removing barriers to ZEV infrastructure. Potential deliverables include, but are not limited to:</li> <li>EV Charging Station Studies</li> <li>On-going webinars, meetings, outreach and GRI data to support AB1236 compliance and the forthcoming Hydrogen Permitting Guidebook.</li> <li>SCAG shall also create the framework for a program to identify funding and provide rebates and/or other funding for light duty ZEVs and supportive infrastructure.</li> </ul>	This mitigation measure is specifically directed at SCAG to continue supporting its Clean Cities Program and Electric Vehicle (EV) Program. The Project would not preclude SCAG's implementation of this mitigation measure. In addition, the Project complies with this mitigation measure as it proposes to include electric vehicle parking spaces.
SMM GHG-4	SCAG shall continue to pursue partnerships with SCE, municipal utilities, locally operated electricity providers and CPUC to promote	This mitigation measure is specifically directed at SCAG to continue pursuing relationships with energy providers to promote energy efficient

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	energy efficient development in the SCAG region, through coordinated planning and data and information sharing activities.	development in the region. The Project would not preclude SCAG's implementation of this mitigation measure. In addition, the Project complies with this mitigation measure as it incorporates Project Design Features and would be required to conform to the requirements of the City of Santa Clarita Building Code and Energy Conservation Code to reduce energy consumption and encourage an energy efficient development.
PMM GHG-1	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including: <ol> <li>Use energy efficient materials in building design, construction, rehabilitation, and retrofit.</li> <li>Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.</li> <li>Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight.</li> <li>Incorporate passive environmental control systems that account for the characteristics of the natural environment.</li> </ol> </li> </ul>	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as it incorporates Project Design Features, including energy- and water-efficient appliances and fixtures, as well as electric vehicle parking spaces, and would be required to conform to the requirements of 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including photovoltaic solar panels, appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, CALGreen Code, City of Santa Clarita Building Code and Energy Conservation Code, and other applicable regulations related to the reduction of GHG emissions. In addition, the Project would be adjacent to the future Metrolink Vista Canyon Station, which will be located immediately east of the Project Site. Furthermore, the Project would include a recreation center, a tot lot, a multi-use trail, and pedestrian linkages,

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	v. Use high-efficiency lighting and cooking devices.	recreational opportunities within walking distances
	vi. Incorporate passive solar design.	of proposed residences.
	vii. Use high-reflectivity building materials and multiple glazing.	
	viii. Prohibit gas-powered landscape maintenance equipment.	
	ix. Install electric vehicle charging stations.	
	x. Reduce wood burning stoves or fireplaces.	
	<ul> <li>xi. Provide bike lanes accessibility and parking at residential developments.</li> </ul>	
	<ul> <li>Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.</li> </ul>	
	c) Include off-site measures to mitigate a project's emissions.	
	<ul> <li>Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:</li> </ul>	
	i. Use energy and fuel-efficient vehicles and equipment;	
	<li>Deployment of zero- and/or near zero emission technologies;</li>	
	<li>iii. Use lighting systems that are energy efficient, such as LED technology;</li>	
	<li>iv. Use the minimum feasible amount of GHG-emitting construction materials;</li>	
	<ul> <li>V. Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>vi. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;</li> </ul>	
	<ul> <li>vii. Incorporate design measures to reduce energy consumption and increase use of renewable energy;</li> </ul>	
	viii. Incorporate design measures to reduce water consumption;	
	ix. Use lighter-colored pavement where feasible;	
	x. Recycle construction debris to maximum extent feasible;	
	<ul> <li>xi. Plant shade trees in or near construction projects where feasible; and</li> </ul>	
	xii. Solicit bids that include concepts listed above.	
	<ul> <li>Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:</li> </ul>	
	i. Promote transit-active transportation coordinated strategies;	
	<li>ii. Increase bicycle carrying capacity on transit and rail vehicles;</li>	
	iii. Improve or increase access to transit;	
	<li>iv. Increase access to common goods and services, such as groceries, schools, and day care;</li>	
	v. Incorporate affordable housing into the project;	
	vi. Incorporate the neighborhood electric vehicle network;	
	vii. Orient the project toward transit, bicycle and pedestrian facilities;	
	viii. Improve pedestrian or bicycle networks, or transit service;	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	ix. Provide traffic calming measures;	
	x. Provide bicycle parking;	
	xi. Limit or eliminate park supply;	
	xii. Unbundle parking costs;	
	xiii. Provide parking cash-out programs;	
	xiv. Implement or provide access to commute reduction program;	
	<ul> <li>f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network;</li> </ul>	
	<ul> <li>g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and</li> </ul>	
	<ul> <li>h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that:</li> </ul>	
	i. Provide car-sharing, bike sharing, and ride-sharing programs;	
	ii. Provide transit passes;	
	<li>iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;</li>	
	<ul> <li>iv. Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle;</li> </ul>	

Mitigation Measure Number	Mitigation Measu	re Applicability to the Project
	<ul> <li>Provide on-site amenities at places parking for carpools and vanpools, s showers and locker rooms;</li> </ul>	of work, such as priority secure bike parking, and
	vi. Provide employee transportation co sites;	ordinators at employment
	vii. Provide a guaranteed ride home se modes.	rvice to users of non-auto
	Designate a percentage of parking space vehicles or high-occupancy vehicles, ar passenger loading and unloading for the	ces for ride-sharing nd provide adequate ose vehicles;
	Land use siting and design measures th emissions, including:	hat reduce GHG
	i. Developing on infill and brownfields	sites;
	ii. Building compact and mixed-use de	evelopments near transit;
	<li>iii. Retaining on-site mature trees and new canopy trees;</li>	vegetation, and planting
	<ul> <li>iv. Measures that increase vehicle efficiency</li> <li>zero and low emissions vehicles, or content of fuels, including construction</li> <li>construction of electric vehicle chargeneighborhood electric vehicle network</li> <li>electric bicycles; and</li> </ul>	ciency, encourage use of reduce the carbon ing or encouraging ging stations or orks, or charging for
	<ul> <li>Measures to reduce GHG emissions management through encouraging s reuse.</li> </ul>	s from solid waste solid waste recycling and
	Consult the SCAG Environmental Justic measures to address impacts to low-inc communities. The measures provided a	ce Toolbox for potential come and/or minority above are also intended to

Appendix A: Mitigation M	asure Feasibility/Applicability Analysis
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Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	be applied in low income and minority communities as applicable and feasible.	
	<ol> <li>Require at least five percent of all vehicle parking spaces include electric vehicle charging stations, or at a minimum, require the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in.</li> </ol>	
	<ul> <li>m) Encourage telecommuting and alternative work schedules, such as:</li> </ul>	
	i. Staggered starting times	
	ii. Flexible schedules	
	iii. Compressed work weeks	
	n) Implement commute trip reduction marketing, such as:	
	<ul> <li>New employee orientation of trip reduction and alternative mode options</li> </ul>	
	ii. Event promotions	
	iii. Publications	
	o) Implement preferential parking permit program	
	<ul> <li>p) Implement school pool and bus programs</li> </ul>	
	q) Price workplace parking, such as:	
	i. Explicitly charging for parking for its employees;	
	ii. Implementing above market rate pricing;	
	iii. Validating parking only for invited guests;	
	<ul> <li>iv. Not providing employee parking and transportation allowances; and</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	v. Educating employees about available alternatives.	
HAZARDS AND HAZA	ARDOUS MATERIALS	
SMM HAZ-1	SCAG shall work with the U.S. DOT, the Office of Environmental Service Caltrans, and the private sector to continue to conduct driver safety training programs and enforce speed limits on roadways. In an effort to reduce risks associated with the transport of hazardous materials in the SCAG region, SCAG shall encourage the U.S. Department of Transportation and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.	This mitigation measure is specifically directed at SCAG to coordinate with USDOT and Caltrans to conduct safety trainings regarding the transport of hazardous materials. The Project would not preclude SCAG's implementation of this mitigation measure. In addition, the Project would not result in the transport, use, or disposal of substantial amounts of hazardous materials.
SMM HAZ-2	SCAG shall notify member agencies of the importance of ensuring that construction and operation of transportation projects provide for the safe transport and disposal of hazardous waste, consistent with the provisions of HMR, 49 CFR Parts 171–180.	This mitigation measure is specifically directed at SCAG to coordinate with member agencies to promote the safe transport of hazardous materials. The Project would not preclude SCAG's implementation of this mitigation measure. In addition, the Project would not result in the transport, use, or disposal of substantial amounts of hazardous materials.
SMM HAZ-3	SCAG shall coordinate with the Office of Environmental Services to identify any transportation infrastructure elements within the SCAG region where risks to people and property occur at an above- average incident level, potentially warranting consideration for remedial design in future regional transportation plans (RTPs).	This mitigation measure is specifically directed at SCAG to coordinate the Office of Environmental Services to identify transportation infrastructure elements within the SCAG region where risks to people or property are high. The Project would not preclude SCAG's implementation of this mitigation measure. In addition, the Project would not result in

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		the transport, use, or disposal of substantial amounts of hazardous materials.
PMM HAZ-1	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.</li> <li>b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate.</li> <li>c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection</li> </ul>	This mitigation measure applies to the Project. While the analysis in Section 4.0, Initial Study Checklist, of this Draft SCEA determined that the Project would have less-than-significant impact as it relates to the transportation of hazardous materials, or through creation of a significant hazard to the public through the upset or release of hazardous materials into the environment, this mitigation measure includes procedures for interim storage and disposal of hazardous materials during construction and operation. This would apply to the minimal amount of household and construction- related hazardous materials used in Project construction and operation.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:</li> <li>The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.</li> <li>The location of such hazardous materials.</li> <li>An emergency response plan including employee training information.</li> <li>A plan that describes the way these materials are handled, transported and disposed.</li> <li>Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction.</li> <li>e) Avoid overtopping construction equipment fuel gas tanks.</li> <li>f) Properly contain and remove grease and oils during routine maintenance of construction equipment.</li> <li>g) Properly dispose of discarded containers of fuels and other chemicals.</li> <li>h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.</li> <li>i) Identify and implement more stringent tank car safety standards.</li> <li>j) Improve rail transportation route analysis, and modification of routes based on that analysis.</li> <li>k) Use the best available inspection equipment and protocols and implement positive train control.</li> <li>l) Reduce train car speeds to 40 miles per hour when passing</li> </ul>	
	through urbanized areas of any size.	

#### **Mitigation** Measure Number **Mitigation Measure Applicability to the Project** m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments. n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident. o) Report guarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified. p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training. q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies. PMM HAZ-2 In accordance with provisions of sections 15091(a)(2) and This mitigation measure does not apply to the 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for Project as the Project does not involve any uses a project can and should consider mitigation measures to reduce related to rail although the Project is located hazards related to the reasonably foreseeable upsets and accidents immediately adjacent to the Metrolink tracks. involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following: a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment; b) More stringent tank car safety standards;

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>c) Improved rail transportation route analysis, and modification of routes based on that analysis;</li> </ul>	
	<ul> <li>d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control;</li> </ul>	
	<ul> <li>e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size;</li> </ul>	
	<ul> <li>f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments;</li> </ul>	
	<ul> <li>g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident;</li> </ul>	
	<ul> <li>h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials.</li> </ul>	
PMM HAZ-3	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	This mitigation measure does not apply to the Project as the analysis in Section 4.0, Initial Study Checklist, of this Draft SCEA determined that the Project would have no impacts as it relates to the emission of hazardous emissions within one-quarter of a school.
	a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	materials within one-quarter mile of schools, when school is in session, wherever feasible.	
	b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.	
PMM HAZ-4	In accordance with provisions of sections $15091(a)(2)$ and $15126.4(a)(1)(B)$ of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	This mitigation measure does not apply to the Project as the analysis in Section 4.0, Initial Study Checklist, of this Draft SCEA determined that the Project Site is not included on the Cortese List, compiled pursuant to Government Code Section 65962.5.
	a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects.	
	<ul> <li>b) Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.</li> </ul>	
	c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>determined to be necessary for the construction or operation of the project, for remedial action.</li> <li>d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.</li> <li>e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.</li> <li>f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.</li> <li>g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</li> <li>h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.</li> <li>i) Soil generated by construction activities should be stockpiled onsite in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.</li> <li>j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.</li> </ul>	
	<ul> <li>k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.</li> <li>I) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations.</li> <li>n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.</li> <li>o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</li> </ul>	
SMM HAZ-5	SCAG shall continue to collaborate with key stakeholders on regional aviation planning issues through the Aviation Technical	This mitigation measure is specifically directed at SCAG to coordinate with the ATAC on regional

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	Advisory Committee (ATAC). The ATAC is a partnership between the airports, transportation agencies and commissions, experts, and other community members.	aviation planning issues. The Project would not preclude SCAG's implementation of this mitigation measure. In addition, the Project Site is greater than 2 miles away from the nearest public or private airport.
PMM HAZ-5	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions.</li> <li>b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks;</li> <li>c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.</li> </ul>	This mitigation measure applies to the Project. While the analysis in Section 4.0, Initial Study Checklist, of this Draft SCEA determined that the Project would not physically interfere or impair the implementation of an emergency response plan or emergency evacuation plan, these measures, particularly PMM HAZ-5 Measure a), are designed for implementation by a lead agency to further reduce evacuation and emergency response plans are not impaired by future development.
HYDROLOGY AND WATER QUALITY		
SMM HYD-1	SCAG shall continue to work with local jurisdictions and water quality agencies to encourage regional-scale planning for improved water quality management and pollution prevention. Future impacts to water quality shall be avoided to the extent practical and feasible through cooperative planning, information sharing, and	This mitigation measure is specifically directed at SCAG to continue to work with local jurisdictions and water quality agencies to encourage regional- scale planning for improved water quality management and pollution prevention. The Project

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	comprehensive pollution control measure development within the SCAG region. This cooperative planning shall occur as part of current and existing coordination, an integral part of SCAG's ongoing regional planning efforts.	would not preclude SCAG's implementation of this mitigation measure. In addition, the Project complies with this mitigation measure as it incorporates Project Design Features, including an infiltration chamber, and would be required to conform to MS4 permit and NPDES permit requirements to avoid future impacts to water quality.
PMM HYD-1	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.</li> <li>b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.</li> <li>c) Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.</li> <li>d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.</li> </ul>	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as it incorporates Project Design Features, including an infiltration chamber, and would be required to conform MS4 permit and NPDES permit requirements to avoid future impacts to water quality, which include implementation of a SWPPP, BMPs, treatment and control features, and LID.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.	
	f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse:	
	g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.	
	h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.	
	i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.	
	j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff.	
	<ul> <li>k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>contours are provided during the right-of-way acquisition process.</li> <li>I) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.</li> <li>m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.</li> </ul>	
SMM HYD-2	SCAG shall build from existing efforts including those at the sub- regional and local level and shall continue to work with local jurisdictions and water agencies, to encourage regional-scale planning for improved stormwater management and groundwater recharge, including consideration of alternative recharge technologies and practices. Future adverse impacts may be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region.	This mitigation measure is specifically directed at SCAG to continue to work with local jurisdictions and water quality agencies to encourage regional- scale planning for improved stormwater management and groundwater recharge. The Project would not preclude SCAG's implementation of this mitigation measure. In addition, the Project complies with this mitigation measure as it incorporates Project Design Features, including an infiltration chamber, and would be required to conform to NPDES permit requirements and the Los Angeles RWQCB's General WDRs to avoid future impacts to stormwater management and groundwater recharge and quality.
PMM HYD-2	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.</li> <li>a) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation.</li> <li>b) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.</li> <li>c) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.</li> </ul>	with this mitigation measure as it incorporates Project Design Features, including an infiltration chamber, and would be required to conform NPDES permit requirements and the Los Angeles RWQCB's General WDRs to avoid future impacts to surface or ground water quality. Typical BMPs for construction dewatering would be implemented, which may include infiltration of clean groundwater, on-site treatment using suitable treatment technologies, on- site or transport off-site for sanitary sewer discharge with local sewer district approval, or use of a sedimentation bag for small volumes of localized dewatering
SMM HYD-3	SCAG shall build from existing efforts including those at the sub- regional and local level and shall continue to work with local jurisdictions to encourage regional-scale planning for maintaining and/or improving existing drainage patterns. Future adverse impacts	This mitigation measure is specifically directed at SCAG to continue to work with local jurisdictions to encourage regional-scale planning for maintaining and/or improving existing drainage patterns. The Project would not preclude SCAG's implementation of this mitigation measure. In addition, the Project

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	may be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region.	complies with this mitigation measure as it incorporates Project Design Features, including an infiltration chamber, and would be required to conform to NPDES permit requirements and City standards to avoid future impacts to existing drainages.
SMM HYD-4	SCAG shall continue to work with local jurisdictions and water quality agencies to encourage flood protection and prevent development in flood hazard areas that do not have appropriate protections. This shall be accomplished through cooperation and information sharing regarding specific alignments and rights-of-way planning for RTP projects, and regional program development as part of SCAG's ongoing regional planning efforts. These include but are not limited to web-based data distribution planning tools and sustainability programs in conjunction with local governments. Such services would potentially consist of an inventory of areas located in or near a 100-year flood hazard zone or hazard areas that would potentially be affected by a failure of a levee or dam; or inundation by seiche, tsunami, or mudflow.	This mitigation measure is specifically directed at SCAG to continue to work with local jurisdictions and water quality agencies to flood protection and prevent development in flood hazard areas that do not have appropriate protections. In addition, the Project Site is not located in a flood hazard area, and, as such, this mitigation measure does not apply to the Project. Nonetheless, the Project would not preclude SCAG's implementation of this mitigation measure.
PMM HYD-4	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	The Project Site is not located in a flood hazard area, and the Project does not involve construction of a new highway or rail facilities. As such, this mitigation measure does not apply to the Project. Nonetheless, the Project would not preclude SCAG's implementation of this mitigation measure.
	<ul> <li>a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.	
LAND USE AND PLAT	NNING	
SMM LU-1	SCAG shall coordinate with local County Transportation Commissions, Caltrans and other implementing agencies when siting new facilities in residential areas to facilitate minimizing future impacts of transportation projects on established communities, through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts to promote best planning practices.	This mitigation measure is specifically directed at SCAG to coordinate with local County Transportation Commissions, Caltrans, and other implementing agencies when siting new facilities in residential areas to facilitate minimizing future impacts of transportation projects on established communities. In addition, the Project is not a transportation project that would impact established communities, and, as such, this mitigation measure does not apply to the Project. Nonetheless, the Project would not preclude SCAG's implementation of this mitigation measure.
PMM LU-1	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Facilitate good design for land use projects that build upon and improve existing circulation patterns</li> </ul>	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project would not physically divide an established community. Nonetheless, the Project already complies with this mitigation measure as it incorporates Project Design Features that encourage pedestrian activity and promote the use of transit due to the Project's proximity to the future Metrolink Vista Canyon Station and the overall Vista Canyon Multi-Modal Center.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: <ul> <li>Selecting alignments within or adjacent to existing public rights of way.</li> </ul> </li> <li>Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.</li> <li>Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).</li> <li>c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:</li> </ul>	
	<ul> <li>Alignment shifts to minimize the area affected.</li> <li>Reduction of the proposed right-of-way take to minimize the overall area of impact.</li> <li>Provisions for bicycle, pedestrian, and vehicle access across improved roadways.</li> </ul>	
SMM LU-2	SCAG shall continue to promote the Intergovernmental Review (IGR) Program as an internal and external informational tool by reviewing and monitoring all projects submitted to SCAG for review and working with local jurisdictions to ensure that submitted projects support the most currently adopted Connect SoCal Plan. SCAG shall submit comment letters on regionally significant projects to provide policies and goals from Connect SoCal, recommend the application of project-level mitigation measures from the Connect	This mitigation measure is specifically directed at SCAG to continue to review and submit comments on regionally significant projects to ensure that such projects support the most currently adopted RPT/SCS. In addition, the Project is not a regionally significant project, and, as such, this mitigation measure does not apply to the Project.

Appendix A: Mitigation Measu	re Feasibility/Applicability Analysis
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Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	SoCal PEIR and provide additional resources to help the lead agency support or develop projects that are consistent with the Plan, as appropriate. The IGR Mapping Tool can also be utilized by local jurisdictions to assess regional impacts. To visit the IGR Mapping tool, please go to: https://maps.scag.ca.gov/IGR/. For more information on SCAG's IGR Program, please visit: http://www.scag.ca.gov/programs/Pages/IGR.aspx.	Nonetheless, the Project would not preclude SCAG's implementation of this mitigation measure.
SMM LU-3	SCAG shall encourage cities and counties in the region to provide SCAG with electronic versions of their most recent general plan (and associated environmental document) and any updates as they are produced.	This mitigation measure is specifically directed at SCAG to continue to coordinate with local jurisdictions to provide them with electronic versions of their most recent general plan and an updates and does not apply to the Project. Nonetheless, the Project would not preclude SCAG's implementation of this mitigation measure.
SMM LU-4	SCAG shall continue to provide targeted technical services such as GIS and data support for cities and counties to update their general plans at least every ten years, as recommended by the Governor's Office of Planning and Research.	This mitigation measure is specifically directed at SCAG to continue to provide targeted technical services for cities and counties to update their general plans and does not apply to the Project. Nonetheless, the Project would not preclude SCAG's implementation of this mitigation measure.
SMM LU-5	SCAG shall provide technical assistance and regional leadership to encourage implementation of the Plan goals and strategies that integrate growth and land use planning with the existing and planned transportation network.	This mitigation measure is specifically directed at SCAG to provide technical assistance and regional leadership to encourage implementation of the Plan goals and strategies that integrate growth and land use planning with the existing and planned transportation network and does not apply to the Project. Nonetheless, the Project would not

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		preclude SCAG's implementation of this mitigation measure.
PMM LU-2	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.</li> </ul>	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project would not physically divide an established community or be in inconsistent with any adopted general plan policy or land use regulation. Accordingly, this mitigation measure does not apply to the Project. Nonetheless, Project would not preclude the City's implementation of this mitigation measure.
MINERAL RESOURCI	ES	
SMM MIN-1	SCAG shall coordinate with the Department of Conservation, California Geological Survey to maintain a database of (1) available mineral resources in the SCAG region including permitted and unpermitted aggregate resources and (2) the anticipated 50-year demand for aggregate and other mineral resources. Based on the results of this survey, SCAG shall work with local agencies on strategies to address anticipated demand, including identifying future sites that may seek permitting and working with industry experts to identify ways to encourage and increase recycling to reduce the demand for aggregate.	This mitigation measure is specifically directed at SCAG to coordinate with the Department of Conservation to maintain a database of mineral resources and anticipated demand. The Project would not preclude SCAG's implementation of this mitigation measure. In addition, the Project Site is not located within a mineral resource zone.

Mitigation Measure Number		Mitigation Measure	Applicability to the Project
PMM MIN-1	In acc 15126 a proj use o applic other a) Pr re er mi is mi b) W ar	cordance with provisions of sections 15091(a)(2) and 5.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for ect can and should consider mitigation measures to reduce the f mineral resources that could be of value to the region, as cable and feasible. Such measures may include the following or comparable measures identified by the Lead Agency: rovide for the efficient use of known aggregate and mineral sources or locally important mineral resource recovery sites, by issuring that the consumptive use of aggregate resources is inimized and that access to recoverable sources of aggregate not precluded, as a result of construction, operation and aintenance of projects. here avoidance is infeasible, minimize impacts to the efficient of effective use of recoverable sources of aggregate through easures that have been identified in county and city general ans, or other comparable measures such as:	This mitigation measure does not apply to the Project as the Project Site is not located within a mineral resource zone, as designated on the City's General Plan. The analysis in Section 4.0, Initial Study Checklist, of this Draft SCEA determined that the Project would not result in the loss of availability of a known resource of known value to the region and state or a resource that is delineated on a local general plan, specific plan or land use plan. Further, the Project would not result in the wasteful or inefficient use of nonrenewable resources.
	1)	Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.	
	2)	Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site.	
	3)	Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations.	
	4)	Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.	
NOISE		
SMM NOISE-1	SCAG shall coordinate with CTCs and member agencies as part of SCAG's outreach and technical assistance to local governments to encourage transportation projects and projects involving residential and commercial land uses to mitigate noise and vibration or be developed in areas that are normally acceptable or conditionally acceptable, consistent with applicable guidelines (i.e., OPR, Caltrans, etc.).	This mitigation measure is specifically directed at SCAG to encourage transportation projects and projects involving residential and commercial land uses to mitigate noise and vibration or be developed in areas that are normally acceptable or conditionally acceptable, consistent with applicable guidelines. Nonetheless, the Project would not preclude SCAG's implementation of this mitigation measure.
PMM NOISE-1	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community [sic], as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Install temporary noise barriers during construction.</li> <li>b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of</li> </ul>	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project would not expose persons to or generate noise levels in excess of standards established in the General Plan or SCMC during construction or operation. Nonetheless, the Project would comply with applicable requirements of the SCMC and would implement standard construction practices and BMPs to reduce construction noise levels, including, but not limited to, the standard construction practices identified in this mitigation measure, including PMM NOISE-1 Measures a), c) through h), o) and q), and v).

