

4.0 REVISED DRAFT EIR PAGES

The following pages from the Draft EIR have been revised as a result of comments received during the public review process. Only those pages that have been revised are included in this section.

ES-33, -34a-c, -39, -43, -55, -62, -63, -64a-f, -71, -77

4.4-57, -58a-c

4.6-82a-b, -84, -90a-b

4.9-15a-b, -16, -17

4.12-25

4.13-1, -2, -3, -4, -5a-b, -6, -13, -14a-e

4.14-1

4.20-85

4.21-9a-b

4.24-69

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| 4.4 AIR QUALITY | | |
| <p>Construction-related emissions would exceed the South Coast Air Quality Management District’s (SCAQMD) significance thresholds for VOCs and NOx, and would exceed localized significance thresholds for NO2, PM2.5 and PM10. Operational emissions would exceed SCAQMD significance thresholds for VOC, NOx, CO, and PM10. The project also would result in regional emission levels that are cumulatively considerable for VOCs, NOx, CO, PM2.5, and PM10. Mitigation measures are provided to reduce the level of emissions and associated potential impacts. Nonetheless, impacts would be significant and unavoidable.</p> | <p>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, <u>and ensuring that all off-road equipment is compliant with the CARB’s in-use off-road diesel vehicle regulation and SCAQMD Rule 2449.</u></p> <p>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.</p> <p>4.4-3 The project contractor shall maintain construction equipment by conducting regular tune-ups according to the manufacturers’ recommendations.</p> <p>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.</p> <p>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.</p> | <p>No feasible mitigation exists that would reduce VOCs and NOx emissions to below the SCAQMD’s recommended thresholds of significance. The project’s construction-related emissions of VOCs, NOx, PM10, and PM2.5 and operation-related emissions of VOCs, NOx, CO, and PM10 are considered significant and unavoidable.</p> <p>As the South Coast Air Basin is already designated as nonattainment for ozone (VOCs and NOx are ozone precursors), and PM10, project emissions that exceed the SCAQMD thresholds during construction and operation are cumulatively considerable, and thus, are considered significant and unavoidable cumulative air quality impacts.</p> |

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| <p>4.4 AIR QUALITY (continued)</p> | <p><u>4.4-6 Configure construction parking to minimize traffic interference.</u></p> <p><u>4.4-7 Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.</u></p> <p><u>4.4-8 Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.</u></p> <p><u>4.4-9 Schedule construction activities that affect traffic flow on the arterial system to off-peak hour to the extent practicable.</u></p> <p><u>4.4-10 Reroute construction trucks away from congested streets or sensitive receptor areas.</u></p> <p><u>4.4-11 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. EPA Tier 2 or higher emissions standards according to the following:</u></p> <ul style="list-style-type: none"> • <u>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.</u> • <u>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 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.</u> | |

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| <p>4.4 AIR QUALITY (continued)</p> | <p>4.4-11 (continued)</p> <ul style="list-style-type: none"> • <u>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.</u> <p><u>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.</u></p> <p>4.4-12 <u>The project constructor shall limit PM₁₀ and PM_{2.5} fugitive dust emissions by implementing the following measures:</u></p> <ul style="list-style-type: none"> • <u>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;</u> • <u>Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph;</u> • <u>All trucks hauling dirt, sand, soil, or other loose materials are to be covered;</u> • <u>Pave road and road shoulders;</u> • <u>Replace ground cover in disturbed areas as quickly as possible;</u> • <u>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</u> • <u>Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM₁₀ generation.</u> | |

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| 4.4 AIR QUALITY (continued) | | |
| | <p>4.4-13 The project constructor shall limit VOC emissions by implementing the following measures:</p> <ul style="list-style-type: none"> • Use coatings and solvents with a VOC content lower than required under SCAQMD Rule 1113; • Construction/build with materials that do not require painting; • Require the use of pre-painted construction materials; and • Contractors shall use varying-pressure-low-volume (HPLV) paint applicators or other application techniques with equivalent or higher transfer efficiency. <p>4.4-6 The project applicant shall require on-site off-road construction equipment to meet U.S. EPA Tier 2 emissions standards at a minimum. This requirement will apply to any piece of equipment that is expected to operate on-site more than 15 days.</p> <p>4.4-7 For equipment not covered by mitigation measure 4.4-6 above, the project applicant shall evaluate the potential for reducing exhaust emissions from on-road and off-road construction equipment, and implement such measures. Control technologies to be considered may include particulate traps and filters, selective catalytic reduction, oxidation catalysts, air enhancement technologies, and the use of alternatively (non-diesel) fueled engines. Considerations will include commercial availability of appropriate CARB-verified technologies.</p> | |

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| 4.6 BIOLOGICAL RESOURCES (continued) | | |
| | <p>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. <u>Any substantive revisions to or deviations from the Spadefoot Plan, 2009, shall be provided to CDFG for consideration and input.</u></p> <p>4.6-6 Thirty-Sixty days prior to grading activities, a qualified biologist shall <u>contact CDFG and consult with CDFG staff regarding the timing of pre-construction surveys. In any event, no later than thirty days prior to grading activities, a qualified biologist shall</u> 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 be relocated to nearby undisturbed areas with suitable habitat, <u>as identified by the qualified biologist in consultation with CDFG staff.</u> 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.</p> <p>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.</p> | |

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| 4.6 BIOLOGICAL RESOURCES (continued) | | |
| | <p>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. <u>Similarly, all lighting immediately adjacent to the Santa Clara River, Oak Park, and designated mitigation areas for biological resources shall be shielded.</u> CC&Rs shall require that exterior lighting within the residential areas adjacent to the River Corridor be limited to low luminosity <u>and/or shielded.</u></p> <p>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:</p> <p>A qualified biologist shall be retained as a construction monitor to ensure that incidental construction impacts on biological resources 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:</p> <ul style="list-style-type: none"> • 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. • 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). | |

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| 4.6 BIOLOGICAL RESOURCES (continued) | | |
| | <p>4.6-47 Mitigation oak trees may include the following native species of oak; Coast live oak (<i>Quercus agrifolia</i>), or Canyon oak (<i>Quercus chrysolepis</i>). Incorporating additional native species in areas immediately adjacent to where established oak trees are present, may have a negative impact on the existing oak trees and is not permitted.</p> <p>4.6-48 The applicant shall comply with all additional requirements of the project's adopted oak tree permit.</p> <p>4.6-49 <u>An integrated pest management plan that addresses the use of pesticides (including rodenticides and insecticides) on site within the River Corridor, including buried bank stabilization areas, will be prepared prior to the issuance of building permits for the initial tract map. The plan will implement appropriate Best Management Practices to avoid and minimize adverse effects on the natural environment, including vegetation communities, special-status 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., 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.</u></p> | |
| 4.7 LAND USE | | |
| The proposed project would not result in any potentially significant impacts relative to land use. | No mitigation measures are required. | Project-related impacts would be less than significant. |

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| 4.12 PARKS AND RECREATION | | |
| <p>The proposed project incorporates approximately 18 acres of formal active/passive park or recreational uses, including the approximately 7-acre Oak Park and 1-acre River Education Center, both of which are proposed for dedication to the City. Other recreational facilities include the Community Garden, Town Green, up to six private recreational facilities and project trails. The proposed project trails extend over 4 miles both on and off the project site, including significant extensions of the Santa Clara River Trail. The project's trail system would provide: (i) access to the regional trail network and open areas; and (ii) connections between living areas, shopping, work, entertainment, schools, and civic and recreational facilities. The proposed project satisfies the City's parkland standards through a combination of parkland, private recreation facilities and payment of fees and, therefore, would not result in significant unavoidable impacts to local parks and recreation facilities.</p> | <p>4.12-1 Consistent with the Vista Canyon Specific Plan, development of the project shall provide the following parks and open areas:</p> <ul style="list-style-type: none"> • Ten Eight acres of public parkland with improvements, including the Oak Park and the River Education Center; • Five acres <u>Up to six</u> of private recreation facilities and 5 <u>over 5</u> miles <u>acres</u> of trails; and • Dedication of the Santa Clara River Corridor on site. <p>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.</p> | <p>With implementation of the identified mitigation measures, the proposed project's parks and recreation impacts would be mitigated to below a level of significance, and no significant unavoidable impacts would occur.</p> |

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| <p>4.13 FIRE SERVICES</p> <p>The project applicant would pay fire facility fees, which would be used to help fund the construction of new facilities and purchase of additional equipment. In addition, tax revenues generated by the project would assist in securing additional equipment and hiring of firefighter personnel for the Los Angeles County Fire Department. The proposed project also would comply with City codes and requirements relative to the provision of adequate fire protection services to the site during both the construction and operational stages of the project. As a result, the proposed project would not diminish the staffing or the response times of existing fire stations in the City of Santa Clarita, nor would it create a special fire protection requirement on the site that would result in a decline in existing service levels in the City. In summary, with mitigation, the proposed project would not have a significant project-specific or cumulative impact on fire protection services in the City of Santa Clarita.</p> | <p><u>Access Requirements</u></p> <p><u>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.</u></p> <p><u>4.13-2 Access shall be provided onto the project site as noted on the tentative tract map.</u></p> <p><u>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 require paving.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>4.13-7 Vehicular access shall be provided and maintained serviceable to all fire hydrants throughout the construction period of the proposed project.</u></p> | <p>With implementation of each of the identified mitigation measures, the proposed project's fire protection impacts would be mitigated to below a level of significance, and no significant unavoidable impacts would occur.</p> |

