Section 1.0
EXECUTIVE SUMMARY

1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The City of Santa Clarita is located 35 miles northwest of downtown Los Angeles between the Interstate 5 (I-5) and State Route 14 (SR-14) freeways, has an area of 47 square miles and a population of 165,000. The City encompasses the communities of Canyon Country, Newhall, Saugus and Valencia. Surrounding the City are various unincorporated areas of Los Angeles County and the Angeles National Forest.

The Henry Mayo Newhall Memorial Hospital (HMNMH) Master Plan project site encompasses approximately 30.4 acres of land generally located north of the intersection of McBean Parkway and Orchard Village Road, east of the Interstate 5 (I-5) freeway in the City of Santa Clarita. The project site is the existing HMNMH medical campus located at 23845 McBean Parkway.

1.2 PROJECT OBJECTIVES

The HMNMH Master Plan is intended to guide the long-term buildout of an integrated, efficient, comprehensive health care facility to help serve the growing Santa Clarita Valley by achieving the following objectives:

1. Help meet the health care needs of Santa Clarita Valley's population growth, expected to increase to 273,092 by 2010 to 313,290 by the year 2020 and to 441,704[1] by the year 2030, and its increasing aging population.
2. Develop a long-term plan for expansion of the existing hospital campus that would help meet the expected growth in demand for health care services and allow the hospital to apply for State-required approvals.
3. Enhance and expand the Henry Mayo Newhall Memorial Hospital and associated medical buildings to provide patients with personalized care, state-of-the-art medical technology, and a professional staff within a single hospital campus environment.
4. Accommodate expansion of a hospital campus master plan that will bring new buildings and services on line over time as needed while ensuring continued operation of existing operations and enabling further expansion of needed facilities.
5. Maintain the viability of the hospital on a site that will continue to be centrally located within the hospital's 680 square-mile service area as the community continues to grow in the future.
6. Design a well-planned hospital master plan campus that is attractive and promotes quality development consistent with the visual character of Valencia.
7. Maintain Santa Clarita Valley's only existing 24-hour Emergency Department. This includes maintaining the Hospital's Los Angeles County designation as a Level II Trauma

[1] Source: Table 2.2-9, page 2-41, *Santa Clarita Valley General Plan Technical Background Report*, February 2004.

Center, improving its capability to treat all patients, no matter how critically ill or injured, and having the capacity to allow for patient admissions on an emergency basis.

8. Re-establish and maintain the helipad for emergency and disaster preparedness.
9. Expand and encourage combined inpatient and outpatient services on the HMNMH medical campus and partnerships between project sponsors where medical practices, specialty medical centers, and other healthcare services are integrated with the operations of the hospital.
10. Establish a campus that will attract and retain physician specialists, and establish Centers of Excellence, which are defined as highly specialized health care services via physician or hospital-authorized providers or hospital collaboration around a disease category.
11. Develop a medical campus designed with patients in mind by linking inpatient services and medical buildings in a single setting, providing safe access and transit opportunities.
12. Minimize visual impacts of the hospital campus through the use of enhanced building design and landscaping, and focusing more intensive development near the center of the site.
13. Apply land use buffering techniques between the hospital campus and adjacent residential uses through use of building setbacks and enhanced landscaping.
14. Continue to modernize and upgrade the medical campus and other on-site supportive mechanical facilities to ensure the long-term viability of existing and new buildings.
15. Implement an efficient vehicular and pedestrian circulation system that ensures ease of movement throughout the site.
16. Ensure that future development of the medical campus is served by adequate on-site parking facilities to accommodate patients, visitors, and medical staff.

1.3 HMNMH PROJECT HISTORY AND PROCESS

ORIGINAL PROJECT SUBMITTAL

An application for Master Case 04-325, the Henry Mayo Newhall Memorial Hospital Master Plan project was filed by the project applicant, Henry Mayo Newhall Memorial Hospital and G&L Realty, with the City of Santa Clarita in August 2004. The initial entitlement request included a conditional use permit for the approval of (1) the build-out of the project site, (2) to allow structures above 35 feet in height, and (3) to allow for a shared parking agreement.

In January 2005, the City Council adopted Ordinance 05-01, an update to the City's Unified Development Code, which included the requirements and process for a Master Plan. The Ordinance took effect 30 days later. The applicant subsequently modified the project to include a Master Plan entitlement, which requires City Council consideration.

The original project proposed two development phases over a 25-year master plan timeframe. The first phase included a 100,000 square-foot medical office building and the construction of a parking structure for 700 vehicles along the western property line with the removal of the existing 8,000

square-foot foundation building. The build-out phase included the demolition of 85,020 square feet of structures and the construction of three parking structures with 2,710 parking spaces, three hospital inpatient buildings totaling 286,000 square feet, a 113,400 square-foot hospital administration building, an elevated helipad and two medical office buildings totaling 190,000 square feet. Access to the site would be provided from three access points along McBean Parkway.

2005 DRAFT EIR

In accordance with the California Environmental Quality Act (CEQA), the City of Santa Clarita prepared an Initial Study for the project, which determined that the project may have a significant effect on the environment and that an environmental impact report must be prepared. The Initial Study determined that the following areas must be addressed in the project Environmental Impact Report ("EIR"): geotechnical hazards, hydrology, traffic/circulation, air quality, noise, land use, water services (including both water demand/supply and water quality), solid waste disposal, natural gas, electricity, education, fire services, sheriff services, human made hazards and hazardous materials, visual resources, population / housing / employment, aesthetics / light and glare and wastewater disposal.

An initial Notice of Preparation ("NOP") for the Entitlements was circulated to affected agencies, pursuant to CEQA statutes and the CEQA Guidelines (Title 14, Cal. Code of Regs. §§ 15000 et seq.), for thirty days, beginning on November 30, 2004, and numerous comments from agencies and the public were received in response. Agencies that received the NOP include, but are not limited to, the County of Los Angeles, the Regional Water Quality Control Board - Los Angeles Region, the California Department of Fish and Game, the U.S. Army Corps of Engineers, the South Coast Air Quality Management District, law enforcement agencies, school districts, waste haulers, water agencies and transportation agencies serving the Santa Clarita Valley in accordance with the consultation requirements contained in the CEQA statutes and CEQA Guidelines.

A scoping meeting was held at the City of Santa Clarita City Hall, Century Conference Room on December 13, 2004, to obtain information from the public as to issues that should be addressed in the EIR. Approximately 10 members of the public attended the scoping meeting.

A Draft Environmental Impact Report for the project (Draft EIR – incorporated by reference) was prepared and circulated for review and comment by affected governmental agencies and the public. All issues raised by the Initial Study, and by comments received on the NOP were considered as part of the preparation of this document, in compliance with CEQA. The Notice of Availability/Notice of Completion for the Draft EIR was filed, posted and advertised on November 14, 2005, and the public review period extended for 45 days, from November 14, 2005 through December 30, 2005, all in accordance with CEQA.

On July 19, 2005, the City of Santa Clarita Planning Commission conducted a duly noticed site tour of the project site. A second Planning Commission tour of the project site and adjacent residences occurred on December 6, 2005. On October 18, 2005, the Planning Commission opened the public hearing for the project, received a presentation on the project from staff and the applicant, and received public testimony regarding the project. This was followed by duly-noticed public hearings on the project on December 6, 2005, January 17, 2006, February 7, 2006, March 7, 2006, and June 6, 2006. At the June 6, 2006, meeting, the Planning Commission continued the public hearing to a

date uncertain to allow sufficient time for the applicant to submit a revised project and to allow staff and the environmental consultant team additional time to prepare the Revised Draft EIR for the project.

2006 REVISED PROJECT AND REVISED DRAFT EIR

In July 2006, the applicant submitted a revised project to be developed in three development phases over the 25-year master plan timeframe. The first phase included an 80,000 square-foot medical office building, reconfiguration of 9,770 square feet of hospital space for 20 new beds, the construction of a 125,363 square-foot, 120-bed hospital inpatient building, and the construction of a parking structure for 750 vehicles and an elevated helipad along the eastern property line. The second phase included the construction of two 60,000 square-foot medical office buildings, demolition of an 8,000 square-foot modular building and the construction of 857 structured parking spaces. The build-out phase includes the demolition of 21,220 square feet of existing structures and the construction of parking structures with 1,208 parking spaces, a 113,400 square-foot hospital administration building, a 84,076 square-foot inpatient building and central plant, and a 90,000 square-foot medical office building.

