



12.10 WRITTEN COMMENTS ON SEPTEMBER 2008 REVISED DRAFT EIR – PUBLIC AGENCIES

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330



P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

RECEIVED
PLANNING DIVISION

SEP 12 2008

CITY OF SANTA CLARITA

August 26, 2008

Lisa Webber, Planning Manager
City of Santa Clarita
Community Development Department
23920 Valencia Blvd, Suite 302
Santa Clarita, CA 91355

Dear Ms. Webber:

**ENVIRONMENTAL IMPACT REPORT, HENRY MAYO NEWHALL MEMORIAL HOSPITAL
MASTER PLAN, MASTER CASE 04-325, MASTER PLAN 04-022, DEVELOPMENT AGREEMENT
06-001, STATE CLEARINGHOUSE NO. 2004111149, SANTA CLARITA (FFER #200800187)**

The Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. We previously reviewed the 2008 Draft Environmental Impact Report for the Henry Mayo Newhall Memorial Hospital Master Plan and have the following corrections and updated information. 5.11.1

ENVIRONMENTAL SETTING

2. Paragraph 1: The sentence "The project site receives priority fire protection and emergency medical services from Fire Stations 73, 124, and 126" is misleading and should be revised to state, "The three closest stations to the project site that will provide fire protection and emergency medical services are Fire Stations 73, 124, and 126." Paragraph 1, the last sentence which states, "Should a significant incident occur, the project site would be served by the resources of the Fire Department" should be revised to state, "Should a significant incident occur, the project site would be served by additional available resources of the Fire Department."
3. Paragraph 2, the entire paragraph should be revised to state "To determine the level of service within the City, the Fire Department uses national guidelines of a 5-minute response time for the 1st-arriving unit for Fire and EMS responses and 8 minutes for the advanced life

WSA-A1

WSA-A2

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	BRADBURY	CUDAHY	HAWTHORNE	LA MIRADA	MALIBU	POMONA	SIGNAL HILL
ARTESIA	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE
AZUSA	CARSON	DUARTE	HUNTINGTON PARK	LAKESWOOD	NORWALK	ROLLING HILLS	SOUTH GATE
BALDWIN PARK	CERRITOS	EL MONTE	INDUSTRY	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
BELL	CLAREMONT	GARDENA	INGLEWOOD	LAWDALE	PALOS VERDES ESTATES	ROSEMEAD	WALNUT
BELL GARDENS	COMMERCE	GLEN DORA	IRWINDALE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOWER	COVINA	HAWAIIAN GARDENS	LA CANADA-FLINTRIDGE	LYNWOOD	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
			LA HABRA				WHITTIER

support (paramedic) unit in urban areas, and 8-minute response time for the 1st-arriving unit and 12 minutes for advanced life support (paramedic) unit in suburban areas. The Fire Department is currently meeting these standards. The average response time in the City of Santa Clarita during 2007 for emergency incidents was five minutes and 47 seconds. The City of Santa Clarita is a mix of urban/suburban with surrounding rural and undeveloped areas.

WSA-A3

LAND DEVELOPMENT UNIT:

1. The Fire Prevention Division, Land Development Unit has no additional comments regarding this project. The conditions that were addressed in EIR #2203/2004, dated 01/27/05 located in Appendix B, have not been changed at this time.

WSA-A4

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance.
2. The areas germane to the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division have been addressed.

WSA-A5

WSA-A6

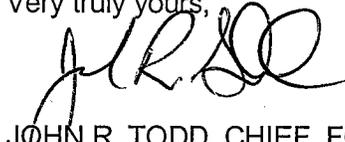
HEALTH HAZARDOUS MATERIALS DIVISION:

1. We have no comments at this time.

WSA-A7

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



JOHN R. TODD, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

JRT:lj



WSA-A. RESPONSES TO COMMENTS FROM JOHN R. TODD, CHIEF, FORESTRY DIVISION, PREVENTION SERVICES BUREAU, COUNTY OF LOS ANGELES FIRE DEPARTMENT, DATED AUGUST 26, 2008.

WSA-A1. Comment noted. The text changes noted for the first paragraph under the heading Environmental Setting in Section 5.11, Fire Protection, will be reflected in the Final EIR Errata.

WSA-A2. Comment noted. The text changes noted for the second paragraph under the heading Environmental Setting in Section 5.11, Fire Protection, will be reflected in the Final EIR Errata.

WSA-A3. Comment noted.

WSA-A4. Comment noted.