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| <p>4.13 FIRE SERVICES (continued)</p> | <p><u>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, clear-to-sky, shall be posted with a sign that reads, "No Parking – Fire Lane."</u></p> <p><u>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 28-feet, clear-to-sky, shall be posted with a sign that reads, "No Parking – Fire Lane." The centerline 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.</u></p> <p><u>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."</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>4.13-13 All Fire Department turnarounds shall be clearly identified and shall be posted with a sign that reads, "No Parking – Fire Lane."</u></p> <p><u>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.</u></p> <p><u>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.</u></p> | |

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| <p>4.13 FIRE SERVICES (continued)</p> | <p>4.13 1 Concurrent with the issuance of building permits, the project applicant shall pay fire facilities fees to the satisfaction of the City of Santa Clarita.</p> <p>4.13 2 The project applicant shall prepare a Final Fuel Modification Plan, and Landscape and Irrigation Plan, as required for projects located within a Very High Fire Hazard Severity Zone. These two plans shall be submitted to and approved by the Los Angeles County Fire Department prior to building construction. The Final Fuel Modification Plan shall depict a fuel modification zone in conformance with the Fuel Modification Ordinance in effect at the time of subdivision.</p> <p>4.13 3 The project shall provide water mains, fire hydrants and fire flows, as required by the Los Angeles County Fire Department, for all land shown on the map that shall be recorded.</p> <p>4.13 4 Brush clearance shall be conducted prior to the initiation of construction activities in accordance with City of Santa Clarita and Los Angeles County Fire Department requirements.</p> <p>4.13 5 Adequate water availability shall be available to service any fire suppression activities that arise during the construction phase of the project.</p> | |

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| <p>4.13 FIRE SERVICES (continued)</p> | <p><u>Water System Requirements</u></p> <p><u>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.</u></p> <p><u>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 three 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.</u></p> <p><u>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 three 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.</u></p> <p><u>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 two 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.</u></p> <p><u>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 two hours.</u></p> <p><u>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 two hours. All proposed structures and buildings shall be fully fire sprinklered and have a minimum of Type V-1 hour construction or greater. The exact fire flow, with a possible flow reduction, shall be determined during the building plan process.</u></p> | |

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| 4.13 FIRE SERVICES (continued) | | |
| | <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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 two hour rated firewall.</u></p> <p><u>4.13-25 All required fire hydrants shall be installed, tested and approved by the County of Los Angeles Fire Department prior ton Final Map approval.</u></p> <p><u>Additional Information Requirments</u></p> <p><u>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, CA 91702-2904, phone (626) 969-5205.</u></p> | |

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| <p>4.13 FIRE SERVICES (continued)</p> | <p><u>Submittal Requirements</u></p> <p><u>4.13-27</u> 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.</p> <p><u>4.13-28</u> The project applicant shall submit to the Fire Department’s Land Development Unit for review if any changes to the tentative tract map occur.</p> <p><u>4.13-29</u> The project construction engineer shall submit the building construction plans to the Fire Department’s Engineering Unit-Santa Clarita, (661) 286-8821.</p> <p><u>Forestry Division – Other Environmental Concerns Requirements</u></p> <p><u>4.13-30</u> The project applicant shall comply with Fuel Modification requirements as indicated in Mitigation Measure 4.13-26.</p> <p>4.13-6 Vehicular access must be provided and maintained throughout construction to all required fire hydrants. All required fire hydrants shall be installed, tested and accepted or bonded prior to construction. All hydrants shall measure 6 inches by 4 inches by 2.5 inches brass or bronze, conforming to current AWWA standard C503 or approved equal. Additionally, the following fire hydrant standards shall be met:</p> <ul style="list-style-type: none"> • Fire hydrant spacing shall be 300 feet. • No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant. • No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant. • Any cul de sac proposed for the project site that’s street length exceeds a depth of 200 feet, shall be required to place fire hydrants at the corner and mid block of the cul de sac. | |

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| <p>4.13 FIRE SERVICES (continued)</p> | <ul style="list-style-type: none"> • Additional hydrants will be required if the hydrant spacing exceeds specified distances. • These hydrants shall be located as per the vesting tentative tract map on file with the Fire Department. <p>4.13 7 Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.</p> <p>4.13 8 All fire lanes must not be less than 26 feet paved width (clear to sky and unobstructed) and posted and red curbed "NO PARKING - FIRE LANE."</p> <p>4.13 9 Private driveways shall be indicated on the final vesting tract map as "Private Driveway and Fire Lane," with the widths clearly depicted, and shall be maintained in accordance with the Fire Code.</p> <p>4.13 10 The applicant shall provide the Los Angeles County Fire Department or City of Santa Clarita with approved street signs and building access numbers prior to occupancy of the project site.</p> | |

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| 4.20 SANTA CLARA RIVER CORRIDOR ANALYSIS | | |
| <p>Based on detailed biota surveys completed for the proposed project, the existing SEA/FEMA overlay boundary does not correspond to the sensitive riparian and jurisdictional resources within the project site. Therefore, the project proposes a General Plan Amendment, which would revise both the land use designation for the Vista Canyon property to SP (Specific Plan), and adjust the existing SEA/FEMA overlay boundary to correspond to the area to be designated SP-OS (open space within the Santa Clara River Corridor). Proposed project impacts to biological resources within the existing SEA/FEMA overlay area would not be considered significant because the project design proposes to minimize impacts to jurisdictional and sensitive riparian-associated resources on site, and assure project compatibility with ongoing ecological functions of the post-project SEA/FEMA overlay area.</p> | <p>4.20-1 The project applicant shall implement the Wetlands Plan, 2009, in order to:</p> <ul style="list-style-type: none"> (a) Satisfy the mitigation requirements of local, state, and federal agencies for wetland and riparian habitat; (b) Create or restore riparian and riverine vegetation communities suitable for nesting, foraging, and breeding by native animal species; (c) Create or restore vegetation communities to be compatible with the fluvial morphology and hydrology of the stream channel corridor; (d) Create or restore vegetation communities to be consistent with adjacent, existing riparian vegetation communities; and (e) Create or restore vegetation communities to be self-sustaining and functional beyond the maintenance and monitoring period. <p>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 success criteria set forth in that plan. The maintenance and monitoring will be subject to approval of the City's Community Development Department.</p> <p><u>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.</u></p> | <p>There would be no significant unavoidable impacts to the Santa Clara River SEA/FEMA overlay within the project reach with implementation of the mitigation measures, including those contained in Sections 4.2 and 4.6.</p> |

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| 4.21 WASTEWATER DISPOSAL | | |
| <p>The proposed project, at buildout, would generate a worst-case, average total of 214,265 gpd of wastewater that would be treated by the proposed Vista Canyon WRP and Valencia WRP (solids only). These two WRPs have adequate capacity to accommodate the proposed project's anticipated wastewater generation. For this reason, wastewater disposal impacts would not be significant on a project-specific or cumulative level.</p> | <p>4.21-1 Upon completion of the WRP, the applicant shall dedicate the WRP property to the City of Santa Clarita.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>4.21-5 Prior to issuance of building permits, the project applicant shall obtain a "will-serve" letter from the County Sanitation Districts of Los Angeles County verifying that treatment capacity is adequate.</p> <p>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.</p> <p>4.21-7 Prior to issuance of building permits, the project applicant shall pay applicable wastewater connection fees.</p> <p>4.21-8 <u>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.</u></p> | <p>Provided that the mitigation measures are implemented, no significant unavoidable wastewater disposal impacts would result from implementation of the proposed project.</p> |

| Source Category | Control Measure | Guidance |
|----------------------------|--|---|
| Turf Overseeding | 18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and 18-2 Cover haul vehicles prior to exiting the site. | <ul style="list-style-type: none"> Haul waste material immediately off-site |
| Unpaved Roads/Parking Lots | 19-1 Stabilize soils to meet the applicable performance standards; and 19-2 Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots. | <ul style="list-style-type: none"> Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements |
| Vacant Land | 20-1 In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures. | |

Source: SCAQMD, Rule 403.

Please see **Section 4.22, Global Climate Change**, for mitigation measures that reduce emissions associated with the proposed residential and non-residential structures, and already are incorporated into project design.

7. MITIGATION MEASURES PROPOSED BY THIS EIR

(a) Construction Mitigation

- 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.
- 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.
- 4.4-3** The project contractor shall maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.

- 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.
- 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.
- ~~4.4-6 The project applicant shall require on site off road construction equipment to meet U.S. EPA Tier 2 emissions standards at a minimum. This requirement will apply to any piece of equipment that is expected to operate on site more than 15 days.~~
- ~~4.4-7 For equipment not covered by mitigation measure 4.4-6 above, the project applicant shall evaluate the potential for reducing exhaust emissions from on road and off road construction equipment, and implement such measures. Control technologies to be considered may include particulate traps and filters, selective catalytic reduction, oxidation catalysts, air enhancement technologies, and the use of alternatively (non diesel) fueled engines. Considerations will include commercial availability of appropriate CARB verified technologies.~~
- 4.4-6 Configure construction parking to minimize traffic interference.
- 4.4-7 Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- 4.4-8 Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- 4.4-9 Schedule construction activities that affect traffic flow on the arterial system to off-peak hour to the extent practicable.
- 4.4-10 Reroute construction trucks away from congested streets or sensitive receptor areas.
- 4.4-11 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. EPA Tier 2 or higher emissions standards according to the following:
- April 1, 2010 to December 31, 2011: All off-road diesel-powered construction equipment greater than 50 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.
 - 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 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.

- 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.

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.

4.4-12 The project constructor shall limit PM10 and PM2.5 fugitive dust emissions by implementing the following measures:

- 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;
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph;
- 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;
- 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
- Appoint a construction relations officer to act as a community 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:

- Use coatings and solvents with a VOC content lower than required under SCAQMD Rule 1113;
- Construction/build with materials that do not require painting;
- Require the use of pre-painted construction materials; and
- Contractors shall use varying-pressure-low-volume (HPLV) paint applicators or other application techniques with equivalent or higher transfer efficiency.