As part of the revised master plan, the applicant made several revisions to both the height and the horizontal setback of the proposed buildings and parking structures located along the periphery of the hospital campus. Specifically, along the southwestern edge of the property, Medical Office Building 2 was reduced in height from four stories to three stories along McBean Parkway. The horizontal setback of Medical Office Building 2 from the adjacent single-family residential neighborhood was also increased. In addition, Parking Structure 3 was reduced in height, reoriented, and stepped-back to reduce the massing of the structure and its presence along the periphery of the campus and the adjacent residential properties. Parking Structure 3 would also be constructed with a permanent closed wall facing the residential neighborhood so as to limit any noise or light impacts from parking structure usage. Medical Office Building 3, originally a four-story building proposed toward the center of the campus, was repositioned as a three-story building adjacent to Medical Office Building 2.

Due to project redesign, a revised Notice of Preparation ("NOP") for the Entitlements was circulated to affected agencies, pursuant to CEQA statutes and the CEQA Guidelines (Title 14, Cal. Code of Regs. §§ 15000 et seq.), for thirty days, beginning on July 12, 2006, and numerous comments from agencies and the public were received in response. Agencies that received the NOP include, but are not limited to, the County of Los Angeles, the Regional Water Quality Control Board Los Angeles Region, the California Department of Fish and Game, the U.S. Army Corps of Engineers, the South Coast Air Quality Management District, law enforcement agencies, school districts, waste haulers, water agencies and transportation agencies serving the Santa Clarita Valley in accordance with the consultation requirements contained in the CEQA statutes and CEQA Guidelines.

In August 2006, the applicant modified the application to include an additional entitlement request: Development Agreement 06-001 for the build-out of the project over a 25-year term.

A Revised Draft Environmental Impact Report for the project (Revised Draft EIR – incorporated by reference) was prepared and circulated for review and comment by affected governmental

agencies and the public, and all issues raised by the Revised Initial Study, and by comments received on the NOP were considered, in compliance with CEQA. The Notice of Availability/Notice of Completion for the Revised Draft EIR was filed, posted and advertised on August 29, 2006, and the public review period extended for 45 days, from September 5, 2006 through October 19, 2006, all in accordance with CEQA.

On September 19, 2006, the Planning Commission reopened the public hearing for the project and conducted additional public hearings on October 17, 2006 and November 21, 2006. At the October 17, 2006, Planning Commission meeting, the applicant rescinded the request for a shared parking agreement and included a provision for the ability to request the decisionmakers' consideration of a future shared parking agreement in the Development Agreement. At the November 21, 2006, Planning Commission meeting, the applicant presented a second major revision to the proposed HMNMH Master Plan in response to the comments received from the Planning Commission, City staff, and from members of the public.

The second revision to the Master Plan removed a proposed 90,000 square-foot medical office building from the build-out phase of the project and eliminated the demolition of 10,600 square feet of existing medical office buildings. This resulted in a net reduction in project square footage of 79,400 square feet at build-out. In addition, the revised Master Plan reduced the height of Medical Office Building 1, to be located along McBean Parkway, from four stories to three stories to reduce its massing along the hospital campus frontage.

As a result of these modifications, the revised site plan totaled 522,839 square feet of new campus building construction (200,000 square feet of medical office buildings, 113,400 square feet of hospital administration offices, and 209,439 square feet of hospital buildings), plus three parking structures.

CITY OF SANTA CLARITA PLANNING COMMISSION ACTION

At the conclusion of the November 21, 2006, hearing, the Planning Commission closed the public hearing and directed staff to prepare all of the necessary documents for its recommendation to the City Council. This direction included a recommendation of approval to the City Council of the revised master plan project presented by the applicant at the November 21st meeting, certification of the Revised Draft EIR prepared for the project, adoption of a Statement of Overriding Considerations, and denial of the proposed Development Agreement.

The Final EIR was prepared and included the 2006 Revised Draft EIR, comments on the Draft EIR and Revised Draft EIR, and the following: responses to written comments on the Draft EIR and Revised Draft EIR; modifications to the Revised Draft EIR text; and the Mitigation Monitoring and Reporting Program. The Draft Final EIR documents were prepared and provided to the Planning Commission on February 2, 2007. Prior to January 26, 2007, a copy of the response to comments from the Draft Final EIR was sent to each agency and individual who submitted timely comments on the Draft EIR and the Revised Draft EIR. The Planning Commission has considered the Final EIR prepared for the project, as well as information provided in staff reports, the amended text of the Final EIR, information presented to the Planning Commission from technical experts, and information presented in public testimony, including letters submitted to the Planning Commission

following the close of the Draft EIR public comment period up to and including November 21, 2006, prior making a formal recommendation on the project.

At the February 6, 2007, public hearing, the Planning Commission recommended that the City Council approve the request for a Master Plan/Conditional Use Permit, as revised, and deny the request for a Development Agreement.

In February 2007, the applicant filed an appeal of the Planning Commission's denial of the Development Agreement to the City Council for their consideration.

2007 CITY COUNCIL PROCESS AND REVISED PROJECT

Following the Planning Commission process, in May 2007, the applicant further revised the proposed HMNMH Master Plan, eliminating all medical office buildings and hospital buildings from the Build-out Phase of the Master Plan. Therefore, the overall net increase in Master Plan buildings was reduced from 583,619 square feet proposed at time of initial project submittal to the current total of 327,363 square feet. The following table, *Table 1-1*, *Modifications to Master Plan Square Footage from August 2004 to June 2008*, demonstrates the change in overall square footage of hospital space and medical office space.

Table 1-1
Modifications to Master Plan Square Footage from August 2004 to June 2008

	Total Net New Square Footage*	New Hospital Space***	New Medical Office Space	Total Square Footage at MP Completion**
Initial Master Plan Submittal (August 2004)	583,619 sq. ft.	322,839 sq. ft.	290,000 sq. ft.	923,690 sq. ft. (w/ 5 parking structures)
Revised Master Plan Recommended by Planning Commission (February 2007)	504,219 sq. ft.	322,839 sq. ft.	200,000 sq. ft.	844,142 sq. ft. (w/ 5 parking structures)
Current Master Plan (June 2008)	327,363 sq. ft.	135,363 sq. ft.	200,000 sq. ft.	667,434 sq. ft. (w/ 4 parking structures)

* The net new square footage totals include existing building space to be removed.
** Parking structures are not reflected in the square footage totals listed above.
*** The +/-10,000 sq. ft. central plant is reflected in the hospital space totals above.

The new reduced project limits the Master Plan to the buildings, structures and other site modifications originally included in Phase 1 and Phase 2 of the proposal, only. The third phase, or Build-out Phase, of the project was removed from the HMNMH Master Plan.

The formal public hearing process before the Santa Clarita City Council for the proposed Henry Mayo Newhall Memorial Hospital (HMNMH) Master Plan project began on June 12, 2007. Prior to the June 12th meeting, the City Council received the May 2007 Draft Final EIR, which included an Amendment to Revised Project Description and Errata for Final EIR. Two additional public hearings were held on June 26, 2007 and July 10, 2007. In response to City Council and public

input received during these three hearings, the applicant further revised various components of the HMNMH Master Plan. As part of these modifications, the applicant reduced the duration of the Master Plan from 20 years to a 15-year period.

At the August 28, 2008, City Council public hearing, the applicant presented a modified project. Changes included square footage and building massing reductions, increased building setbacks and stepbacks, building relocations and reduced height. The Master Plan, as revised, contains four buildings, three of which do not exceed three stories in height. The five-story Inpatient Building is centrally located within the hospital campus between the existing Main Hospital building and Nursing Pavilion, and backs up to a landscaped slope to the north. Parking Structure 4, once proposed to be four levels above ground, has been redesigned as a two-level subterranean structure with surface parking to reduce massing along the McBean Parkway corridor. Enhanced architecture was added to all building and parking structure facades. The conceptual landscape plan includes enhanced landscaping which focuses on the hospital campus perimeter to reduce visual impacts to surrounding land uses. The components of the 15-year HMNMH Master Plan are further described in the section below.

New Hospital and Medical Office Buildings

1. INPATIENT BUILDING – A 125,363 square-foot, 120-bed inpatient hospital building located in the central portion of the campus. This building would be 85 feet in height to the top of the parapet and 100 feet in height to the top of the wind sock and elevator shaft. This building would also include a rooftop helipad.

2. MEDICAL OFFICE BUILDING 1 – A 80,000 square-foot medical office building (MOB 1) along the McBean Parkway frontage, east of the main hospital entrance from McBean Parkway. This building would be 45.5 feet in height to the top of the parapet and 51.5 feet to the top of the screen and roof access.

3. MEDICAL OFFICE BUILDING 2 – A 60,000 square-foot medical office building (MOB 2) along the western portion of the campus along the existing ring road. This building would be 45.5 feet to the top of the parapet and 51.5 feet to the top of the screen and roof access.