Appendix A: Mitigation M	leasure Feasibility	/Applicability	Analysis
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Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.	
	c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance	
	d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.	
	e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.	
	<ul> <li>f) Designate an on-site construction complaint and enforcement manager for the project.</li> </ul>	
	g) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.	
	<ul> <li>h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.	
	<ul> <li>Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.</li> </ul>	
	<ul> <li>Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.</li> </ul>	
	<ul> <li>k) Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned</li> </ul>	
	<ol> <li>Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant.</li> </ol>	
	<ul> <li>m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;</li> </ul>	
	n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.	
	<ul> <li>o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.</li> </ul>	
	p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.	
	<ul> <li>q) Use of portable barriers in the vicinity of sensitive receptors during construction.</li> </ul>	
	<ul> <li>r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts.</li> </ul>	
	<ul> <li>Monitor the effectiveness of noise attenuation measures by taking noise measurements.</li> </ul>	
	<ul> <li>Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park- and-ride lots, and other new noise-generating facilities.</li> </ul>	
	<ul> <li>Construct sound reducing barriers between noise sources and noise-sensitive land uses.</li> </ul>	
	v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project	
	muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.		
	<ul> <li>w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.</li> </ul>		
	<ul> <li>x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.</li> </ul>		
	<ul> <li>y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.</li> </ul>		
PMM NOISE-2	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards <i>[sic]</i>, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.</li> <li>b) For projects that require pile driving or other construction</li> </ul>	As discussed in Section 4.0, Initial Study Checklis of this Draft SCEA, the Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels during construction. The Project would not involve any pi driving or other construction techniques that would result in excessive vibration. Nonetheless, the Project would comply with applicable requirements of the SCMC and would implement standard construction practices and BMPs to reduce construction vibration levels, including, but not limited to, the standard construction practices identified in this mitigation measure, including PMI NOISE-2 Measures d) through f).	
	techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that		

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.	
	c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.	
	d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation.	
	e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps).	
	<ul> <li>Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptor.</li> </ul>	
POPULATION AND H	OUSING	
SMM POP-1	SCAG shall promote the Sustainability Program which will provide technical assistance to local jurisdictions that support local planning and implementation of the Connect SoCal Plan. The program recognizes sustainable solutions to local growth challenges and will result in local plans that promote sustainability through the integration of transportation and land use. For more information please visit: http://sustain.scag.ca.gov/Documents/Sustainable%20Communities %20Program%20Guidelines.pdf.	This mitigation measure is specifically directed at SCAG to provide technical assistance to local jurisdictions to further implementation of the Connect So Cal Plan. The Project would not preclude SCAG's implementation of this mitigation measure.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
SMM POP-2	SCAG shall provide technical assistance to local governments, transit agencies and developers within the region to build housing capacity to compete in the statewide Affordable Housing Sustainable Communities (AHSC) grants program. The AHSC program is one of the few state funding opportunities to address housing shortages within the state. For more information please visit: http://ahsc.scag.ca.gov/Pages/Home.aspx	This mitigation measure is specifically directed at SCAG to provide technical assistance to local jurisdictions to build housing capacity to compete in statewide funding opportunities (i.e., the statewide AHSC grants program). The Project would not preclude SCAG's implementation of this mitigation measure.
SMM POP-3	SCAG shall host summits that addresses the housing crisis and provides solutions to build more housing. Examples include the 2016 Housing Summit (http://www.scag.ca.gov/SiteAssets/HousingSummit/index.html) and the Eighth Annual Economic Summit (https://www.scag.ca.gov/calendar/Pages/8thEconomicSummit.aspx ).	This mitigation measure is specifically directed at SCAG to host summits that address the housing crisis and provide solutions to build more housing, similar to past events like the 2016 Housing Summit and the Eight Annual Economic Summit. The Project would not preclude SCAG's implementation of this mitigation measure.
SMM POP-4	SCAG shall continue to produce the biennial Local Profile reports for all member jurisdictions in the SCAG region for the purpose of data and information sharing. The Local Profiles reports provide a variety of demographic, economic, education, housing, and transportation information that local jurisdictions can utilize like project and program planning. For more information about the most recently release 2019 Local Profiles, please visit: http://www.scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx.	This mitigation measure is specifically directed at SCAG to continue producing biennial Local Profile reports for all member jurisdictions. The Project would not preclude SCAG's implementation of this mitigation measure.
SMM POP-5	SCAG shall assist cities to identify funding and financing opportunities and potential partnerships for public infrastructure improvements for transit-oriented development and other smart growth projects.	This mitigation measure is specifically directed at SCAG to assist cities by identifying funding opportunities and potential partnership opportunities for public infrastructure improvements. The Project would not preclude SCAG's implementation of this mitigation measure.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
PMM POP-1	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	Because the Project Site is currently vacant and contains no residential structures, the analysis in Section 4.0, Initial Study Checklist, of this Draft SCEA determined that the Project would not displace any existing housing. As such, this mitigation measure is not applicable to the Project.
	a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people.	
	b) Prioritize the use existing ROWs, wherever feasible.	
	<ul> <li>c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.</li> </ul>	
	d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable).	
	<ul> <li>e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.</li> </ul>	
PUBLIC SERVICES		
SMM PSF-1	SCAG shall assist planners, first responders, and recovery teams in a supporting role, in three key areas, before a major emergency and during the recovery period:	This mitigation measure is specifically directed at SCAG to coordinate with planners, first responders, and recovery teams prior to a major emergency and during the recovery period. The Project would not
Mitigation Measure Number	Mitigation Measure	Applicability to the Project
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	<ul> <li>Provide a policy forum to help develop regional consensus and education on security policies and emergency responses.</li> </ul>	preclude SCAG's implementation of this mitigation measure.
	<ul> <li>Assist in expediting the planning and programming of transportation infrastructure repairs from major disasters.</li> </ul>	
	• Encourage integration of transportation security measures into transportation projects early in the project development process by leveraging SCAG's relevant plans, programs, and processes, including regional ITS architecture. An example includes SCAG's participation in the development of the Southern California Catastrophic Earthquake Preparedness Plan.	
SMM PSF-2	SCAG shall facilitate minimizing future impacts to fire protection services through information sharing regarding Fire-wise Land Management (data regarding fire-resistant vegetation, fire-resistant materials, locations where development is potentially hazardous in regard to wildfire, and management of brush and other fire risks in the immediate vicinity of development in areas with high fire threat) with county and city planning departments.	This mitigation measure is specifically directed at SCAG to coordinate with county and city planning departments with regards to fire-wise land management activities. The Project would not preclude SCAG's implementation of this mitigation measure.
SMM PSP-1	SCAG shall facilitate minimizing future impacts to library services through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to Map Gallery, GIS library, and GIS applications, and promote acceptable service ratios regarding library services.	This mitigation measure is specifically directed at SCAG to minimize future impacts to library services through information sharing and regional coordination. The Project would not preclude SCAG's implementation of this mitigation measure.
SMS PSP-2	SCAG shall help to enhance the region's ability to deter and respond to acts of terrorism, human-caused or natural disasters through regionally cooperative and collaborative strategies. SCAG shall work	This mitigation measure is specifically directed at SCAG to improve regional cooperation and collaboration in order to improve the region's

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	with local officials to develop regional consensus on regional transportation safety, security, and safety security policies.	response to disasters. The Project would not preclude SCAG's implementation of this mitigation measure.
SMM PSP-3	SCAG shall help to enhance the region's ability to deter and respond to terrorist incidents, human-caused or natural disasters by strengthening relationship and coordination with transportation. This will be accomplished by the following:	This mitigation measure is specifically directed at SCAG to improve regional cooperation and collaboration in order to improve the region's response to disasters. The Project would not preclude SCAG's implementation of this mitigation measure.
	<ul> <li>SCAG shall work with local officials to develop regional consensus on regional transportation safety, security, and safety security policies.</li> </ul>	
	<ul> <li>SCAG shall encourage all SCAG elected officials are educated in NIMS.</li> </ul>	
	• SCAG shall work with partner agencies, federal, state and local jurisdictions to improve communications and interoperability and to find opportunities to leverage and effectively utilize transportation and public safety/security resources in support of this effort.	
SMM PSP-4	SCAG shall encourage and provide a forum for local jurisdictions to develop mutual aid agreements for essential government services during any incident recovery.	This mitigation measure is specifically directed at SCAG to work with local jurisdictions to develop mutual aid agreements for government services during incident recovery. The Project would not preclude SCAG's implementation of this mitigation measure.
PMM PSP-1	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project would not require construction of new emergency response facilities. Nonetheless, the Project would comply with the

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	City's requirements to ensure emergency response agencies have adequate facilities to maintain acceptable service ratios.
	• Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated in to the project description.	
	• Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts.	
	• Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.	
SMM PSS-1	SCAG shall facilitate minimizing future impacts to school services through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not	This mitigation measure is specifically directed at SCAG to minimize future impacts to schools through information sharing and coordination on a regional scale. The Project would not preclude SCAG's implementation of this mitigation measure.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	limited to, Map Gallery, GIS library, and GIS applications, and direct technical assistance efforts to promote school planning efforts.	
PMM PSS-1	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.</li> </ul>	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measures as it would be required to pay development impact fees in accordance with SB 50 and California Government Code Section 65995.
SMM PSL-1	SCAG shall facilitate minimizing future impacts to library services through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts, such as web-based planning tools for local government including CA LOTS, and other GIS tools and data services, including, but not limited to Map Gallery, GIS library, and GIS applications, and promote acceptable service ratios regarding library services.	This mitigation measure is specifically directed at SCAG to minimize future impacts to library services through information sharing and coordination on a regional scale. The Project would not preclude SCAG's implementation of this mitigation measure.
PMM PSL-1	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as it be required to pay the Library Facilities and Technology Mitigation Fee in accordance with SCMC Section 17.51.010(C).

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.	
PARKS AND RECREA	ATION	
SMM REC-1	SCAG shall continue the commitment to analyze public health outcomes as part of the Regional Transportation Plan/Sustainable Communities Strategy (Plan). As part of the public health analysis for the Plan, SCAG shall continue to analyze resident access to parks and recreational facilities from a county level to help local jurisdictions to improve resident access to parks. SCAG shall communicate the impacts of the Plan through its Public Health Working group, and continue to support policy changes at the city and county level through educational programs.	This mitigation measure is specifically directed at SCAG to analyze residential park access on a regional scale. The Project would not preclude SCAG's implementation of this mitigation measure.
PMM REC-1	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies.</li> </ul>	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as the Project must comply with local regulations requiring dedication of park space to offset the Project's impact on parks and recreation facilities in the City.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:	
	<ol> <li>Increasing the accessibility to natural areas for outdoor recreation</li> </ol>	
	ii. Utilizing "green" development techniques	
	iii. Promoting water-efficient land use and development	
	iv. Encouraging multiple uses, such as the joint use of schools	
	<ul> <li>Including trail systems and trail segments in General Plan recreation standards.</li> </ul>	
TRANSPORTATION,	TRAFFIC, AND SAFETY	
SMM TRA-1	SCAG shall facilitate minimizing VMT and related vehicular delay by minimizing impacts to circulation and access, improve mobility, and encourage transit use and Active Transportation via workshops (i.e., Mobility 21 workshop and Regional Transportation Workgroups) and web-based planning tools for local governments, forums with policy makers, and County Transportation Commissions, Planning Agencies, member cities, and state partners.	This mitigation measure is specifically directed at SCAG to hold workshops and create web-based planning tools to minimize circulation access impacts and thereby minimize VMT. The Project would not preclude SCAG's implementation of this mitigation measure.
SMM TRA-2	SCAG shall identify further reduction in VMT set forth by CARB, and fuel consumption that could be obtained through land-use strategies, additional car-sharing programs with linkage to public transportation, additional vanpools, additional bicycle sharing and parking	This mitigation measure is specifically directed at SCAG to identify VMT reduction methods to meet State VMT goals. The Project would not preclude SCAG's implementation of this mitigation measure.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	programs, and implementation of a universal employee transit access pass (TAP) program.	
SMM TRA-3	<ul> <li>SCAG shall continue to initiate and facilitate an SB 743 implementation program. Following initiation in 2018, the Sustainable Communities Program will continue to provide direct planning resources to support jurisdictions seeking to establish vehicle miles traveled (VMT) as the metric for evaluating transportation impacts, which will result in more efficient development patterns and support a comprehensive strategy for regional mitigation options. The SB 743 implementation program is a State grant-funded project, co-sponsored by SCAG and LADOT, which seeks to provide technical and mitigation strategy development guidance to local jurisdictions in the six-county SCAG region to facilitate implementation of the VMT-based CEQA transportation impact analysis provisions of SB 743. This coordinated program of technical guidance, evaluation of options, and cooperative engagement with local communities will serve to smooth the transition to the new VMT-reducing development paradigm, helping to ensure a successful region-wide implementation of SB 743 and attainment of the associated GHG reduction goals. Some of the primary features of the scope of work include:</li> <li>Evaluate the feasibility of various alternative VMT mitigation options, including local and regional VMT exchange and banking programs.</li> <li>Establish CEQA nexus to reduce VMT through a VMT mitigation exchange or banking program alternative.</li> </ul>	This mitigation measure is specifically directed at SCAG to facilitate implementation of SB 743 and VMT reduction measures. The Project would not preclude SCAG's implementation of this mitigation measure.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>Collaborate with other communities and jurisdictions to reduce VMT through implementation of a VMT mitigation exchange or bank program.</li> </ul>	
	<ul> <li>Improve the dissemination of transportation project VMT mitigation options.</li> </ul>	
	<ul> <li>Support a variety of TDM strategies for Transportation Management Organization (TMO) membership agencies.</li> </ul>	
	<ul> <li>Provide guidance to facilitate establishment of VMT mitigation exchange or bank programs throughout the region and state.</li> </ul>	
SMM TRA-4	SCAG shall continue to analyze and develop potential implementation strategies for a regional, market-based system to price or charge for auto trips during peak hours.	This mitigation measure is specifically directed at SCAG to develop strategies for a regional market- based system for auto trips during peak hours. The Project would not preclude SCAG's implementation of this mitigation measure.
SMM TRA-5	SCAG shall develop a vanpool program for SCAG employees' commute trips.	This mitigation measure is specifically directed at SCAG to develop a vanpool program SCAG employees. The Project would not preclude SCAG's implementation of this mitigation measure.
SMM TRA-6	SCAG shall encourage new developments to incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation.	This mitigation measure is specifically directed at SCAG to encourage transit-oriented development. The Project would not preclude SCAG's implementation of this mitigation measure.
PMM TRA-1	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as the Project already

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	incorporates TDM strategies, such as bike and pedestrian facilities, into the Project design.
	• Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways:	
	<ul> <li>include TDM mitigation requirements for new developments;</li> <li>incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;</li> </ul>	
	<ul> <li>provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing;</li> </ul>	
	<ul> <li>implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools;</li> </ul>	
	<ul> <li>develop TDM-specific performance measures to evaluate project-specific and system-wide performance;</li> </ul>	
	<ul> <li>incorporate TDM performance measures in the decision- making process for identifying transportation investments;</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	- implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and	
	<ul> <li>set aside funding for TDM initiatives.</li> <li>The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.</li> </ul>	
SMM TRA-7	SCAG shall, in cooperation with local and state agencies, identify critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. In addition, SCAG shall establish transportation infrastructure practices that promote and enhance security.	This mitigation measure is specifically directed at SCAG to promote and enhance security through transportation improvements. The Project would not preclude SCAG's implementation of this mitigation measure. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
SMM TRA-8	<ul> <li>SCAG shall provide a forum for collaboration in planning, communication, and information sharing before, during, or after a regional emergency (i.e., seismic activities, wildfires, and other natural disasters). This will be accomplished by the following:</li> <li>SCAG shall develop and incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities.</li> </ul>	This mitigation measure is specifically directed at SCAG to promote regional coordination after an emergency. The Project would not preclude SCAG's implementation of this mitigation measure. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>SCAG shall offer a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format.</li> <li>SCAG shall enter into mutual aid agreements with other MPOs (as feasible) to provide this data, in coordination with the California OES in the event that an event disrupts SCAG's ability to function.</li> </ul>	
PMM TRA-2	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:</li> <li>Identification of all roadway locations where special construction) would be used to minimize impacts to traffic flow.</li> </ul>	This mitigation measure applies to the Project. While the analysis in this Draft SCEA determined that the Project would not result in a substantial adverse effect on an emergency response plan or emergency evacuation plan, this mitigation measure encourages lead agencies to require local traffic control plans to mitigate potential impacts. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.</li> </ul>	
	<ul> <li>Scheduling of truck trips outside of peak morning and evening commute hours.</li> </ul>	
	<ul> <li>Limiting of lane closures during peak hours to the extent possible.</li> </ul>	
	<ul> <li>Usage of haul routes minimizing truck traffic on local roadways to the extent possible.</li> </ul>	
	<ul> <li>Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.</li> </ul>	
	<ul> <li>Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.</li> </ul>	
	- Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.	
	- Storage of construction materials only in designated areas.	
	<ul> <li>Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.</li> <li>Enhance emergency preparedness awareness among public agencies and with the public at large.</li> </ul>	
TRIBAL CULTURAL R	RESOURCES	
SMM TCR-1	SCAG shall consult with the Native American Heritage Commission, as well as Native American tribes, to identify opportunities for early and effective consultation to identify tribal cultural resources to avoid such resources wherever practicable and feasible and reduce or mitigate for conflicts in compatible land use to the maximum extent practicable.	This mitigation measure is specifically directed at SCAG to consult with the Native American Heritage Commission, as well as Native American tribes, to identify opportunities for early and effective consultation. The Project would not preclude SCAG's implementation of this mitigation measure. In addition, the Project complies with this mitigation measure as it incorporates Project-specific measures (i.e., <b>Mitigation Measures TCR-1</b> through <b>TCR-3</b> ) to reduce impacts to tribal cultural resources to a less-than-significant level.
PMM TCR-1	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	In compliance with this mitigation measure, the Lead Agency has considered mitigation measures consistent with Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines and, accordingly, incorporated comparable mitigation measures— <b>Mitigation Measures TCR-1</b> through <b>TCR-3</b> in Section 4.0, Initial Study Checklist, of this Draft SCEA. Therefore, the Project complies with

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria;	this mitigation measure because it incorporates comparable measures that avoid or reduce significant impacts on tribal cultural resources.
	<ul> <li>b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource;</li> </ul>	
	c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.	
UTILITIES AND SERV	ICE SYSTEMS	
SMM USSW-1	During the planning, design, and project-level CEQA review process for individual development projects, SCAG shall coordinate with waste management agencies and the appropriate local and regional jurisdictions to facilitate the development of measures and to encourage diversion of solid waste such as recycling and composting programs, as needed. This includes discouraging siting of new landfills unless all other waste reduction and prevention actions have been fully explored to minimize impacts to neighborhoods.	This mitigation measure is specifically directed at SCAG to encourage diversion of solid waste through recycling and diversion programs. The Project would not preclude SCAG's implementation of this mitigation measure. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
SMM USSW-2	SCAG shall coordinate with waste management agencies, and the appropriate local and regional jurisdictions, measures to facilitate and encourage diversion of solid waste such as recycling and composting programs.	This mitigation measure is specifically directed at SCAG to encourage diversion of solid waste through recycling and diversion programs. The Project would not preclude SCAG's implementation of this mitigation measure. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
PMM USSW-2	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following:</li> <li>a) Reuse and minimization of construction and demolition (C&amp;D) debris and diversion of C&amp;D waste from landfills to recycling facilities.</li> <li>b) Inclusion of a waste management plan that promotes maximum C&amp;D diversion.</li> <li>c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).</li> <li>d) Reuse of existing structure and shell in renovation projects.</li> </ul>	This mitigation measure applies to the Project. While the analysis in this Draft SCEA determined that the Project would not result in a substantial adverse effect related to solid waste, this mitigation measure encourages lead agencies to reduce solid waste through waste diversion practices and enforcement of CALGreen building codes. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	e) Development of indoor recycling program and space.	
	f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.	
	g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required.	
	<ul> <li>h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target.</li> </ul>	
	<ul> <li>Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.</li> </ul>	
	j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.</li> </ul>	
	<ol> <li>Integrate reuse and recycling into residential industrial, institutional and commercial projects.</li> </ol>	
	<ul> <li>m) Provide education and publicity about reducing waste and available recycling services.</li> </ul>	
	<ul> <li>Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.</li> </ul>	
SMM USWW-1	SCAG shall work with local jurisdictions and wastewater agencies to encourage regional-scale planning for improved wastewater and stormwater management. Future impacts to wastewater and stormwater facilities shall be avoided to the extent practical and feasible through cooperative planning, information sharing, and comprehensive pollution control measure development within the SCAG region. This cooperative planning shall occur as part of current and existing coordination, an integral part of SCAG's ongoing regional planning efforts.	This mitigation measure is specifically directed at SCAG to coordinate with jurisdictions around the region to improve wastewater and stormwater management. The Project would not preclude SCAG's implementation of this mitigation measure. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
PMM USWW-1	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as there is sufficient capacity within existing wastewater treatment and potable water facilities to serve Project-related wastewater treatment and potable water demand.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	• During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.	
SMM USWS-1	<ul> <li>SCAG shall coordinate with local agencies as part of SCAG's Sustainability Program regarding the implementation of Urban Greening, Greenbelts and Community Separator land use strategies. Primary features of land use strategies address the following:</li> <li>Increased trail and greenway connectivity;</li> <li>Improved water quality, groundwater recharge and watershed health;</li> <li>Strategies for stormwater and rainwater collection, infiltration, treatment and release;</li> <li>Reduce urban runoff;</li> <li>Expand the urban forest;</li> <li>Provision of wildlife habitat and increased biodiversity;</li> </ul>	This mitigation measure is specifically directed at SCAG to coordinate with local agencies in implementing Urban Greening, Greenbelts and Community Separator land use strategies. The Project would not preclude SCAG's implementation of this mitigation measure. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>Expand recreation opportunities and beautification;</li> <li>Preserving agrarian economies;</li> <li>Restore severed wildlife corridors.</li> </ul>	
PMM USWS-1	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.</li> <li>b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.</li> <li>c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.</li> <li>d) For projects located in an area with existing reclaimed water capacity, use reclaimed water for non- potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in</li> </ul>	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as the Project would be required to demonstrate whether sufficient capacity exists within existing wastewater treatment and potable water facilities to serve Project-related wastewater treatment and potable water demand.