8. CUMULATIVE IMPACTS

Project impacts have a cumulatively considerable contribution to cumulatively significant impacts when the average daily trips exceed the rate of growth in population defined in the SCAQMD's 2007 AQMP. The SCAQMD 2007 AQMP was prepared to accommodate growth, to meet state and federal air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. According to the SCAQMD *CEQA Air Quality Handbook*, projects that are within the emission thresholds identified above should be considered less than significant unless there is other pertinent information to the contrary.⁶⁷

The SCAQMD's *CEQA Air Quality Handbook* identifies methodologies to determine the cumulative significance of land use projects where the construction and/or operation emission generation thresholds have been exceeded. Specifically, the SCAQMD method employed for the proposed project determines whether the rate of growth in average daily trips exceeds the rate of growth in population. This method differs from the methodology used in other sections of this EIR in which all foreseeable future development within a given service boundary or geographical area is predicted and its impacts measured. The SCAQMD has not identified thresholds to which the total emissions of all cumulative development can be compared. Instead, the SCAQMD's methods are based on performance standards

⁶⁷ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, (1993) 9–12.

b. Special-Status Wildlife

(1) Special-Status Fish Species

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, 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.

(2) Special-Status Amphibian Species

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.

(3) Special-Status Reptiles and Mammals

4.6-6 ~~Thirty~~ 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 thirty 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 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.

c. Common and Special-Status Bird Nests

- 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

4.6-12 Interpretative signs shall be constructed and placed in appropriate areas, as determined by a qualified biologist, that explain the sensitivity of natural habitats and the need to minimize impacts on these natural areas. The signs will state that the River Corridor is a protected natural area and that all pedestrians must remain on designated trails, all pets are to be restrained on a leash, and that it is illegal to harm, remove, or collect native plants and animals. The project applicant shall be responsible for installation of interpretive signs and fencing along the River Corridor.

(2) Increase in Populations of Non-Native Plant and Animal Species

4.6-13 A qualified restoration specialist shall ensure that the proposed landscape plants will not naturalize and cause maintenance or vegetation community degradation in open-space areas of the project site. Container plants to be installed within public areas shall be inspected by a qualified restoration specialist for the presence of disease, weeds, and pests, including Argentine ants. Plants with pests, weeds, or diseases shall be rejected. In addition, landscape plants shall not be on the Cal-IPC California Invasive Plant Inventory (<http://www.cal-ipc.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 restoration/enhancement sites to prevent an infestation of perennial 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 five years after the initial vegetation community restoration, or until the five-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.

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.

(3) Lighting and Glare

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.

(4) Construction Activities

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:

- 4.6-39 Protective fencing shall consist of 5 foot standard chain link material supported by steel post driven directly into the ground and evenly spaced at 8 feet on center. 36 inch silt fencing shall be installed at the base of all protective fencing and be maintained in good repair throughout all phases of construction.
- 4.6-40 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 by City staff and the applicant's Arborist of Record. Openings shall be spaced every 100 feet or at a rate of one per tree.
- 4.6-41 The applicant shall be required to install proper signage that reads "THIS FENCE IS FOR THE PROTECTION OF OAK TREES AND SHALL NOT BE REMOVED OR RELOCATED WITHOUT WRITTEN AUTHORIZATION BY THE CITY ARBORIST."
- 4.6-42 The applicant shall be required to submit a copy of all future site plans including but not limited to grading plans, street improvement plans, construction plans and landscape plans to the City of Santa Clarita Oak Tree Specialist. All site plans shall require written approval from the City's Urban Forestry Division.
- 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.
- 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.
- 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.
- 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.
- 4.6-47 Mitigation oak trees may include the following native species of oak; Coast live oak (*Quercus agrifolia*), or Canyon oak (*Quercus chrysolepis*). Incorporating additional native species in areas immediately adjacent to where established oak trees are present, may have a negative impact on the existing oak trees and is not permitted.
- 4.6-48 The applicant shall comply with all additional requirements of the project's adopted oak tree permit.
- 4.6-49 An integrated pest management plan that addresses the use of pesticides (including rodenticides and insecticides) on site within the River Corridor, including buried bank stabilization areas, will be prepared prior to the issuance of building permits for the

initial tract map. The plan will implement appropriate Best Management Practices to avoid and minimize adverse effects on the natural environment, including vegetation communities, special-status 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., 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.

~~Table Figure 4.9-2, Existing Landfill Capacity and Regional Needs Analysis for Los Angeles County~~Remaining Permitted Disposal Capacity of Existing Solid Waste Disposal Facilities in Los Angeles County, identifies the anticipated remaining capacity ~~and anticipated remaining years of operation~~ for each landfill, assuming no expansion, no new landfill development, and no export of solid waste out of the County and state.¹⁸

Waste diversion will increase the life expectancy of landfills, but not eliminate the need for new landfill space. On August 29, 2000, the Community Services District (CSD), a consortium of 78 cities and the County of Los Angeles, signed agreements to purchase the Eagle Mountain Landfill in Riverside County, which is subject to pending litigation,¹⁹ and the Mesquite Regional Landfill in Imperial County. Solid waste from the CSD would be transported to land proposed for landfills by rail.

c. Landfill Expansion and Development Plans

(1) Expansion Plans

Four of the landfills identified in **Table 4.9-3, Proposed Major Landfill Expansion Plans in Los Angeles County**, the Antelope Valley Recycling and Disposal Facility, Chiquita Canyon Landfill, Lancaster Landfill and Recycling Center, and Sunshine Canyon Combined City/County Landfill, are in the process of applying for expansion approvals in order to provide additional capacity. All of these landfills could serve the City of Santa Clarita, including the project site, as well as the surrounding region. **Table 4.9-3** provides a summary of the expansion plans for above mentioned landfills. Expansion of these landfills would provide an additional 122,826,000 tons of capacity with a daily capacity of 17,500 tons.

¹⁸ County of Los Angeles, 20068 Annual Report for the Los Angeles County Countywide Siting Element~~Integrated Waste Management Plan~~ (20069).

¹⁹ County of Los Angeles, "Chapter 9: Public Services and Facilities Element," *Draft General Plan* (2008).