4. MEDICAL OFFICE BUILDING 3 – A 60,000 square-foot medical office building (MOB 3) along the westerly portion of the site along the existing ring road. This building would be 45.5 feet to the top of the parapet and 51.5 feet to the top of the screen and roof access.

Parking Structures

1. PARKING STRUCTURE 1 – A 750-space parking structure (PS 1) along the McBean Parkway frontage at Avenida Navarre. The parking structure height would be 47 feet to the top of the parapet, 49.5 feet to the top of the parking lot lights, and 60.5 feet to the top of the wind sock. This parking structure will also include a rooftop helipad.

2. PARKING STRUCTURE 2 – A 579-space parking structure (PS 2) in the northwestern portion of the campus. The parking structure height would be 47 feet to the top of the

parapet and 49.5 feet to the top of the parking lot lights. A solid wall along the western façade of the parking structure would be provided prior to construction of Parking Structure 3. Parking Structure 3 would connect directly to Parking Structure 2.

3. PARKING STRUCTURE 3 – A 278-space parking structure (PS 3) in the northwestern corner of the campus. The parking structure height would be 27 feet to the top of the parapet, and 30 feet to the top of the parking lot lights. A solid wall along the western façade of the parking structure would be provided. This parking structure would have a minimum setback of 75 feet from the westerly property line.

4. PARKING STRUCTURE 4 – A 316-space parking structure (PS 4) to be located along McBean Parkway just east of the main campus entry. The parking structure would be fully subterranean, with at-grade parking at the top level of the structure and an elevator/stairwell projection for pedestrian access at the surface. Initially, the area proposed for Parking Structure 4 would be improved as a 71-space surface parking lot as part of the construction of Medical Office Building 1. The construction of Parking Structure 4 would occur as part of the future Master Plan improvements to meet on-site parking requirements.

Other HMNMH Campus Modifications

1. Add nine new beds in the Hospital Pavilion Building.
2. Demolish the 8,000 square foot Foundation building to accommodate Medical Office Building 3.
3. Reconfigure surface parking to provide a total of 308 on-site spaces.
4. Provide a helipad on the rooftop of both Parking Structure 1 and the Inpatient Building.
5. Provide right turn pockets and modify traffic signals along the McBean Parkway project frontage.
6. Reconfigure 9,770 square feet of current administration space in the existing hospital building to accommodate 18 additional new ICU beds. The current hospital administrative functions would move to space within Medical Office Building 1.
7. Export up to 93,293 cubic yards of dirt associated with subsurface excavation for the Inpatient Building and Parking Structures 1, 2, 3, and 4.
8. Dedicate a minimum of 58 feet of public right-of-way from the centerline along the project frontage plus additional right-of-way dedication to accommodate a new right-turn lane from eastbound McBean Parkway to southbound Orchard Village Road to address future traffic conditions.

Given that the Master Plan entitlement covers all proposed requests related to the hospital use, two helipads, dirt exportation, and building heights, the Conditional Use Permit request was eliminated as one of the requested entitlements as it would be redundant. Pursuant to the *Unified Development Code*, the Master Plan request is inclusive of the medical campus expansion, buildings that exceed the *UDC's* 35-foot height threshold, dirt exportation and two helipads.

2008 REVISED DRAFT EIR

In order to address the community concerns and minimize some of the project's environmental impacts, a number of physical modifications were made to the site plan for the HMNMH Master Plan. Although these new revisions reduce impacts related to aesthetics, light and glare and traffic and circulation, they created the need for additional analysis covering areas that were not previously analyzed, such as dirt exportation as well as reanalysis of traffic generated by the project, air quality, noise and visual impacts. Because of the length of time since the last EIR was prepared, most of the sections have been updated to include more current information. This technical work was incorporated into this 2008 Revised Draft Environmental Impact Report and circulated for a 45-day public review period from June 26, 2008 to August 11, 2008, and recirculated for an additional 45 days starting September 3, 2008 and ending October 17, 2008 in order to correct technical details in the document relating to impact analysis and to allow additional time for public review and comment. All technical changes in the document were identified as part of the recirculated 2008 Revised Draft EIR.

On June 19, 2008, the Governor's Office of Planning and Research (OPR) issued a Technical Advisory on the role of the California Environmental Quality Act in addressing climate change and greenhouse gas emissions. In response to OPR's Technical Advisory, the conclusions found in the 2008 Revised Draft EIR regarding global climate changes were found to be significant and unavoidable.

1.4 PROJECT SUMMARY

The project sponsors are proposing a long-range Master Plan for the buildout of the HMNMH medical campus. The Master Plan will include the provision of an additional 120 inpatient hospital beds, 18 additional beds in the hospital's Intensive Care Unit, nine additional beds in the existing Nursing Pavilion Building, 200,000 gross square feet of new medical office space to be used for additional outpatient, hospital administration, and associated medical uses, and an additional 1,263 parking spaces than what currently exists on the hospital campus. It is anticipated that nine new structures will be constructed on the existing 30.4-acre hospital campus built over a 15-year period as outlined below in the Development Program, which include three medical office buildings, one inpatient building, two helipads, four parking structures, landscaping improvements, and traffic improvements.

1.4.1 DEVELOPMENT PROGRAM

Table 3-2, *Proposed Medical Campus Facilities (New Buildings)*, and *Table 3-3*, *Proposed Medical Campus Facilities (New Parking Structures)*, summarize the various facilities proposed under the HMNMH Master Plan. These tables are located in Section 3.0, Project Description, of this EIR.

In addition to construction of the above facilities, the HMNMH Master Plan proposes to:

- Add nine new beds in the Nursing Pavilion Building.
- Demolish the 8,000 square foot Foundation building to accommodate Medical Office Building 3.
- Reconfigure surface parking to provide a total of 308 on-site spaces.

- Provide a helipad on the rooftop of both Parking Structure 1 and the Inpatient Building.
- Provide right-turn pockets and modify traffic signals along the McBean Parkway project frontage.
- Reconfigure 9,770 square feet of current administration space in the existing hospital building to accommodate 18 additional new ICU beds. The current hospital administrative functions would move to space within Medical Office Building 1.
- Export up to 93,293 cubic yards of dirt associated with subsurface excavation for the Inpatient Building and Parking Structures 1, 2, 3, and 4.
- Dedicate a minimum of 58 feet of public right-of-way from the centerline along the project frontage.

Table 1-2, *Master Plan Buildout Development Program*, illustrates the ultimate building square footage of the HMNMH campus as it relates to the existing hospital campus. Once complete, the campus will include 340,449 square feet of hospital and hospital-related uses; 296,160 square feet of medical office space; and 30,825 square feet of vital support facilities, plus parking. The floor area ratio (FAR) will increase from an existing 0.26 FAR to 0.50 FAR once the campus is built out.

Exhibit 3-5, *Proposed Campus Master Plan*, illustrates the master site plan for completion of the HMNMH medical campus. *Exhibit 3-6*, *Aerial View of Proposed Buildings and Parking Structures*, illustrates the location of both existing and proposed facilities anticipated under the Master Plan. These exhibits are located in Section 3.0, Project Description, of this EIR.

1.4.2 HELIPAD

HELIPAD HISTORY AND OPERATIONS

An at-grade helipad located on the northeastern portion of the campus became operational with the opening of the HMNMH in 1975. In recent years, helipad operations averaged 10 to 12 arrivals and departures per month (or 120 to 144 trips annually). Major helicopter service providers that use the helipad for emergency transport operations include the Los Angeles County Fire Department, Los Angeles County Sheriff's Department, Mercy Air, and Ventura County Sheriff's Department - Search & Rescue. Cal City Air Ambulance, who was among the operators using the at-grade helipad in 2004, has since gone out of business.

The Los Angeles County Fire Department was the heaviest user of the hospital helipad, reporting a total of 95 helipad operations in 2004. The Ventura County Sheriff's Department - Search and Rescue reported that they used the HMNMH helipad approximately 25 times per year. Many of these trips were due to serious injuries that occur at the Hungry Valley Off-Road Vehicle Park located off Interstate 5. The Los Angeles County Sheriff's Department reported that less than one helicopter operation occurs at the HMNMH every month. This is due to the fact that Los Angeles County Sheriff's Department flight operations occur mainly in eastern Los Angeles County and primarily use the Huntington Memorial Hospital. Mercy Air operations occur primarily for cardiac transport out of the Santa Clarita Valley during heavy freeway traffic periods and also to Children's Hospital in Los Angeles. The HMNMH is now working toward the construction and operation of a cardiac care unit as part of their existing hospital operations. This medical service enhancement may reduce the need for air transport for cardiac patients in the future.