Appendix A: Mitigation	Measure Feasibility/Applicability Analysis
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Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.	
WILDFIRE		
SMM WF-1	<ul> <li>SCAG shall facilitate minimizing future impacts to fire protection services through information sharing regarding Fire-wise Land Management (vegetation data, fire-resistant building materials, locations where development is vulnerable to wildfire, and best practices for safe land management) with county and city planning departments. SCAG shall provide an annual forum (or forums) aimed at increased wildfire resilience. Forums shall focus on how high wildfire risk towns, cities, and counties in the region can adopt a wildland-urban interface (WUI) code (or similar code) specifically designed to mitigate the risks from wildfire to life and property. Topics to be addressed will include best practices around:</li> <li>Structure density and location: number of structures allowed in areas at risk from wildfire, plus setbacks (distance between structures and distance between other features such as slopes).</li> <li>Building materials and construction: roof assembly and covering, eaves, vents, gutters, exterior walls, windows, non-combustible building materials, and non-combustible surface.</li> <li>Vegetation management: tree thinning, spacing, limbing, and trimming; removal of any vegetation growing under tree canopies (typically referred to as "ladder fuels"), surface vegetation removal, and brush clearance; vegetation conversion, fuel modifications, and landscaping.</li> </ul>	This mitigation measure is specifically directed at SCAG to promote regional coordination and provide information related to fire safety in land use decision making. The Project would not preclude SCAG's implementation of this mitigation measure.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	• Emergency vehicle access and evacuation routes: driveways, turnarounds, emergency access roads, marking of roads, and property address markers.	
	• Water supply: approved water sources and adequate water supply.	
	• <b>Fire protection:</b> automatic sprinkler system, spark arresters, and propane tank storage.	
	The outcome of the forum shall be a summary of actionable items for local planners. Furthermore, SCAG shall examine wildfire risk management strategies in areas where at-risk critical electrical infrastructure is located based on CPUC and CAL FIRE maps.	
SMM WF-2	SCAG, in partnership with technical experts and stakeholders shall launch or continue existing initiatives to help local towns, cities, and counties to protect Southern California communities and economies from the disruption of wildfire occurrences. Initiatives could include but not be limited to seminars that review the risk of wildfire and approaches for preparation, including strengthening of infrastructure, emergency services, emergency evacuation plans and reviewing building safety codes.	This mitigation measure is specifically directed at SCAG to provide assistance to Southern California communities that are impacted by wildfire occurrences. The Project would not preclude SCAG's implementation of this mitigation measure.
SMM WF-3	SCAG shall develop a Regional Climate Adaptation Framework, which will assist local and regional jurisdictions in managing the negative impacts of wildfires and other hazards caused by climate change. The Climate Adaptation Framework will integrate existing State initiatives, policies, and guidance into the regional framework, helping to connect local and regional land use and transportation planning with State policy goals. The framework will specifically provide communication & outreach strategies and templates for local jurisdictions; toolkits for local jurisdictions to support project	This mitigation measure is specifically directed at SCAG to develop a Regional Climate Adaptation Framework. The Project would not preclude SCAG's implementation of this mitigation measure.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	implementation, land use, and transportation infrastructure decisions; resources for cities to comply with Senate Bill 379; resources and templates for other metropolitan planning organizations (MPOs); tools and metrics for tracking implementation progress; and a regional framework and coordination strategy. SCAG shall also assist local jurisdictions with wildfire safety requirements for General Plan Updates by providing the most recent fire-risk data and maps from state-wide resources, including isolated areas that could be subject to fire risk with limited egress routes based on the transportation modeling components of SCAG's Regional Climate Adaptation Framework.	
PMM WF-1	<ul> <li>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</li> <li>a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition.</li> <li>b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place.</li> <li>c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary.</li> </ul>	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as the Project incorporates all mandatory design standards required by the City of Santa Clarita for projects in Very High Fire Hazard Severity Zones into the Project design. Such standards include requirements for incorporating fire-resistant building materials, sprinkler systems in all homes, certain water flow pressures for fire hydrants, adequate internal circulation and site access for fire engines and crews.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses.	
	<ul> <li>Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.</li> </ul>	
	f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place.	
	<ul> <li>g) Include external sprinklers with an independent water source to reduce flammability of structures.</li> </ul>	
	<ul> <li>Include local solar power paired with batteries to reduce power flow in electricity lines.</li> </ul>	
	<ul> <li>For developments in high fire-prone areas, have a fire protection plan for residents and businesses.</li> </ul>	
	<ul> <li>Provide fire hazard and fire safety education for homeowners in or near fire hazard areas.</li> </ul>	
	<ul> <li>k) Developments in fire-prone areas should have fire-resistant feature, such as:</li> </ul>	
	- Ember-resistant vents	
	- Fire-resistant roofs	
	- Surrounding defensible space	
	<ul> <li>Proper maintenance and upkeep of structures and surrounding area</li> </ul>	
PMM WF-2	In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as the Project

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	incorporates all mandatory design standards required by the City of Santa Clarita for projects in Very High Fire Hazard Severity Zones into the Project design.
	<ul> <li>a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to</li> </ul>	
	<ul> <li>Submit a fire protection plan including the designation of fire watch staff;</li> </ul>	
	<ul> <li>Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities;</li> </ul>	
	<ul> <li>Locate construction and maintenance equipment in designated "safe areas" such that they do not discharge combustible materials; and</li> </ul>	
	<ul> <li>Designate trained fire watch staff during project construction to reduce risk of fire hazards.</li> </ul>	
City of Santa Clar	ita One Valley One Vision Program EIR Applicable Mitigation Meas	ures
AIR QUALITY		
3.3-1	Prior to implementing project approval, applicants for implementing projects shall develop a Construction Traffic Emission Management Plan to minimize emissions from vehicles including, but not limited to, scheduling truck deliveries to avoid peak hour traffic conditions, consolidating truck deliveries, and prohibiting truck idling in excess of 5 minutes.	This mitigation measure applies to the Project. While the analysis in Section 4 of this Draft SCEA determined that the Project would have less than significant impacts related to emissions during Project construction, this standard regulatory compliance measure would be incorporated to further reduce impacts and ensure that impacts remain less than significant throughout the

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		construction duration. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
3.3-2	<ul> <li>Prior to grading permit issuance, applicants for implementing projects shall develop a Construction Emission Management Plan to minimize construction-related emissions. The Construction Emission Management Plan shall require the use of Best Available Control Measures, as specified in Table 1 of SCAQMD's Rule 403. If potentially significant impacts are identified after the implementation of the SCAQMD recommended Best Available Control Measures, the Construction Emission Management Plan shall include the following additional elements:</li> <li>Application of non-toxic chemical soil stabilizers or apply water to form and maintain a crust on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).</li> <li>Application of non-toxic binders to exposed areas after cut and fill operations and hydroseeded areas.</li> <li>Cover or application of water or non-toxic chemical suppressants to form and maintain a crust on inactive storage piles.</li> <li>Planting of vegetative ground cover in disturbed areas as soon as possible and where feasible.</li> <li>Operate street sweepers that comply with SCAQMD Rules 1186 and 1186.1 on roads adjacent to the construction site so as to minimize dust emissions. Paved parking and staging areas shall be swept daily.</li> </ul>	This mitigation measure applies to the Project. While the analysis in Section 4 of this Draft SCEA determined that the Project would have less than significant impacts related to emissions during Project construction, the standard regulatory compliance measures contained in this mitigation would be incorporated to further reduce impacts and ensure that impacts remain less than significant throughout the construction duration. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>Scheduling truck deliveries to avoid peak hour traffic conditions, consolidating truck deliveries, and prohibiting truck idling in excess of 5 minutes.</li> </ul>	
	<ul> <li>Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.</li> </ul>	
	<ul> <li>Pave or apply gravel on roads used to access the construction sites when possible.</li> </ul>	
	• Schedule construction activities that affect traffic flow to off-peak hours (e.g., between 7:00 PM and 6:00 AM, and between 10:00 AM and 3:00 PM).	
	Use of diesel-powered construction equipment shall use ultra-low sulfur diesel fuel.	
	Use electric welders to avoid emissions from gas or diesel welders when such equipment is commercially available.	
	<ul> <li>Use electricity or alternate fuels for on-site mobile equipment instead of diesel equipment when such equipment is commercially available.</li> </ul>	
	• Use on-site electricity or alternative fuels rather than diesel- powered or gasoline-powered generators when such equipment is commercially available.	
	Maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.	
	<ul> <li>In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each unit's certified tier</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	specification, BACT documentations, and CARB, SCAQMD, or ICAPCD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.	
	<ul> <li>Designate personnel to monitor dust control measures to ensure effectiveness in minimizing fugitive dust emissions.</li> </ul>	
	• An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.	
	<ul> <li>The contractor shall utilize low-VOC content coatings and solvents that are consistent with applicable SCAQMD and ICAPCD rules and regulations.</li> </ul>	
	<ul> <li>Consideration shall be given to use of other transportation methods to deliver materials to the construction sites (for example, trains or conveyors) if it would result in a reduction of criteria pollutant emissions.</li> </ul>	
3.3-3	Prior to implementing project approval, applicants for implementing projects shall be required to conduct an LST analysis.	In compliance with this mitigation measure, an local significance threshold (LST) analysis was conducted for the Project. The analysis determined that impacts would be less than significant. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
3.3-4	Prior to the issuance of Building Permits, the applicant shall submit building plans to the City and/or County Building Department to demonstrate that all residential buildings are designed to achieve	This mitigation measure is a regulatory compliance measure that will be incorporated to ensure that impacts would remain less than significant.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	energy efficiency in accordance with applicable state, City, and/or County green building or equivalent standards.	
3.3-5	Prior to the issuance of Building Permits, the applicant shall submit building plans to the City and/or County Building Department to demonstrate that all commercial buildings shall be designed to achieve energy efficiency in accordance with applicable state, City, and/or County green building or equivalent standards.	This mitigation measure is not applicable to the Project. The Project is a residential development and does not include any commercial buildings.
3.3-6	Prior to final building inspection, the applicant shall provide preferential parking spaces for carpools and vanpools at major commercial and office locations. The spaces shall be clearly identified on plot plans and may not be pooled in one location.	This mitigation measure is not applicable to the Project. The Project is a residential development. The Project Site is not a major commercial and office location.
3.3-7	New residential developments shall allow only natural gas-fired hearths and shall prohibit the installation of wood-burning hearths and woodburning stoves.	This mitigation measure is a regulatory compliance measure that will be incorporated to ensure that impacts would remain less than significant.
3.3-8	Prior to implementing project approval, tract maps and other sensitive uses located within 500 feet from the closest right of way of Interstate 5 and State Route 14 shall be required to conduct a health risk assessment	In compliance with this mitigation measure, a health risk assessment was conducted for the Project and impacts were determined to be less than significant. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
3.3-9	Prior to implementing project approval, tract maps and other sensitive uses located within the screening level distances of potential sources of odors, or new sources of odors located within the screening level distances of existing or reasonably foreseeable sensitive uses, as defined by the SCAQMD, shall be required to conduct an odors assessment.	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project is a residential development and would not land uses associated with odor complaints. However, the Vista Canyon Specific Plan would include a water reclamation facility in proximity to the Project Site. Therefore,

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		this mitigation measure would be incorporated to reduce any potential odor impacts to less than significant levels.
BIOLOGICAL RESOU	RCES	
3.7-1	<ul> <li>When required, biological site survey reports shall include an analysis of the potential for a proposed project to: (1) result in direct or indirect mortality of special status species; (2) interfere with the breeding, feeding, and/or sheltering behaviors of such species; (3) adversely affect habitat occupied by such species; and (4) reduce wildlife movement and/or habitat connectivity.</li> <li>Reports must be prepared by qualified biological consultants.</li> <li>Reports must include specific information regarding site location, on-site and surrounding biological resources, observed and detected species, site photographs, vegetation map, literature sources, timing of surveys, project footprint, anticipated project impacts, proposed mitigation measures, and additional recommended surveys. Such reports must be submitted to City staff for review and oversight as part of the project-level CEQA compliance process.</li> </ul>	In compliance with this mitigation measure, the Lead Agency has considered mitigation measures consistent with Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines and, accordingly, incorporated comparable mitigation measures— <b>Mitigation Measures BIO-1</b> and <b>BIO-2</b> in Section 4.0, Initial Study Checklist, of this Draft SCEA. Therefore, the Project complies with this mitigation measure because it incorporates comparable measures that avoid or reduce significant impacts on special-status species.
3.7-2	If construction activities have the potential to significantly affect special status species, the biological site survey report shall propose mitigation measures that: (1) require pre-construction surveys for special-status species surveys; and (2) ensure avoidance, relocation, or safe escape of special-status species from construction activity, whichever action is the most appropriate. If special-status species are found to be brooding, denning, nesting, etc. on site during the preconstruction survey, construction activity	In compliance with this mitigation measure, the Lead Agency has considered mitigation measures consistent with Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines and, accordingly, incorporated comparable mitigation measures— <b>Mitigation Measures BIO-1</b> and <b>BIO-2</b> in Section 4.0, Initial Study Checklist, of this Draft SCEA. Therefore, the Project complies with this

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	shall be halted until offspring are weaned, fledged, etc. and are able to escape the site or be safely relocated to appropriate off-site habitats. A qualified biologist shall be on site to conduct surveys, to perform or oversee implementation of protective measures, and to determine when construction activity may resume.	mitigation measure because it incorporates comparable measures that avoid or reduce significant impacts on special-status species.
3.7-3	Impacts on sensitive habitats resulting from implementation of the General Plan shall be compensated for through the acquisition of lands described in <b>Policies CO 10.1.3</b> , <b>CO 10.1.11</b> , <b>and CO</b> <b>10.1.12</b> . Said acquisition shall prioritize habitat types that are particularly at risk in the region. At risk habitats include but are not limited to waterways, wetlands and vernal pools; alluvial scrub; native grasslands; savannas, woodlands and forests; holly-leaf cherry and Great basin sagebrush associations; and rocklands.	This mitigation measure does not apply to the Project as the Project Site does not contain any at risk habitats. Although the Project Site contains an area that supports big sagebrush scrub, a community that is designated as sensitive by CDFW, the analysis in this Draft SCEA determined that the Project's impact on big sagebrush scrub would be less than significant. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
CULTURAL RESOUR	CES	
3.8-1	Avoidance is the preferred treatment for cultural resources. Where feasible, project plans shall be developed to allow avoidance of cultural resources. Where avoidance of construction impacts is possible, covering of the cultural resource site with a layer of chemically stable soil and avoidance planting (e.g., planting of prickly pear cactus) shall be employed to ensure that indirect impacts from increased public availability to the site are avoided. Where avoidance is selected, cultural resource sites shall be deeded into permanent conservation easements or dedicated open space.	This mitigation measure does not apply to the Project as the Project Site does not contain any known cultural resources that must be avoided. However, the Project would implement mitigation measures to ensure proper identification and treatment of inadvertent discoveries. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
3.8-2	<ul> <li>If avoidance and/or preservation of in place cultural resources is not possible, the following mitigation measures shall be initiated for each impacted site:</li> <li>A participant-observer as determined by the appropriate Indian Band or Tribe shall be used during archaeological testing or excavation in the project site.</li> <li>Prior to the issuance of a grading permit for the project, the project proponent shall develop a test level research design detailing how the cultural resource investigation shall be executed and providing specific research questions that shall be addressed through the excavation program. In particular, the testing program shall characterize the site constituents, horizontal and vertical extent, and, if possible, period of use. The testing program shall also address the California Register and National Register eligibility of the cultural resource for listing on either Register. The research design shall be submitted to the designated agency for review and comment. For sites determined, through the Testing Program, to be ineligible for listing on either the California or National Register, execution of the Testing Program will suffice as mitigation of project impacts to this resource.</li> </ul>	This mitigation measure does not apply to the Project as the Project Site does not contain any known cultural resources. However, the Project would implement mitigation measures to ensure proper identification and treatment of inadvertent discoveries. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
3.8-3	In the unlikely event that artifacts are found during grading within the City's Planning Area or future roadway extensions, an archaeologist will be notified to stabilize, recover, and evaluate such finds.	In compliance with this mitigation measure, the Lead Agency will incorporated a comparable mitigation measure to ensure that impacts to archaeological resources would be less than significant. See <b>Mitigation Measures CUL-1</b> in in Section 4.0, Initial Study Checklist, of this Draft SCEA.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
3.8-4	Where determined as part of a CEQA review, prior to grading, as part of an inspection testing program, a Los Angeles County Natural History Museum-approved inspector is to be on site to salvage scientifically significant fossil remains. The duration of these inspections depends on the potential for the discovery of fossils, the rate of excavation, and the abundance of fossils. Geological formations (like the Saugus Formation) with a high potential will initially require full time monitoring during grading activities. Geologic formations (like the Quaternary terrace deposits) with a moderate potential will initially require half-time monitoring. If fossil production is lower than expected, the duration of monitoring efforts should be reduced. Should the excavations yield significant paleontological resources, excavation is to be stopped or redirected until the extent of the find is established and the resources are salvaged. A report of the inspection testing program shall include an itemized inventory of the fossils, pertinent geologic and stratigraphic data, and field notes of the collectors and include recommendations for future monitoring efforts in the County's Planning Area. Prior to grading, an agreement shall be reached with a suitable public, non-profit scientific repository, such as the Los Angeles County Museum of Natural History or similar institution, regarding acceptance of fossil collections.	In compliance with this mitigation measure, the Lead Agency will incorporated a comparable mitigation measure to ensure that impacts to paleontological resources would be less than significant. See <b>Mitigation Measures CUL-2</b> in in Section 4.0, Initial Study Checklist, of this Draft SCEA.
3.8-5	For archeological sites accidentally discovered during future construction, there shall be an immediate evaluation of the find by a qualified archeologist. If the find is determined to be a historical or unique archeological resource, as defined under CEQA, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation shall be provided. Construction work may continue on other parts of the construction	In compliance with this mitigation measure, the Lead Agency will incorporated a comparable mitigation measure to ensure that impacts to archaeological resources would be less than significant. See <b>Mitigation Measures CUL-1</b> in in Section 4.0, Initial Study Checklist, of this Draft SCEA.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	site while historical/archeological mitigation takes place, pursuant to Public Resources Code Section 21083.2(i).	
3.8-6	During grading activities, in the unlikely event that artifacts are found during grading within the planning area or future roadway extensions, a paleontologist will be notified to stabilize, recover and evaluate such finds.	In compliance with this mitigation measure, the Lead Agency will incorporated a comparable mitigation measure to ensure that impacts to paleontological resources would be less than significant. See <b>Mitigation Measures CUL-2</b> in in Section 4.0, Initial Study Checklist, of this Draft SCEA.
3.8-7	<ul> <li>If human remains are encountered during a public or private construction activity, other than at a cemetery, State Health and Safety Code 7050.5 states that no further disturbance shall occur until the Los Angeles County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The Los Angeles County Coroner must be notified within 24 hours.</li> <li>If the coroner determines that the burial is not historic, but prehistoric, the Native American Heritage Commission (NAHC) must be contacted to determine the most likely descendent (MLD) for this area. The MLD may become involved with the disposition of the burial following scientific analysis.</li> </ul>	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as the Project is required to comply with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 to reduce potential impacts associated with the inadvertent discovery of human remains to a less-than-significant level.
ENERGY		
3.17-7	The City shall review all development proposals prior to the approval of development plans to guarantee that sufficient energy resources and facilities are available to supply adequate energy to the proposed project and associated uses.	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as the operational energy consumption of the Project would represent

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		approximately 0.0016 percent increase in electricity consumption and 0.0037 percent increase in natural gas consumption over the current Countywide usage, which would be significantly below State's forecasts and the current Countywide usage. Therefore, the Project would be consistent with the State's energy consumption forecasts. As such, the Project would not require additional energy capacity or supplies.
3.17-8	The City shall review all development plans prior to approval to guarantee that energy conservation and efficiency standards of Title 24 are met and are incorporated into the design of the future proposed projects.	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as it is required to conform to the requirements of 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including photovoltaic solar panels, appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting.
GEOLOGY AND SOIL	S	
3.9-1	Before a project is approved or otherwise permitted within an Alquist-Priolo Zone within the City of Santa Clarita, or within 150 feet of any other active or potentially active fault mapped in a published United States Geologic Survey (USGS) or within other potential earthquake hazard area (as determined by the City Engineer), a site-specific geologic investigation shall be prepared to assess potential seismic hazards resulting from development of an individual project site within the City's Planning Area. Where and	This mitigation measure does not apply to the Project as the Project Site is not located within an Alquist-Priolo Zone or within 150 feet of any other active or potentially active fault. Nonetheless, as discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project would be required to comply with all seismic standards provided in the California Building Standards Code, City of Santa

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	when required, the geotechnical investigation shall address the issue(s), hazard(s), and geographic area(s) determined by the City Engineer to be relevant to each individual development project. The site-specific geotechnical investigation shall incorporate up-to-date data from government and non-government sources.	Clarita Building Code, and other applicable codes and would be subject to building inspection during and after construction.
	Based on the site-specific geotechnical investigation, no structures intended for human occupancy shall be constructed across active faults. This site-specific evaluation and written report shall be prepared by a licensed geotechnical engineer and shall be submitted to the City Engineer for review and approval prior to the issuance of building occupancy permits. If an active fault is discovered, that has not previously been recorded, any structure intended for human occupancy shall be set back at least 50 feet from the fault. A larger or smaller setback may be established if such a setback is supported by adequate evidence as presented to and accepted by the City Engineer.	
3.9-2	The design and construction of structures and facilities shall adhere to the standards and requirements detailed in the California Building Code (California Code of Regulations, Title 24), City of Santa Clarita Building Code, and/or professional engineering standards appropriate for the seismic zone in which such construction within the City would occur. Conformance with these design standards shall be enforced through building plan review and approval by the City of Santa Clarita Department of Building and Safety prior to the issuance of building permits for any structure or facility.	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as the proposed structures are required to be built according to the California Building Standards Code, City of Santa Clarita Building Code, and other applicable codes and are subject to building inspection during and after construction. Conformance to these required standards would ensure that the Project would not expose people or structures to potential adverse effects from strong seismic ground shaking.
3.9-3	As determined by the City Engineer, a site-specific assessment shall be prepared to ascertain ground shaking impacts resulting from	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies

#### **Mitigation** Measure **Mitigation Measure** Number **Applicability to the Project** development. The site-specific ground shaking assessment shall with this mitigation measure as the proposed incorporate up-to-date data regarding ground shaking probabilities structures are required to be built according to the and strengths from government and non-government sources and California Building Standards Code, City of Santa may be included as part of any site-specific geotechnical Clarita Building Code, and other applicable codes investigation as required in MM 3.9-1. The site-specific ground and are subject to building inspection during and shaking assessment shall include specific measures to reduce the after construction. Conformance to these required significance of potential ground shaking hazards to the individual standards would ensure that the Project would not development. The site-specific ground shaking assessment shall be expose people or structures to potential adverse prepared by a licensed geotechnical engineer and shall be effects from strong seismic ground shaking. submitted to the City Engineer for review and approval prior to the issuance of building permits. 3.9-4As determined by the City Engineer, a site-specific assessment shall As discussed in Section 4.0, Initial Study Checklist, be prepared to ascertain potential liquefaction impacts resulting from of this Draft SCEA, the Project already complies development. The site-specific liquefaction assessment shall with this mitigation measure as the Project is required to comply with the Recommended incorporate up-to-date data regarding liquefaction potential of site specific projects from government and non-government sources and Procedures of Implementation of CGS Special may be included as part of any site-specific geotechnical Publication 117A, Guidelines for Analyzing and investigation. This site-specific liquefaction shall be prepared by a Mitigating Liquefaction in California, to achieve licensed geotechnical engineer and shall be submitted to the City performance standards that reduce the risk of Engineer for review and approval prior to the issuance of building liquefaction-induced settlement to a less-thansignificant level. Furthermore, the City's Building occupancy permits. Code requires mitigation of liquefaction hazards in new development projects pursuant to findings and recommendations of site-specific geotechnical reports. This standard regulatory compliance process would reduce potential impacts associated with seismic-related ground failure, including liquefaction, to a less-than-significant level. 3.9-5 Where development is proposed within an identified or potential As discussed in Section 4.0, Initial Study Checklist, liquefaction hazard area or as defined by the City Engineer, of this Draft SCEA, the Project already complies
Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	adequate and appropriate measures such as design foundations in a manner that limits the effects of liquefaction, the placement of an engineered fill with low liquefaction potential, and the alternative siting of structures in areas with a lower liquefaction risk, shall be implemented to reduce potential liquefaction hazards. Any and all such measures shall be submitted to the City Engineer and the City of Santa Clarita Department of Building and Safety, for review prior to the approval of the building permits.	with this mitigation measure as the Project is required to comply with the Recommended Procedures of Implementation of CGS Special Publication 117A, Guidelines for Analyzing and Mitigating Liquefaction in California, to achieve performance standards that reduce the risk of liquefaction-induced settlement to a less-than- significant level. Furthermore, the City's Building Code requires mitigation of liquefaction hazards in new development projects pursuant to findings and recommendations of site-specific geotechnical reports. This standard regulatory compliance process would reduce potential impacts associated with seismic-related ground failure, including liquefaction, to a less-than-significant level.
3.9-6	Requirements shall be issued that all engineered slopes be designed to resist seismically induced failure. For lower risk projects, slope design shall be based on pseudo-static stability analysis using soil-engineering parameters established on a site-specific basis. For higher risk projects, the stability analyses that will be required shall factor in the intensity of expected ground shaking, prior to the issuance of building occupancy permits for the proposed developments.	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as the Project is required to comply with the Recommended Procedures of Implementation of CGS Special Publication 117A, Guidelines for Analyzing and Mitigating Liquefaction in California, to achieve performance standards that reduce the risk of seismically-induced failure to a less-than-significant level. Furthermore, compliance with the City's Building Code would reduce potential impacts associated with seismic-related ground failure to a less-than-significant level.
3.9-7	The City of Santa Clarita, where required, and in accordance with issuance of a National Pollutant Discharge Elimination System	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	(NPDES) permit, shall require the construction and/or grading contractor for individual developments to establish and implement specific Best Management Practices (BMPs) at time of project implementation.	with this mitigation measure as the Project is required to comply with the City's grading permit regulations and the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, which, in turn, requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) to eliminate or control pollutant discharges from the Project Site during construction, including those that result from wind and water erosion.
3.9-8	<ul> <li>Prior to any development within the City of Santa Clarita, a Grading Plan shall be submitted to the City of Santa Clarita Development Services Division for review and approval. As required by the City, the grading plan shall include soil erosion and sediment control plans. Measures included in individual erosion control plans may include, but shall not be limited to the following:</li> <li>a) Grading and development plans shall be designed in a manner which minimizes the amount of terrain modification.</li> <li>b) Surface water shall be controlled and diverted around potential</li> </ul>	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as the Project is required to comply with the City's grading permit regulations and the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, which, in turn, requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) to eliminate or control pollutant discharges from the Project Site during construction, including those that result from wind and water erosion.
	<ul> <li>landslide areas to prevent erosion and saturation of slopes.</li> <li>c) Structures shall not be sited on or below identified landslides unless slides are stabilized.</li> </ul>	
	d) The extent and duration of ground disturbing activities during and immediately following periods of rain shall be limited, to avoid the potential for erosion which may be accelerated by rainfall on exposed soils.	
	e) To the extent possible, the amount of cut and fill shall be balanced.	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>f) The amount of water entering and exiting a graded site shall be limited though the placement of interceptor trenches or other erosion control devices.</li> <li>g) Frosion and sediment control plans shall be submitted to the City.</li> </ul>	
	for review and approval prior to the issuance of grading permits.	
GREENHOUSE GAS	EMISSIONS (GLOBAL CLIMATE CHANGE SECTION)	
3.4-1	Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence of green building practices and design elements that reduce GHG emissions to the appropriate City and/or County Planning Department. (See, e.g., California Department of Housing and Community Development's Green Building & Sustainability Resources handbook at www.hcd.ca.gov/hpd/green_build.pdf; e.g., the American Institute of Architects at http://www. wiki.aia.org/Wiki%20Pages/Home.aspx).	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as it incorporates Project Design Features and would be required to conform to the requirements of 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including photovoltaic solar panels, appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, CALGreen Code, City of Santa Clarita Building Code and Energy Conservation Code, and other applicable regulations related to the reduction of GHG emissions.
3.4-2	Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence of energy-efficient designs to the appropriate City and/or County Planning Department such as those found in the Leadership in Energy and Environmental Design (LEED) Green Building Ratings and/or comply with Title 24, Part 11, the California Green Building Standards Code.	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as it incorporates Project Design Features and would be required to conform to the requirements of 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including photovoltaic solar