REMAINING PERMITTED DISPOSAL CAPACITY OF EXISTING SOLID WASTE DISPOSAL FACILITIES IN LOS ANGELES COUNTY

| Facility | Solid Waste Facility Permit Number | Location City or Unincorporated Area | Operation days/week | SWFP Maximum Daily Capacity Tons | LUP Maximum Daily Capacity Tons | 2008 Annual Disposal (Million Tons) (See Note 1) | | | 2008 Average Daily Disposal tpd-6 (See Note 1) | | | 1st Quarter 2009 Average Daily Disposal tpd-6 (See Note 1) | | | Estimated Remaining Permitted Capacity (as of December 31, 2008) (See Note 2) | | Comments |
|--|---|---|---------------------|-------------------------------------|------------------------------------|---|---------------|-------|---|---------------|--------|---|---------------|--------|--|----------------------------|--|
| | | | | | | In-County | Out-of-County | Total | In-County | Out-of-County | Total | In-County | Out-of-County | Total | Million Tons | Million (a) Cubic Yards | |
| | | | | | | | | | | | | | | | | | |
| Class III Landfills | | | | | | | | | | | | | | | | | |
| Antelope Valley | 19-AA-0009 | Palmdale | 7 | 1,400 | --- | 0.303 | 0.003 | 0.305 | 970 | 9 | 979 | 945 | 2 | 948 | 7.746 | 10.060 | Remaining permitted capacity does not include the expansion in the bridge area between Landfill Unit 1 and Landfill Unit 2. The portion of the landfill within the previously unincorporated County area was annexed to the City of Palmdale on August 27, 2003. |
| | 19-AA-5624 | Palmdale | | 1,800 (b) | 1,800 | | | | | | | | | | | | |
| Burbank | 19-AA-0040 | Burbank | 5 | 240 | --- | 0.041 | 0.000 | 0.041 | 132 | 0 | 132 | 112 | 0 | 112 | 3.000 | 5.000 | Limited to use by City of Burbank's crews only. |
| Calabasas | 19-AA-0056 | Unincorporated Area | 6 | 3,500 | --- | 0.342 | 0.027 | 0.369 | 1,096 | 87 | 1,184 | 827 | 32 | 860 | 7.796 | 17.442 | Limited to the Calabasas Wasteshed as defined by Los Angeles County Ordinance No. 91-0003. |
| Chiquita Canyon | 19-AA-0052 | Unincorporated Area | 6 | 6,000 | 6,000 | 1.484 | 0.021 | 1.505 | 4,756 | 66 | 4,822 | 3,153 | 42 | 3,195 | 8.011 | 10.782 | Proposed expansion pending. LUP limits waste disposal to 30,000 tons per week. LUP expires 11/24/2019. New CUP pending. |
| Lancaster | 19-AA-0050 | Unincorporated Area | 6 | 1,700 | 1,700 | 0.350 | 0.006 | 0.356 | 1,123 | 18 | 1,141 | 768 | 68 | 836 | 13.324 | 16.053 | LUP expires 8/1/2012. |
| Pebble Beach | 19-AA-0061 | Unincorporated Area | 7 | 49 | 49 | 0.003 | 0.000 | 0.003 | 10 | 0 | 10 | 8 | 0 | 8 | 0.058 | 0.065 | LUP expires 07/29/2028. |
| Puente Hills | 19-AA-0053 | Unincorporated Area | 6 | 13,200 | 13,200 | 3.112 | 0.038 | 3.150 | 9,975 | 121 | 10,096 | 7,996 | 73 | 8,069 | 21.620 | 39.309 | LUP limits waste disposal to 72,000 tons per week. Does not accept waste generated from Orange County and portions of the City of Los Angeles outside the wasteshed boundary. Closure date Oct 31, 2013. |
| San Clemente | 19-AA-0063 | Unincorporated Area | 2 | 10 | --- | 0.000 | 0.000 | 0.000 | 1 | 0 | 1 | 1 | 0 | 1 | 0.040 | 0.319 | Landfill owned and operated by the U.S. Navy. |
| Scholl Canyon | 19-AA-0012 | Glendale | 6 | 3,400 | --- | 0.338 | 0.000 | 0.338 | 1,082 | 0 | 1,082 | 847 | 0 | 847 | 5.660 | 12.120 | Limited to the Scholl Canyon Wasteshed as defined by City of Glendale Ordinance No. 4782. |
| Sunshine Canyon City | 19-AR-0002-2 | Los Angeles | 6 | 5,500 | 5,500 | 0.680 | 0.000 | 0.680 | 2,178 | 0 | 2,178 | --- | --- | --- | --- | --- | County LUP limits the weekly net tonnage to 36,000 tons. City LUP granted 12/8/99 limits the weekly tonnage to 30,000 tons. Total expansion capacity (County and City) provided an additional 90.2 million cubic yards or 67.7 million tons as of December 31, 2008, when operations were combined. |
| Sunshine Canyon County | 19-AA-0853 | Unincorporated Area | 6 | 6,600 | 6,600 | 1.177 | 0.000 | 1.177 | 3,771 | 0 | 3,771 | --- | --- | --- | --- | --- | |
| Sunshine City/County | 19-AA-2000 | Los Angeles/ Unincorporated Area | 6 | 12,100 | 12,100 | --- | --- | --- | --- | --- | --- | 6,085 | 0 | 6,085 | 82.980 | 110.640 | |
| Whittier (Savage Canyon) | 19-AH-0001 | Whittier | 6 | 350 | 350 | 0.079 | 0.000 | 0.079 | 252 | 0 | 252 | 309 | 14 | 322 | 4.151 | 6.915 | Limited to waste from the City of Whittier or waste haulers contracted with the city. |
| TOTAL | | | | 43,749 | | 7.908 | 0.094 | 8.003 | 25,347 | 302 | 25,650 | 21,050 | 231 | 21,281 | 154.386 | 228.704 | |
| Waste-to-Energy (Transformation) Facilities | | | | | | | | | | | | | | | | | |
| Commerce Refuse To-Energy Facility | 19-AA-0506 | Commerce | 7 | 1,000 | --- | 0.099 | 0.003 | 0.102 | 318 | 10 | 328 | 309 | 14 | 322 | 466.640 (c) | 777.733 | Assumed to remain operational during the 15-year planning period. |
| Southeast Resource Recovery Facility | 19-AK-0083 | Long Beach | 7 | 2,240 | --- | 0.422 | 0.056 | 0.477 | 1,352 | 178 | 1,530 | 1,372 | 163 | 1,535 | 1,602.450 (d) | 2,670.750 | Assumed to remain operational during the 15-year planning period. |
| TOTAL | | | | 3,240 | | 0.521 | 0.059 | 0.580 | 1,669 | 188 | 1,858 | 1,681 | 176 | 1,857 | 2,069.090 (e) | 3,448.483 | |
| Permitted Inert Landfills | | | | | | | | | | | | | | | | | |
| Azusa Land Reclamation | 19-AA-0013 | Azusa | 6 | 6,500 | --- | 0.122 | 0.055 | 0.176 | 390 | 176 | 565 | 271 | 70 | 342 | 45.715 | 43.095 | By Court Order, on 10/2/96, the California Regional Water Quality Control Board-Los Angeles region ordered the Azusa Land Reclamation Landfill to stop accepting Municipal Solid Waste. Permitted daily capacity of 6,500 tpd consists of 6,000 tpd of refuse and 500 tpd of inert waste. Facility currently accepts inert waste only. |
| Brand Park | 19-AA-0006 | Glendale | 5 | 100 | --- | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0.250 | 0.167 | Limited to use by City of Glendale Department of Public Works. |
| Peck Road Gravel Pit | 19-AA-0838 | Monrovia | 6 | 1,210 | --- | 0.000 | 0.000 | 0.000 | 0 | 0 | 0 | 0 | 0 | 0 | 11.250 | 7.500 | |
| TOTAL | | | | 7,810 | | 0.122 | 0.055 | 0.176 | 390 | 176 | 565 | 271 | 70 | 342 | 57.215 | 50.762 | |
| Out-of-County Disposal | Waste Exported in 2008 Los Angeles County to Out-of-County Class III Disposal Facilities = 1,914,153 tons 6,135 tpd-6 | | | | | | | | | | | | | | | | |

NOTES:

- Disposal quantities are based on actual tonnages reported by owners/operators of permitted solid waste disposal facilities to the Los Angeles County Department of Public Works through the State Disposal Reporting System.
- Estimated Remaining Permitted Capacity based on landfill owner/operator responses in a written survey conducted by Los Angeles County Department of Public Works in March 2009 as well as a review of site specific permit criteria established by local land use agencies, Local Enforcement Agencies, California Regional Water Quality Control Board, and the South Coast Air Quality Management District.

Abbreviation:

LUP Land Use Permit or Conditional Use Permit

FOOTNOTES:

- Conversion factor based on in-place solid waste density if provided by landfill operators, otherwise a conversion factor of 1,200 lb/cy was used.
- Antelope Valley Landfill's daily capacity of 1,800 tons is based on the Solid Waste Facility Permit issued on 12/26/95 for the unincorporated County landfill area (expansion capacity included).
- Based on the Solid Waste Facility Permit limit of 2,800 tons per week, expressed as a daily average, six days per week.
- Based on EPA limit of 500,000 tons per year, expressed as a daily average, six days per week.
- Tonnage expressed as a daily average, six days per week.