Table 1-2
Master Plan Buildout Development Program

Use	Area (Square Feet)					Hospital Beds
	EXISTING FACILITIES	New Construction	Demolition	Net Change	Buildout Facilities	
HOSPITAL & RELATED USES						
Main Hospital[1]	146,000	—	—	0	146,000	121 Existing 18 New
Main Hospital Basement	5,286	—	—	0	5,286	
Nursing Pavilion Building	63,800	—	—	0	63,800	100 Existing 9 New
Inpatient Building	0	125,363	—	+125,363	125,363	120 New
Subtotal Hospital & Related Uses	215,086	125,363	—	+125,363	340,449	368 Beds
SUPPORT FACILITIES USES						
Hospital Bridge (Covered Walkway)	9,122	—	—	0	9,122	
Mechanical Plant	8,585	—	—	0	8,585	
Facilities Building (Warehouse)	2,384	—	—	0	2,384	
Facilities Building (Office)	734	—	—	0	734	
Central Plant	0	10,000	—	+10,000	10,000	
Helipad	—	—	—	—	—	
SUBTOTAL SUPPORT FACILITIES USES	20,825	10,000	—	+10,000	30,825	
MEDICAL OFFICE BUILDINGS (MOB)						
MOB A	5,302	—	—	0	5,302	
MOB B	5,302	—	—	0	5,302	
MOB C	5,302	—	—	0	5,302	
MOB D	5,302	—	—	0	5,302	
MOB E	31,040	—	—	0	31,040	
MOB F Sheila R. Veloz Breast Imaging Center	43,912	—	—	0	43,912	
Foundation & Administration Office Building	8,000	—-	-8,000	-8,000	0	
MOB 1	0	80,000	—	+80,000	80,000	
MOB 2	0	60,000	—	+60,000	60,000	
MOB 3	0	60,000	—	+60,000	60,000	
SUBTOTAL MEDICAL OFFICE BUILDINGS	104,160	200,000	-8,000	+192,000	296,160	
Total	340,071	335,363	-8,000	+327,363	667,434	368 Beds
Site Floor Area Ratio (FAR)[2]	0.26				0.50	

1. The total square footage for the Main Hospital includes 5,518 square feet for the Emergency Department; and 5,857 square feet for Radiology (existing - 2,952 square feet and in construction - 2,502 square feet).
2. Floor Area Ratio is the size of a building divided by the size of its parcel. In this instance, FAR is based on 30.4 acres, or 1,324,224 square feet.

PRESENT CONDITIONS AND RECENT CITY APPROVALS

Currently, HMNMH is functioning without a helipad. In September 2005, the at-grade helipad, which had been operational since 1975, was made unusable by the construction of the State-required connection between the main hospital building and the Nursing Pavilion, as well as the construction of the emergency room addition. In December 2004, the Planning Commission approved the relocation of the helipad to an above-ground structure adjacent to the emergency room. This elevated structure was to be 34 feet in height and was to be temporary based upon the approval and completion of subsequent patient buildings. The Minor Use Permit approval expired in December 2007. After input from California Office of Statewide Health Planning and Development (OSHPD), the state agency that conducts hospital review, the cost of the structure escalated to be cost prohibitive as a temporary structure and HMNMH decided to explore other alternatives.

MASTER PLAN HELIPAD PROPOSAL

As part of the Master Plan, HMNMH is proposing to construct two separate above-grade helipads. The first helipad will be constructed on the roof of Parking Structure 1 to be built along McBean Parkway. With the parking structure slated to be one of the first facilities in place, this will allow the resumption of emergency air ambulance service in the most time efficient manner. A designated elevator will be constructed to transport patients from the parking structure roof to the ground level where they will be transported by an on-site vehicle around the ring road and into the hospital building. This near-term helipad location will be approximately 250 feet from the nearest residence across McBean Parkway.

The second helipad location will be on the roof of the Inpatient Building, which is designed to be approximately 85 feet high and approximately 240 feet from the nearest residence within the Summit community. The placement of a helipad at this location will allow for the most efficient transport to the emergency room as the roof will be equipped with a direct elevator connection. This will be the ultimate location for the helipad.

HMNMH is requesting that the initial helipad to be built on Parking Structure 1 be allowed to remain once the ultimate inpatient building helipad is constructed. This is for two reasons: to keep a secondary helipad for use during a major disaster/emergency; and for use during future construction activities on the hospital campus that may temporarily preclude use of the Inpatient Building helipad due to aeronautical safety concerns. Outside of these two situations, both helipads would not be operational at the same time per proposed conditions of approval on the project. The locations of the proposed helipads are illustrated in *Exhibit 3-5*.[2]

1.4.3 BUILDING HEIGHT

The Master Plan proposes building heights in excess of 35 feet. Pursuant to the City of Santa Clarita *Unified Development Code* (*UDC*), building heights in excess of 35 feet require approval of a conditional use permit. The *UDC* further specifies that permitted and conditionally permitted uses may be included in an application for a master plan. Therefore, building heights approved under the HMNMH Master Plan require no additional entitlement approvals. The heights of the various

[2] Refer to Section 3.0, Project Description, of this EIR.

buildings are identified in *Table 3-2*[3] and *Table 3-3*[4]; however, exceptions such as mechanical equipment penthouse, antenna, elevators, and override equipment rooms may exceed these heights provided they do not exceed 20 percent of the building roof area. The maximum building heights for the proposed Master Plan are illustrated in *Exhibit 3-7*, *Height Limits*.[5] As illustrated in *Exhibit 3-7*, the project site will be separated into five building height zones.

1.4.4 PARKING

The Master Plan also includes construction of four new parking structures to provide a total of 1,923 parking spaces. Surface parking will provide 308 spaces located throughout the project site, for a total of 2,231 on-site spaces, 110 of which will accommodate handicapped access. *Table 3-5*, *Master Plan Parking Summary*,[6] summarizes parking for each of the on-site buildings under the proposed Master Plan. This plan also describes the size of proposed parking facilities and how many spaces will be provided under the HMNMH Master Plan. Pursuant to the City's *Unified Development Code*, parking facilities for all of the buildings under the proposed HMNMH Master Plan have been designed to meet current City parking design standards.

Parking Structures 1 and 4 will be located along McBean Parkway. PS1 will be a six-level (five levels above ground [four levels on the street side] with one subterranean level), 750-space parking structure along McBean Parkway at Avenida Navarre. This parking structure will be 47 feet to the top of the parapet, 49.5 feet to the top of the parking lot lights, and 60.5 feet to the top of the windsock and includes rooftop parking and the helipad.

Prior to the construction of Parking Structure 4, this area will be initially improved with a 71-space surface parking lot. Parking Structure 4 will be a three-level (two subterranean levels and one surface level), 316-space parking structure along McBean Parkway at its northeast intersection with Orchard Village Road.

Parking Structures PS2 and PS3 will be constructed along the west/northwest perimeter of the project site. Parking Structure 2 will be a six-level (five levels above ground with one subterranean level), 579-space parking structure in the westerly portion of the campus. The parking structure will be 47 feet to the top of the parapet and 49.5 feet to the top of the parking lot lights. A temporary solid wall along the west-facing façade of the parking structure will be included prior to the construction of Parking Structure 3, which will then be reconstructed to interconnect with Parking Structure 2.

Parking Structure 3 will be a four-level (three levels above ground and one subterranean level), 278-space parking structure in the westerly portion of the campus. The parking structure will be 27 feet to the top of the parapet and 30 feet to the top of the parking lot lights. This structure will have a minimum setback from the westerly property line of 75 feet. An architecturally enhanced solid wall will be provided along the western façade of the parking structure.

3 Ibid
4 Ibid
5 Ibid
6 Ibid

1.4.5 PHASING

At this time, the applicant anticipates buildout of the project over a 15-year period. Phasing is intended to be flexible to respond to hospital and outpatient demands in the future. For purposes of the environmental analysis in Section 5.0 of this EIR, assumptions regarding the sequencing of proposed medical office buildings, the Inpatient Building, and parking structures have been outlined. Nevertheless, the Master Plan and Development Agreement both include provisions that associated infrastructure improvements (i.e., traffic, parking, storm drain, water lines, sewer lines) are built with each building.

1.5 SUMMARY OF PROJECT ALTERNATIVES

In accordance with *CEQA Guidelines* Section 15126.6, the following section describes a range of reasonable alternatives to the proposed project, which could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any of the significant effects of the proposed project. The evaluation considers the comparative merits of each alternative. The analysis focuses on alternatives capable of avoiding significant environmental effects or reducing them to less than significant levels, even if these alternatives would impede, to some degree, the attainment of the proposed project objectives. Potential environmental impacts associated with four separate alternatives are compared to impacts from the proposed project. The following is a description of each of the alternatives evaluated in Section 6.0, Alternatives, of this EIR.