WSA-A5. The EIR correctly states that the project site is located within Fire Zone 3, not Fire Zone 4 as mentioned in letter. Fire Zone 3 was confirmed by City Staff prior to release of the September 2008 Revised Draft EIR with the County of Los Angeles Fire Department.

WSA-A6. Comment noted.

Text Changes for Final EIR

Added or modified text is double underlined (example) while deleted text is struck out (~~example~~).

SECTION 5.11, FIRE PROTECTION

The first paragraph on page 5.11-1 of the September 2008 Revised Draft EIR will be revised as follows in the Final EIR Errata.

Fire protection service is provided to the City of Santa Clarita by the County of Los Angeles Fire Department. The three closest stations to the project site that will provide fire protection and emergency medical services (EMS) are ~~The project site receives priority fire protection and emergency medical service from~~ Fire Stations 73, 124, and 126. Fire Station 73 is located approximately 2.0 miles southeast of the project site. The station maintains one fire engine and one paramedic squad and is supported by six personnel. The response time to the project site is approximately 4.8 minutes. Fire Station 124 is located at 25870 Hemingway Avenue in Stevenson Ranch, which is approximately 1.9 miles southwest of the project site. The station maintains one fire engine and one paramedic squad, and is supported by five firefighters, two of whom are paramedics. The response time to the project site is approximately 4.6 minutes. Fire Station 126 is located at 26320 Citrus Drive in Santa Clarita, which is also approximately 1.8 miles northeast of the project site. Fire Station 126 maintains an engine company and a quint (combination engine/ladder truck apparatus), for a total staffing of seven personnel. The response time to the project site is



approximately 4.8 minutes. Should a significant incident occur, the project site would be served by ~~the~~ additional available resources of the Fire Department.

The second paragraph on page 5.11-1 of the September 2008 Revised Draft EIR will be revised as follows in the Final EIR Errata.

~~The level of service provided to areas within the City is determined by the Fire Department. Nationally recognized response time targets for urban areas are five minutes for a basic life support unit (engine company) and eight minutes for an advanced life support unit (paramedic squad). The Fire Department is currently meeting these standards. The average response time in the City of Santa Clarita during 2003 was five minutes and 43 seconds. It should be noted that the City encompasses rural and undeveloped areas as well as urban areas. To determine the level of service within the City, the Fire Department uses national guidelines of a 5-minute response for the 1st-arriving for fire and EMS responses and 8 minutes for the advanced life support (paramedic) unit in urban areas, and an 8-minute response time for the 1st-arriving unit and 12 minutes for advanced life support (paramedic) unit in suburban areas. The Fire Department is currently meeting these standards. The average response time in the City of Santa Clarita during 2007 for emergency incidents was five minutes and 47 seconds. The City of Santa Clarita is a mix of urban/suburban with surrounding rural and undeveloped areas.~~



COMMENT LETTER WSA-B

STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

October 20, 2008

RECEIVED
PLANNING DIVISION

OCT 23 2008

CITY OF SANTA CLARITA

Lisa Webber
City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

Subject: Henry Mayo Newhall Memorial Hospital Master Plan
SCH#: 2004111149

Dear Lisa Webber:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on October 17, 2008, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

WSA-B1

**Document Details Report
State Clearinghouse Data Base**

SCH# 2004111149
Project Title Henry Mayo Newhall Memorial Hospital Master Plan
Lead Agency Santa Clarita, City of

Type EIR Draft EIR

Description 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. The 8,000 square foot Foundation Building would be removed.

Lead Agency Contact

Name Lisa Webber
Agency City of Santa Clarita
Phone (661) 255-4330 **Fax**
email
Address 23920 Valencia Boulevard, Suite 302
City Santa Clarita **State** CA **Zip** 91355

Project Location

County Los Angeles
City Santa Clarita
Region
Lat / Long
Cross Streets McBean Parkway and Orchard Village Road
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 5
Airports
Railways Metrolink
Waterways Santa Clara River
Schools Less than 5 school sites
Land Use Present land use - existing hospital and medical office buildings. General Plan and Zoning Designations: Residential Low (RL).

Project Issues Aesthetic/Visual; Air Quality; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Noise; Population/Housing Balance; Public Services; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 09/03/2008 **Start of Review** 09/03/2008 **End of Review** 10/17/2008



**WSA-B. RESPONSES TO COMMENTS FROM TERRY ROBERTS, DIRECTOR,
STATE OF CALIFORNIA, GOVERNOR'S OFFICE OF PLANNING AND
RESEARCH, STATE CLEARINGHOUSE AND PLANNING UNIT,
DATED OCTOBER 20, 2008.**

WSA-B1. The Commentator acknowledges receipt of the Draft EIR and notes that copies of the Draft EIR were submitted to select State agencies. The Commentator also notes that the project has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to *CEQA*.