**Table 4.9-2
Existing Landfill Capacity and Regional Needs Analysis for Los Angeles County**

| Year | Waste Generation Rate (tpd-6) | Percent Diversion | Total Disposal Need (tpd-6) | Maximum Daily Transformation Capacity (tpd-6) | Class III Landfill Disposal Need (tpd-6) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Class III Landfill Daily Disposal Capacity Shortfall (Excess) (tpd-6) | |
|------|-------------------------------|-------------------|-----------------------------|---|--|--|---------|-------------------------|-------------|-----------------------|------------------------|---------------------------|--------------|----------------|-----------------------|----------|-------|---|---------|
| | | | | | | EXISTING LANDFILLS | | | | | | | | | | | | | |
| | | | | | | Antelope Valley | Bradley | R Burbank ⁶ | R Calabasas | Chiquita ⁶ | Lancaster ⁷ | Pebbly Beach ⁶ | Puente Hills | R San Clemente | R Scholl ⁶ | Sunshine | | | |
| | | | | | | County | City | Whittier ^{6,8} | | | | | | | | | | | |
| | | | | | | Expected Daily Tonnage 6 Day Average (tpd-6) | | | | | | | | | | | | | |
| | | | | | | Remaining Permitted Landfill Capacity at Year's End (Million Tons) | | | | | | | | | | | | | |
| 2006 | 76,305 | 50% | 38,152 | 1,724 | 30,715 | 977 | 1,447 | 125 | 1,492 | 4,853 | 1,221 | 8.6 | 12,079 | 2.65 | 1,431 | 2,693 | 4,118 | 268 | |
| | | | | | | 9.2 | 0.1 | 3.0 | 7.9 | 11.0 | 13.5 | 0.087 | 26.6 | 0.041 | 6.4 | 1.4 | 4.3 | 4.4 | |
| 2007 | 76,771 | 50% | 38,386 | 2,069 | 36,317 | 1,400 | 200 | 126 | 1,501 | 5,000 | 1,700 | 8.7 | 12,500 | 2.67 | 1,440 | 3,500 | 4,000 | 269 | 4,668 |
| | | | | | | E | | | | | | | | | | | | | |
| | | | | | | 8.8 | C | 3.0 | 7.4 | 9.5 | 12.9 | 0.085 | 22.7 | 0.040 | 6.0 | 3.1 | 3.0 | 4.3 | |
| 2008 | 77,772 | 50% | 38,886 | 2,069 | 36,817 | 1,800 | | 127 | 1,521 | 5,000 | 1,700 | 8.8 | 12,500 | 2.70 | 1,459 | 3,500 | 4,500 | 273 | 4,425 |
| | | | | | | E | | | | | | | | | | | | | |
| | | | | | | 17.2 | | 2.9 | 6.9 | 7.9 | 12.4 | 0.082 | 18.8 | 0.039 | 5.5 | 2.0 | 1.6 | 4.2 | |
| 2009 | 78,947 | 50% | 39,474 | 2,069 | 37,405 | 1,800 | | 129 | 1,544 | 5,000 | 1,700 | 8.9 | 13,200 | 2.74 | 1,481 | 3,500 | 4,500 | 277 | 4,262 |
| | | | | | | E | | | | | | | | | | | | | |
| | | | | | | 16.6 | | 2.9 | 6.5 | 38.4 | 11.9 | 0.079 | 14.7 | 0.038 | 5.0 | E | E | 4.1 | |
| 2010 | 80,583 | 50% | 40,292 | 2,069 | 38,223 | 3,600 | | 132 | 1,576 | 5,000 | 3,000 | 9.1 | 13,200 | 2.80 | 1,512 | 11,000 | | 283 | (1,092) |
| | | | | | | E | | | | | | | | | | | | | |
| | | | | | | 15.5 | | 2.8 | 6.0 | 36.8 | 11.0 | 0.076 | 10.6 | 0.037 | 4.6 | | 66.7 | 4.0 | |
| 2011 | 82,190 | 50% | 41,095 | 2,069 | 39,026 | 3,600 | | 135 | 1,607 | 5,000 | 3,000 | 9.3 | 13,200 | 2.86 | 1,542 | 11,000 | | 288 | (358) |
| | | | | | | E | | | | | | | | | | | | | |
| | | | | | | 14.3 | | 2.8 | 5.5 | 35.2 | 10.0 | 0.073 | 6.4 | 0.036 | 4.1 | | 63.2 | 3.9 | |
| 2012 | 83,798 | 50% | 41,899 | 2,069 | 39,830 | 3,600 | | 137 | 1,639 | 5,000 | 3,000 | 9.5 | 13,200 | 2.91 | 1,572 | 11,000 | | 294 | 375 |
| | | | | | | E | | | | | | | | | | | | | |
| | | | | | | 13.2 | | 2.8 | 5.0 | 33.7 | 9.1 | 0.070 | 2.3 | 0.0354 | 3.6 | | 59.8 | 3.8 | |
| 2013 | 85,501 | 50% | 42,751 | 2,069 | 40,682 | 3,600 | | 140 | 1,672 | 5,000 | 3,000 | 9.7 | 13,200 | 2.97 | 1,604 | 11,000 | | 300 | 1,153 |
| | | | | | | E | | | | | | | | | | | | | |
| | | | | | | 12.1 | | 2.7 | 4.4 | 32.1 | 8.1 | 0.067 | C | 0.0345 | 3.1 | | 56.4 | 3.7 | |
| 2014 | 87,418 | 50% | 43,709 | 2,069 | 41,640 | 3,600 | | 143 | 1,710 | 5,000 | 3,000 | 9.9 | | 3.04 | 1,640 | 11,000 | | 307 | 15,227 |
| | | | | | | E | | | | | | | | | | | | | |
| | | | | | | 11.0 | | 2.7 | 3.9 | 30.6 | 7.2 | 0.064 | | 0.0335 | 2.6 | | 52.9 | 3.6 | |
| 2015 | 89,207 | 50% | 44,604 | 2,069 | 42,535 | 3,600 | | 146 | 1,745 | 5,000 | 3,000 | 10.1 | | 3.10 | 1,674 | 11,000 | | 313 | 16,044 |
| | | | | | | E | | | | | | | | | | | | | |
| | | | | | | 9.9 | | 2.6 | 3.4 | 29.0 | 6.3 | 0.061 | | 0.0326 | 2.1 | | 49.5 | 3.5 | |
| 2016 | 90,951 | 50% | 45,475 | 2,069 | 43,406 | 3,600 | | 149 | 1,779 | 5,000 | 3,000 | 10.3 | | 3.16 | 1,706 | 11,000 | | 319 | 16,840 |
| | | | | | | E | | | | | | | | | | | | | |
| | | | | | | 8.7 | | 2.6 | 2.8 | 27.4 | 5.3 | 0.058 | | 0.0316 | 1.5 | | 46.1 | 3.4 | |
| 2017 | 92,686 | 50% | 46,343 | 2,069 | 44,274 | 3,600 | | 152 | 1,813 | 5,000 | 3,000 | 10.5 | | 3.22 | 1,739 | 11,000 | | 325 | 17,632 |
| | | | | | | E | | | | | | | | | | | | | |
| | | | | | | 7.6 | | 2.5 | 2.2 | 25.9 | 4.4 | 0.055 | | 0.0306 | 1.0 | | 42.7 | 3.3 | |
| 2018 | 94,321 | 50% | 47,160 | 2,069 | 45,091 | 3,600 | | 155 | 1,845 | 5,000 | 3,000 | 10.7 | | 3.28 | 1,769 | 11,000 | | 331 | 18,378 |
| | | | | | | E | | | | | | | | | | | | | |
| | | | | | | 6.5 | | 2.5 | 1.7 | 24.3 | 3.5 | 0.051 | | 0.0296 | 0.4 | | 39.2 | 3.2 | |
| 2019 | 95,958 | 50% | 47,979 | 2,069 | 45,910 | 3,600 | | 157 | 1,877 | 5,000 | 3,000 | 10.9 | | 3.34 | 1,800 | 11,000 | | 337 | 19,125 |
| | | | | | | E | | | | | | | | | | | | | |
| | | | | | | 5.4 | | 2.4 | 1.1 | 22.8 | 2.5 | 0.048 | | 0.0285 | C | | 35.8 | 3.1 | |
| 2020 | 97,708 | 50% | 48,854 | 2,069 | 46,785 | 3,600 | | 160 | 1,911 | 5,000 | 3,000 | 11.1 | | 3.40 | | 11,000 | | 343 | 21,757 |
| | | | | | | E | | | | | | | | | | | | | |
| | | | | | | 4.2 | | 2.4 | 0.5 | 21.2 | 1.6 | 0.044 | | 0.0275 | | | 32.4 | 3.0 | |
| 2021 | 99,537 | 50% | 49,769 | 2,069 | 47,700 | 3,600 | | 163 | 1,947 | 5,000 | 3,000 | 11.3 | | 3.46 | | 11,000 | | 349 | 22,626 |

| Waste Generation Year | Percent Diversion | Total Disposal Need (tpd-6) | Maximum Daily Transformation Capacity (tpd-6) | Class III Landfill Disposal Need (tpd-6) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Class III Landfill Daily Disposal Capacity Shortfall (Excess) (tpd-6) |
|--|-------------------|-----------------------------|---|--|--------------------|---------|------------------------|-------------|-----------------------|------------------------|---------------------------|----------------|----------------|-----------------------|----------|----|---|
| | | | | | EXISTING LANDFILLS | | | | | | | | | | | | |
| | | | | | Antelope Valley | Bradley | R Burbank ⁶ | R Calabasas | Chiquita ⁶ | Lancaster ⁷ | Pebbly Beach ⁶ | L Puente Hills | R San Clemente | R Scholl ⁶ | Sunshine | | |
| Expected Daily Tonnage 6 Day Average (tpd-6) | | | | | | | | | | | | | | | | | |
| Remaining Permitted Landfill Capacity at Year's End (Million Tons) | | | | | | | | | | | | | | | | | |

Assumptions:

- ~~The Waste Generation Rate (excluding the inert waste being handled at permitted unclassified landfills) was estimated using the CIWMB's Adjustment Methodology, utilizing population projection available from State Department of Transportation, and employment and taxable sales projections available from UCLA.~~
- ~~Diversion Rate is 50 percent for years 2006 through 2021.~~
- ~~Expected Daily Tonnage Rates are based on permitted daily capacity for the Antelope Valley, Chiquita, Lancaster, Puente Hills, and Sunshine Landfills. The expected daily tonnage rate for Burbank, Calabasas, Pebbly Beach, San Clemente, Scholl, and Whittier (Savage) Landfills are based on the average daily tonnages for the period of 1/1/06 to 12/31/06.~~
- ~~Expected Daily Tonnage Rate for Bradley Landfill Expansion is based on the historical use of this landfill.~~
- ~~"tpd-6": tons per day, 6 day per week average.~~
- ~~Anticipated closures per CIWMB website, <http://www.ciwmb.ca.gov/swis>, accessed July 30, 2004: Burbank-2054; Chiquita-2019; Pebbly Beach-2033; San Clemente-2032; Scholl-2019; Whittier-2025.~~
- ~~Anticipated closure 2030, per telecommunication with Kay Krumwied, Lancaster Landfill, December 4, 2002.~~
- ~~Whittier Landfill has a disposal limitation of 350 tons per day per email communication with Nelly Castellanos, July 6, 2006.~~

Legend:

- ~~C Closure due to exhausted capacity/permit expiration~~
- ~~E Expansion becomes effective~~
- ~~L Does not accept waste from the City of Los Angeles and Orange County~~
- ~~R Restricted Wasteshed~~
- ~~CIWMB—California Integrated Waste Management Board~~
- ~~Source: Los Angeles County Department of Public Works, Los Angeles County Countywide Integrated Waste Management Plan 2006 Annual Report—Part II: Siting Element Assessment, Appendix E-2.7, May 2008.~~

c. Impact to Trails

As discussed above, the proposed project's Trails Plan includes a trail system providing access to the regional trail network, open areas and connections between living areas, shopping, work, entertainment, schools, and civic and recreational facilities. Residents of the proposed project are expected to use the City's and County's existing and proposed trail systems. However, the proposed project includes approximately 4 miles of pedestrian, bicycle and equestrian trails, including significant extensions of the Santa Clara River Trail. The proposed trails would be consistent with the Santa Clarita Parks, Recreation and Open Space Master Plan, the City's General Plan, and the Draft OVOV General Plan. Because the proposed trails would provide linkages to local and regional trails, the proposed project is considered to have a beneficial impact on the local and regional trail system. Therefore, there would be no significant impact related to the trail systems.

6. MITIGATION MEASURES ALREADY INCORPORATED INTO THE PROJECT

The project's Parks and Recreation Plan (see **Figure 4.12-3**) minimizes environmental impacts through its proposed inclusion of a host of on-site recreational resources.

7. MITIGATION MEASURES PROPOSED BY THIS EIR

City policy requires that for every 1,000 residents in a new development project, 5 acres of parkland be dedicated, or the equivalent value of park improvements be constructed, or in-lieu fees be paid to the jurisdictional agency (in this case, the City of Santa Clarita). The proposed project includes a combination of actions to satisfy these requirements (**Figure 4.12-3**). Further, consistent with City requirements, the project applicant and the City would be required to reach agreement on the types of improvements that would be made to the dedicated parkland prior to tract map approval.