An overview of the development potential of the proposed project and the alternatives is provided in *Table 1-3*, *Comparison of Development of the Proposed Project and Alternatives*.

NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative assumes the HMNMH Master Plan would not be implemented and the proposed land uses and other improvements would not be constructed. The project site would be unaltered and it is anticipated that the existing hospital and medical office facilities would continue to operate within its current capacity. It should be noted that the hospital currently is licensed for 230 beds. Currently, 121 beds are located in the Main Hospital with 100 beds are in the Nursing Pavilion; therefore, the nine additional beds planned for the Nursing Pavilion could be utilized in the future.

ALTERNATIVE ONE (INPATIENT BUILDING AND SUPPORTING FACILITIES ONLY)

Under Alternative One (Inpatient Building Only with Support Facilities), the only components of the proposed project that would be constructed would be the Inpatient Building and the Central Plant. None of the medical office buildings would be constructed. There would still be an increase of 18 ICU beds in the existing Main Hospital and nine beds in the Nursing Pavilion. The only supporting infrastructure (e.g., parking and utilities) to be included would be that necessary for Inpatient Building and the additional beds in the existing facilities. The Foundation and Administration Office Building under this Alternative would remain.

Table 1-3
Comparison of Development of the Proposed Project and Alternatives

Use	Area (Square Feet) & # Hospital Beds				
	Proposed Project	No Project/ No Development Alternative	Alt One – Inpatient Building Only	Alt Two – MOB 1 & 2, Inpatient Building	Alt Three – MOB 1, 2 & 3, Reduced Height Inpatient Building
Main Hospital[1]	146,000 SF 121 Existing Beds 18 New Beds	146,000 SF 121 Existing Beds	146,000 SF 121 Existing Beds 18 New Beds	146,000 SF 121 Existing Beds 18 New Beds	146,000 SF 121 Existing Beds 18 New Beds
Main Hospital Basement	5,286 SF	5,286 SF	5,286 SF	5,286 SF	5,286 SF
Nursing Pavilion Building	63,800 SF 100 Existing Beds 9 New Beds	63,800 SF 100 Existing Beds	63,800 SF 100 Existing Beds 9 New Beds	63,800 SF 100 Existing Beds 9 New Beds	63,800 SF 100 Existing Beds 9 New Beds
Inpatient Building	125,363 SF 120 New Beds	---	125,363 SF 120 New Beds	125,363 SF 120 New Beds	138,171 SF 120 New Beds
Subtotal Hospital & Related Uses	340,449 SF 368 Beds	215,086 SF 221 Beds	340,449 SF 368 Beds	340,449 SF 368 Beds	353,257 SF 368 Beds
Hospital Bridge (Covered Walkway)	9,122 SF	9,122 SF	9,122 SF	9,122 SF	9,122 SF
Mechanical Plant	8,585 SF	8,585 SF	8,585 SF	8,585 SF	8,585 SF
Facilities Building (Warehouse)	2,384 SF	2,384 SF	2,384 SF	2,384 SF	2,384 SF
Facilities Building (Office)	734 SF	734 SF	734 SF	734 SF	734 SF
Central Plant	10,000 SF	---	10,000 SF	10,000 SF	10,000 SF
Helipad	---	---	---	---	---
Subtotal Support Facilities Uses	30,825 SF	20,825 SF	30,825 SF	30,825 SF	30,825 SF
MOB A	5,302 SF	5,302 SF	5,302 SF	5,302 SF	5,302 SF
MOB B	5,302 SF	5,302 SF	5,302 SF	5,302 SF	5,302 SF
MOB C	5,302 SF	5,302 SF	5,302 SF	5,302 SF	5,302 SF
MOB D	5,302 SF	5,302 SF	5,302 SF	5,302 SF	5,302 SF
MOB E	31,040 SF	31,040 SF	31,040 SF	31,040 SF	31,040 SF
MOB F Sheila R. Veloz Breast Imaging Center	43,912 SF	43,912 SF	43,912 SF	43,912 SF	43,912 SF
Foundation & Administration Office Building	0 SF	8,000 SF	8,000 SF	8,000 SF	0 SF
MOB 1	80,000 SF	---	---	80,000 SF	80,000 SF
MOB 2	60,000 SF	---	---	60,000 SF	60,000 SF
MOB 3	60,000 SF	---	---	---	60,000 SF
Subtotal Medical Office Buildings	296,160 SF	104,160 SF	104,160 SF	244,160 SF	296,160 SF
TOTAL	667,434 SF 368 Beds	340,071 SF 221 Beds	475,434 SF 368 Beds	615,434 SF 368 Beds	680,242 SF 368 Beds
SITE FLOOR AREA RATIO[2]	0.50	0.26	0.36	0.47	0.51

MOB = Medical Office Building
FAR = Floor Area Ratio

1. The total square footage for the Main Hospital includes 5,518 square feet for the Emergency Department; and 5,857 square feet for Radiology (existing - 2,952 square feet and in construction - 2,502 square feet).
2. Floor Area Ratio is the size of a building divided by the size of its parcel. In this instance, FAR is based on 30.4 acres, or 1,324,224 square feet.

The square footage, number of hospital beds, structure height, design characteristics, and site layout of Inpatient Building would be the same as the proposed project. Consequently, this Alternative would result in net increase of 125,363 square feet of hospital uses, yielding 120 new beds. The proposed 10,000 square-foot Central Plant would also be constructed. This Alternative would reduce medical office building uses by 200,000 square feet relative to the proposed project, which is an approximately 59 percent reduction in project development, and would result in a floor-area ratio (FAR) of 0.36 on-site.

Parking associated with this Alternative would also be reduced, due to a reduction in demand from the reduced site density. PS1 would be slightly reduced in size, while PS2, PS3, and PS4 would be eliminated. The need for parking structures would be further reduced by the additional availability for surface parking where the medical office buildings were proposed. PS1 would be relocated more centrally within the site, in closer proximity to the existing and proposed hospital structures. Under this Alternative, a helipad would still be located atop the Inpatient Building.

ALTERNATIVE TWO (MOBS 1 & 2 AND INPATIENT BUILDING)

Alternative Two (MOBs 1 and 2 and Inpatient Building) would include only MOBs 1 and 2, the Inpatient Building, and the Central Plant and supporting infrastructure (i.e., parking and utilities). MOB3 would not be implemented. The Foundation and Administration Office Building would remain.

The square footage, number of hospital beds, structure height, design characteristics, and site layout of MOBs 1 and 2, Inpatient Building, and Central Plant would be the same as the proposed project. Consequently, this Alternative would result in a net increase of 125,363 square feet of hospital uses (yielding 120 new beds), 140,000 square feet of MOB uses, and a 10,000 square-foot Central Plant. This Alternative would reduce medical office building uses by 60,000 square feet relative to the proposed project, which is a 15 percent reduction in project development, and would result in a FAR of 0.47 on-site.

Parking associated with this Alternative would also be reduced, due to a reduction in demand from the reduced site density. Under this Alternative, PS1, PS2, and PS4 would be constructed, while PS3 would be eliminated from the Master Plan. The need for parking structures would be further reduced by the additional availability for surface parking where MOB3 was proposed. Under this Alternative, the helipad would still be located atop both PS1 and the Inpatient Building.

ALTERNATIVE THREE (MOBS 1-3 AND REDUCED HEIGHT INPATIENT BUILDING)

Alternative Three (MOBs 1-3 and Reduced Height Inpatient Building) would include the same facilities and site layout as the proposed project. One change to the project description would be a reduction in the overall height of the Inpatient Building from 85 feet to 70 feet; however under this Alternative the bed count of 120 new beds would be maintained. As with the proposed project, the Foundation and Administration Office Building would be demolished under this Alternative.

To account for the decreased height of the Inpatient Building, the footprint of the structure would be increased, and square footage would increase from 125,363 to 138,171 (an increase of 12,808

square feet) to ensure compliance with the California Office of Statewide Health Planning and Development (OSPHD) requirements for design and construction. This would result in an approximately four percent increase in project development, and an FAR of 0.51 and building setbacks would remain unchanged.

However, it is expected that parking facilities under the proposed project would accommodate the additional demand. Under this Alternative, helipads would still be located atop both PS1 and the Inpatient Building.