COMMENT LETTER WSA-C



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

DEAN D. EFSTATHIOU, Acting Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE REFER TO FILE: LD-1

October 27, 2008

Ms. Lisa Webber, Planning Manager
Community Development Department
23920 Valencia Boulevard
Santa Clarita, CA 91355

Dear Ms. Webber:

**RESPONSE TO NOTICE OF COMPLETION/NOTICE OF AVAILABILITY
2008 REVISED DRAFT ENVIRONMENTAL IMPACT REPORT FOR
HENRY MAYO NEWHALL MEMORIAL HOSPITAL MASTER PLAN PROJECT
MASTER CASE 04-325
MASTER PLAN 04-022
STATE CLEARINGHOUSE NO. 2004111149**

We reviewed the Notice of Availability/Revised Draft Environmental Impact Report for the proposed subject project. The Henry Mayo Newhall Memorial Hospital Master Plan is intended to guide the long-term buildout of an integrated, efficient, and comprehensive health care facility to help serve the growing Santa Clarita Valley. The proposed project consists of the construction of nine new structures including approximately 200,000-square-feet of medical office space, 125,363-square-feet of hospital space, and 10,000-square-feet of ancillary land use on the existing 30.4-acre hospital campus over a 15-year period.

WSA-C1

The following comments are for your consideration and relate to the environmental document only:

Drainage

Approval and permit must be obtained from Public Works' Construction Division for any new direct connections, alterations of existing direct connections to Los Angeles County Flood Control District-owned storm drains, or if the project encroaches into Los Angeles County Flood Control District easements.

WSA-C2

If you have any questions regarding Los Angeles County Flood Control District permits or connections, please contact Ms. Maryam Adhami at (626) 458-4940.

Geotechnical

All or portion of the project site is located within an earthquake-induced landslide area per the State of California Seismic Hazard Zones Map, Newhall Quadrangle. Site-specific geotechnical report addressing the proposed development and recommending mitigation measures for geotechnical hazards should be included as part of the Environmental Impact Report.

WSA-C3

If you have any questions regarding geotechnical comment, please contact Mr. Jeremy Wan at (626) 458-4925.

Traffic/Access

The proposed project is expected to generate approximately 7,571 net new vehicle trips daily with approximately 519 and 715 vehicle trips during the a.m. and p.m. peak hours, respectively.

WSA-C4

The Traffic Section of the Draft Environmental Impact Report is incomplete and should be revised to address the comments below. Based on these revisions, additional comments may be forthcoming after subsequent review.

- Page 5.4-2, Exhibit 5.4-1 Study Area Intersections: The I-5 Southbound ramps and McBean Parkway (Stevenson Ranch Parkway) intersection falls under the County's jurisdiction and the County's traffic impact analysis methodology should be used when evaluating the intersection. A copy of our Traffic Impact Analysis Report Guidelines may be obtained on the County of Los Angeles Department of Public Works' website at <http://www.dpw.lacounty.gov/traffic>. Justification should be provided for any trip credits (internal capture) or volume reductions (such as "right turn on red" adjustments).
- Page 5.4-2, Exhibit 5.4-1 Study Area Intersections: The following intersections should be added to the list of study area intersections and be analyzed per the County's traffic impact analysis methodology for all of the scenarios (Medical Office Building (MOB) 1, MOB 1 and 2, MOB 1, 2, and Hospital, etc.). Justification should be provided for any trip credits (internal capture) or volume reductions (such as "right turn on red" adjustments):
 1. The Old Road at Stevenson Ranch Parkway
 2. The Old Road at Pico Canyon Road
 3. I-5 Southbound Ramps/Marriott Way at Pico Canyon Road
 4. Chiquella Lane at Pico Canyon Road

WSA-C5

Ms. Lisa Webber
October 27, 2008
Page 3

- Page 5.4-12, Interim Year Transportation System: The aforementioned County intersections should also be analyzed during the interim year (2019) without the assumed roadway improvements and future infrastructure.

WSA-C5

If you have any further questions regarding the review of this document, please contact Mr. Ron Matsuoka at (626) 300-4709.