4.12-1: Consistent with the Vista Canyon Specific Plan, development of the project shall provide the following parks and open areas:

- ~~Ten Eight~~ acres of public parkland with improvements, including the Oak Park and the River Education Center;
- ~~Up to six Five acres of~~ private recreation facilities and ~~over 54 acres-miles of~~ trails; and
- Dedication of the Santa Clara River Corridor on site.

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.

1. SUMMARY

Fire protection and emergency medical response services for the project site and the surrounding area are provided by the Los Angeles County Fire Department. Specifically, ~~14 fire stations with 12 engine companies~~^{13 Fire Stations with 11 engine companies}, one assessment engine company, five paramedic squads, one hazardous materials squad, and two ladder trucks serve the Santa Clarita Valley. Fire Station 107, located at 18239 West Soledad Canyon Road, is the jurisdictional engine company that would respond to emergencies on the project site.¹ Fire Station 107 is currently 1.8 miles (6 minutes) from the project site.² Fire Station 132, located at 29310 Sand Canyon Road, is also approximately 1.8 miles (6 minutes) from the project site.

The project site is located within an area described by the Forester and Fire Warden for Los Angeles County as a Fire Zone 4, Very High Fire Hazard Severity Zone, which denotes the County Forester's highest fire hazard potential.³ All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, water fire flows, brush clearance and fuel modification plans would need to be met by the proposed project.

The project applicant also would pay fire facility fees, which would be used to help fund the construction of new facilities and purchase of additional equipment. In addition, tax revenues generated by the project would assist in securing additional equipment and hiring of firefighter personnel for the Los Angeles County Fire Department. And as noted above, the proposed project would be required to comply with City codes and requirements relative to the provision of adequate fire protection services to the site during both the construction and operational stages of the project. As a result, the proposed project would not diminish the staffing or the response times of existing fire stations in the City of Santa Clarita, nor would it create a special fire protection requirement on the site that would result in a decline in existing service levels in the City. In summary, with mitigation, the proposed project would not have a significant project-specific or cumulative impact on fire protection services in the City of Santa Clarita.

¹ Frank Vidales, Acting Chief, Forestry Division Prevention Services Bureau, Los Angeles County Fire Department, written correspondence with Chris Graham, Staff Planner of Impact Sciences, Inc., December 29, 2008.

² Frank Vidales, Los Angeles County Fire Department, written correspondence with Chris Graham, Impact Sciences, Inc., December 29, 2008.

³ Frank Vidales, Los Angeles County Fire Department, written correspondence with Chris Graham, Impact Sciences, Inc., December 29, 2008.

2. INTRODUCTION

The following analysis of fire services is based on information provided by the Los Angeles County Fire Department. The Fire Department maintains ultimate review and approval authority over aspects of the proposed project that relate to fire protection, and may identify further recommendations and/or requirements in the future.

3. EXISTING CONDITIONS

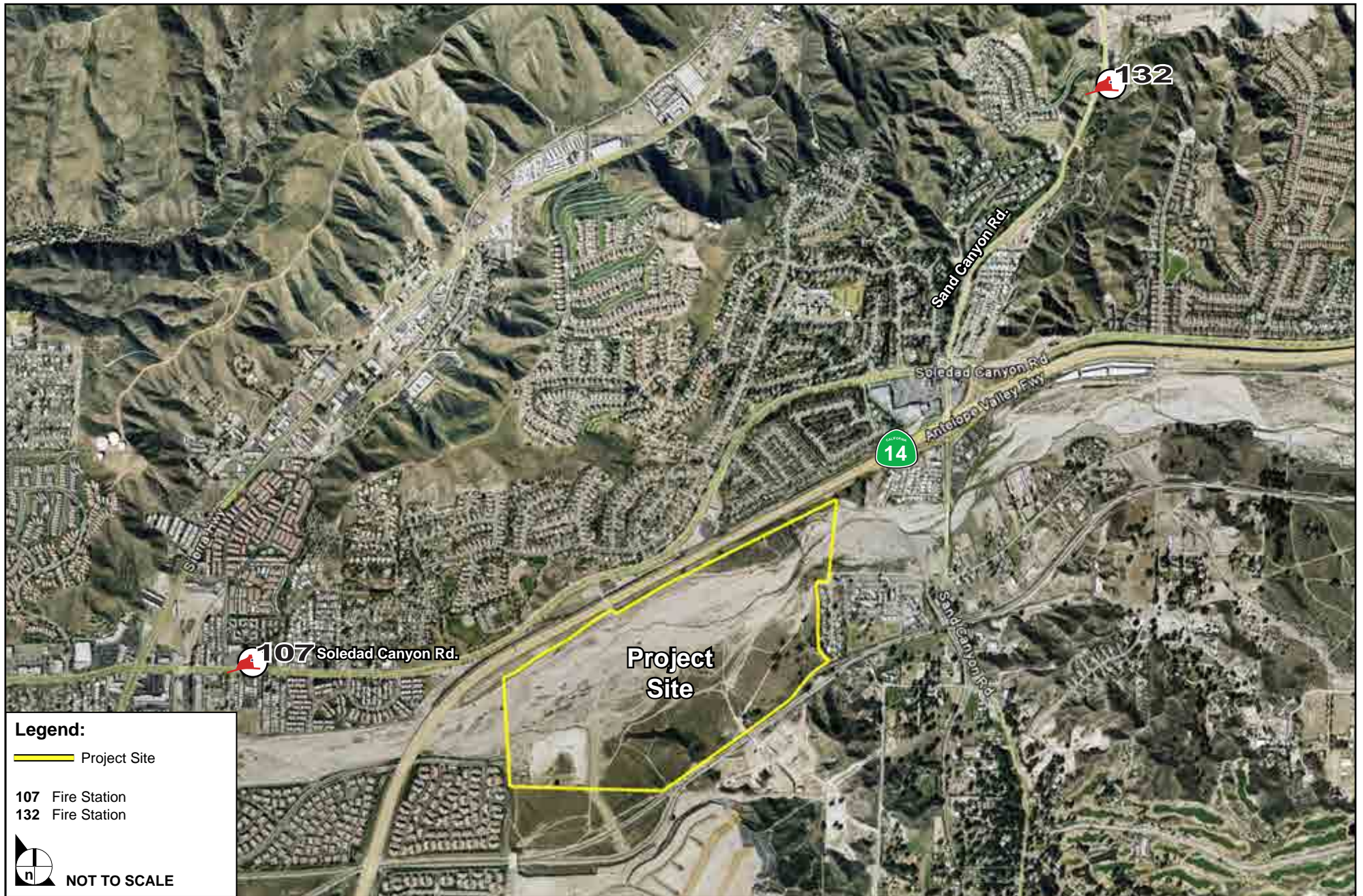
a. Fire Protection Services

Fire protection service is provided to the City of Santa Clarita by the Los Angeles County Fire Department. The Santa Clarita Valley is serviced by ~~14 fire stations with 12 engine companies~~¹³ Fire Stations with 11 engine companies, one assessment engine company, five paramedic squads, one hazardous materials squad, and two ladder trucks. The nine-person Hazardous Materials Task Force (comprised of a four-person engine and a five-person hazardous materials squad) operates out of Fire Station 76. The 14 fire stations that serve the Santa Clarita Valley area have approximately ~~67 firefighters on duty every day~~⁶⁴ Fire Fighters on duty every day, 24 hours per day (not including chief officers and fire prevention staff).

The jurisdictional station for the proposed project site is Fire Station 107, located at 19239 West Soledad Canyon Road, in the City of Santa Clarita. Additional fire protection services would be provided by Station 132, located at 29310 Sand Canyon Road, which also is located in Santa Clarita. Should a significant incident occur, the project site would be served by the full resources of the Fire Department, not just the stations closest to the site or the 14 that have primary jurisdiction within the Santa Clarita Valley.

The location of these stations is illustrated on **Figure 4.13-1, Fire Station Locations**. **Table 4.13-1, Los Angeles County Fire Stations Serving the Santa Clarita Valley Area**, describes the fire stations within the City of Santa Clarita and their location. A description of the operational characteristics of the stations closest to the site and, therefore, most likely to respond is provided below:

- **Los Angeles County Fire Station 107** has a three-person engine company and a two-person paramedic squad. This fire station is approximately 1.8 miles (6 minutes) from the project site.
- **Los Angeles County Fire Station 132** is approximately 1.8 miles (6 minutes) from the project site. It has a four-person engine company.



SOURCE: Google Earth - 2009, Impact Sciences, Inc. - January 2011

FIGURE 4.13-1

Fire Station Locations

**Table 4.13-1
Los Angeles County Fire Stations Serving the Santa Clarita Valley Area**

| Fire Station | Location |
|--|---|
| Fire Station 73* | 24875 N. San Fernando Road, Newhall, CA 91321 |
| Fire Station 76**‡ | 27223 Henry Mayo Drive, Valencia, CA 91355 |
| Fire Station 81 | 8710 W. Sierra Highway, Aqua Dulce, CA 91350 |
| Fire Station 104 (Temporary) | 26201 Golden Valley Road, Santa Clarita, CA 91359 |
| Fire Station 107* | 18239 W. Soledad Canyon Road, Canyon Country, CA 91351 |
| <u>Fire Station 108 (New Station Opened 11/1/2008)</u> | <u>28799 N. Rock Canyon Drive Santa Clarita, CA 91390</u> |
| Fire Station 111* | 26829 Seco Canyon Road, Saugus, CA 91350 |
| Fire Station 123 | 26321 N. Sand Canyon Road, Canyon Country, CA 91387 |
| Fire Station 124* | 25870 Hemingway Avenue, Stevenson Ranch, CA 91381 |
| Fire Station 126 | 26320 Citrus Avenue, Santa Clarita, CA 91355 |
| Fire Station 132 (Temporary) | 29310 Sand Canyon Road, Santa Clarita, CA 91387 |
| Fire Station 149* | 31770 Ridge Route, Castaic, CA 91384 |
| Fire station 156 (Temporary) | 24525 W. Copper Hill Drive, Santa Clarita, CA 91350 |

Source: Los Angeles County Fire Department, 2008.