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		panels, appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, CALGreen Code, City of Santa Clarita Building Code and Energy Conservation Code, and other applicable regulations related to the reduction of energy use.
3.4-3	Prior to the issuance of Building Permits for each tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of energy efficient lighting, heating and cooling systems, appliances, equipment, and control systems. (Information about ENERGY STAR-certified products are available at http://www.energystar.gov/index.cfm?fuseaction=find_a_pro duct; see also the California Energy Commission's database of appliances meeting federal or state energy standards at http://www.appliances.energy.ca.gov; see the Electronic Product Environmental Assessment Tool for ranking of energy efficient computer equipment at http://www.epeat.net/AboutEPEAT.aspx; see the Online Guide to Energy Efficient Commercial Equipment at http://www.aceee.org/ogeece/ch1_index.htm).	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as it incorporates energy-saving features and sustainable design throughout the Project through compliance with required regulations in the Title 24 Building Standards Code and the CALGreen Code specifically. The Project would incorporate the following sustainability features related to energy efficiency: low-energy, indoor-outdoor lighting; high- efficiency heating, air conditioning, and cooling equipment; and Energy Star labeled equipment.
3.4-4	Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of light colored "cool" roofs and cool pavements. (See Consumer Energy Center, Cool Roofs at http://www.consumerenergycenter. org/coolroof/).	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as it incorporates Project Design Features and would be required to conform to the requirements of 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including building insulation and roofing, CALGreen Code, City of Santa Clarita

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		Building Code and Energy Conservation Code, and other applicable regulations related to green roofs.
3.4-5	Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of efficient lighting (including LEDs) for traffic, street, and other outdoor lighting purposes. (See http://www.energy.ca.gov/ efficiency/partnership/case_studies/Tech AsstCity.pdf).	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as it incorporates Project Design Features and would be required to conform to the requirements of 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including lighting, CALGreen Code, City of Santa Clarita Building Code and Energy Conservation Code, and other applicable regulations related to efficient lighting.
3.4-6	Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of efficient pumps and motors, for pools and spas. (See http://www.consumerenergycenter.org/ home/outside/pools_spas.html).	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as it incorporates Project Design Features and would be required to conform to the requirements of 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, CALGreen Code, City of Santa Clarita Building Code and Energy Conservation Code, and other applicable regulations related to energy use.
3.4-7	Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of the ability to install solar energy, and solar hot water heaters. (See	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as it incorporates Project Design Features and would be required to

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	http://www.gosolarcalifornia.org/builders/index.html; see also the California Public Utility Commission's website for solar water heating incentives at http://www.cpuc.ca.gov/puc/energy/solar/swh.htm).	conform to the requirements of 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including photovoltaic solar panels and water and space heating and cooling equipment, CALGreen Code, City of Santa Clarita Building Code and Energy Conservation Code, and other applicable regulations related to energy use.
3.4-8	Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of water-efficient landscapes, which exceed the requirements of applicable City and/or County ordinances (See http://www.water.ca. gov/wateruseefficiency/landscapeordinance/technical.cfm; see also http://www. ciwmb. ca.gov/organics/Xeriscaping).	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as it incorporates Project Design Features, including the use of native and drought-tolerant tree and plant species to create a natural and vibrant environment.
3.4-9	Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of water efficient irrigation systems and devices, such as soil-based irrigation controls and use water- efficient irrigation methods. (See http://www1.eere.energy.gov/femp/program/waterefficiency _bmp5.html; see also http://www.water.ca.gov/ wateruseefficiency/landscape/).	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as it incorporates Project Design Features, including irrigation systems that would be designed, installed, operated, and maintained in conformance with the State Water Efficient Landscape Ordinance to minimize water use, maximize efficiency, and explore the feasible uses of recycled water.
3.4-10	Prior to the issuance of Building Permits for each implementing project, the applicant or their contractor shall submit to the appropriate City and/or County Public Works department for review and approval a site construction management plan for the reuse and	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as grading would be balanced on-site and reuse on-site soils to level the

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	recycling of construction and demolition waste (including soil, vegetation, concrete, lumber, metal, and cardboard). (See http://www.ciwmb.ca. gov/condemo/).	Project Site to accommodate the proposed residential development. The Project Site is vacant, and, as such, no significant amounts of construction of construction waste would be generated by the Project.
3.4-11	Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of reuse and recycling receptacles into residential, industrial, and commercial projects. (See http://zerowaste.ca.gov; see also http://www.ca- ilg.org/wastereduction).	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as it incorporates Project Design Features and would be required to conform to the requirements of City of Santa Clarita Municipal Code, Building Code, and other applicable regulations related to recycling.
3.4-12	Prior to the issuance of Building Permits for each new tract, the applicant shall provide evidence to the appropriate City and/or County Planning Department of consistency with "smart growth" principles to reduce GHG emissions (i.e., ensure mixed-use, infill and higher density projects provide alternatives to individual vehicle travel and promote efficient delivery of goods and services). (See http://www.epa.gov/ smartgrowth/index.htm).	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as the Project would locate a mix of housing types next to the future Metrolink Vista Canyon Station and Vista Canyon Multi-Modal Center to promote "smart growth" principles and provide alternatives to individual vehicle travel.
3.4-13	Prior to implementing project approval for each new tract map, the applicant shall preserve existing trees, to the extent feasible and consistent with mitigation measures, encourage the planting of new trees consistent with the final landscape palettes, and create open space where feasible. (See http://www.epa.gov/dced/brownfields.htm).	The Project Site is currently vacant. No trees are located within the Project Site boundaries. The Project would not preclude the City's implementation of this mitigation measure. In addition, the Project complies with this mitigation measure as it would incorporate use of native and drought-tolerant tree and plant species to create a natural and vibrant environment. The proposed

#### **Mitigation** Measure Number **Mitigation Measure Applicability to the Project** landscaping would be varied in texture and scale to soften surrounding architecture and create comfortable, inviting outdoor spaces. All plant species comprising the plant palette include both native and non-native species, which have been chosen due to their ability to thrive in the Santa Clarita climate. Drought-tolerant species would be planted in a creative way throughout the Project Site to limit water used for irrigation. Plants that are nonnative or not drought-tolerant would be used sparingly and only in areas that require their unique properties. 3.4-14 All residential buildings within the OVOV planning area that are As discussed in Section 4.0, Initial Study Checklist, enabled by approval of the OVOV General Plan and Area Plan shall of this Draft SCEA, the Project already complies be designed to provide improved insulation and ducting, low E glass, with this mitigation measure as it incorporates high efficiency air conditioning units, and radiant barriers in attic Project Design Features and would be required to spaces, as needed, or equivalent to ensure that all residential conform to the requirements of 2019 Title 24 Building Energy Efficiency Standards, which provide buildings operate at levels 15 percent better than the standards required by the version of Title 24 applicable at the time the building minimum efficiency standards related to various permit applications are filed. building features, including space heating and cooling equipment and insulation, CALGreen Code, City of Santa Clarita Building Code and Energy Conservation Code, and other applicable regulations. All commercial and public buildings within the OVOV planning area The Project involves an all-residential development. 3.4-15 that are enabled by approval of the OVOV General Plan and Area Therefore, this mitigation measure does not apply to Plan shall be designed to provide improved insulation and ducting, the Project. The Project would not preclude the low E glass, high efficiency HVAC equipment, and energy efficient City's implementation of this mitigation measure. lighting design with occupancy sensors or equivalent to ensure that all commercial and public buildings operate at levels 15 percent

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	better than the standards required by the version of Title 24 applicable at the time the building permit applications are filed.	
3.4-16	Consistent with the Governor's Million Solar Roofs Plan, the project applicant or designee, acting as the seller of any single-family residence constructed as part of the development of at least 50 homes that are intended or offered for sale, shall offer a solar energy system option to all customers that enter negotiations to purchase a new production home constructed within the OVOV planning area on land for which an application for a tentative subdivision map has been deemed complete. The seller shall disclose the total installed cost of the solar energy system option, and the estimated cost savings.	The Project involves an all-residential development but not single-family residences. Therefore, this mitigation measure does not apply to the Project. The Project would not preclude the City's implementation of this mitigation measure.
HYDROLOGY AND W	ATER QUALITY	
3.9-9	<ul> <li>Where required, drainage design measures shall be incorporated into the final design of individual projects on site. These measures shall include, but will not be limited to:</li> <li>a) Runoff entering developing areas shall be collected into surface and subsurface drains for removal to nearby drainages.</li> <li>b) Runoff generated above steep slopes or poorly vegetated areas shall be captured and conveyed to nearby drainages.</li> <li>c) Runoff generated on paved or covered areas shall be conveyed via swales and drains to natural drainage courses.</li> <li>d) Disturbed areas that have been identified as highly erosive shall be (re)vegetated.</li> </ul>	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as it incorporates Project Design Features and would be required to conform to NPDES permit requirements and City standards to avoid future impacts to existing drainages. The on-site drainage system would incorporate BMPs to reduce erosion and siltation to the maximum extent practicable. These BMPs include catch basins with insert filters designed to physically screen pollutants (such as trash and debris) and an underground infiltration chamber.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>e) Irrigation systems shall be designed, installed, and maintained in a manner that minimizes runoff.</li> </ul>	
	<li>f) The landscape scheme for projects within the project site shall utilize drought-tolerant plants.</li>	
	g) Erosion control devices such as rip-rap, gabions, small check dams, etc., may be utilized in gullies and active stream channels to reduce erosion.	
3.12-1	The City shall prohibit alteration of floodways and channelization unless alternative methods of flood control are found to be technically, economically, and practicably infeasible.	The Project Site is not located in a floodway. As such, this mitigation measure does not apply to the Project. Nonetheless, the Project would not preclude the City's implementation of this mitigation measure.
3.12-2	The City shall not require all land uses to withstand flooding. These may include land uses such as agricultural, golf courses, and trails. For these land uses, water flows shall not be obstructed, and upstream and downstream properties, shall not be adversely affected by increased velocities, erosion backwater effects, concentration of flows, and adverse impacts to water quality from point and nonpoint sources of pollution.	The Project Site is not located in a flood zone. As such, this mitigation measure does not apply to the Project. Nonetheless, the Project would not preclude the City's implementation of this mitigation measure.
3.12-3	The City shall require that all structures (residential, commercial, and industrial) be flood-proofed from the 100-year storm flows. All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE and A1 through A30 as delineated on the Flood Insurance Rate Maps for the City of Santa Clarita, Map revised September 29, 1989), must be elevated so that the lowest floor is at or above the Base Flood Elevation in accordance with the effective Flood Insurance Rate Map.	The Project Site is not located in a 100-year flood zone. As such, this mitigation measure does not apply to the Project. Nonetheless, the Project would not preclude the City's implementation of this mitigation measure.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
3.12-4	The City shall require that for agricultural, recreation, or other low- density uses, flows are not obstructed and that upstream and downstream properties are not adversely affected by increased velocities, erosion backwater effects, or concentration of flows.	The Project does not involve agricultural, recreation, or other low-density uses that are located in a flood hazard area. As such, this mitigation measure does not apply to the Project. Nonetheless, the Project would not preclude the City's implementation of this mitigation measure.
3.12-5	Any development that is located within a Regulatory Floodway as delineated on the Flood Insurance Rate Map for the City of Santa Clarita must not increase base flood elevations. (Development means any man-made change improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials). A hydrologic and hydraulic analysis shall be performed prior to the start of development, and must demonstrate that the development would not cause any rise in base flood levels and additionally would not allow any rise within regulatory floodways.	The Project Site is not located within a Regulatory Floodway as delineated on the Flood Insurance Rate Map for the City of Santa Clarita. As such, this mitigation measure does not apply to the Project. Nonetheless, the Project would not preclude the City's implementation of this mitigation measure.
NOISE		
3.18-1	To reduce construction vibration impacts, to the extent feasible, cast-indrilled-hole piles shall be used in lieu of pile driving.	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels during construction. The Project would not involve any pile driving or other construction techniques that would result in excessive vibration. Nonetheless, the Project would comply with applicable requirements of the SCMC and would implement standard

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		construction practices and BMPs to reduce construction vibration levels.
PUBLIC SERVICES (F	FIRE PROTECTION)	
3.15-2	Concurrent with the issuance of building permits, the project applicant shall participate in the Developer Fee Program with payment to the satisfaction of the County of Los Angeles Fire Department. A special tax was approved in 1997 to pay for essential fire suppression and emergency medical services and is billed on the Joint Consolidated Annual Tax Bill under Detail of Taxes, Due, Direct Assessments with the common rates being \$56.17 per single family residence; \$70.95 + &0.0072 per square foot for multiple family residence; and \$67.98 + \$0.0458 per square foot for commercial/industrial buildings.	This mitigation measure is applicable to the Project. The Project would be required to provide the City with the appropriate, mandatory development impact fees, as described in the City's Municipal Code, Section 17.51.010, in order to offset Project- related impacts on public services, such as fire protection.
3.15-3	Adequate water availability shall be provided to service construction activities of any project to the satisfaction of the County of Los Angeles Fire Department.	This mitigation measure is applicable to the Project. The Project would be required to demonstrate compliance with construction requirements and applicable fire safety design requirements, such as fire safety codes pertaining to site design, vehicular circulation, fire hydrant locations and water flow, building design, sprinklers to the satisfaction of LACoFD.
PUBLIC SERVICES (POLICE PROTECTION)		
3.15-4	The development applicant(s) to the related projects shall be required to pay the Los Angeles County Sheriff's established law enforcement facility fees for North Los Angeles County prior to issuance of a certificate of occupancy on any structure as they are	This mitigation measure is applicable to the Project. The Project would be required to provide the City with the appropriate, mandatory development impact fees, as described in the City's Municipal

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	developed. The fees are for the acquisition and construction of public facilities to provide adequate service to the residents of the Planning Area.	Code, Section 17.51.010, in order to offset Project- related impacts on public services, such as police protection.
PUBLIC SERVICES (L	LIBRARIES)	
3.15-1	The applicant shall pay the current library fee (\$790.00 per residential unit as of August 2008) to the City of Santa Clarita to offset the demand for library items and building square footage generated by the proposed project or whatever fee is established by the City at the time of building permit issuance, whichever is higher. The library mitigation payment shall be made on a building permit by building permit basis.	This mitigation measure is applicable to the Project. The Project would be required to provide the City with the appropriate, mandatory development impact fees, as described in the City's Municipal Code, Section 17.51.010, in order to offset Project- related impacts on public resources, such as libraries.
TRANSPORTATION		
3.2.1	The City of Santa Clarita shall work with Caltrans as they add additional lanes to the I-5 freeway between the SR-14 interchange and the Parker Road interchange. This improvement includes extending the existing HOV lanes from the SR-14 interchange to just south of the Parker Road interchange, incorporating truck climbing lanes from the Pico Canyon Road/Lyons Avenue interchange to the SR-14 interchange and constructing or extending auxiliary lanes between interchanges at six locations.	This mitigation measure is specifically directed at the City to work with Caltrans as improvements to I- 5 are implemented. I-5 is located 7 miles southwest of the Project Site. As such, this mitigation measure is intended to yield a regional benefit and would not directly impact the Project. The Project would not preclude the City's implementation of this measure.
3.2.2	The City of Santa Clarita shall continue to participate in implementing short-term measures of the North County Combined Highway Corridors Study including additional lanes to a minimum of 3-lanes in each direction of the SR-14. Participation for long-term measures includes the completion of the mainline to four lanes in each direction between the Newhall Avenue interchange and the	This mitigation measure is specifically directed the City to implement short-term measures related to improvements to SR-14, which include roadway improvements to the segment of SR-14 that is nearest to the Project Site. The Project would not preclude the City's implementation of this measure.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	Sand Canyon Interchange and to add a dedicated truck lane between the I5 freeway and the Placerita Canyon Road interchange.	
3.2.3	The City will continue to monitor potential impacts on roadway segments and intersections on a project-by-project basis as buildout occurs by requiring traffic studies for all projects that could significantly impact traffic and circulation patterns.	As this mitigation measure is applicable to development projects citywide, this measure is applicable to the Project.
UTILITIES AND SERV	ICE SYSTEMS (WATER SERVICE)	
3.13-1	(Policy LU 4.2.6): Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval.	This mitigation measure consists of a policy included within the City's General Plan Land Use Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources, water supply, and wastewater treatment.
3.13-2	(Policy LU 4.5.2): Encourage the provision of usable open space that is accessible to employees and visitors, and discourage the provision of large areas of water-consuming landscaping that are not usable or accessible.	This mitigation measure consists of a policy included within the City's General Plan Land Use Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-3	(Policy LU 4.5.3): Promote the inclusion of state-of-the-art technology within business complexes for telecommunications, heating and cooling, water and energy conservation, and other similar design features.	This mitigation measure consists of a policy included within the City's General Plan Land Use Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-4	(Policy LU 7.2.1): Monitor growth, and coordinate with water districts as needed to ensure that long-range needs for potable and reclaimed water will be met.	This mitigation measure consists of a policy included within the City's General Plan Land Use Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.

Appendix A: Mitigation	Measure Feasibilit	y/Applicability	Analysis
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Mitigation Measure Number	Mitigation Measure	Applicability to the Project
3.13-5	(Policy LU 7.2.2): If water supplies are reduced from projected levels due to drought, emergency, or other unanticipated events, take appropriate steps to limit, reduce, or otherwise modify growth permitted by the Area Plan in consultation with water districts to ensure adequate long-term supply for existing businesses and residents	This mitigation measure consists of a policy included within the City's General Plan Land Use Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-6	(Policy LU 7.2.3): Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval.	This mitigation measure consists of a policy included within the City's General Plan Land Use Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-7	(Policy LU 7.4.1): Require the use of drought tolerant landscaping, native California plant materials, and evapotranspiration (smart) irrigation systems.	This mitigation measure consists of a policy included within the City's General Plan Land Use Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-8	(Policy LU 7.4.2): Require the use of low-flow fixtures in all non- residential development and residential development with five or more dwelling units, which may include but are not limited to water conserving shower heads, toilets, waterless urinals and motion- sensor faucets, and encourage use of such fixtures in building retrofits as appropriate.	This mitigation measure consists of a policy included within the City's General Plan Land Use Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment, as well as the Project's water conservation features.
3.13-9	(Policy CO 1.1.1): In making land use decisions, consider the complex, dynamic, and interrelated ways that natural and human systems interact, such as the interactions between energy demand, water demand, air and water quality, and waste management.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		Project impacts to water resources and wastewater treatment.
3.13-10	(Policy CO 4.1.1): In coordination with applicable water suppliers, adopt and implement a water conservation strategy for public and private development.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment, as well as the Project's water conservation features.
3.13-11	(Policy CO 4.1.2): Provide examples of water conservation in landscaping through use of low water use landscaping in public spaces such as parks, landscaped medians and parkways, plazas, and around public buildings.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
3.13-12	(Policy CO 4.1.3): Require low water use landscaping in new residential subdivisions and other private development projects, including a reduction in the amount of turf-grass.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-13	(Policy CO 4.1.4): Provide informational materials to applicants and contractors on the Castaic Lake Water Agency's Landscape Education Program, and/or other information on xeriscape, native California plants, and water-conserving irrigation techniques as materials become available.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-14	(Policy CO 4.1.5): Promote the use of low-flow and/or waterless plumbing fixtures and appliances in all new non-residential	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	development and residential development of five or more dwelling units.	the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-15	(Policy CO 4.1.6): Support amendments to the County Building Code that would promote upgrades to water and energy efficiency when issuing permits for renovations or additions to existing buildings.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-16	(Policy CO 4.1.7): Apply water conservation policies to all pending development projects, including approved tentative subdivision maps to the extent permitted by law. Where precluded from adding requirements by vested entitlements, encourage water conservation in construction and landscape design.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-17	(Policy CO 4.1.8): Upon the availability of non-potable water services, discourage and consider restrictions on the use of potable water for washing outdoor surfaces.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-18	(Policy CO 4.2.1): In cooperation with the Sanitation District and other affected agencies, expand opportunities for use of recycled water for the purposes of landscape maintenance, construction, water recharge, and other uses as appropriate.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		Project impacts to water resources and wastewater treatment.
3.13-19	(Policy CO 4.2.2): Require new development to provide the infrastructure needed for delivery of recycled water to the property for use in irrigation, even if the recycled water main delivery lines have not yet reached the site, where deemed appropriate by the reviewing authority.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-20	(Policy CO 4.2.3): Promote the installation of rainwater capture and gray water systems in new development for irrigation, where feasible and practicable.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
3.13-21	(Policy CO 4.2.5): Participate and cooperate with other agencies to complete, adopt, and implement an Integrated Regional Water Management Plan to build a diversified portfolio of water supply, water quality, and resource stewardship priorities for the Santa Clarita Valley.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-22	(Policy CO 8.3.3): Promote energy efficiency and water conservation upgrades to existing non-residential buildings at the time of major remodel or additions.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-23	(Policy LU 7.3.1): Promote the use of permeable paving materials to allow infiltration of surface water into the water table.	This mitigation measure consists of a policy included within the City's General Plan Land Use Element. This mitigation measure is applicable to the Project as the City uses the General Plan to

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-24	(Policy LU 7.3.2): Maintain stormwater runoff on site by directing drainage into rain gardens, natural landscaped swales, rain barrels, permeable areas, and use of drainage areas as design elements, where feasible and reasonable.	This mitigation measure consists of a policy included within the City's General Plan Land Use Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-25	(Policy LU 7.3.3): Seek methods to decrease impermeable site area where reasonable and feasible, in order to reduce stormwater runoff and increase groundwater infiltration, including use of shared parking and other means as appropriate.	This mitigation measure consists of a policy included within the City's General Plan Land Use Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		discussion of Project impacts to water resources and wastewater treatment.
3.13-26	(Policy CO 2.3.5): Promote remediation and restoration of mined land to a condition that supports beneficial uses, which may include but are not limited to recreational open space, habitat enhancement, groundwater recharge, or urban development.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-27	<ul> <li>(Policy CO 3.6.2): Reduce impervious surfaces and provide more natural vegetation to enhance microclimates and provide habitat. In implementing this policy, consider the following design concepts:</li> <li>Increased use of vegetated areas around parking lot perimeters; such areas should be designed as bioswales or as otherwise determined appropriate to allow surface water infiltration;</li> <li>Use of connected open space areas as drainage infiltration areas in lieu of curbed landscape islands, minimizing the separation of natural and landscaped areas into isolated "islands."</li> </ul>	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.