ENVIRONMENTAL SUPERIOR ALTERNATIVE TO PROPOSED PROJECT

CEQA Guidelines Section 15126.6 indicates that if the No Project Alternative is the Environmentally Superior Alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The context of an environmentally superior alternative for this EIR is based on the consideration of several factors including the project's objectives, as described in Section 3.5, Project Objectives, and the alternative's ability to fulfill the objectives with minimal impacts to the surrounding environment.

No Project/No Development Alternative

The No Project/No Development Alternative results in fewer impacts to aesthetics, light, and glare; traffic; air quality; noise; geology, soils and seismicity; hazards and hazardous materials; hydrology and water quality, and public services and utilities. Greater impacts would be anticipated for land use; population and employment (fewer employment opportunities); and parking. No significant unavoidable impacts would occur under this Alternative.

The No Project/No Development Alternative would not implement the overall objective of the proposed project, which is to provide adequate hospital and medical office facilities to meet projected future demands within the Santa Clarita Valley and the remainder of the hospital's 680 square-mile service area. Under this Alternative, the proposed hospital and medical office uses would not be developed. Therefore, none of the project objectives identified Section 3.5, Project Objectives, would be met under the No Project/No Development Alternative.

The No Project/No Development Alternative would result in fewer project-related environmental impacts and eliminates significant unavoidable impacts; however, this Alternative does not meet any of the objectives of the project; in particular it would not help meet the healthcare needs of the community.

Alternative One (Inpatient Building and Supporting Facilities Only)

In comparison to the proposed project, Alternative One would result in similar impacts relative to: land use; parking; hazards and hazardous materials; hydrology and water quality; and public services and utilities. This Alternative would result in a reduction of impacts in regards to the provision of health care facilities and services for the community and in employment opportunities. This Alternative would result in fewer impacts to aesthetics, light, and glare; traffic; air quality; noise;

geology, and soils and seismicity. Significant and unavoidable impacts would still occur with respect to project construction-related noise, and cumulative air quality emissions, and solid waste.

Alternative One provides for the construction of the Inpatient Building and supporting parking and ancillary facilities, but does not allow for the construction of medical office buildings that would provide additional opportunities to expand both medical services and facilities on the campus and link inpatient and outpatient services. As detailed above, Alternative One meets objectives 8, 12, 13, 15, and 16; partially meets objectives 1, 2, 4, 7, and 14, and does not meet objectives 3, 5, 6, 9, 10, and 11. Alternative One partially meets the objectives of the proposed project by increasing hospital capacity to meet the increasing needs of its 680 square-mile service area. However, several of the primary objectives of the project include the development of a hospital campus master plan that provides closely linked inpatient and outpatient care. This would only be accomplished through the provision of both new hospital and medical office building facilities.

Many project-related environmental impacts would be reduced under this Alternative, such as aesthetics, traffic, air quality, noise, geology and hydrology. The Alternative would be unable to meet most of the project's objectives, in particular, it would not sufficiently help meet the healthcare needs of the Santa Clarita Valley's projected population growth, provide patients with personalized care, state-of-the-art medical technology and professional staff within a single hospital campus environment.

Alternative Two (MOBs 1 & 2, Inpatient Building and Supporting Facilities)

In comparison to the proposed project, Alternative Two would result in similar impacts in regard to land use; population and employment; parking; hazards and hazardous materials; and hydrology and water quality. This Alternative would result in a reduction of impacts in regard to aesthetics, light, and glare; traffic; air quality; noise; geology, soils and seismicity; and public services and utilities. Significant and unavoidable impacts would still occur with respect to air quality and solid waste, project construction-related noise.

Alternative Two provides for the construction of the Inpatient Building, MOB1, MOB2 and supporting facilities, which would expand both medical services and facilities on the existing HMNMH campus that would link inpatient and outpatient services. As detailed above, Alternative Two meets project objectives 6, 7, 8, 9, 12, 13, 14, 15, and 16 and partially meets objectives 1, 2, 3, 4, 5, 10, and 11.

Although this Alternative lessens project-generated environmental impacts and reduces or eliminates cumulative impacts associated with the project, it would not result in fewer environmental impacts than the No Project/No Development Alternative. Alternative Two would attain most of the basic objectives of the project; in particular, it would help meet health care needs of the Santa Clarita Valley and help maintain the viability of the hospital. This Alternative would help provide patients with opportunities for personalized care, state-of-the-art medical technology, and opportunities for establishment of Centers for Excellence. Alternative Two would help meet the projected future demand within the 680 square-mile service area through the 2030 growth horizon. Because it would result in fewer environmental impacts and meets most of the project objectives, Alternative Two would be the environmental superior project after the No Project/No Development Alternative.

Alternative Three (MOBs 1-3, Reduced Height Inpatient Building and Supporting Facilities)

Alternative Three would result in similar impacts to the proposed project in regards to land use; population and employment; aesthetics, light, and glare; parking; hazards and hazardous materials; and hydrology and water quality. This Alternative would result in an increased building footprint of the Inpatient Building due to increased building square footage associated with reducing the height of the building by 15 feet. The reduction in building height would reduce the building's visual, light and glare impacts for residential neighborhoods in proximity to the structure. This Alternative would result in an increase in impacts related to traffic; air quality; noise; geology, soils and seismicity; and public services and utilities associated with the increase in building square footage needed in order to reduce the building height. Significant and unavoidable impacts would still occur with respect to traffic, air quality, noise, and solid waste.

Alternative Three would implement the overall objective of the proposed project, which is to provide adequate hospital and medical office facilities to meet projected future demands within the Santa Clarita Valley and the remainder of the hospital's 680 square-mile service area. This Alternative meets all of the stated objectives of the proposed project.

Environmentally Superior Alternative

As noted above, the determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment. In consideration of these factors, Alternative Two is selected as the Environmentally Superior Alternative to the proposed project.

Although the No Project/No Development Alternative would result in the fewest environmental impacts and would not contribute to cumulative significant environmental impacts associated with the project, it does not meet any of the objectives of the project and is therefore not considered feasible. Alternative Two would result in the fewest environmental impacts in comparison to the proposed project, eliminates the significant traffic impacts, and would meet most of the basic objectives of the project. Therefore, Alternative Two is the environmentally superior alternative.

1.6 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The summary includes impact statements, level of significance before mitigation, mitigation measures, and level of significance after mitigation.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
LAND USE			
City of Santa Clarita General Plan	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
City of Santa Clarita Unified Development Code	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
POPULATION AND EMPLOYMENT			
Employment	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Population	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
AESTHETICS, LIGHT, AND GLARE			
Short-Term Construction Aesthetic, Light, and Glare Impacts	Potentially Significant Impact.	AES1 Appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of construction activities, equipment and material from adjacent residential uses, existing hospital campus operations, and from McBean Parkway. AES2 Construction-related security lighting shall be directed away from adjacent residential areas and shall consist of the minimal wattage necessary to provide safety at the construction site.	Less Than Significant Impact.
Long-Term Aesthetic Impacts / Visual Character	Potentially Significant Impact.	AES3 Prior to issuance of building permits, each structure shall undergo Development Review (DR) approval in conformance with the adopted Master Plan and conditions of approval for overall site design and architectural conformity. AES4 Landscaping shall be installed in conformance with the approved Master Plan conceptual landscaping plans and in compliance with the conditions of approval prior to issuance of a Certificate of Occupancy for each building and parking structure.	Less Than Significant Impact.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Long-Term Light and Glare Impacts	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts	Less Than Significant Impact.	Refer to Mitigation Measures AES1 through AES4. No additional mitigation measures are required.	Less Than Significant Impact.
TRAFFIC AND CIRCULATION			
Interim Year Scenario	Potentially Significant Impact.	TR1 In order to address impacts along McBean Parkway at the Magic Mountain Parkway intersection, the following improvements shall be required: ♦ Add a third through lane for the westbound direction (re-striping). This improvement shall be implemented in conjunction with the construction of MOB1. ♦ Add right-turn overlap phasing for the westbound right-turn movement (signal modification). This improvement shall be implemented in conjunction with the construction of MOB1. ♦ Add a third through lane for the eastbound direction (re-striping). This improvement shall be implemented in conjunction with the construction of the Inpatient Building/MOB2. TR2 In order to address impacts along Orchard Village Road at the Wiley Canyon Road intersection, the following improvement shall be required: ♦ Add a separate northbound right-turn lane with right-turn overlap phasing (within existing right-of-way between Wiley Canyon Road and the Santa Clara River South Fork Bridge). This improvement shall be implemented in conjunction with the construction of MOB1.	Less Than Significant Impact.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		TR3 In order to address impacts along Orchard Village Road at the McBean Parkway intersection, the following improvements shall be required: ♦ Widen the southbound approach (project driveway) to allow for a left-turn lane and a second through lane. This improvement shall be implemented in conjunction with the construction of MOB1. ♦ Add a separate westbound right-turn lane (for project access). This improvement shall be implemented in conjunction with the construction of the Inpatient Building/MOB2. ♦ Add a separate southbound right-turn lane (project driveway). This improvement shall be implemented in conjunction with the construction of the Inpatient Building /MOB2. TR4 In order to address impacts along Valencia Boulevard at the Magic Mountain Parkway intersection, the following improvement shall be required: ♦ Add a second westbound left-turn lane by removing the existing right-turn lane (re-striping the westbound approach as a mirror image of the existing eastbound approach). This improvement shall be implemented in conjunction with the construction of the Inpatient Building/MOB2. TR5 The project applicant shall pay fees to the established Valencia Bridge and Thoroughfare District.	