Note:

* With Paramedic Units.

** With Hazardous Materials Task Force

The Fire Department also maintains three fire camps with three fire crews, which include County jail inmate teams of 12 to 15 fire laborers. These camps are located in San Francisquito Canyon and Soledad Canyon, and at the Peter Pitchess Honor Rancho. An additional County non-inmate crew of 8 to 10 members provides wildland fire fighting protection for the Santa Clarita Valley area.

While the above mentioned stations are the closest to the project site, the Los Angeles County Fire Department operates under a regional concept in its provision of fire protection and emergency medical services, wherein emergency response units are dispatched as needed to an incident anywhere in the Fire Department's service territory based on distance and availability, without regard to jurisdictional or municipal boundaries.⁴

The level of service provided to areas within the district is determined by the Fire Department, and the Fire Department does not calculate service-to-population ratios.⁵ Such ratios do not properly reflect the need for fire protection and emergency medical services because they do not account for demand caused

⁴ Frank Vidales, Los Angeles County Fire Department, written correspondence with Chris Graham, Impact Sciences, Inc., December 29, 2008.

⁵ Frank Vidales, Los Angeles County Fire Department, written correspondence with Chris Graham, Impact Sciences, Inc., December 29, 2008.

by non-residential structures, vehicular incidents, transient population, and vacant land with combustible vegetation.⁶ Indicators of need for additional units or fire stations is based on a combination of response times, incident loads, resident and transient populations, and square footage of improvements.⁷ Nationally recognized response times targets for urban areas are 5 minutes for a basic life support unit (engine company) and 8 minutes for an advanced life support unit (paramedic squad). The Los Angeles County Fire Department uses the following response guidelines⁸:

- In urban areas, a 5-minute or less response time for the first arriving unit for fire and emergency medical service responses, and an 8-minute or less response for the advanced life support (paramedic) unit, or
- In suburban areas, an 8-minute response time for the first arriving unit, and 12 minutes for a paramedic unit.

The Fire Department averages 6-minute response times from the two fire stations that would serve the project site; therefore, the Fire Department is currently meeting the above response time standards. Additionally, the Fire Department anticipates that once the road network (including the bridge) for the proposed project, as described in **Section 1.0, Project Description**, is completed, the current distance and response times for these two fire stations will decrease.⁹

The Los Angeles County Fire Department has a Developer Fee Program in effect in the project area. As part of the program, the Fire Department annually prepares a Developer Fee Detailed Fire Station Plan that is used for the planning of Fire Stations in the high-growth urban expansion areas of the County. Developer fees from new developments are collected at the time building permits are issued, and are used to fund land acquisition, new fire station facilities, and equipment as detailed in the Fire Station Plan. Increases in staffing would be funded by property tax revenue that would be generated by the project. For the Santa Clarita Valley, the current developer fee amount is \$0.9927. Application of the developer fees and property tax revenue generated by new development help ensure adequate fire service levels for future developments.

~~The Fire Department annually updates their Five Year Capital Plan. This plan identifies anticipated facilities that would be constructed during a five year planning horizon. Funding used for land~~

⁶ Frank Vidales, Los Angeles County Fire Department, written correspondence with Chris Graham, Impact Sciences, Inc., December 29, 2008.

⁷ Frank Vidales, Los Angeles County Fire Department, written correspondence with Chris Graham, Impact Sciences, Inc., December 29, 2008.

⁸ Frank Vidales, Los Angeles County Fire Department, written correspondence with Chris Graham, Impact Sciences, Inc., December 29, 2008.

⁹ Frank Vidales, Los Angeles County Fire Department, written correspondence with Chris Graham, Impact Sciences, Inc., December 29, 2008.

acquisitions, facility improvements, and partial funding of new equipment is generated through the Fire Department's Developer Fee Program, and funding used for increases in staffing is generated from local property taxes. The Fire Department has a developer fee in effect in the Antelope Valley, Santa Clarita Valley and Santa Monica/Malibu Area.¹⁰ The Los Angeles County Board of Supervisors and City Council for Santa Clarita recently approved an update to the developer fee amount to \$0.99 per square foot of construction, effective March 1, 2010.¹¹ The applicant is required to pay fees for land and construction of

¹⁰ Frank Vidales, Los Angeles County Fire Department, written correspondence with Chris Graham, Impact Sciences, Inc., December 29, 2008.

¹¹ Frank Vidales, Los Angeles County Fire Department, written correspondence with Chris Graham, Impact Sciences, Inc., December 29, 2008.

~~fire stations, and the full cost fire fighting equipment. Application of the developer fees and property tax revenues generated by new development help ensure adequate fire service levels for future developments.¹²~~

b. Wildland Fire Hazard Potential

The Fire Department designates lands in the County with regards to their potential for wildland fire hazards. These designations are made by the County Forester and are based on an area's accessibility, amount and type of vegetative cover, water availability, and topography. The two designations used by the Fire Department are Moderate Fire Hazard Zone and Very High Fire Hazard Severity Zone. Areas within the County not designated as either a Moderate Fire Hazard Zone or Very High Fire Hazard Severity Zone are not considered to be subject to wildland fire hazards. The differences between Moderate Fire Hazard Zone and Very High Fire Hazard Severity Zone designations are relatively minor, in that one or more of the four criteria (access, topography, vegetation, and water) may pose less of a constraint in Moderate Fire Hazard Zone than in the Very High Fire Hazard Severity Zone. Additionally, the Very High Fire Hazard Severity Zone has more restrictive building requirements than the Moderate Fire Hazard Zone, and is considered to be the most severe fire zone.

The Fire Department has designated the project site, consistent with the rest of the Santa Clarita Valley, as a Fire Zone 4, Very High Fire Hazard Severity Zone. Fire Zone 4 typically has the following vegetation types: chaparral, coastal sage, riparian, and oak woodlands vegetation communities. Wildland fires are relatively common occurrences in these vegetation communities, which are similar to the types found in Santa Clarita Valley and surrounding areas. The plant species characteristics of Fire Zone 4 have adapted to periodic wildland fire conditions, and maintain a healthy ecosystem in the regional vicinity. These plant communities pose the greatest threat to expanding urban development due to their high combustibility and their dense biomass. However, in the areas where these plant communities border urban development, the frequency of fire events may be diminished as a result of fire prevention and fire suppression activities. Fire prevention activities include prescribed burns, vegetation thinning/removal, and creation of buffer zones; whereas fire suppression involves measures that control fires once they have started (i.e., fuel breaks, use of fire fighting equipment, etc.).

Typically, during the spring months, vegetation begins to lose its moisture content and, by the summer and fall when Santa Ana wind conditions begin to occur, wildland fire conditions become extremely high. Historically, large fires tend to burn these areas every 20 to 25 years. The County Forester has indicated that wildland fire events have occurred in the region. When chaparral and coastal sage growth is

¹² Frank Vidales, Los Angeles County Fire Department, written correspondence with Chris Graham, Impact Sciences, Inc., December 29, 2008.

5. MITIGATION MEASURES ALREADY INCORPORATED INTO THE PROJECT

The proposed project has not incorporated any mitigation measures into its design.

6. MITIGATION MEASURES PROPOSED BY THIS EIR

To mitigate its potential significant impacts, the project must comply with the following measures:

Access Requirements

- 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.
- 4.13-2 Access shall be provided onto the project site as noted on the tentative tract map.
- 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 require paving.
- 4.13-4 Fire Department Access shall be extended to within 150 feet distance of any exterior portion of all structures. Onsite vehicular access shall be required for any building exceeding 150 feet from the public street.
- 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.
- 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.
- 4.13-7 Vehicular access shall be provided and maintained servicable to all fire hydrants throughout the construction period of the proposed proejct.
- 4.13-8 For buildings that are less than thres stories in height and/or less than 35 feet in height, an unobstructive driveway with a minimum width of 26-feet, clear-to-sky, shall be posted with a sign that reads, "No Parking – Fire Lane."

- 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 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.
- 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."
- 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.
- 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.
- 4.13-13 All Fire Department turnarounds shall be clearly identified and shall be posted with a sign that reads, "No Parking – Fire Lane."
- 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.
- 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.

Water System Requirements

- 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.
- 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 three 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.

- 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 three 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.
- 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 two 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.
- 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 two hours.
- 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 two hours. All proposed structures and buildings shall be fully fire sprinklered and have a minimum of Type V-1 hour construction or greater. The exact fire flow, with a possible flow reduction, shall be determined during the building plan process.
- 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.
- 4.13-23 The project construction engineer shall install 59 public fire hydrants. The location for the onsite fire hydrants shall be determined during building plan check.
- 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 two hour rated firewall.
- 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.

Additional Information Requirements

- 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, CA 91702-2904, phone (626) 969-5205.

Submittal Requirements

- 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.
- 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.
- 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.