#### **Mitigation** Measure Number **Mitigation Measure Applicability to the Project** 3.13-28 (Policy CO 4.2.4): Identify and protect areas with substantial This mitigation measure consists of a policy potential for groundwater recharge, and promote recharge of included within the City's General Plan aroundwater basins throughout the watershed (excluding the river Conservation and Open Space Element. This mitigation measure is applicable to the Project as bed). the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment. 3.13-29 (Policy CO 4.3.1): On undeveloped sites proposed for development, This mitigation measure consists of a policy promote on site stormwater infiltration through design techniques included within the City's General Plan such as pervious paving, draining runoff into bioswales or properly Conservation and Open Space Element. This designed landscaped areas, preservation of natural soils and mitigation measure is applicable to the Project as vegetation, and limiting impervious surfaces. the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use. wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment. 3.13-30 (Policy CO 4.3.2): On previously developed sites proposed for major This mitigation measure consists of a policy alteration, provide stormwater management improvements to restore included within the City's General Plan natural infiltration, as required by the reviewing authority. Conservation and Open Space Element. This mitigation measure is applicable to the Project as

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-31	(Policy CO 4.3.3): Provide flexibility for design standards for street width, sidewalk width, parking, and other impervious surfaces when it can be shown that such reductions will not have negative impacts and will provide the benefits of stormwater retention, groundwater infiltration, reduction of heat islands, enhancement of habitat and biodiversity, saving of significant trees or planting of new trees, or other environmental benefit.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-32	(Policy CO 4.3.4): Encourage and promote the use of new materials and technology for improved stormwater management, such as pervious paving, green roofs, rain gardens, and vegetated swales.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-33	(Policy CO 4.3.5): Where detention and retention basins or ponds are required, seek methods to integrate these areas into the landscaping design of the site as amenity areas, such as a network of small ephemeral swales treated with attractive planting.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-34	(Policy CO 4.3.6): Discourage the use of mounded turf and lawn areas which drain onto adjacent sidewalks and parking lots, replacing these areas with landscape designs that retain runoff and allow infiltration.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		Project impacts to water resources and wastewater treatment.
3.13-35	(Policy CO 4.3.7): Reduce the amount of pollutants entering the Santa Clara River and its tributaries by capturing and treating stormwater runoff at the source, to the extent possible.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-36	(Policy CO 8.3.1): Evaluate development proposals for consistency with the ordinances developed through the County's Green Building Program.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
3.13-37	(Policy CO 10.1.9): Preserve forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas, and other open space that provides nature carbon sequestration benefits.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-38	(Policy S 2.1.2): Promote Low Impact Development standards on development sites, including but not limited to minimizing impervious surface area and promoting infiltration, in order to reduce the flow and velocity of stormwater runoff throughout the watershed.	This mitigation measure consists of a policy included within the City's General Plan Safety Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-39	(Policy CO 1.4.1): In cooperation with other appropriate agencies, identify pollution sources and adopt strategies to reduce emissions into air and water bodies.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-40	(Policy CO 1.4.2): In cooperation with other appropriate agencies, abate or remediate known areas of contamination, and limit the effects of any such areas on public health.	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-41	(Policy CO 4.4.2): Support the cooperative efforts of property owners and appropriate agencies to eliminate perchlorate contamination on the Whittaker-Bermite property and eliminate the use of any industrial chemicals or wastes in a manner that threatens groundwater quality	This mitigation measure consists of a policy included within the City's General Plan Conservation and Open Space Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-42	(Policy S 4.1.2): Coordinate with other agencies to address contamination of soil and groundwater from hazardous materials on various sites, and require that contamination be cleaned up to the satisfaction of the City and other responsible agencies prior to issuance of any permits for new development.	This mitigation measure consists of a policy included within the City's General Plan Safety Element. This mitigation measure is applicable to the Project as the City uses the General Plan to guide land use decision making. General Plan goals and policies include broad policies that affect water use, wastewater facility capacity, and project design that are applied citywide. The Project would not preclude the City from implementing these policies. See Section 4 of the Draft SCEA for further discussion of Project impacts to water resources and wastewater treatment.
3.13-43	<ul> <li>Small Project (1 to 4 Dwelling Units), including Parcel Maps</li> <li>Required Evidence</li> <li>A. Piped Water: <ol> <li>Will-serve letter from purveyor.</li> </ol> </li> <li>B. Well Water, On-Site (BOTH required): <ol> <li>Well Capacity Test, in accordance with the requirements of the County Department of Public Health</li> <li>Water Quality Test, in accordance with the requirements of the County Department of Public Health</li> <li>Water, Shared (ALL 3 required):</li> </ol> </li> </ul>	The Project proposes to develop 498 residential units. As such, the Project is not considered a "small project" of 1 to 4 dwelling units. Therefore, this mitigation measure is not applicable to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ol> <li>Copy of valid Shared Water Well approval</li> <li>Well Capacity Test (as above)</li> <li>Water Quality Test (as above)</li> </ol>	
3.13-44	<ul> <li>Multi-Unit Project (5 Dwelling Units or more), including Tract Maps Required Evidence</li> <li>A. Piped Water (BOTH required): <ol> <li>Will-serve letter from purveyor</li> <li>Water Supply Assessment following SB610 requirements, where required by State law</li> </ol> </li> <li>B. Well, On-Site (BOTH required): <ol> <li>Well Capacity Test, in accordance with the requirements of the County Department of Public Health</li> <li>Water Quality Test, in accordance with the requirements of the County Department of Public Health</li> <li>Well, Shared (ALL 3 required): <ol> <li>Copy of valid Shared Water Well approval</li> <li>Well Capacity Test (as above)</li> </ol> </li> </ol></li></ul>	Because the Project proposes to construct more than 5 residential dwelling units, the Project must provide the evidence required in this mitigation measure. Specifically, as the Project would provide piped water via the Santa Clarita Valley Water Agency, the Project is required to have a Will serve letter from the purveyor and a water supply assessment pursuant to SB 610 requirements.
3.13-45	Commercial/Industrial/Institutional Project (less than 3,000 square feet) Required Evidence A. Piped Water: 1. Will-serve letter from purveyor B. Well Water, On-Site (BOTH required):	The Project proposes to develop 498 residential units. As such, the Project is not considered a "commercial/industrial/institutional project" of less than 3,000 square feet. Therefore, this mitigation measure is not applicable to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ol> <li>Well Capacity Test, in accordance with the requirements of the County Department of Public Health</li> <li>Water Quality Test, in accordance with the requirements of the County Department of Public Health</li> <li>Well Water, Shared (ALL 3 required):         <ol> <li>Copy of valid Shared Water Well approval</li> <li>Well Capacity Test (as above)</li> <li>Water Quality Test (as above)</li> </ol> </li> </ol>	
3.13-46	<ul> <li>Commercial/Industrial/Institutional Project (more than 3,000 square feet)</li> <li>Required Evidence</li> <li>A. Piped Water (BOTH required): <ol> <li>Will-serve letter from purveyor</li> <li>Water Supply Assessment following SB610 requirements, where required by State law</li> </ol> </li> <li>B. Well, On-Site (BOTH required): <ol> <li>Well Capacity Test, in accordance with the requirements of the County Department of Public Health</li> <li>Water Quality Test, in accordance with the requirements of the County Department of Public Health</li> <li>Well, Shared (ALL 3 required): <ol> <li>Copy of valid Shared Water Well approval</li> <li>Well Capacity Test (as above)</li> <li>Water Quality Test (as above)</li> </ol> </li> </ol></li></ul>	The Project proposes to develop residential units. As such, the Project is not considered a "commercial/industrial/institutional project" of more than 3,000 square feet. Therefore, this mitigation measure is not applicable to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
UTILITIES AND SERV	ICE SYSTEMS (SOLID WASTE)	
3.17-1	The City of Santa Clarita shall follow state regulations in implementing the goals, policies, and programs identified in the Los Angeles County Integrated Waste Management Plan in order to achieve and maintain a minimum of 50 percent reduction in solid waste disposal through source reduction, reuse, recycling, and composting.	This mitigation measure is applicable to the Project as the City, as Lead Agency, is implementing the goals, policies, and programs in the Los Angeles Integrated Waste Management Plan in order to achieve and maintain a minimum of 50 percent waste reduction in solid waste disposal. Therefore, the Project, per City requirements, would be required to contribute toward this 50 percent waste reduction goal. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
3.17-2	The City shall require all future commercial, industrial and multifamily residential development to provide adequate areas for the collection and loading of recyclable materials (i.e., paper products, glass, and other recyclables) in compliance with the State Model Ordinance, implemented on September 1, 1994, in accordance with AB 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991.	This mitigation measure is applicable to the Project given the Project's proposed development of multifamily residential buildings. Therefore, the Project would be required to provide adequate areas for the collection and loading of recyclable materials, as would be confirmed through the City's design review process.
3.17-3	The City shall require all development projects to coordinate with appropriate City/County departments and/or agencies to ensure that there is adequate waste disposal capacity to meet the waste disposal requirements of the City's Planning Area, and the City shall recommend that all development projects incorporate measures to promote waste reduction, reuse, recycling, and composting.	As this mitigation measure applies to all projects within the City, the mitigation measure is applicable to the Project. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information regarding the available capacity of the solid waste disposal facilities that would serve the Project Site.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
3.17-4	All new development in the City's Planning Area will be required to implement existing and future waste reduction programs in conformance with the City's Planning Area SRRE program.	As this mitigation measure applies to all projects within the City's planning area, the mitigation measure is applicable to the Project. Please see Section 4.0, Initial Study Checklist, of this Draft SCEA for more information regarding the Project's anticipated compliance with waste reduction programs.
3.17-5	Any hazardous waste that is generated on-site, or is found on site during demolition, rehabilitation, or new construction activities shall be remediated, stored, handled, and transported in compliance per appropriate local, state, and federal laws, as well as with the City's Source Reduction and Recycling Element.	This mitigation measure does not apply to the Project as the Project Site does not contain any hazardous materials. Please See Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
3.17-6	<ul> <li>On a project by project basis and prior to approval of individual projects, each applicant for any covered project shall complete and submit to the Building &amp; Safety Division a Construction and Demolition Materials Management Plan (C&amp;DMMP), approved by the City's Director of Field Services, or the Director's Designee, on a C&amp;DMMP form approved by the City. The completed C&amp;DMMP, at a minimum, shall indicate all of the following:</li> <li>(1) The estimated weight of project C&amp;D materials, by materials type, to be generated.</li> </ul>	This mitigation measure does not apply to the Project as the Project Site is currently vacant. As such, the Project would not be expected to result in any demolition debris as there are no existing structures that would be demolished as part of the Proposed Project. Please See Section 4.0, Initial Study Checklist, of this Draft SCEA for more information.
	(2) The maximum weight of C&D materials that it is feasible to divert, considering cost, energy consumption and delays, via reuse or recycling;	
	(3) The vendor or facility that the applicant proposes to use to collect, divert, market, reuse, or receive the C&D materials;	
Mitigation Measure Number	Mitigation Measure	Applicability to the Project
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	<ul> <li>(4) The estimated weight of residual C&amp;D materials that would be transported for disposal in a landfill or transformation facility;</li> <li>(5) The estimated weight of inert waste to be removed from the waste stream and not disposed of in a solid waste landfill.</li> </ul>	
Vista Specific Pla	n EIR Applicable Mitigation Measures	
AESTHETICS		
4.16-1	The project applicant, or designee, shall require that the use of nighttime lighting during project construction be limited to only those features on the construction site requiring illumination.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.16-2	The project applicant, or designee, shall require that all security lights be properly shielded and projected downwards during construction, such that light is directed only onto the work site.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.16-3	The project applicant, or designee, shall require that all outdoor lighting along the project site boundary consist of low-intensity downlights, or be equipped with louvers, shields, hoods or other screening devices.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		Specific Plan area and does not apply to the Project.
4.16-4	The project applicant, or designee, shall require that all outdoor lighting along the project site boundary be projected downwards to illuminate the intended surface and minimize light spillover and glare generation.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.16-5	The project applicant, or designee, shall require that only low- reflective building materials be used on building exteriors.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
AIR QUALITY		
4.4-1	The project applicant shall prepare a Construction Traffic Emission Management Plan to minimize emissions from vehicles including, but not limited to, scheduling truck deliveries to avoid peak hour traffic conditions, consolidating truck deliveries, and prohibiting truck idling in excess of 5 minutes, and ensuring that all off-road equipment is compliant with the CARB's in-use off-road diesel vehicle regulation and SCAQMD Rule 2449.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
4.4-2	The project contractor shall use electric or alternative fueled mobile equipment for on-site uses instead of diesel equipment if suitable equipment is commercially available and the necessary power and refueling infrastructure can reasonably be installed on site.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.4-3	The project contractor shall maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.4-4	The project contractor shall use electric welders to avoid emissions from gas or diesel welders if suitable equipment is commercially available and the necessary power infrastructure can reasonably be installed on site	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.4-5	The project contractor shall use on-site electricity or alternative fuels rather than diesel powered or gasoline-powered generators if suitable equipment is commercially available and the necessary power and refueling infrastructure can reasonably be installed on site.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		Specific Plan area and does not apply to the Project.
4.4-6	Configure construction parking to minimize traffic interference.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.4-7	Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.4-8	Provide dedicated turn lanes for movement of construction trucks and equipment on- and off site.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.4-9	Schedule construction activities that affect traffic flow on the arterial system to off-peak hour to the extent practicable.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.4-10	Reroute construction trucks away from congested streets or sensitive receptor areas.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.4-11	<ul> <li>Consistent with measures that other lead agencies in the region (including Port of Los Angeles and Port of Long Beach) have enacted, require all on-site construction equipment to meet U.S.</li> <li>EPA Tier 2 or higher emissions standards according to the following:</li> <li>April 1, 2010 to December 31, 2011: All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier 2 off-road emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</li> <li>January 1, 2012 to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment standards. In addition, all construction equipment standards by CARB regulations.</li> <li>January 1, 2012 to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be</li> </ul>	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

Appendix A: Mit	igation Measure	Feasibility/Ap	plicability A	nalysis
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Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.	
	<ul> <li>Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 4 off-road emissions standards, where available. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</li> <li>A copy of each unit's certified tier specification, BACT documentation, and CARB or AQMD operating permit shall be provided at the time of mobilization or each applicable unit of equipment.</li> </ul>	
4.4-12	The project constructor shall limit PM10 and PM2.5 fugitive dust emissions by implementing the following measures:	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this
	<ul> <li>Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks or any equipment leaving the site each trip;</li> </ul>	mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the
	<ul> <li>Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph;</li> </ul>	Project.
	• All trucks hauling dirt, sand, soil, or other loose materials are to be covered;	
	Pave road and road shoulders;	
	• Replace ground cover in disturbed areas as quickly as possible;	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water); and</li> <li>Appoint a construction relations officer to act as a community</li> </ul>	
	liaison concerning on-site construction activity including resolution of issues related to PM10 generation.	
4.4-13	The project constructor shall limit VOC emissions by implementing the following measures:	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this
	<ul> <li>Use coatings and solvents with a VOC content lower than required under SCAQMD Rule 1113;</li> </ul>	mitigation measure was reviewed by the City. It ha been determined that this mitigation measure is specific to address impacts within the Vista Canvo
	Construction/build with materials that do not require painting;	Specific Plan area and does not apply to the
	Require the use of pre-painted construction materials; and	Project.
	• Contractors shall use varying-pressure-low-volume (HPLV) paint applicators or other application techniques with equivalent or higher transfer efficiency.	
BIOLOGICAL RESOU	RCES	
4.6-1	The applicant shall mitigate for alkali rye at a ratio of 0.5:1 through on-site habitat restoration. Prior to the issuance of a grading permit for the project, the applicant shall provide to the City Community Development Department for review and approval a detailed mitigation and monitoring plan for the restoration of alkali rye. The mitigation plan shall encompass comparable general habitat attributes and acreage of useable wildlife habitat on the subject property (approximately 0.35 acre), and include documentation to monitor the success of the restoration through performance standards over a five-year period. The proposed mitigation site	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	would be in natural areas within or adjacent to the Oak Park or other suitable open space areas within the project site.	
	The applicant shall implement the Lily Plan, 2009, that includes salvaging and re-establishment of slender mariposa population on the mitigation site designated in the plan.	
	If discovered during pre-construction surveys, the applicant shall prepare and implement a Plummer's mariposa lily mitigation plan that would include salvaging and re-establishment of Plummer's mariposa population on an on-site mitigation site designated in the plan.	
4.6-2	The applicant shall mitigate for the loss of riparian scrub and big sagebrush scrub through implementation of the Wetlands Plan, 2009 to the satisfaction of the City's Community Development Department.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-3	All stream flows traversing a construction site or temporary access road shall be diverted around the site and under access roads (using a temporary culverts or crossings that allow fish passage). A temporary diversion channel shall be constructed using the least damaging method possible, such as blading a narrow pilot channel through an open sandy river bottom. The removal of wetland and riparian vegetation to construct the channel shall be avoided to the greatest extent possible. The temporary channel shall be connected to a natural channel downstream of the construction site prior to diverting the stream. The integrity of the channel and diversion shall be maintained throughout the construction period. The original stream channel alignment shall be restored after construction,	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	provided suitable conditions are present at the work site after construction. Any temporary stream diversion plan shall be consistent with the USACE and CDFG permits required for project implementation.	
4.6-4	A qualified biologist shall be present when any stream diversion takes place, and shall patrol the areas both within, upstream, and downstream of the stream diversion work area. Under no circumstances shall the unarmored threespine stickleback be collected or relocated, unless USFWS personnel or their agents implement this measure or authorized by USACE in a subsequent Clean Water Act section 404 permit or streambed alteration agreement issued by CDFG.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-5	Prior to issuance of a grading permit, the applicant shall employ a qualified biologist to implement the Spadefoot Plan, 2009, with review and oversight provided by the City Planning Department. Any substantive revisions to or deviations from the Spadefoot Plan, 2009, shall be provided to CDFG for consideration and input.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-6	Sixty days prior to grading activities, a qualified biologist shall contact CDFG and consult with CDFG staff regarding the timing of pre-construction surveys. In any event, no later than 30 days prior to grading activities, a qualified biologist shall conduct a survey within appropriate habitat areas to capture and relocate individual silvery legless lizard, coastal western whiptail, rosy boa, San Diego banded gecko, San Bernardino ringneck snake, coast horned lizard, coast patch-nosed snake, and San Diego black-tailed jackrabbit in order to avoid or minimize take of these sensitive species. Individuals shall	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	be relocated to nearby undisturbed areas with suitable habitat, as identified by the qualified biologist in consultation with CDFG staff. Results of the surveys and relocation efforts shall be provided to the City with a copy to CDFG. Collection and relocation of animals shall only occur with the proper scientific collection and handling permits.	
4.6-7	Beginning 30 or more days prior to the removal of any suitable riparian habitat that will occur during the riparian bird breeding and nesting season of March 15th through September 1st, the applicant shall arrange for weekly bird surveys to detect the above riparian bird species in the habitats to be removed, and any other such habitat within 300 feet of the construction work areas. The surveys shall be conducted by a qualified biologist using CDFG or USFWS survey protocols. The surveys shall continue on a weekly basis, with the last survey being conducted no more than 7 days prior to the initiation of construction work. If an active nest is found, clearing and construction within 300 feet of the nest shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest site shall be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the ecological sensitivity of the area. Results of the surveys, including surveys to locate nests, shall be provided to the USACE and CDFG. The results shall include a description of any nests located and measures to be implemented to avoid nest sites	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-8	Signage shall be installed along the River Corridor indicating that no pets of any kind are allowed within the preserved River Corridor.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		Specific Plan area and does not apply to the Project.
4.6-9	Fencing of sufficient height and design (i.e., ranch-rail) shall be constructed between the edge of developed areas and the River Corridor to deter humans and pets from entering habitat areas within the River Corridor. Locally indigenous native shrubs shall be planted along the fence to further deter access. Final fence design shall be approved by the City Planning Department. Fencing shall not be placed within the USACE or CDFG jurisdictional areas of the site. The potentially palette of local indigenous native plant species to be used along the fence include the following, observed on site during the course of biological surveys: California juniper, blue elderberry, four-wing sattbush qualibush, skunk bush, California sagebrush	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It ha been determined that this mitigation measure is specific to address impacts within the Vista Canyo Specific Plan area and does not apply to the Project.
	Great Basin sagebrush, coyote bush, mulefat, whitestem rabbitbrush, thick-leaf yerba santa, bladderpod, cane cholla, coastal prickly pear, coast live oak, golden currant, chaparral currant, black sage, western sycamore, California buckwheat, thickleaf ceanothus, wedgeleaf ceanothus, chamise, Fremont's cottonwood, Gooding's willow, arroyo willow, and Whipple's yucca.	
4.6-10	Human access into the River Corridor shall only occur in designated locations (i.e., existing and future trails). All motorized vehicles and off-trail bike riding shall be prohibited from entering the preserved River Corridor with the exception of authorized emergency or maintenance vehicles, and signs shall be posted along the River Corridor prohibiting such uses.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

#### **Mitigation** Measure Number **Mitigation Measure Applicability to the Project** 4.6-11 Prohibitions against human, domestic animal, and motorized Due to the immediate adjacency of the Project Site vehicle/bike entry into the River Corridor shall be established by to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has ordinance or recorded CC&Rs. been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project. 4.6-12 Interpretative signs shall be constructed and placed in appropriate Due to the immediate adjacency of the Project Site areas, as determined by a qualified biologist, that explain the to the Vista Canyon Specific Plan area, this sensitivity of natural habitats and the need to minimize impacts on mitigation measure was reviewed by the City. It has been determined that this mitigation measure is these natural areas. The signs will state that the River Corridor is a protected natural area and that all pedestrians must remain on specific to address impacts within the Vista Canyon designated trails, all pets are to be restrained on a leash, and that it Specific Plan area and does not apply to the is illegal to harm, remove, or collect native plants and animals. The Project. project applicant shall be responsible for installation of interpretive signs and fencing along the River Corridor. 4.6-13 A qualified restoration specialist shall ensure that the proposed Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this landscape plants will not naturalize and cause maintenance or mitigation measure was reviewed by the City. It has vegetation community degradation in open-space areas of the project site. Container plants to be installed within public areas shall been determined that this mitigation measure is be inspected by a qualified restoration specialist for the presence of specific to address impacts within the Vista Canyon disease, weeds, and pests, including Argentine ants. Plants with Specific Plan area and does not apply to the pests, weeds, or diseases shall be rejected. In addition, landscape Project. plants shall not be on the Cal-IPC California Invasive Plant Inventory (http://www.calipc.org/ip/inventory/index.php). Except as required for fuel modification, irrigation of perimeter landscaping adjacent to the River Corridor with native plant communities shall be limited to temporary irrigation (i.e., until plants become established). 4.6-14 The applicant shall be responsible for weeding all Due to the immediate adjacency of the Project Site restoration/enhancement sites to prevent an infestation of perennial to the Vista Canyon Specific Plan area, this