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		in accordance with City policy, in order to provide a fair-share contribution of funds for future traffic system improvements.	
Los Angeles County CMP Analysis	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Site Access	Potentially Significant Impact.	Refer to Mitigation Measure TR3. No additional mitigation measures are required.	Less Than Significant Impact.
On-Site Circulation	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts	Potentially Significant Impact.	TR6 In order to address impacts along McBean Parkway at the Orchard Village Road intersection, the following improvement shall be required: ♦ Restripe the hospital driveway to reconfigure the first through lane to a shared left-turn/through lane. This improvement shall be implemented in conjunction with the construction of MOB3. TR7 In order to address long-term (2030) impacts along McBean Parkway at the Valencia Boulevard intersection, the following improvement shall be required: ♦ Add a fourth westbound through lane (requires the widening of Valencia Boulevard). The project's fair share equals 4.3 percent of the cost of this improvement (refer to *Table 5.4-16*, *Share Summary*). If a fair share program has been adopted or if these improvements have been added to a district, such as a Bridge & Thoroughfare District, payment of fair share costs shall be made prior to the issuance of a building permit for MOB 3. This fair share payment shall be considered this project's full	Significant Unavoidable Impact.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		compliance of Mitigation Measure TR6 and, if a funding program is established, would reduce impacts to less than significant. TR8 In order to address long-term (2030) impacts along McBean Parkway at the Orchard Village Road intersection, the following improvement shall be required: ♦ Add a separate eastbound right-turn lane (requires the widening of McBean Parkway). The project's fair share equals 30.5 percent of the cost of this improvement (refer to *Table 5.4-16, Share Summary*). If a fair share program has been adopted or if these improvements have been added to a district, such as a Bridge & Thoroughfare District, payment of fair share costs shall be made prior to the issuance of a building permit for MOB 3. This fair share payment shall be considered this project's full compliance of Mitigation Measure TR7 and, if a funding program is established, would reduce impacts to less than significant.	
PARKING			
Short-Term Construction Parking	Potentially Significant Impact.	PRK1 To maximize the on-site parking for non-construction uses, the project applicant shall prepare and implement a Parking Management Plan during the construction phases of the project. The Plan may include provisions for: 1) no construction worker parking on-site, and 2) off-site parking at an existing facility or facilities with a parking surplus, with a shuttle system, or other similar transportation method to and from the hospital campus. The Plan shall be	Less Than Significant Impact.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		approved by the Director of Community Development prior to the issuance of any building permit included in the HMNMH Master Plan, which is identified in Section 3.0, Project Description, of this EIR.	
Long-Term Operational Parking	Potentially Significant Impact.	PRK2 As part of the plan review process for each phase of Master Plan buildout, the City of Santa Clarita shall ensure that the project applicant accompanies each development phase with adequate parking, in compliance with the City's *Municipal Code*.	Less Than Significant Impact.
Cumulative Impacts	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
AIR QUALITY			
Construction Impacts	Potentially Significant Impact.	AQ1 During construction, project applicant shall require the contractor to be responsible for ensuring that all measures listed in Table 5.6-9, Standard Measures for Construction-Related Emissions, are implemented. To achieve the particulate control efficiencies shown, finished surfaces are to be stabilized with water and/or dust palliatives and isolated from traffic flows to prevent emissions of fugitive dust from these areas. In addition, the following water application rates are required: ♦ Roads traveled by autos, rock trucks, water trucks, fuel trucks, and maintenance trucks: up to twice per hour; ♦ Roads traveled by scrapers and loaders in active excavation areas: up to three times per hour; ♦ Finish grading areas: up to once every two hours. AQ2 The project applicant shall require the construction contractor to ensure that all construction equipment shall be	Significant Unavoidable Impact.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		maintained in good operating condition so as to reduce operational emissions. The contractor shall ensure that all construction equipment is properly serviced and maintained. AQ3 The project applicant shall require the construction contractor to utilize, as much as possible, precoated/natural colored building materials, water-based or low-VOC coating, and coating transfer or spray equipment with high transfer efficiency, such as HVLP spray method, or manual coatings application such as a paintbrush, hand roller, trowel, spatula, dauber, rag, or sponge. AQ4 All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(2)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, the project applicant shall demonstrate to the City of Santa Clarita how the project operations subject to that specification during hauling activities shall comply with the provisions set forth in Sections 23114(b)(2)(F), (e)(4).	
Operational Impacts	Potentially Significant Impact.	AQ5 Prior to the issuance of building permits, the Building Official and/or Division of the State Architect for the hospital shall ensure the proposed uses be designed to use low Volatile Organic Compound (VOC) paints and solvents throughout. In addition, this shall be specified on the building plans.	Less Than Significant Impact.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Air Quality Management Plan Consistency	Less Than Significant Impact.	Refer to Mitigation Measures AQ2 and AQ5. No other mitigation measures are required.	Less Than Significant Impact.
Short-Term Cumulative Construction Impacts	Potentially Significant Impact.	Refer to Mitigation Measures AQ1 through AQ4. No other mitigation measures are available that could reduce the significance of impacts.	Significant Unavoidable Impact.
Long-Term Operational Cumulative Impacts	Less Than Significant Impact.	Refer to Mitigation Measures AQ2 through AQ5. No other mitigation measures are available that could reduce the significance of impacts.	Less Than Significant Impact.
Global Climate Change Cumulative Impacts	Potentially Significant Impact.	Refer to Mitigation Measures TR1 through TR4, TR6 through TR8, and AQ1 through AQ5. AQ6 Install light-colored paving and cool roofs where feasible. The paving and roofs shall be specified on the building plans. AQ7 Plant shade trees pursuant to City requirements and standards, and shall be specified on the building plans. AQ8 Utilize light emitting diodes (LEDS) for outdoor lighting and limit the hours of outdoor lighting operation to hours of darkness. The location of outdoor lighting shall be specified on the building plans.	With respect to Global Climate Change, project-level impacts are less than significant. In addition, cumulative impacts associated with Scope 1 and Scope 2 emissions would be less than significant. However, cumulative Scope 3 emissions would be significant and unavoidable.
NOISE			
Construction Noise Impacts	Potentially Significant Impact.	N1 During all site excavation and grading, the project applicant shall require the project contractor(s) to equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. N2 The Project Applicant shall require the project contractor(s) to locate equipment staging in areas that would create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site	Significant Unavoidable Impact.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		during all project construction, to the extent practicable.	
Operational Traffic Noise Impacts	Potentially Significant Impact.	N3 To meet the 45-dBA CNEL interior noise standard for medical office uses, mechanical ventilation, such as an air-conditioning system, shall be required for medical office buildings along the southern portion of the project site along McBean Parkway, in order to ensure that windows can remain closed for prolonged periods of time.	Less Than Significant Impact.
Helipad Noise Impacts	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Operational Stationary Source Noise Impacts	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Operational Impacts	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Long-Range Cumulative Year Scenario Traffic Noise Impacts	Potentially Significant Impact.	Refer to Mitigation Measure N3. No additional mitigation measures are required.	Less Than Significant Impact.
GEOLOGY, SOILS, AND SEISMICITY			
Site Grading And Excavation During Construction	Potentially Significant Impact.	Refer to Mitigation Measures AQ1 and HWQ3 that specify requirements during construction to minimize impacts associated with grading. No additional mitigation measures are required since compliance with state and local regulations regarding the grading and export of dirt will ensure no significant impacts result from project implementation.	Less Than Significant Impact.
Surface Fault Rupture	No Impact.	No mitigation measures are required.	No Impact.
Seismic Groundshaking	Less Than Significant Impact.	GEO1 The project applicant shall have a geologist registered by the State of California prepare a Probabilistic Seismic Hazard Analysis (PSHA) prior to issuance of grading permits for the Inpatient Building. Any recommendations in the study are applicable to the Inpatient Building, if required by OSHPD, and shall be implemented during site grading and construction.	Less Than Significant Impact.
Ground Failure	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Landslides And Slope Stability	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Expansive Soils	Less Than Significant Impact.	GEO2 If potentially expansive units (i.e., clay soils) are encountered during construction, they shall be evaluated by the Project Geotechnical Engineer. Special foundation designs and reinforcement shall be utilized to mitigate expansive material as specified by the Project Geotechnical Engineer and to the satisfaction of the City. Specifically, if clay soils are exposed at the deeper subgrade level, the Construction Contractor shall employ dewatering techniques, as the clay soils shall not be allowed to dry out.	Less Than Significant Impact.