Forestry Division – Other Environmental Concerns Requirements

- 4.13-30 The project applicant shall comply with Fuel Modification requirements as indicated in Mitigation Measure 4.13-26.
- ~~4.13-1 Concurrent with the issuance of building permits, the project applicant shall pay fire facilities fees to the satisfaction of the City of Santa Clarita.~~
- ~~4.13-2 The project applicant shall prepare a Final Fuel Modification Plan, and Landscape and Irrigation Plan, as required for projects located within a Very High Fire Hazard Severity Zone. These two plans shall be submitted to and approved by the Los Angeles County Fire Department prior to building construction. The Final Fuel Modification Plan shall depict a fuel modification zone in conformance with the Fuel Modification Ordinance in effect at the time of subdivision.~~
- ~~4.13-3 The project shall provide water mains, fire hydrants and fire flows, as required by the Los Angeles County Fire Department, for all land shown on the map that shall be recorded.~~
- ~~4.13-4 Brush clearance shall be conducted prior to the initiation of construction activities in accordance with City of Santa Clarita and Los Angeles County Fire Department requirements.~~

- ~~4.13-5~~ Adequate water availability shall be available to service any fire suppression activities that arise during the construction phase of the project.
- ~~4.13-6~~ Vehicular access must be provided and maintained throughout construction to all required fire hydrants. All required fire hydrants shall be installed, tested and accepted or bonded prior to construction. All hydrants shall measure 6 inches by 4 inches by 2.5 inches brass or bronze, conforming to current AWWA standard C503 or approved equal. Additionally, the following fire hydrant standards shall be met:
- ~~Fire hydrant spacing shall be 300 feet.~~
 - ~~No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.~~
 - ~~No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.~~
 - ~~Any cul de sac proposed for the project site that's street length exceeds a depth of 200 feet, shall be required to place fire hydrants at the corner and mid block of the cul de sac.~~
 - ~~Additional hydrants will be required if the hydrant spacing exceeds specified distances.~~
 - ~~These hydrants shall be located as per the vesting tentative tract map on file with the Fire Department.~~
- ~~4.13-7~~ Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.
- ~~4.13-8~~ All fire lanes must not be less than 26 feet paved width (clear to sky and unobstructed) and posted and red curbed "NO PARKING FIRE LANE."
- ~~4.13-9~~ Private driveways shall be indicated on the final vesting tract map as "Private Driveway and Fire Lane," with the widths clearly depicted, and shall be maintained in accordance with the Fire Code.
- ~~4.13-10~~ The applicant shall provide the Los Angeles County Fire Department or City of Santa Clarita with approved street signs and building access numbers prior to occupancy of the project site.

7. CUMULATIVE IMPACTS

The cumulative impact analysis considers the cumulative contribution of the proposed project to the expected future growth in the Santa Clarita Valley at its buildout under two conditions: (1) the existing

City of Santa Clarita General Plan and Los Angeles County Santa Clarita Valley Area Plan (known also as the Santa Clarita Valley Cumulative Build-Out Scenario), and (2) the proposed OVOV General Plan.

a. Santa Clarita Valley Cumulative Build-Out Scenario

The Santa Clarita Valley Cumulative Build-Out Scenario entails build-out of all lands under the existing land use designations indicated in the existing City of Santa Clarita General Plan, the existing Los Angeles County Santa Clarita Valley Area Plan, plus the project, plus all known active pending General Plan Amendment requests for additional urban development in the unincorporated area of the Santa Clarita Valley and in the City of Santa Clarita.

A list of the future development activity (with and without the project) expected in the Valley under the Santa Clarita Valley Cumulative Build-Out Scenario is presented below in **Table 4.13-2, Cumulative Development Activity – Santa Clarita Valley Cumulative Build-Out Scenario**.

4.14 SHERIFF SERVICES

1. SUMMARY

Primary law enforcement service for the project site and the surrounding unincorporated Santa Clarita Valley area is provided by the County of Los Angeles Sheriff's Department (Sheriff Department), Santa Clarita Valley Station. The Sheriff Department also provides law enforcement services for the City of Santa Clarita on a contract basis. Additionally, the Department of California Highway Patrol (CHP) provides traffic regulation enforcement; emergency incident management; and service and assistance on Interstate 5 (I-5), State Route 126 (SR-126), State Route 14 (SR-14), and other major roadways in the unincorporated portions of the Santa Clarita Valley. The existing level of Sheriff Department protection service, without the proposed project, in the City of Santa Clarita is one deputy per 1,532 residents, which is below the desired level of one deputy per 1,000 residents. ~~CHP protection service in the City of Santa Clarita is considered adequate.~~

Implementation of the proposed project would increase the demand for law enforcement and traffic-related services both on the project site and within the local vicinity in terms of the number of personnel and the amount of equipment needed to adequately serve the project site at buildout. Based on the Sheriff Department's standard deputy-to-resident ratio, the proposed project (including the residential overlay component) would require the services of four additional sworn Sheriff Department officers. Payment of the law enforcement facilities fees and new tax revenues would mitigate impacts to the Sheriff Department to a less-than-significant level. Thus, the proposed project would not contribute to any cumulatively considerable impacts to sheriff services.

~~The proposed project also would increase demands for CHP services in the project area.~~ Through increased revenues generated by the proposed project (via motor vehicle registration and drivers license fees paid by new on-site residents and businesses), the project would generate more than sufficient funding for the additional staffing and equipment would needed to serve the project area, including future demands. This funding can and should be allocated to the CHP by the state CHP for the Santa Clarita Valley station to meet project demands. Therefore, project impacts to the CHP would be less than significant, and would not contribute to any cumulatively considerable impacts to CHP services.

Construction of the proposed project would increase both the incidence of petty crimes on the site and construction traffic on SR-14 and surrounding roadways, which may potentially delay emergency vehicles traveling through the area. However, by retaining the services of a private security company to patrol the project construction site, and by implementing a construction traffic control plan, any potentially significant construction-related impacts to law enforcement services would be reduced to a less-than-significant level.

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 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.

4.20-2

Prior to grading and construction activities, a qualified biologist shall be retained to conduct a worker environmental awareness program for all construction/contractor personnel. A list of construction personnel who have completed training prior to the start of construction shall be maintained on site and this list shall be updated as required when new personnel start work. No construction worker may work in the field for more than five days 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 non-compliance with these acts;
- 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;
- 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;
- Review/designate the construction area in the field with the contractor in accordance with the final grading plan;
- 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);

6. MITIGATION MEASURES PROPOSED BY THIS EIR

- 4.21-1** Upon completion of the WRP, the applicant shall dedicate the WRP property to the City of Santa Clarita.
- 4.221-2** 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.
- 4.221-3** 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.
- 4.221-4** 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.
- 4.221-5** Prior to issuance of building permits, the project applicant shall obtain a "will-serve" letter from the County Sanitation Districts of Los Angeles County verifying that treatment capacity is adequate.
- 4.221-6** 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.
- 4.221-7** Prior to issuance of building permits, the project applicant shall pay applicable wastewater connection fees.
- 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.

7. CUMULATIVE IMPACTS

For this EIR, three separate cumulative development scenarios are analyzed to meet both the City and Santa Clarita Valley-wide CEQA requirements (see **Section 3.0, Cumulative Impact Analysis Methodology**, for a discussion on these requirements):

- Scenario 1 Buildout within the CLWA service area based on buildout projections for the CLWA service area plus active pending General Plan and Area Plan amendment requests, plus the proposed project (termed "Santa Clarita Valley Cumulative Build-Out Scenario"),
- Scenario 2 Proposed OVOV General Plan Buildout Scenario, and

Scenario 3 Buildout of the CSDLAC Facilities Plan for the Santa Clarita Valley Joint Sewerage System.

As previously discussed, the City requires that, prior to new local sewer networks connecting to the District's existing sanitary sewer system, the applicant obtain assurance of adequate capacity in the receiving trunk sewers and receiving WRP from the CSDLAC. If adequate capacity does not exist in the

o. Sheriff Services

(1) Significance Threshold Criteria

Pursuant to Appendix G of the *State CEQA Guidelines* and the City's *Local Guidelines*, the proposed ancillary annexation would create a significant environmental impact if the following occurs:

- the project results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios (here, the Sheriff Department's desired ratio of 1 deputy per 1,000 residents), response times (here, the Sheriff Department's objectives to respond in: 10 minutes or less for emergency incidents; 20 minutes or less for priority incidents); and, 60 minutes or less for routine incidents) or other performance objectives.
- the project impairs implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan.

(2) Impacts

As previously discussed, the remaining development potential within the AAA could allow for the construction of 150 residential units and 436,000 square feet of business park and related uses. Development of the residential units would add approximately 463 new residents to the area, thereby potentially increasing the demand for law enforcement services from the Los Angeles County Sheriff's Department and CHP. If annexed, the Vista Canyon and ancillary annexation areas would no longer receive traffic enforcement services from the California Highway Patrol and that these responsibilities would transfer to the Sheriff's Department. If annexed, the City's contract with the Sheriff would need to account for traffic enforcement and accident investigation, as well as, any law enforcement services at Fair Oaks Park, which will be transferred to the City.

The Santa Clarita Valley Station of the Sheriff's Department is responsible for providing general law enforcement to the City, as well as the AAA, under the provisions of a contract between the two agencies. Considering the Sheriff's Department's ideal service ratio of 1 officer per 1,000 residents for the project, the number of deputies required for any further development within the AAA would require 0.5 sworn patrol officers. Additionally, the increase in required field personnel would necessitate a concomitant increase in support resources, such as detectives, complaint desk officers, vehicles, and portable radios.

Tax revenues from property and sales taxes would be generated by the AAA and deposited in the City General Fund. A portion of these revenues would then be allocated, in accordance with the City and County's contractual service agreement, to maintain staffing and equipment levels in response to related demands. As the current City revenue base provides adequate service, it is anticipated that this same level of service would be provided for the AAA through existing funding sources, so long as the City and County maintain service agreements.