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	non-native invasive weeds. All perennial, non-native invasive weed species (e.g., arundo, pampas grass, fennel, perennial pepperweed, castor bean, tamarisk, etc.) shall be controlled for a period of 5 years after the initial vegetation community restoration, or until the 5-year success criteria described in the Wetlands Plan, 2009, are met. The cover of annual, non-native plant species at the mitigation sites shall not exceed the requirements of the Wetlands Plan, 2009, at any time during the period of documenting successful restoration.	mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-15	Waste and recycling receptacles that discourage foraging by wildlife species adapted to urban environments shall be installed in common areas and parks throughout the project site.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-16	All bridge, street, residential, and parking lot lighting shall be downcast luminaries or directional lighting with light patterns directed away from the River Corridor. Similarly, all lighting immediately adjacent to the Santa Clara River, Oak Park, and designated mitigation areas for biological resources shall be shielded. CC&Rs shall require that exterior lighting within the residential areas adjacent to the River Corridor be limited to low luminosity and/or shielded.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-17	The following guidelines shall be followed to minimize impacts on remaining biological resources on site as a result of construction and grading activities and to ensure that potential impacts on these resources will remain less than significant: A qualified biologist shall be retained as a construction monitor to ensure that incidental construction impacts on biological resources	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	are avoided, or minimized, and to conduct pre-grading field surveys for special-status plant and wildlife species that may be destroyed as a result of construction or site preparation activities. Responsibilities of the construction monitor include the following:	
	• The construction monitor shall attend pre-grade meetings to ensure that timing/location of construction activities do not conflict with mitigation requirements (e.g., seasonal surveys for plants and wildlife).	
	• Mark/flag the construction area in the field with the contractor in accordance with the final approved grading plan. Haul roads and access roads shall only be sited within the grading areas analyzed in the project EIR.	
	<ul> <li>Supervise cordoning of preserved natural areas that lie outside grading areas identified in the project EIR (e.g., with temporary fence posts and colored rope).</li> </ul>	
	• Conduct a field review of the staking (to be set by the surveyor) designating the limits of all construction activity. Any construction activity areas immediately adjacent to riparian areas or other special-status resources may be flagged or temporarily fenced by the monitor, at his/her discretion.	
	• Conduct meetings with the contractor and other key construction personnel describing the importance of restricting work to designated areas. The monitor should also discuss procedures for minimizing harm or harassment of wildlife encountered during construction.	
	<ul> <li>Periodically visit the site during construction to coordinate and monitor compliance with the above provisions.</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
4.6-18	Construction personnel shall be prohibited from entry into areas outside the designated construction area, except for necessary construction related activities, such as surveying. All such construction activities shall be coordinated with the construction monitor.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-19	<ul> <li>Construction activities shall be limited to the following areas of temporary disturbance:</li> <li>an 85-foot-wide zone that extends into the river from the base of the rip rap or gunite bank protection where it intercepts the river bottom;</li> <li>100 feet on either side of the outer edge of the Vista Canyon Road bridge and the haul route (located within bridge zone);  50-foot-wide corridor for all utility lines; and</li> <li>20-foot-wide temporary access ramps and roads to reach construction sites.</li> <li>The locations of these temporary construction sites and the routes of all access roads within CDFG or USACE jurisdiction shall be shown on maps submitted to the CDFG and USACE. Any variation from these limits shall be noted, with a justification for a variation. The construction plans should indicate what type of vegetation, if any, would be temporarily disturbed, and the post construction activities to facilitate natural revegetation of the temporarily disturbed areas. The boundaries of the construction attivities, vehicular access, equipment storage, stockpiling, or significant human intrusion shall occur outside the work area and access roads.</li> </ul>	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

	Appendix A: Mitigation	Measure Feasibili	ty/Applicability	/ Analysis
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Mitigation Measure Number	Mitigation Measure	Applicability to the Project
4.6-20	Equipment shall not be operated in areas of ponded or flowing water within CDFG or USACE jurisdiction unless there are no practicable alternative methods to accomplish the construction work, and only after prior approval by the CDFG and the USACE. Approval shall be acquired by submitting a request to CDFG and USACE no later than 30 days prior to construction. The request must contain a biological evaluation demonstrating that no sensitive fish, amphibians, or reptiles are currently present, or likely to be present during construction, at the construction site or along access roads.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-21	<ul> <li>Temporary sediment retention ponds shall be constructed downstream of construction sites that are located in River Corridor under the following circumstances:</li> <li>the construction site contains flowing or ponded water that drains off site into the undisturbed streamflow or ponds; or</li> <li>streamflow is diverted around the construction site, but the work is occurring in the period November 1st through April 15th when storm flows could inundate the construction site.</li> <li>The sediment ponds shall be constructed of riverbed material and shall prevent sediment laden water from reaching undisturbed ponds or streamflows. To the extent possible, ponds shall be located in barren or sandy river bottom areas devoid of existing riparian scrub, riparian woodland, or aquatic habitat. The ponds shall be restored to pre-construction has ended at that particular site. The location and design of sediment retention ponds shall be included in the Storm Water Pollution Prevention Plan (SWPPP) prepared by the applicant for all construction activities that require a NPDES General Construction Activity Storm Water Permit.</li> </ul>	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
4.6-22	Installation of bridges, culverts, or other structures shall not impair movement of fish and aquatic life. Bottoms of temporary culverts shall be placed at or below channel grade. Bottoms of permanent culverts shall be placed below channel grade.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-23	Water containing mud, silt, or other pollutants from construction activities shall not be allowed to enter a flowing stream or be placed in locations that may be subject to normal storm flows during periods when storm flows can reasonably be expected to occur	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is already part of the City's grading permit regulations and the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, which, in turn, requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) to eliminate or control pollutant discharge from the Project Site during construction.
4.6-24	Vehicles shall not be driven or equipment operated in areas of ponded or flowing water, or where wetland vegetation, riparian vegetation, or aquatic organisms may be destroyed, except as otherwise provided for in the CWA section 404 permit or CDFG 1603 agreement.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-25	Silt settling basins, installed during the construction process, shall be located away from areas of ponded or flowing water to prevent	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	discolored, silt bearing water from reaching areas of ponded or flowing water during normal flow regimes.	mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-26	If a stream channel has been altered during the construction or maintenance operations, its low flow channel shall be returned as nearly as possible to pre project topographic conditions without creating a possible future bank erosion problem or a flat wide channel or sluice like area.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-27	Temporary structures and associated materials not designed to withstand strong seasonal flows shall be removed to areas above the high water mark before such flows occur.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-28	Staging and storage areas for construction equipment and materials shall be located outside of the CDFG or USACE jurisdiction.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
4.6-29	Any equipment or vehicles driven or operated within or adjacent to the River Corridor shall be checked and maintained daily, to prevent leaks of materials that if introduced to water could be deleterious to aquatic life.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-30	Stationary equipment such as motors, pumps, generators, and welders which may be located within the River Corridor construction zone shall be positioned over drip pans. No fuel storage tanks shall be allowed in the River Corridor.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-31	The applicant shall use best efforts to ensure that no debris, bark, slash sawdust, rubbish, cement or concrete or washing thereof, oil, petroleum products, or other organic material from any construction, or associated activity of whatever nature, shall be allowed to enter into, or be placed where it may be washed by rainfall or runoff into, watercourses included in the permit. When construction operations are completed, any excess materials or debris shall be removed from the work area.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is already part of the City's grading permit regulations and the requirements of the NPDES Construction General Permit, which, in turn, requires preparation and implementation of a SWPPP to eliminate or control pollutant discharge from the Project Site during construction.
4.6-32	No equipment maintenance shall be done within or near the River Corridor where petroleum products or other pollutants from the equipment may enter this area.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-33	<ul> <li>As the project reach of the Santa Clara River typically has no surface flows, any water diversions shall utilize:</li> <li>Pilot channels constructed to divert flows around work areas shall be sized to maintain existing water velocities, with wide, shallow channels being utilized. The channel should be kept as small as possible, extending no more than 25 feet upstream and downstream of the work area. Construction of pilot channels should start downstream. Once water is diverted into the new channel, the original channel should be visually inspected and any stranded animals shall be removed and returned to the water downstream of the diversion. Once the diversion is no longer needed, the area shall be restored as closely as possible to its original configuration.</li> <li>The use of a pump to divert flows around a work site is also acceptable. The pump must have at least a 0.25-inch screen. Water should be discharged downstream, within 25 feet of the work area. Any dams installed across flowing water for the diversion shall be removed upon completion of construction and the area shall be restored as closely as possible to its original configuration.</li> <li>The Operator shall alert the USACE and the Department of work to be performed at least two weeks in advance of the work. If the work may adversely impact Endangered species, the USACE, the Department and the City shall meet in the field to resolve the issue. The City may contact the USACE and the Department to identify areas of potential Endangered species habitat. If the USACE and the Department to identify areas of potential Endangered species habitat. If the USACE and the Department to identify areas of potential Endangered species habitat. If the USACE and the Department to identify areas of potential Endangered species habitat. If the USACE and the Department to identify areas of potential Endangered species habitat.</li> </ul>	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>impact Endangered species or its habitat resources or the City wishes to consult with the USACE and the Department, a field meeting will be scheduled. At the field meeting, the USACE and the Department will provide information regarding Endangered or Threatened species that could be impacted by the project. If take of an Endangered species will occur, the appropriate Endangered species permits will be required. To the extent that a USFWS Section 7 and a CDFG Section 2081 Memorandum of Agreement have been completed for the species present, the mitigation measures shall be implemented and construction may proceed as outlined in these documents.</li> <li>Standard dust control measures shall be implemented to reduce impacts on nearby plants and wildlife. This includes replacing ground cover in disturbed areas as quickly as possible; watering active sites at least twice daily; suspending all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph; and restricting traffic speeds on all unpaved roads to 15 mph or less in areas within 200 feet of vegetation.</li> <li>Upon completion of construction, the contractor shall be held responsible to restore any haul roads and access roads that are outside of approved grading limits. This restoration shall be done in consultation with the construction monitor.</li> </ul>	
4.6-34	If the Oak Tree Permit is approved by the City Council, the applicant shall have permission to remove the following oak trees on the project site (Heritage Trees are in bold): No. 4, <b>No. 25</b> , No. 26, <b>No. 27</b> , No. 28, <b>No. 29</b> , No. 30, No. 31, and No. 32. If approved by the City Council, the applicant shall have permission to encroach into the protected zone of the following oak trees (Heritage Trees are shown in bold): No. 1, <b>No. 3</b> , No. 33, <b>No. 34</b> , <b>No. 38</b> , <b>No. 47</b> , No. 50, <b>No. 52</b> , and No. 71. If approved by the City Council, the applicant shall have permission to trim livewood in	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	excess of 2 inches in diameter of the following trees: No. 1, No. 3, No. 33, No. 34, No. 38, and No. 52.	
	If approved by the City Council, the applicant shall have permission to encroach within the protected zone of the following off-site oak trees (Heritage Trees shown in bold):	
	Tree No. 25B (Lost Canyon Road/Sand Canyon Road Option 3 - encroachment and trimming)	
	<b>Tree No. 45</b> (Lost Canyon Road/Sand Canyon Road Option 3 – encroachment and trimming)	
4.6-35	The applicant and all their contractors shall be in compliance with the City of Santa Clarita Oak Tree Ordinance and Preservation and Protection Guidelines at all times throughout the project. Failure to comply with these requirements shall be considered non-compliant and may result in the issuance of a Stop All Work notice, construction delays and additional fees.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-36	The applicant and all their contractors shall adhere to all recommendations issued by the applicant's Arborist of Record (AOR) both during on-site monitoring as well as those listed within the project's oak tree reports and addendums. Failure to comply with these recommendations shall be considered non-compliant and may result in the issuance of a Stop All Work notice, construction delays and additional fees.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-37	Mitigation for the oak tree impacts referenced above shall include dedication to the City of Santa Clarita of the 2-acre oak tree preserve located adjacent to the Oak Park. Dedication of this 2-acre property to the City shall occur in conjunction with dedication of the Oak Park. A deed restriction shall be recorded over this 2-acre	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	preserve restricting its use to open space only and prohibiting any future development or grading. Signage shall be posted along the trail adjacent to the preserve indicating that this area is an oak tree preserve/mitigation area.	Specific Plan area and does not apply to the Project.
	Additionally, the applicant shall be required to plant mitigation oak trees on this 2-acre parcel as well as a portion of the Town Green parcel to the satisfaction of the Director of Community Development. The oak preserve and Town Green shall be the primary oak mitigation areas for the project. Secondary oak tree mitigation or planting areas shall include trail corridors throughout the project site. Group plantings of native oaks are encouraged in areas that will accommodate the trees for future growth. Examples are passive parks, break areas, open landscape areas, new trails and the entrance to commercial and residential portions of the project.	
	The planting of on-site mitigation oak trees referenced above shall be equal to or exceed the International Society of Arboriculture (ISA) dollar value of all oak trees proposed for removal, presently estimated at \$404,990 (includes the 9 oak trees on site and the one potential oak tree off site). Prior to the issuance of grading permits and the start of any construction, the applicant shall be required to bond for the International Society of Arboriculture (ISA) dollar value of all oak trees proposed for removal.	
4.6-38	Prior to the issuance of grading permits and the start of any construction, the applicant shall have all required protective fencing installed around the oak trees. Oak trees that are proposed for encroachment shall have the protective fence placed at the furthest point away from the trunk that will allow for the necessary construction. All remaining oak trees shall have the fence installed at the protected zone located 5 feet out from edge of dripline.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

#### **Mitigation** Measure Mitigation Measure Number **Applicability to the Project** 4.6 - 39Protective fencing shall consist of 5-foot standard chain link material Due to the immediate adjacency of the Project Site supported by steel post driven directly into the ground and evenly to the Vista Canyon Specific Plan area, this spaced at 8 feet on center. 36-inch silt fencing shall be installed at mitigation measure was reviewed by the City. It has the base of all protective fencing and be maintained in good repair been determined that this mitigation measure is throughout all phases of construction specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project. 4 6-40 Due to the immediate adjacency of the Project Site A maximum of one non-gated 3-foot-wide opening shall be left open on the opposite side of construction to allow for required monitoring to the Vista Canyon Specific Plan area, this by City staff and the applicant's Arborist of Record. Openings shall mitigation measure was reviewed by the City. It has be spaced every 100 feet or at a rate of one per tree. been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project. 4.6-41 The applicant shall be required to install proper signage that reads Due to the immediate adjacency of the Project Site "THIS FENCE IS FOR THE PROTECTION OF OAK TREES AND to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has SHALL NOT BE REMOVED OR RELOCATED WITHOUT WRITTEN AUTHORIZATION BY THE CITY ARBORIST" been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Proiect. 4.6-42 The applicant shall be required to submit a copy of all future site Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this plans including but not limited to grading plans, street improvement plans, construction plans and landscape plans to the City of Santa mitigation measure was reviewed by the City. It has Clarita Oak Tree Specialist. All site plans shall require written been determined that this mitigation measure is specific to address impacts within the Vista Canyon approval from the City's Urban Forestry Division. Specific Plan area and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
4.6-43	Any oak tree approved for relocation (presently Tree No. 31 is proposed for relocation) shall be completed by an approved qualified tree relocating company.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-44	Any oak tree proposed for relocation shall be considered a removal. Any oak tree that has been approved for relocation shall require an up to 90-day side box waiting period before bottom roots may be removed. The final waiting period shall be established by the Arborist of Record and the City's Oak Tree Specialist.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-45	Any oak tree which has been approved for relocation shall require a minimum five year mitigation period, which shall include the submittal of all maintenance and monitoring records completed on the tree. Monitoring reports shall be submitted at the end of each month for the first two years, quarterly (four times per year) for the following two years and biannually for the final year. The bond (based upon a value equivalent to the oak tree's ISA value) for the relocated tree will not be exonerated until the completion of the required mitigation period.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.6-46	The applicant shall be required to incorporate large-scale trees, which include 48 inch and 60 inch box trees into its mitigation plan. This may also include the installation of specimen size trees that range from 72 inch box in size up to 84 inch box trees.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

#### **Mitigation** Measure Number **Mitigation Measure Applicability to the Project** 4.6-47 Mitigation oak trees may include the following native species of oak; Due to the immediate adjacency of the Project Site Coast live oak (Quercus agrifolia), or Canyon oak (Quercus to the Vista Canyon Specific Plan area, this chrvsolepis). Incorporating additional native species in areas mitigation measure was reviewed by the City. It has immediately adjacent to where established oak trees are present been determined that this mitigation measure is may have a negative impact on the existing oak trees and is not specific to address impacts within the Vista Canyon permitted. Specific Plan area and does not apply to the Project. 4.6-48 The applicant shall comply with all additional requirements of the Due to the immediate adjacency of the Project Site projects adopted oak tree permit. to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project. 4.6 - 49An integrated pest management plan that addresses the use of Due to the immediate adjacency of the Project Site pesticides (including rodenticides and insecticides) on site within the to the Vista Canyon Specific Plan area, this River Corridor, including buried bank stabilization areas, will be mitigation measure was reviewed by the City. It has been determined that this mitigation measure is prepared prior to the issuance of building permits for the initial tract map. The plan will implement appropriate Best Management specific to address impacts within the Vista Canyon Practices to avoid and minimize adverse effects on the natural Specific Plan area and does not apply to the environment, including vegetation communities, special-status Project. species, species without special status, and associated habitats, including prey and food resources (e.g., insects, small mammals, seeds). Potential management practices include cultural (e.g., planting pest-free stock plants), mechanical (e.g., weeding, trapping), and biological controls (e.g., natural predators or competitors of pest species, insect growth regulators, natural pheromones, or biopesticides), and the judicious use of chemical controls, as appropriate (e.g., targeted spraying versus broadcast applications). The plan will establish management thresholds (i.e.,

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	not all incidences of a pest require management); prescribe monitoring to determine when management thresholds have been exceeded; and identify the most appropriate and efficient control method that avoids and minimizes risks to natural resources. Preparation of the CC&Rs for each tract map shall include language that prohibits the use of anticoagulant rodenticides in the project site	
SANTA CLARA RIVER	R CORRIDOR ANALYSIS	
4.20-1	<ul> <li>The project applicant shall implement the Wetlands Plan, 2009, in order to:</li> <li>(a) Satisfy the mitigation requirements of local, state, and federal agencies for wetland and riparian habitat;</li> <li>(b) Create or restore riparian and riverine vegetation communities suitable for nesting, foraging, and breeding by native animal species;</li> <li>(c) Create or restore vegetation communities to be compatible with the fluvial morphology and hydrology of the stream channel corridor;</li> <li>(d) Create or restore vegetation communities to be consistent with adjacent, existing riparian vegetation communities; and</li> <li>(e) Create or restore vegetation communities to be self-sustaining and functional beyond the maintenance and monitoring period.</li> <li>In implementing the Wetlands Plan, 2009, the applicant shall implement the maintenance activities during the specified monitoring, the monitoring plan for the mitigation areas, the reporting requirements, and the contingency measures specified in that plan. The applicant also must satisfy the performance standards and</li> </ul>	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

#### **Mitigation** Measure Number **Mitigation Measure Applicability to the Project** success criteria set forth in that plan. The maintenance and monitoring will be subject to approval of the City's Community Development Department. In conjunction with implementation of the Wetlands Plan, 2009, permanent impacts within the California Department of Fish and Game's jurisdictional delineation limits shall be restored with similar habitat at the rate of 1 acre replaced for 1 acre lost. Prior to grading and construction activities, a qualified biologist shall Due to the immediate adjacency of the Project Site 4.20-2 be retained to conduct a worker environmental awareness program to the Vista Canyon Specific Plan area, this for all construction/contractor personnel. A list of construction mitigation measure was reviewed by the City. It has personnel who have completed training prior to the start of been determined that this mitigation measure is specific to address impacts within the Vista Canyon construction shall be maintained on site and this list shall be updated as required when new personnel start work. No Specific Plan area and does not apply to the construction worker may work in the field for more than five days Project. without participating in the program. The qualified biologist shall provide ongoing guidance to construction personnel and contractors to ensure compliance with environmental/permit regulations and mitigation measures. The qualified biologist shall perform the following: Provide training materials and briefings to all personnel working on site. The material shall include but not be limited to the identification and status of plant and wildlife species, significant natural plant community habitats (e.g., riparian), fire protection measures, and review of mitigation requirements; A discussion of the federal and state Endangered Species Acts, Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act, other state or federal permit requirements and the legal consequences of noncompliance with these acts;

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	• Attend the pre-construction meeting to ensure that timing/location of construction activities do not conflict with other mitigation requirements (e.g., seasonal surveys for nesting birds, pre-construction surveys, or relocation efforts);	
	• Conduct meetings with the contractor and other key construction personnel describing the importance of restricting work to designated areas. Maps showing the location of special-status wildlife or populations of rare plants, exclusion areas, or other construction limitations (e.g., limitations on nighttime work) will be provided to the environmental monitors and construction crews prior to ground disturbance;	
	<ul> <li>Discuss procedures for minimizing harm to or harassment of wildlife encountered during construction and provide a contact person in the event of the discovery of dead or injured wildlife;</li> </ul>	
	<ul> <li>Review/designate the construction area in the field with the contractor in accordance with the final grading plan;</li> </ul>	
	• Ensure that haul roads, access roads, and on-site staging and storage areas are sited within grading areas to minimize degradation of vegetation communities adjacent to these areas (if activities outside these limits are necessary, they shall be evaluated by the biologist to ensure that no special-status species habitats will be affected);	
	<ul> <li>Conduct a field review of the staking (to be set by the surveyor) designating the limits of all construction activity;</li> </ul>	
	<ul> <li>Flag or temporarily fence any construction activity areas immediately adjacent to riparian areas;</li> </ul>	
	<ul> <li>Ensure and document that required pre-construction surveys and/or relocation efforts have been implemented; and</li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	Be present during initial vegetation clearing and grading.	
4.20-3	Prior to construction the applicant shall develop a relocation plan for coast horned lizard, silvery legless lizard, and other special-status reptile species. The plan shall include, but not be limited to, the timing and location of the surveys that would be conducted for each species; identify the locations where more intensive efforts should be conducted; identify the habitat and conditions in the proposed relocation site(s); the methods that would be utilized for trapping and relocating the individual species; and provide for the documentation/recordation of the species and number of the animals relocated. The plan shall be submitted to the City 60 days prior to any ground disturbing activities within potentially occupied habitat. The plan shall include the specific survey and relocation efforts that would occur for construction activities during the activity period of the special-status species (generally March to November) and for periods when the species may be present in the work area but difficult to detect due to weather conditions (generally December through February). Thirty days prior to construction activities in coastal scrub, chaparral, oak woodland, riparian habitats, or other areas supporting these species, qualified biologists shall conduct surveys to capture and relocate individual coast horned lizard, silvery legless lizard, and other special-status reptile species in order to avoid or minimize impacts to such species. The plan shall require a minimum of two (2) surveys conducted during the time of year/day when each species is most likely to be observed. Individuals shall be relocated to nearby undisturbed areas with suitable habitat. If construction is scheduled to occur during the low activity period (generally December through February), the surveys shall be conducted prior to this period if possible. The qualified biologister and the species is most likely to be observed.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	immediately adjacent to or within habitat that supports populations of these species. Clearance surveys for special-status reptiles shall be conducted by a qualified biologist prior to the initiation of construction each day. Results of the surveys and relocation efforts shall be provided to City in an annual mitigation status report.	
4.20-4	Within 30 days of ground-disturbing activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on site (typically March through August in the project region, or as determined by a qualified biologist), the applicant shall have surveys conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the disturbance zone or within 300 feet of the disturbance zone. Pre-construction surveys shall include nighttime surveys to identify active rookery sites. The total number of surveys shall be determined by the on-site qualified biologist based on the construction/grading schedule. If active nests are found, clearing and construction within 300 feet of the nest shall be postponed or halted, at the discretion of the biologist in consultation with CDFG, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts to these nests occur. Results of the	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	surveys shall be provided to CDFG in an annual mitigation status report.	
4.20-5	Thirty days prior to construction activities in grassland, scrub, oak woodland, riverbank, or other suitable habitat, a qualified biologist shall conduct a survey within the proposed construction disturbance zone and within 200 feet of the disturbance zone for San Diego black-tailed jackrabbit and other special-status mammals. If San Diego black-tailed jackrabbits or other special-status species are present, non-breeding mammals shall be flushed from areas to be disturbed. Occupied dens, depressions, nests, or burrows shall be flagged and ground-disturbing activities avoided within a minimum of 200 feet during the pup-rearing season (February 15 through July 1). This buffer may be reduced based on the location of the den upon consultation with the City and CDFG. Occupied maternity dens, depressions, nests, or burrows shall be flagged for avoidance, and a biological monitor shall be present during construction. If unattended young are discovered, they shall be relocated to suitable habitat by a qualified biologist. The applicant shall document all San Diego black-tailed jackrabbit identified, avoided, or moved and provide a written report to the City with a copy to CDFG.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
Cultural Resources		
4.18-1	Site VC-2/H contains the remains of the Mitchell family homestead, which may contain important subsurface archeological deposits. A Phase III data recovery (salvage excavation) program shall be conducted on Site VC-2/H prior to grading activities.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		Specific Plan area and does not apply to the Project.
4.18-2	In the event that cultural resources are found during construction, activity shall stop and a qualified archaeologist shall be contacted to evaluate the resources. If the find is determined to be a historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation will be made available. Construction on other parts of the project site may proceed in accordance with Public Resources Code section 21083.2(i).	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.18-3	<ul> <li>If, during any phase of project construction, there is the discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps, which are based on Public Resources Code section 5097.98 and State CEQA Guidelines section 15064.5(e), shall be taken:</li> <li>1. There will be no further excavation or disturbance of the site or any nearby area reasonably susceptible to overlying adjacent human remains until: <ul> <li>a. The Los Angeles County Coroner is contacted to determine that no investigation of the cause of death is required; and</li> <li>b. If the Coroner determines the remains to be Native American:</li> <li>(i) The Coroner shall contact the Native American Heritage Commission within 24 hours;</li> <li>(ii) The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American; and</li> </ul> </li> </ul>	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project. Nevertheless, as discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project already complies with this mitigation measure as the Project is required to comply with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 to reduce potential impacts associated with the inadvertent discovery of human remains to a less-than- significant level.