Underground Storage Tanks/Industrial Waste / Stormwater

- The site has five active Underground Storage Tank permits. Should any operation within the subject project include the construction, installation, modification, or removal of underground storage tanks, Public Works' Environmental Programs Division must be contacted for required approvals and operating permits.
- Currently there is a leaking underground storage tank case that is being overseen by the Los Angeles Regional Water Quality Control Board. This should be addressed and discussed as necessary. Please contact Mr. Yue Rong at (213) 576-6710.

WSA-C6

If you have any questions regarding environmental comments above, please contact Mr. Benjamin Cortez at (626) 458-2536.

If you have any other questions or require additional information, please contact Mr. Toan Duong at (626) 458-4945.

Very truly yours,

DEAN D. EFSTATHIOU
Acting Director of Public Works



for DENNIS HUNTER, PLS PE
Assistant Deputy Director
Land Development Division



WSA-C. RESPONSES TO COMMENTS FROM DEAN D. EFSTATHIOU, ACTING DIRECTOR OF PUBLIC WORKS, COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS, DATED OCTOBER 27, 2008.

WSA-C1. This introductory paragraph restates information contained in the Draft EIR, but does not raise a CEQA-related issue. No further response is required.

WSA-C2. The comment states when approvals or permits are required from Los Angeles County Department of Public Works related to drainage, and identifies a contact person in the Los Angeles County Flood Control District. The comment does not raise a CEQA-related issue; thus no further response is required.

WSA-C3. Section 5.9, Geology, Soils, and Seismicity, of the September 2008 Revised Draft EIR analyzes the following impacts: 1) Site Grading and Excavation During Construction, 2) Surface Fault Rupture, Seismic Groundshaking, Ground Failure, Landslides and Slope Stability, Expansive Soils, Corrosive Soils, and Soil Erosion. Mitigation measures were included for impacts related to seismic groundshaking and expansive soils. All other impacts were at less than significant levels. Thus, the September 2008 Revised Draft EIR has provided an analysis of any earthquake-induced landslide areas. In addition, please refer to the Geology, Soils, and Seismicity Technical Report prepared in February 2005 and included in Appendix H, which provides site-specific geotechnical information and analysis.

In addition, the comment identifies a contact person in the Division, which does not raise a CEQA-related issue; thus no further response is required.

WSA-C4. The comment restates information contained in the Draft EIR, but does not raise a CEQA-related issue; thus no further response is required.

WSA-C5. The *Traffic Impact Assessment*, summarized in Section 5.4, Traffic, of the September 2008 Revised Draft EIR was prepared in conformance with the City of Santa Clarita guidelines. Section 5.4.1 specifically identifies the methodology utilized for the assessment, which is restated below for ease of Commentator reference.

The methodology used to assess the impacts on the I-5 Southbound Ramps and McBean Parkway provides an adequate assessment of the project impacts to this location, thus it is not necessary to revise the *Traffic Impact Assessment* to use the County's Traffic Impact Analysis Report Guidelines for this specific location.

The *Traffic Impact Assessment* reviewed 12 intersections that have the greatest potential to be impacted by the proposed project. The intersections selected for study were those at which 50 or more peak hour trips were likely to occur, as described in the methodology and performance criteria set forth in Section 5.4.1 of the September 2008 Revised Draft EIR and included below. Based upon this, the City does not believe that the additional intersections be incorporated as part of this traffic impact assessment.



5.4.1 METHODOLOGY AND PERFORMANCE CRITERIA

Study Area

The study area includes the roadways and intersections near to the project site and those locations where project-generated traffic could cause a significant impact. *Exhibit 5.4-1, Study Area Intersections*, illustrates the intersections selected for study through consultations with the City's Public Works staff. The selection criteria are generally based on the project generating 50 or more new peak hour trips in the peak direction at an intersection. Some intersections with fewer than 50 project peak hour/peak direction trips have been included as determined on a case-by-case basis, as the intersections are in close proximity to those being studied where the project generates 50 or more new peak hour trips at an intersection.

Methodology

The *Traffic Impact Assessment* evaluates the proposed project under an Interim Year scenario (approximately 2019) and a Long-Range Cumulative Buildout scenario (2030). Under both scenarios, it is assumed that the project has been constructed and is fully operational. However, the two scenarios account for varying levels of anticipated traffic infrastructure improvements and cumulative development within the project area.

The distribution of project traffic under both scenarios was derived using the Santa Clarita Valley Consolidated Traffic Model (SCVCTM). The SCVCTM was developed jointly by the City of Santa Clarita and the County of Los Angeles and is the primary tool used for forecasting traffic volumes for the Santa Clarita Valley.