Corrosive Soils	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Soil Erosion	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
HAZARDS AND HAZARDOUS MATERIALS			
Helipad-Related Hazards	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Construction-Related Hazardous Materials Impacts	Potentially Significant Impact.	HAZ1 The project applicant shall retain a qualified environmental specialist (e.g., a Registered Environmental Assessor or similarly qualified individual) to perform pre-construction hazardous materials surveys to inspect existing building areas subject to demolition or renovation for the presence of as yet unidentified asbestos, PCBs, mercury, lead, or other hazardous materials. If found at levels that require special handling, the Project Applicant shall manage these materials as required by law and according to federal and state regulations and guidelines, including those of DTSC, SCAQMD, Cal/OSHA, and any other agency with	Less Than Significant Impact.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		jurisdiction over these hazardous materials.	
Hazardous Materials Use, Storage, And Handling	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Hazardous Waste Generation	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Hazardous Materials Exposure	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts	Less Than Significant Impact.	Less Than Significant Impact.	Less Than Significant Impact.
HYDROLOGY AND WATER QUALITY			
Drainage	Potentially Significant Impact.	HWQ1 The design of the parking structures (PS1, PS2, PS3, PS4) shall include trench drains and catch basins or similar technology in each level of the structures where runoff would be directed into an on-site storm drain pipe system and conveyed to a retention basin. HWQ2 Estimate the amount of runoff to be retained on-site for each structure prior to issuance of a grading permit that incorporate storm water retention facilities equivalent to the 1 inch 1 hour storm and incorporate sediment and oily water separator BMPs into the drainage design. The retention facilities shall be serviceable without replacement. The overflow pipe shall provide for sampling water flows before they enter the McBean Parkway stormdrain pipe.	Less Than Significant Impact.
Hydrology	Potentially Significant Impact.	Refer to Mitigation Measures HWQ1and HWQ2. No additional mitigation measures are required.	Less Than Significant Impact.
Water Quality	Potentially Significant Impact.	HWQ3 During the detailed engineering design phase and prior to the issuance of grading permits, the Project Applicant shall prepare an Urban Storm Water Management Plan (USMP) for each individual building. The USMP shall be prepared by a California registered Civil Engineer, Architect, Landscape Architect or any professional	Less Than Significant Impact.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		knowledgeable about storm water management issues and shall comply with post-construction and applicable BMPs, as detailed in the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP), to address each source of pollutants identified by the Project evaluation. Possible BMPs include: Bioretention basins, bioswales, catch basin filters, regular street and parking lot sweeping, porous pavement, roof runoff controls, efficient irrigation, alternative building materials, stormdrain signage, trash enclosures, preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, straw mulch, geotextiles and mats, wood mulching, earth dikes and drainage swales, velocity dissipation devices, slope drains, polyacrylamide, and stockpile management.	
Cumulative Impacts	Potentially Significant Impact.	Refer to Mitigation Measures HWQ1 through HWQ3. No additional mitigation measures are required.	Less Than Significant Impact.
FIRE PROTECTION SERVICES			
Construction-Related Fire Impacts	Potentially Significant Impact.	FS1 Concurrent with the issuance of building permits, the project applicant shall participate in the Developer Fee Program to the satisfaction of the County of Los Angeles Fire Department. FS2 Adequate access to all buildings on the project site shall be provided and properly maintained for emergency vehicles during the building construction process to the satisfaction of the County of Los Angeles Fire Department. FS3 Adequate water availability shall be provided to service construction activities to the satisfaction of the County of Los Angeles Fire Department.	Less Than Significant Impact.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Operational-Related Fire Impacts	Potentially Significant Impact.	FS4 Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width, unobstructed, clear-to-sky. The edge of the roadway shall be within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building. FS5 Commercial development shall require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration, unless otherwise deemed appropriate by the Fire Department. Final fire flows shall be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements: ♦ 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 public fire hydrant. ♦ Additional hydrants will be required if hydrant spacing exceeds specified distances. FS6 Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length. All on-site driveways	Less Than Significant Impact.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		shall provide a minimum unobstructed width of 28 feet. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure. FS7 Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final building plans. FS8 The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING – FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use. FS9 All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review and approval, prior to issuance of building permit.	
Cumulative Impacts	Less Than Significant Impact.	Refer to Mitigation Measures FS1 through FS9. No additional mitigation measures are required.	Less Than Significant Impact.
SHERIFF SERVICES			
Construction-Related Sheriff Impacts	Less Than Significant Impact.	SS1 During construction, private security patrols shall be utilized to protect the project site. SS2 Construction-related traffic, including all off-site earthmoving operations, shall be limited to between the hours of 9:00 AM and 2:00 PM in order to avoid weekday peak traffic conditions.	Less Than Significant Impact.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Operational-Related Sheriff Impacts	Potentially Significant Impact.	SS3 As final site and building plans are submitted to the City for approval in the future, Sheriff's Department design requirements which reduce demands for service and ensure adequate public safety (such as those pertaining to site access, site security lighting), shall be incorporated into building designs. SS4 Project design shall landscape the project site with low-growing groundcover and shade trees, rather than a predominance of shrubs that could conceal potential criminal activity around buildings and parking areas. SS5 Project design shall provide lighting around and throughout the development to enhance crime prevention and enforcement efforts. SS6 Project design shall provide clearly visible (during the day and night) address signs and/or building numbers for easy identification during emergencies. SS7 Project design shall provide visibility of doors and windows from the street and between buildings. SS8 Concurrent with the issuance of building permits, the project applicant shall participate in the Police Facility Fee Program to the satisfaction of the City of Santa Clarita.	Less Than Significant Impact.
Emergency Response/Evacuation Plans	Less Than Significant Impact.	Refer to Mitigation Measure SS2. No additional mitigation measures are required.	Less Than Significant Impact.
California Highway Patrol Services	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Cumulative Impacts – Sheriff And California Highway Patrol Services	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts – Emergency Response/Evacuation Plans	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
SCHOOLS/EDUCATION			
Newhall School District	Potentially Significant Impact.	SE1 The project applicant shall pay the required mitigation fees in place at time of payment to the Newhall District, prior to issuance of building permit as full mitigation of project impacts on this district.	Pursuant to state law, with payment of mitigation fees specified in Mitigation Measure SE1, impacts would be considered Less Than Significant.
William S. Hart Union High School District	Potentially Significant Impact.	SE2 The project applicant shall pay the required mitigation fees in place at time of payment to the Hart District, prior to issuance of building permit as full mitigation of project impacts on this district.	Pursuant to state law, with payment of mitigation fees specified in Mitigation Measure SE2, impacts would be considered Less Than Significant.
Cumulative Impacts	Potentially Significant Impact.	Refer to Mitigation Measures SE1 and SE2. No additional mitigation measures are required.	Pursuant to state law, with payment of mitigation fees specified in Mitigation Measure SE1 and SE2, impacts would be considered Less Than Significant.
SOLID WASTE			
Solid Waste Generated During Project Construction	Potentially Significant Impact.	No mitigation measures are available.	Significant Unavoidable Impact.
Solid Waste Generated During Project Operation	Potentially Significant Impact.	SW1 The location of recycling/separation areas shall be in proximity to dumpsters for non-recyclables, elevators, loading docks, and primary internal and external access points. SW2 The location of recycling/separation areas shall be convenient for those persons who deposit, collect, and load the recyclable materials. SW3 Recycling containers/bins shall be located so that they do not block access to each other.	Significant Unavoidable Impact.
Cumulative Impacts	Potentially Significant Impact.	Refer to Mitigation Measures SW1 through SW3. No additional mitigation measures are available.	Significant Unavoidable Impact.

IMPACTS	LEVEL OF SIGNIFICANCE PRIOR TO MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
ELECTRICITY			
Electricity Supplies and Distribution Infrastructure	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
NATURAL GAS			
Natural Gas Supplies and Distribution Infrastructure	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
WATER SUPPLY			
Water Demand and Supply, and Groundwater Recharge	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
WASTEWATER			
Wastewater Conveyance and Treatment	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.