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	(iii) The most likely descendent may make recommendations to the Project applicant for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or,	
	2. Where the following conditions occur, the project applicant, or its designee, shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:	
	<ul> <li>a. The Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 24 hours after being notified by the Commission;</li> </ul>	
	<ul> <li>b. The descendant identified fails to make a recommendation; or</li> <li>c. The project applicant, or its designee, rejects the recommendation of the descendant, and mediation by the Native American Heritage Commission fails to provide measures acceptable to the project applicant.</li> </ul>	
GEOLOGY AND SOIL	S	
4.1-1	Grading: The applicability of the preliminary recommendations for foundation and retaining wall design shall be confirmed at the completion of grading. Paving studies and soil corrosivity tests shall be performed at the completion of rough grading to develop detailed recommendations for protection of utilities, structures, and for construction of the proposed roads.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
4.1-2	Site Preparation: Prior to performing earthwork, the existing vegetation and any deleterious debris shall be removed from the site. Existing utility lines shall be relocated or properly protected in place. All unsuitable soils, uncertified fills, artificial fills, slopewash, upper loose terrace deposits, and upper loose alluvial soils in the areas of grading receiving new fill shall be removed to competent earth materials and replaced with engineered fill. The depth of removal and recompaction of unsuitable soils is noted in the Project Geotechnical Report. Any fill required to raise the site grades shall be properly compacted	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.
4.1-3	Removal Depths: The required depth of removal and recompaction of the existing compacted fill or natural soils are indicated in the Project Geotechnical Report. Deeper removals shall be required if disturbed or unsuitable soils are encountered during project grading as directed by the Project Geotechnical Consultant. After excavation of the upper natural soils on hillsides and in canyons, further excavation shall be performed, if necessary, and as directed by the Project Geotechnical Consultant, to remove slopewash or other unsuitable soils. Additional removals will also be required for transition lots (a transition lot occurs on a graded pad where relatively shallow or exposed bedrock materials and compacted fills soils are both present on a lot.) and where expansive bedrock occurs as directed by the Project Geotechnical Consultant. The Project Geotechnical Consultant may require that additional shallow excavations be made periodically in the exposed bottom to determine that sufficient removals have been made prior to recompacting the soil in-place. Deeper removals may be required by the Project Geotechnical Consultant based on observed field conditions during grading. During grading operations, the removal depths shall be observed by the Project Geotechnical Consultant and surveyed by the Project Civil Engineer for conformance with the recommended removal depths shown on the grading plan	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
4.1-4	Material for Fill: The on-site soils, less any debris or organic matter, may be used in the required fills. Any expansive clays shall be mixed with non-expansive soils to result in a mixture having an expansion index less than 30 if they are to be placed within the upper 8 feet of the proposed rough grades. Rocks or hard fragments larger than 4 inches shall not be clustered or compose more than 25 percent by weight of any portion of the fill or a lift. Soils containing more than 25 percent rock or hard fragments larger than 4 inches must be removed or crushed with successive passes (e.g., with a sheepsfoot roller) until rock or hard fragments larger than 4 inches constitute less than 25 percent of the fill or lift	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.
4.1-5	Oversized Material: Rocks or hard fragments larger than 8 inches shall not be placed in the fill without conformance with the following requirements: Rock or material greater than 8 inches in diameter, but not exceeding 4 feet in largest dimension shall be considered oversize rock. The oversize rocks can be incorporated into deep fills where designated by the Project Geotechnical Consultant. Rocks shall be placed in the lower portions of the fill and shall not be placed within the upper 15 feet of compacted fill, or nearer than 15 feet to the surface of any fill slope. Rocks between 8 inches and 4 feet in diameter shall be placed in windrows or shallow trenches located so that equipment can build up and compact fill on both sides. The width of the windrows shall not exceed 4 feet. The windrows shall be staggered vertically so that one windrow is not placed directly above the windrow immediately below. Rocks greater than 1 foot in diameter shall not exceed 30 percent of the volume of the windrows. Granular fill shall be placed on the windrow, and enough water shall be applied so that soil can be flooded into the voids. Fill shall be placed along the sides of the windrows and compacted as thoroughly as possible. After the fill has been brought to the top of the rock windrow, additional granular fill shall be placed and flooded into the voids. Flooding is not permitted	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.
Mitigation Measure Number	Mitigation Measure	Applicability to the Project
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	in fill soils placed more than 1 foot above the top of the windrowed rocks. Where utility lines or pipelines are to be located at depths greater than 15 feet, rock shall be excluded in that area. Excess rock that cannot be included in the fill or that exceeds 4 feet in diameter shall be stockpiled for export or used for landscaping purposes.	
4.1-6	Import Material: Import material shall consist of relatively non- expansive soils with an expansion index less than 30. The imported materials shall contain sufficient fines (binder material) so as to be relatively impermeable and result in a stable subgrade when compacted. The import material shall be free of organic materials, debris, and rocks larger than 8 inches. A bulk sample of potential import material, weighing at least 25 pounds, shall be submitted to the Project Geotechnical Consultant at least 48 hours in advance of fill operations. All proposed import materials shall be approved by the Project Geotechnical Consultant prior to being placed at the site.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.
4.1-7	Compaction: After the site is cleared and excavated as recommended, the exposed soils shall be carefully observed for the removal of all unsuitable material. Next, the exposed subgrade soils shall be scarified to a depth of at least 6 inches, brought to above optimum moisture content, and rolled with heavy compaction equipment. The upper 6 inches of exposed soils shall be compacted to at least 90 percent of the maximum dry density obtainable by the ASTM D 1557-02 Method of Compaction. After compacting the exposed subgrade soils, all required fills shall be placed in loose lifts, not more than 8 inches in thickness, and compacted to at least 90 percent of their maximum density. For fills placed at depths greater than 40 feet below proposed finish grade a minimum compaction of 93 percent of the maximum dry density is required. The moisture content of the fill soils at the time of compaction shall	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.

#### **Mitigation** Measure Number **Mitigation Measure Applicability to the Project** be above the optimum moisture content. Compacted fill shall not be allowed to dry out before subsequent lifts are placed. Rough grades shall be sloped so as not to direct water flow over slope faces. Finished exterior grades shall be sloped to drain away from building areas to prevent ponding of water adjacent to foundations. 4.1-8 Shrinkage and Bulking: In computing fill quantities, about 10 to 15 Due to the immediate adjacency of the Project Site percent shrinkage of the upper 5 feet is estimated for on-site natural to the Vista Canyon Specific Plan area, this alluvial soils, slopewash, and unsuitable soils. That is, it will require mitigation measure was reviewed by the City. It has approximately 1.15 cubic yards of excavated alluvium to make 1 been determined that this mitigation measure is cubic vard of fill compacted to 90 percent of the maximum dry specific to address the geotechnical issues related density. About 10 percent shrinkage of the alluvium between depths to the Vista Canyon Specific Plan project and does of about 5 to 10 feet is estimated, as well as 5 percent shrinkage not apply to the Project. below a depth of about 10 feet. Additional loss of material may be due to stripping, clearing, and grubbing. A bulking value of about 5 to 10 percent is anticipated for materials generated from the bedrock when placed as compacted fill. The removal of oversize material generated by excavation of the of the bedrock may affect volume losses. 4.1-9 Temporary Slopes: For purposes of construction, the soils Due to the immediate adjacency of the Project Site encountered at the site shall not be expected to stand vertically for to the Vista Canyon Specific Plan area, this any significant length of time in cuts 4 feet or higher. Where the mitigation measure was reviewed by the City. It has necessary space is available, temporary unsurcharged been determined that this mitigation measure is embankments may be sloped back at a 1:1 without shoring, up to a specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does height of 45 feet in competent bedrock with favorable bedding. Where any cut slope exceeds a height of 50 feet within competent not apply to the Project. bedrock, a bench at least 10 feet wide shall be located at midheight. Within alluvial or compacted fill material, temporary excavations may be made at a 1.25:1 cut to a height of 25 feet. If the temporary construction embankments are to be maintained during the rainy season, berms are recommended along the tops of

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	the slopes where necessary to prevent runoff water from entering the excavation and eroding the slope faces. Where sloped embankments are used, the tops of the slopes shall be barricaded to prevent vehicles and storage loads within 5 feet of the tops of the slopes. A greater setback may be necessary when considering heavy vehicles, such as concrete trucks and cranes; in this case, the Project Geotechnical Consultant shall be advised of such heavy vehicle loads so that specific setback requirements can be established. All applicable safety requirements and regulations, including OSHA regulations, shall be met.	
4.1-10	Permanent Slopes: Permanent cut and fill slopes may be inclined at 2:1 or flatter. The current bulk-grading plan indicates that the steepest slope to be constructed at the site during grading will be 2:1.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.
4.1-11	Proposed Cut Slopes: Cut slopes proposed for the rough grading of the subject site have been designated as shown in the Project Geotechnical Report. Each cut slope is discussed with specific recommendations presented in the "Slope Stability Analyses" section of the Project Geotechnical Report. All grading shall conform to the minimum recommendations presented in the Project Geotechnical Report. If these slopes are modified from those that are discussed in the Project Geotechnical Report, the modifications shall be reviewed by the Project Geotechnical Consultant to ascertain the applicability of project recommendations or to revise recommendations. The cut slope designation, gradient, and	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	proposed mitigation are summarized in the Project Geotechnical Report.	
4.1-12	Fill Slopes: If the toe of a fill slope terminates on natural, fill, or cut, a keyway is required at the toe of the fill slope. The keyway shall be a minimum width of 12 feet, be founded within competent material, and shall extend a horizontal distance beyond the toe of the fill to the depth of the keyway. The keyway shall be sloped back at a minimum gradient of 2 percent into the slope. The width of fill slopes shall be no less than 8 feet and under no circumstances shall the fill widths be less than what the compaction equipment being used can fully compact. Benches shall be cut into the existing slope to bind the fill to the slope. Benches shall be step-like in profile, with each bench not less than 4 feet in height and established in competent material. Compressible or other unsuitable soils shall be removed from the slope prior to benching. Competent material is defined as being essentially free of loose soil, heavy fracturing, or erosion-prone material and is established by the Project Geotechnical Consultant during grading. Where the top or toe of a fill slope terminates on a natural or cut slope and the natural or cut slope is steeper than a gradient of 3:1, a drainage terrace with a width of at least 6 feet is required along the contact. As an alternative, the natural or cut portion of the slope can be excavated and replaced as a stability fill to provide an all-fill slope condition. When constructing fill slopes, the grading contractor shall avoid spillage of loose material down the face of the slope during the dumping and rolling operations. Preferably, the incoming load shall be dumped behind the face of the slope and bladed into place. After a maximum of 4 feet of compacted fill has been placed, the contractor shall backroll the outer face of the slope by backing the	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.

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	tamping roller over the top of the slope and thoroughly covering all of the slope surface with overlapping passes of the roller. The foregoing shall be repeated after the placement of each 4-foot thickness of fill. As an alternative, the fill slope can be over built and the slope cut back to expose a compacted core. If the required compaction is not obtained on the fill slope, additional rolling will be required prior to placement of additional fill, or the slope shall be overbuilt and cut back to expose the compacted core.	
4.1-13	Slope Planting: In order to reduce the potential for erosion, all cut and fill slopes shall be seeded or planted with proper ground cover as soon as possible following grading operations in accordance with Section 7019 of the County of Los Angeles Building Code, 1999, or latest edition. The ground cover shall consist of drought-resistant, deep-rooting vegetation. A landscape architect shall be consulted for ground cover recommendations, plant selection, installation procedures, and plant care requirements.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.
4.1-14	Subdrains: Canyon subdrains are required to intercept and remove groundwater within canyon fill areas. All subdrains shall extend up- canyon, with the drain inlet carried to within 15 feet of final pad grade. Specific subdrain locations and recommendations shall be provided as part of the future rough grading plan review	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.
4.1-15	Bedrock shall be over-excavated to a minimum depth of 5 feet below lots and streets. Bedrock shall be overexcavated to a depth of at least 3 feet below proposed soil subgrade areas receiving pavement or hardscape improvements.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related

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		to the Vista Canyon Specific Plan project and does not apply to the Project.
4.1-16	Mint Canyon Formation bedrock materials exposed at pad grade may contain expansive claystone beds that could cause differential expansion. Therefore, within building areas at locations where expansive Mint Canyon Formation units are exposed at pad grade, it is required that the bedrock be removed and recompacted to a depth of at least 8 feet below the proposed final pad elevations or 5 feet below the bottom of proposed footings, whichever is greater. The soils generated by these over-excavations shall be mixed with non-expansive soils to yield a relatively non-expansive mixture. Shall the resulting fill soil still be expansive, special construction techniques such as pad subgrade saturation or posttensioned slabs may be required, at the discretion of the Project Geotechnical Consultant, to reduce the potential for expansive soil related distress.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.
4.1-17	To reduce the potential for cracking and differential settlement, the portion of the lot in bedrock shall be over-excavated to a depth of at least 5 feet below the proposed finished pad elevation; or 3 feet below the bottom of proposed footings, whichever is greater. The over excavation shall extend at least 5 feet laterally beyond the building limits. Where removal and recompaction for potentially expansive soils or bedrock is also required, it is recommended that the 8-foot removals be performed as described in the "Expansive Bedrock" section of the Project Geotechnical Report. Foundation and floor slabs for structures located within a transition zone shall also contain special reinforcement as designed by the Project Structural Engineer. Continuous footings located across the transition zone and 20 feet on either side of the contact shall	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.

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	incorporate a minimum of two No. 4 bars, one at the top and one at the bottom.	
	Floor slabs located across the transition zone and 20 feet on either side of the contact shall have a minimum slab thickness of at least 4 inches and shall contain as a minimum No. 4 bars spaced a maximum of 18 inches on center. As an alternative, post-tensioned floor slabs may be used.	
4.1-18	General: Residential and commercial buildings up to three stories in height may be supported on continuous or individual spread footings established in properly compacted fill. The following recommendations shall be considered preliminary since fill will be used in some lots to raise the site grade and the final design values will depend upon the engineering characteristics of the fill soil. The preliminary design values are based upon the site investigation, experience with the soils in the area, and the site preparation and grading recommendations for this project.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.
4.1-19 Bearing Capacity: It is assumed that the proposed buildings will be founded at approximately final planned grades, with column loads less than 100 kips, and have normal floor loads with no special requirements. Individual column pads or wall footings for buildings shall have a width of at least 12 inches and be placed at a depth of at least 18 inches below the lowest final adjacent grade.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does	
	Structures may be placed on spread footings designed using a bearing value of 2,000 pounds per square foot (psf). The recommended bearing value is a net value, and the weight of concrete in the footings may be taken as 50 pounds per cubic foot (pcf). The weight of soil backfill may be neglected when determining	not apply to the Project.

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	the downward loads from the footings. A one-third increase in the bearing value may be used when considering wind or seismic loads. While the actual bearing value of the fill placed at the site will depend on the materials used and the compaction methods employed, the quoted bearing value will be applicable if acceptable soils are used and are compacted as recommended. The bearing value of the fill shall be confirmed during grading.	
4.1-20	Lateral Resistance: Lateral loads may be resisted by soil friction and by the passive resistance of the soils. A coefficient of friction of 0.4 applied to the dead loads may be used between the footings, floor slabs, and the supporting soils. The passive resistance of properly compacted fill soils may be assumed to be equal to the pressure developed by a fluid with a density of 250 pcf. The frictional resistance and the passive resistance of the soils may be combined without reduction in determining the total lateral resistance.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.
4.1-21	Foundation Observations: To verify the presence of satisfactory soils at foundation design elevations, the excavations shall be observed by the Project Geotechnical Consultant. Excavations shall be deepened as necessary to extend into satisfactory soils. Where the foundation excavations are deeper than 4 feet, the sides of the excavations shall be sloped back at 0.75:1 or shored for safety. Inspection of foundation excavations may also be required by the appropriate reviewing governmental agencies. The contractor shall be familiar with the inspection requirements of the reviewing agencies.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.

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4.1-22	Under Section 1613, "Earthquake Loads" of the International Building Code (IBC), the following coefficients and factors apply to the seismic force design of structures on the project site. Latitude 34.41599 Longitude -118.4342 Site Class D Ss 1.810 S1 0.673 SMs 1.810 SM1 1.009 SDs 1.207 SD1 0.673 The parameters were determined using the Ground Motion Parameter Calculator (Version 5.0.8) at the United States Geologic Survey (USGS) Earthquake Hazards website.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.
4.1-23	General: Backfill placed behind retaining walls shall be compacted to a minimum of 90 percent of the maximum dry density as determined by ASTM D 1557. When backfilling behind walls, it is required that the walls be braced and heavy compaction equipment not be used closer to the back of the wall than the height of the wall.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.
4.1-24	Lateral Earth Pressures: For design of non-building retaining walls, where the surface of the backfill is level and the retained height of soils is less than 15 feet, it may be assumed that drained, non-expansive soils will exert a lateral pressure equal to that developed by a fluid with a density of 35 pcf. Where the surface of the backfill is inclined at 2:1, it may be assumed that drained soils will exert a lateral pressure equal to that density of 47 pcf.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	In addition to the recommended earth pressures, the walls shall be designed to resist any applicable surcharges due to any nearby foundations, walls, storage or traffic loads. A drainage system, such as weepholes or a perforated pipe shall be provided behind the walls to prevent the development of hydrostatic pressure. Recommendations for wall drains are presented as follows. If a drainage system is not installed, the walls shall be designed to resist an additional hydrostatic pressure equal to that developed by a fluid with a density of 60 pcf against the full height of the wall. In addition to the recommended earth and hydrostatic pressures, the upper 10 feet of walls adjacent to vehicular traffic areas shall be designed to resist a uniform lateral pressure of 100 psf. This pressure is based on an assumed 300 psf surcharge behind the walls due to normal traffic. If the traffic is kept back at least 10 feet from the walls, the traffic surcharge is not required.	
4.1-25	<ul> <li>Wall Drainage: A drainage system shall be provided behind all retaining walls or the walls shall be designed to resist hydrostatic pressures. Retaining wall backfill may be drained by a perforated pipe installed at the base and back side of the wall. The perforated pipe shall be at least 4 inches in diameter, placed with the perforations down, and be surrounded on all sides by at least 6 inches of gravel. The pipe shall be installed to drain at a gradient of between 0.5 to 1 percent and shall be connected to an outlet device. A filter fabric such as Mirafi 140 or equivalent shall be placed on top of gravel followed by a minimum 2-feet-thick compacted soil layer. Alternatively, the filter fabric and gravel is not required when using a continuous slotted pipe and graded sand which conforms to Los Angeles County Flood Control District (LACFCD) "F1 " Designated Filter Material.</li> <li>The backside of the wall shall be waterproofed. A 6-inch vertical gravel chimney drain, Miradrain, or equivalent, shall be placed</li> </ul>	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	behind retaining walls and extend to within 18 inches below the top of the wall backfill to provide a drainage path to the perforated pipe. The top of the vertical drain shall be capped with 18 inches of on- site soils.	
	The drainage system shall be observed by the Project Geotechnical Consultant prior to backfilling the retaining wall. Inspection of the drainage system by the City of Santa Clarita will also be required.	
4.1-26	General: The proposed development includes a proposed buried soil cement channel liner. Detailed construction plans for the soil cement channel liner are not yet available and will be geotechnically reviewed in a future report to ensure consistency with the findings in the Project Geotechnical Report. The following preliminary recommendations can be used in the planning of the proposed bank protection. The grading recommendations presented in the preceding sections are also applicable to the proposed channel lining. Overexcavation of the natural soils is not expected to be required for the lining, though existing fill soils shall be excavated and replaced with compacted fill. The backcut for the channel lining may be sloped back at 1.25:1. Concrete lined and soil cement channel liners may be inclined at 1.5:1 or flatter. Grouted and ungrouted rip rap liners may be inclined at 2:1 or flatter.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.
4.1-27	Soil Cement: It is expected that portions of the on-site alluvial soils will be suitable for use in soil cement. For estimating purposes, a cement content of 8 to 12 percent, by weight, may be used. To determine the actual required cement content, the granular soils that are to be used in a soil-cement channel lining shall be stockpiled. Representative samples of the stockpiled material shall be mixed with varying amounts of cement, compacted, and cured for different time intervals. Based on the results of unconfined compression tests	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	on the samples of the soil-cement mixtures, the Project Geotechnical Consultant shall determine during grading activities the percentage of cement content to be used during construction. This testing shall take place when soil intended for soil cement manufacture has been stockpiled on site. The soil-cement shall be placed in layers not more than 8 inches in thickness and shall be compacted to at least 95 percent of the maximum dry density at a moisture content of no more than 2 percent over optimum for the soils. The placement of the soil-cement shall be performed under the observation of the Project Geotechnical Consultant, who shall perform sieve analyses, compaction, unconfined compression, and moisture-density tests.	
4.1-28	The Vista Canyon Road Bridge shall be constructed to extend the existing Lost Canyon Road across the Santa Clara River. Final construction plans shall be reviewed to ensure consistency with the Project Geotechnical Report. It is anticipated that the bridge will be founded on driven or cast-in-drilled-hole piles at bents and abutments.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.
4.1-29	<ul> <li>The grading operations shall be observed by the Project Geotechnical Consultant. The Project Geotechnical Consultant shall, at a minimum, have the following duties:</li> <li>Observe the excavation so that any necessary modifications based on variations in the soil/rock conditions encountered can be made;</li> <li>Observe the exposed subgrade in areas to receive fill and in areas where excavation has resulted in the desired finished</li> </ul>	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the geotechnical issues related to the Vista Canyon Specific Plan project and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	subgrade. The representative shall also observe proof-rolling and delineation of areas requiring overexcavation;	
	<ul> <li>Evaluate the suitability of on-site and import soils for fill placement; collect and submit soil samples for required or recommended laboratory testing where necessary;</li> </ul>	
	Observe the fill and backfill for uniformity during placement;	
	<ul> <li>Test fill for field density and compaction to determine the percentage of compaction achieved during fill placement;</li> </ul>	
	<ul> <li>Geologic observation of all cut slopes, keyways, backcuts and geologic exposures during grading to ascertain that conditions conform to those anticipated in the report; and</li> </ul>	
	<ul> <li>Observe benching operations; observe canyon cleanouts for subdrains, and subdrain installation.</li> </ul>	
HAZARDS AND HAZA	RDOUS MATERIALS	
4.15-1	Prior to grading, areas of the project site indicated on Figure 4.15-1 shall be sampled for the presence of metals, total petroleum hydrocarbons, volatile organic compounds, and pesticides. If the presence of hazards is identified, the area(s) shall be remediated in accordance with federal and state law prior to grading of that portion of the project site	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.15-2	Prior to demolition activities, an asbestos survey shall be conducted by a qualified environmental professional to determine the presence or absence of asbestos at the existing, on-site, single-family	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	residence. The survey shall be submitted to the City of Santa Clarita. If present, asbestos removal shall be performed by a State- certified asbestos containment contractor in accordance with the Toxic Substance Control Act (15 U.S.C. Section 2601 et. seq.).	been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
HYDROLOGY AND W	ATER QUALITY	
4.2-1	During all construction phases, temporary erosion control shall be implemented to retain soil and sediment on the project site, and the bank stabilization areas, as follows:	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has
	<ul> <li>Re-vegetate exposed areas as quickly as possible;</li> </ul>	been determined that this mitigation measure is specific to address construction within the Vista
	Minimize disturbed areas;	Canyon Specific Plan area and does not apply to
	<ul> <li>Divert runoff from downstream drainages with earth dikes, temporary drains, slope drains, etc.;</li> </ul>	the Project.
	<ul> <li>Reduce velocity through outlet protection, check dams, and slope roughening/terracing;</li> </ul>	
	<ul> <li>Implement dust control measures, such as sand fences, watering, etc.;</li> </ul>	
	<ul> <li>Stabilize all disturbed areas with blankets, reinforced channel liners, soil cement, fiber matrices, geotextiles, and/or other erosion resistant soil coverings or treatments;</li> </ul>	
	<ul> <li>Stabilize construction entrances/ exits with aggregate underdrain with filter cloth or other comparable method;</li> </ul>	
	• Place sediment control BMPs at appropriate locations along the site perimeter and at all operational internal inlets to the storm drain system at all times during the rainy season (sediment control BMPs may include filtration devices and barriers, such as fiber rolls, silt fence, straw bale barriers, and gravel inlet filters,	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>and/or with settling devices, such as sediment traps or basins); and/or</li> <li>Eliminate or reduce nonstormwater discharges (e.g., pipe flushing, fire hydrant flushing, and over-watering during dust control, vehicle and equipment wash down) from the construction site through the use of appropriate sediment control BMPs.</li> </ul>	
4.2-2	All necessary permits, agreements, letters of exemption from the USACE and/or the CDFG for project-related development within their respective jurisdictions must be obtained prior to the issuance of a grading permit, which permits grading within their respective jurisdictions.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address construction within the Vista Canyon Specific Plan area and does not apply to the Project.
4.2-3	By October 1 <sup>st</sup> of each year, a separate erosion control plan for construction activities shall be submitted to the local municipality describing the erosion control measures that will be implemented during the rainy season (October 1 through April 15).	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address construction within the Vista Canyon Specific Plan area and does not apply to the Project.
4.2-4	A final developed condition hydrology analysis (LACDPW Drainage Concept Report [DCR] and Final Design Report [FDR]) shall be prepared in conjunction with final project design when precise engineering occurs. This final analysis will be completed to confirm that the final project design is consistent with the approved drainage concept and this analysis. Those final calculations shall establish design features for the project that satisfy the criterion that post- development peak stormwater runoff discharge rates, velocities, and	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the drainage conditions within the Vista Canyon Specific Plan area and does not apply to the Project.

Appendix A: Mitigation Measure	Feasibility/Applicability Analysis
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Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	duration in natural drainage systems mimic pre-development conditions. All elements of the storm drain system shall conform to the policies and standards of the LACDPW, Flood Control Division, as applicable.	
4.2-5	Final project hydrology and debris production calculations shall be prepared by a project engineer to verify the requirements for debris basins and/or desilting inlets consistent with the approved drainage concept and this analysis.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the drainage conditions within the Vista Canyon Specific Plan area and does not apply to the Project.
4.8.1-1	The project applicant shall be required to implement all Project Design Features (PDFs), as outlined in Subsection 5 (Project Design Features) of this section.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address the drainage conditions within the Vista Canyon Specific Plan area and does not apply to the Project.
NOISE		
4.5-1	Pursuant to Section 11.44.080 of the City's Noise Ordinance, construction work shall occur within 300 feet of occupied residences only between the hours of 7:00 AM and 7:00 PM Monday through Friday, and between 8:00 AM and 6:00 PM on Saturday. No construction work shall occur on Sundays, New Year's Day, Independence Day, Thanksgiving Day, Christmas Day, Memorial Day, and Labor Day.	As discussed in Section 4.0, Initial Study Checklist, of this Draft SCEA, the Project would not expose persons to or generate excessive noise, groundborne vibration or groundborne noise levels during construction. The Project already complies with this mitigation measure as this mitigation is a requirement of the SCMC.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
4.5-2	The project applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by the construction contractor to reduce construction noise and vibration levels:	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is
<ul> <li>Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses of the project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period.</li> <li>Specific to address of Specific Plan Project Project.</li> </ul>	specific to address construction of the Vista Canyon Specific Plan Project and does not apply to the Project.	
	• Ensure that construction equipment is properly muffled according to industry standards and in good working condition.	
Place     and lo     where     locate	• Place noise- and vibration-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible (particularly away from the residential uses located north and east of the project site).	
	Use electric air compressors and similar power tools rather than diesel equipment, where feasible.	
	<ul> <li>Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes.          Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City of Santa Clarita prior to issuance of the grading permit.     </li> </ul>	

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
PUBLIC SERVICES (	FIRE SERVICES)	
4.13-1	Due to the size of the proposed development the applicant shall provide multiple means of access as required by the Los Angeles County Fire Department.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-2	Access shall be provided onto the project site as noted on the tentative tract map	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-3	Access to the proposed project site shall comply with Section 503 of the Fire Code, which requires all weather access. All weather access pay requires paving	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-4	Fire Department Access shall be extended to within 150 feet distance of any exterior portion of all structures. On-site vehicular access shall be required for any building exceeding 150 feet from the public street	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
4.13-5	Where driveways extend further than 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final tract map. Turnarounds shall be designed, constructed and maintained to insure their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-6	Private driveways shall be indicated on the final tract map as "Private Driveway and Fire Lane" with the widths clearly depicted and shall be maintained in accordance with the Fire Code. All required fire hydrants shall be installed, tested and accepted by the County of Los Angeles Fire Department prior to the commencement of construction.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-7	Vehicular access shall be provided and maintained serviceable to all fire hydrants throughout the construction period of the proposed project.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-8	For buildings that are less than three stories in height and/or less than 35 feet in height, an unobstructive driveway with a minimum width of 26-feet, clearto-sky, shall be posted with a sign that reads, "No Parking – Fire Lane."	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-9	For buildings that are more than three stories and/or 35 feet or greater in height, an unobstructive driveway with a minimum width of	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	28-feet, clear-to-sky, shall be posted with a sign that reads, "No Parking – Fire Lane." The center line of the access roadway shall be located parallel to and within 30-feet of the exterior wall on at least one side of each proposed building.	Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-10	For each building to be developed in Planning Area's 1 and 2, access shall be required to within 150 feet of all exterior portions of the building with a minimum driveway width of 28 feet, clear-to-sky, and shall be posted with a sign that reads, "No Parking – Fire Lane."	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-11	The center-line of the access roadway shall be located parallel to and within 30 feet of the exterior wall on at least one side of each proposed building.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-12	For streets or driveways separated by an island and that provide a minimum unobstructive driveway width of 20-feet, clear-to-sky, shall be posted with a sign that reads, "No Parking – Fire Lane." This requirement shall also be implemented for the eastern connection to Lost Canyon Road.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-13	All Fire Department turnarounds shall be clearly identified and shall be posted with a sign that reads, "No Parking – Fire Lane."	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		requirements related to construction and operation of the Proposed Project.
4.13-14	Additional access issues shall be addressed with the submittal of the revised plans during building plan check with consultation between the client and the Los Angeles County Fire Department.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-15	The project applicant shall provide Los Angeles County Fire Department or City approved street signs and building access numbers prior to occupancy of the buildings on the project site.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-16	The project construction engineer shall provide water mains, fire hydrants and fire flows as required by the County of Los Angeles Fire Department, for all land uses on the tract map, and shall be recorded as so.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-17	The project construction engineer ensure that fire flow requirements for Planning Area 1 is 3,500 gallons per minute at 20 pounds per square inch for 3 hours. All proposed structures and buildings shall be constructed to be fully fire sprinklered and have a minimum of Type V-1 hour construction or greater.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		Specific Plan area and does not apply to the Project.
4.13-18	The project construction engineer shall ensure that fire flow requirements for Planning Area 2 is 3,500 gallons per minute at 20 pounds per square inch for 3 hours. All proposed structures and buildings shall be required to be fully fire sprinklered and have a minimum of Type V-1 hour construction or greater.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.13-19	The project construction engineer shall ensure that fire flow requirements for Planning Area 3A and 3B is 2,500 gallons per minute at 20 pounds per square inch for 2 hours. All proposed structures and buildings shall be required to be fully sprinklered and have a minimum of Type 1-V construction or greater. The exact fire flow, with a possible flow reduction, shall be determined during the building plan process.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.13-20	The project construction engineer shall ensure that fire flow requirements for Planning Area 3C and 3D is 1,500 gallons per minute at 20 pounds per square inch for 2 hours.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.13-21	The project construction engineer shall ensure that fire flow requirements for Planning Area 4 is 2,500 gallons per minute at 20 pounds per square inch for 2 hours. All proposed structures and buildings shall be fully fire sprinklered and have a minimum of Type	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	V-1 hour construction or greater. The exact fire flow, with a possible flow reduction, shall be determined during the building plan process.	specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.13-22	The project construction engineer shall ensure that the required fire flow for private on-site hydrants is 2,500 gallons per minute at 20 pounds per square inch and that each private on-site hydrants must be capable of flowing 1,250 gallons per minute at 20 pounds per square inch with two hydrants flowing simultaneously, one of which shall be the furthest from the public water source.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.13-23	The project construction engineer shall install 59 public fire hydrants. The location for the on-site fire hydrants shall be determined during building plan check.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.13-24	All fire hydrants shall measure 6-inches by 4 inches by 2.5 inches brass or bronze, and conform to current AWWA standard C503 or approved equal standard. All on-site hydrants shall be installed a minimum of 25-feet from a structure or protected by a 2 hour rated firewall.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-25	All required fire hydrants shall be installed, tested and approved by the County of Los Angeles Fire Department prior to Final Map approval.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		requirements related to construction and operation of the Proposed Project.
4.13-26	Considering that the project site is located within the area described by the Fire Department as "Very High Fire Hazard Severity Zone" (formerly Fire Zone 4), the client shall develop and submit to the County of Los Angeles Fire Department a Fuel Modification Plan prior to final map approval. Any questions regarding the content of the Fuel Modification Plan shall be addressed to the Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, California 91702-2904, phone (626) 969-5205.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project. Further, the Project is also located within a Very High Fire Hazard Severity Zone.
4.13-27	The project applicant shall submit a minimum of four copies of the water plans indicating the public fire hydrants to be installed to the Fire Department's Land Development Unit for review prior to final tract map approval.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-28	The project applicant shall submit to the Fire Department's Land Development Unit for review if any changes to the tentative tract map occur.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project.
4.13-29	The project construction engineer shall submit the building construction plans to the Fire Department's Engineering Unit Santa Clarita, (661) 286-8821.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		requirements related to construction and operation of the Proposed Project.
4.13-30	The project applicant shall comply with Fuel Modification requirements as indicated in <b>Mitigation Measure 4.13-26</b> .	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City and LACoFD fire safety and design requirements related to construction and operation of the Proposed Project, including fuel modification, as necessary.
PUBLIC SERVICES (F	POLICE SERVICES)	
4.14-1	During construction, the project applicant, or its designee, shall retain the services of a private security firm to patrol the project site.	This mitigation measure is specific to the Vista Canyon Specific Plan project site and is, therefore, not applicable to the Proposed Project.
4.14-2	Prior to construction activities, the project applicant shall have a construction traffic control plan approved by the City of Santa Clarita.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City requirements regarding construction traffic. As such, the Project would also be required to submit a construction traffic control plan if construction would be required within the public right-of-way, as determined by the City.
4.14-3	As final development plans are submitted to the City of Santa Clarita for approval in the future, the Sheriff Department design requirements that reduce demands for service and ensure adequate	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City design requirements and would be subject

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>public safety shall be incorporated into the building design. The design requirements for this project shall include:</li> <li>Proper lighting in open areas and parking lots;</li> <li>Sufficient street lighting for the proposed project's streets;</li> <li>Good visibility of doors and windows from the streets and between buildings on the project site; and,</li> <li>Building address numbers on both residential and commercial/retail uses are lighted and readily apparent from the streets for emergency response agencies.</li> </ul>	to review by the Los Angeles County Sheriff's department. Further, the Project would be subject to the Law Enforcement Facilities Fee.
4.14-4	Project design shall include, to the extent feasible, low-growing groundcover and shade trees, rather than a predominance of shrubs that could conceal potential criminal activity around buildings and parking areas.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City design requirements and would be subject to review by the Los Angeles County Sheriff's department. Further, the Project would be subject to the Law Enforcement Facilities Fee.
4.14-5	The project applicant, or designee, shall pay the City's law enforcement facilities impact fee in effect at the time of issuance of a building permit.	This mitigation measure is specific to the Vista Canyon Specific Plan Project. However, the Proposed Project would also be required to comply with City design requirements and would be subject to review by the Los Angeles County Sheriff's department. Further, the Project would be subject to the Law Enforcement Facilities Fee.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
PUBLIC SERVICES (	RECREATION)	
4.12-1	<ul> <li>Consistent with the Vista Canyon Specific Plan, development of the project shall provide the following parks and open areas:</li> <li>10 acres of public parkland with improvements, including the Oak Park and the River Education Center;</li> <li>Up to six private recreation facilities and over 4 miles of trails; and</li> <li>Dedication of the Santa Clara River Corridor on site.</li> </ul>	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.12-2	The project applicant, or its designee, will meet City parkland requirements by providing either the dedication of land, payment of in-lieu fees, construction of park amenities, or any combination of the three as approved by the Director of Parks, Recreation and Community Services, prior to issuance of building permits.	This mitigation measure is specific to the Vista Canyon Specific Plan project and is not applicable to the Project. However, the Proposed Project would also be required to meet City parkland requirements through development impact fees, as determined by the City's Director of Parks, Recreation, and Community Services prior to the issuance of building permits.
TRANSPORTATION/TRAFFIC		
4.1-28	The Vista Canyon Road Bridge shall be constructed to extend the existing Lost Canyon Road across the Santa Clara River. Final construction plans shall be reviewed to ensure consistency with the Project Geotechnical Report. It is anticipated that the bridge will be founded on driven or cast-in-drilled-hole piles at bents and abutments.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
4.3-1	Prior to the completion and occupancy of project Phase 1, the project applicant shall convert the westbound left-turn lane on Soledad Canyon Road onto the SR-14 southbound on-ramp from a permitted to protected signal phase, and retime this traffic signal and the adjacent Sand Canyon Road/Soledad Canyon Road signal to optimize traffic flow.	This mitigation measure is specific to the Vista Canyon Specific Plan project and is not applicable to the Project. However, the Proposed Project would also be required to meet City parkland requirements through development impact fees, as determined by the City's Director of Parks, Recreation, and Community Services prior to the issuance of building permits.
4.3-2	Prior to the completion and occupancy of project Phase 1, the project applicant shall take those steps necessary that result in retiming the traffic signals at the Via Princessa/SR-14 SB ramps and Via Princessa/SR-14 NB ramps intersections to optimize traffic flow.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.3-3	Prior to the completion and occupancy of project Phase 1, the project applicant shall install a westbound right-turn overlap arrow at the Via Princessa/Lost Canyon Road intersection.	This mitigation measure is specific to the Vista Canyon Specific Plan project and is not applicable to the Project. However, the Proposed Project would also be required to meet City parkland requirements through development impact fees, as determined by the City's Director of Parks, Recreation, and Community Services prior to the issuance of building permits.
4.3-4	Prior to project completion and full occupancy (beyond Phase 1), the project applicant shall construct the following improvements at the Sand Canyon Road/Soledad Canyon Road and SR-14 SB Ramps/Soledad Canyon Road intersections:	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>Restripe Soledad Canyon Road to include a third through lane in each direction from just east of the SR-14 ramp intersection to west of the Sand Canyon Road intersection.</li> <li>Install a right-turn overlap arrow on the northbound Sand Canyon Road approach to Soledad Canyon Road.</li> <li>Retime and optimize operations of both traffic signals based on the revised lane geometrics and signal phasings.</li> </ul>	Specific Plan area and does not apply to the Project.
4.3-5	<ul> <li>Prior to the completion and full occupancy of the project (beyond Phase 1), the project applicant shall install Intersection Design Option No. 3, as described below, at the Sand Canyon Road/Lost Canyon Road intersection.</li> <li>Option 3 (Roundabout) – this design option (see Exhibit 4.3-18 and 4.3-18a) would include the installation of a "roundabout" or traffic circle at the intersection. This option would involve the relocation of the intersection to the north and west to adhere to northbound "line of sight" requirements. Right-of-way acquisition would be necessary on all four corners; most of it would come from the northwest corner (which is presently vacant). Encroachment within the protected zone of the heritage oak tree located along the eastern edge of Sand Canyon Road would still occur, consistent with the existing condition. From a traffic operational standpoint, this design option would be the best of the four, improving the future LOS F under the existing design to an LOS C in the AM peak hour and LOS B in the PM. peak hour even with future growth (including the Vista Canyon project).</li> </ul>	This mitigation measure is specific to the Vista Canyon Specific Plan project and is not applicable to the Project. However, the Proposed Project would also be required to meet City parkland requirements through development impact fees, as determined by the City's Director of Parks, Recreation, and Community Services prior to the issuance of building permits.
4.3-6	Prior to project completion and full occupancy (beyond Phase 1), the project applicant shall construct the following improvements at the Soledad Canyon Road/Lost Canyon Road intersection:	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has
City of Santa Clarita		MetroWalk Specific Pla

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	<ul> <li>Install a traffic signal with signal equipment placed in locations that accommodates the planned restriping of the road to six lanes.</li> <li>Construct an exclusive right-turn lane on the eastbound Soledad Canyon Road approach consistent with the condition of approval previously placed on the undeveloped parcel adjacent to this intersection.</li> <li>Construct two left-turn lanes and one right-turn lane (with a right-turn overlap phase) on the Vista Canyon Road approach. Each lane should provide 125 feet of storage.</li> <li>Lengthen the westbound left-turn lane on Soledad Canyon Road from 140 feet to 200 feet to accommodate the projected 95th percentile vehicle queue of 140 feet and to provide opportunities for deceleration.</li> </ul>	been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.3-7	<ul> <li>Prior to project completion and full occupancy (beyond Phase 1), the project applicant shall construct the following improvement at the Via Princessa/Lost Canyon Road intersection:</li> <li>Restripe the southbound approach to include a second left-turn lane.</li> </ul>	This mitigation measure is specific to the Vista Canyon Specific Plan project and is not applicable to the Project. However, the Proposed Project would also be required to meet City parkland requirements through development impact fees, as determined by the City's Director of Parks, Recreation, and Community Services prior to the issuance of building permits.
4.3-8	<ul> <li>Prior to project completion and full occupancy (beyond Phase 1), the project applicant shall construct the following improvement at the Soledad Canyon Road/Sierra Highway intersection:</li> <li>Install a right-turn overlap arrow on the southbound Sierra Highway approach to Soledad Canyon Road.</li> </ul>	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		Specific Plan area and does not apply to the Project.
4.3-9	The applicant shall execute and adhere to the terms of the mitigation agreement with Caltrans to minimize the project's impacts to SR-14.	This mitigation measure is specific to the Vista Canyon Specific Plan project and is not applicable to the Project. However, the Proposed Project would also be required to meet City parkland requirements through development impact fees, as determined by the City's Director of Parks, Recreation, and Community Services prior to the issuance of building permits.
4.3-10	The applicant shall comply with the requirements of the Vista Canyon Parking Demand Analysis.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
UTILITIES AND SERVICE SYSTEMS (WATER SERVICE)		
4.8-1	The proposed project shall implement a water recycling system in order to reduce the project's demand for imported potable water. The project shall install a distribution system to deliver recycled water to irrigate land uses suitable to accept reclaimed water, pursuant to Los Angeles County Department of Health Standards. Uses include retail, office, and commercial spaces. Such uses shall be dual-plumbed to receive recycled water for toilet facilities.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
4.8-2	Landscape concept plans shall include a palette rich in drought- tolerant and native plants.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project
4.8-3	Water conservation measures as required by the State of California shall be incorporated into all irrigation systems.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project
4.8-4	In conjunction with the submittal of applications that permit construction, and prior to approval of any such permits, the City of Santa Clarita shall require the applicant of the permit to obtain written confirmation from the retail water agency identifying the source(s) of water available to serve the project concurrent with need.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project
4.8-5	Prior to commencement of use, all uses of recycled water shall be reviewed and approved by the State of California Health and Welfare Agency, Department of Health Services.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project
4.8-6	Prior to the issuance of building permits that allow construction, the applicant of the project shall finance the expansion costs of water	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
	service extension to the project through the payment of connection fees to the appropriate water agency(ies).	been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project
UTILITIES AND SERV	ICE SYSTEMS (WASTEWATER DISPOSAL)	
4.21-1	Upon completion of the WRP, the applicant shall dedicate the WRP property to the City of Santa Clarita	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan; however, because the Project would also be served by the Vista Canyon WRP, this mitigation measure is applicable to the Project.
4.21-2	A 395,411 gallon per day water reclamation plant shall be constructed on the Vista Canyon Specific Plan site, pursuant to local, regional, state and federal design standards (as applicable), to serve the Vista Canyon Specific Plan. The project applicant shall assign the responsibility for ownership, operation, and maintenance of the water reclamation plant to the City of Santa Clarita.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan; however, because the Project would also be served by the Vista Canyon WRP, this mitigation measure is applicable to the Project.
4.21-3	All facilities of the sanitary sewer system, including the siphon, will be designed and constructed for maintenance by the City of Santa Clarita in accordance with the applicable manuals, criteria, and requirements.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
4.21-4	The project applicant shall require construction contractors to provide portable, on-site sanitation facilities that will be serviced by approved disposal facilities and/or treatment plants.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.21-5	Prior to issuance of building permits, the project applicant shall obtain a "willserve" letter from the County Sanitation Districts of Los Angeles County verifying that treatment capacity is adequate.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.21-6	All local wastewater lines within the project boundaries are to be constructed by the project applicant and dedicated to the City of Santa Clarita Transportation and Engineering Services Department.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.21-7	Prior to issuance of building permits, the project applicant shall pay applicable wastewater connection fees.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
4.21-8	Prior to issuance of the first occupancy and the use or installation of any recycled water infrastructure, plans must be submitted to the State of California Department of Public Health and to the County Department of Public Health-Environmental Health Division for review and approval.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
UTILITIES AND SERV	ICE SYSTEMS (SOLID WASTE)	
4.9-1	Recycling/separation areas will be located in close proximity to dumpsters for non-recyclables, elevators, loading docks, and primary internal and external access points.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.9-2	Recycling/separation areas will not conflict with any applicable federal, state, or local laws relating to fire, building, access, transportation, circulation, or safety.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.9-3	Recycling/separation areas will be conveniently located for those persons who deposit, collect, and load the recyclable materials.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		Specific Plan area and does not apply to the Project.
4.9-4	Recycling containers/bins will be located so as to not block access to each other.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.9-5	Yard waste will be reduced through the use of xeriscaping techniques and the use of drought-tolerant and native vegetation in common area landscaping, wherever possible.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.9-6	For commercial developments and residential buildings having five or more living units, no refuse collection or recycling areas will be located between a street and the front of a building.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.9-7	On-site trash compactors will be installed for non-recyclables in all restaurants/food services areas.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon
## Appendix A: Mitigation Measure Feasibility/Applicability Analysis

Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		Specific Plan area and does not apply to the Project.
4.9-8	The project will comply with City recycling requirements, including the number and location of recycling and waste bins.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.9-9	First-time buyers and businesses will receive educational material on the City's waste management efforts. Educational material shall be passed to consecutive buyers using the CC&Rs.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.9-10	The applicant shall comply with all applicable state, regional, and local regulations and procedures for the use, collection, and disposal of solid and hazardous wastes.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.
4.9-11	During construction, recycling bins for glass, metals, paper, wood, plastic, greenwastes, and cardboard will be placed on site to ensure their use by construction workers and will be trucked to recycling/processing facilities.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon

Appendix A: Mitigation	Measure Feasibility/Ap	plicability Analysis
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Mitigation Measure Number	Mitigation Measure	Applicability to the Project
		Specific Plan area and does not apply to the Project.
4.9-12	In construction specification and bid packages, building materials made of recycled materials will be required, to the extent possible and feasible.	Due to the immediate adjacency of the Project Site to the Vista Canyon Specific Plan area, this mitigation measure was reviewed by the City. It has been determined that this mitigation measure is specific to address impacts within the Vista Canyon Specific Plan area and does not apply to the Project.