The impact analysis is based on specific performance criteria that are outlined in the following section. Where appropriate, mitigation measures are identified for those scenarios in which significant impacts are determined based on the established impact thresholds.

- WSA-C6. The comment states when approvals or permits are required from Los Angeles County Department of Public Works Environmental Programs Division related to underground storage tanks, industrial drainage, and stormwater, and identifies a contact person in the Los Angeles County Flood Control District. The comment does not raise a CEQA-related issue; thus no further response is required.



12.11 WRITTEN COMMENTS ON SEPTEMBER 2008 REVISED DRAFT EIR – INDIVIDUALS AND/OR GROUPS

COMMENT LETTER WSI-A

From: Michael Middleton [mailto:michaeldmiddleton@ca.rr.com]
Sent: Wednesday, September 03, 2008 3:38 PM
To: Ken Pulskamp
Cc: DavidG.
Subject: RE: HMNMH Master Plan Project

Here is one of my concerns Ken, there are others. The heliport and copters flying over our homes! We have done fine without them for quite sometime now. Patients have found their way to other hospitals. No need to bring back a potentially unsafe condition to your area..

WSI-A1

Mike Middleton

The tragedy of any medical helicopter crash is that the pilot and healthcare workers are all there for one reason: to safely transport patients to a hospital or other medical facility. But some are wondering how "safe" helicopter medevac really is. As of early July 2008, there were six medical helicopter crashes for the year, and three other medical aircraft accidents, all of which claimed the lives of 16 people. Thirteen of those deaths happened in May and June, making it one of the deadliest two-month periods in industry history.

One crash involved two medevac helicopters near a Flagstaff, AZ hospital. Both were traveling from different directions and collided about a half-mile from the hospital on approach to the landing pad. In all, seven people died and two were seriously injured.

This accident is not unusual – in fact it is part of a disturbing trend. According to National Transportation Safety Board (NTSB) stats, there were 14 air ambulance crashes in 2007, resulting in 24 deaths. In 2006, there were 13 accidents and 10 deaths.

WSI-A2

Medical Helicopter Crash Rate Too High, Some Say

After a rash of similar medical helicopter crashes in 2004 and 2005, the NTSB opened an investigation and compiled a number of recommendations to the Federal Aviation Administration (FAA). But, says NTSB chairman Mark Rosenker, the FAA may not be moving fast enough to implement these changes – changes that could save lives

-----Original Message-----

From: Ken Pulskamp [mailto:KPULSKAMP@santa-clarita.com]
Sent: Wednesday, September 03, 2008 2:42 PM
Subject: HMNMH Master Plan Project

Attached please find the Revised Notice of Availability/Notice of Completion (NOA/NOC) for the circulation of the September 2008 Revised Draft Environmental Impact Report (RDEIR) for the Henry Mayo Newhall Memorial Hospital (HMNMH) Master Plan Project. This Revised NOA/NOC has been issued in response to recent concerns expressed by members of the public regarding a discrepancy in the closing date on the

previously issued NOA/NOC. The date of circulation for the Revised NOA/NOC will begin on September 3, 2008, and extend for 45 days to 5:00 p.m. on October 17, 2008.

The City has revised the 2008 Revised DEIR previously circulated from June 26, 2008 to August 11, 2008 to correct technical details in the document relating to the impact analysis. All technical changes that have been made since June 2008 are listed as part of the recirculated September 2008 Revised DEIR and included as an attachment to this e-mail.

A public hearing will be held on the HMNMH Master Plan Project and September 2008 Revised Draft EIR on September 23, 2008, at the regularly scheduled City Council meeting, beginning at 6:00 p.m. at City Hall, Council Chambers, 23920 Valencia Boulevard, Santa Clarita. The City wants to make sure that everyone who wishes to participate in the public review and comment process for the Hospital expansion project has an opportunity to do so.

The 2008 Revised Draft EIR and technical appendices are available for public review at the local libraries, the City Clerk's Office at City Hall, and the Community Development Department Counter at City Hall, as well as on the City's website at www.santa-clarita.com. Please see the attached NOA/NOC for additional information.



**WSI-A. RESPONSES TO COMMENTS FROM MICHAEL MIDDLETON,
DATED SEPTEMBER 3, 2008.**

WSI-A1. Impacts associated with helipads are discussed in Section 5.7, Noise, and Section 5.9, Hazards and Hazardous Materials, in the September 2008 Revised Draft EIR. Noise impacts associated with the helipads were concluded to be less than significant, as were the helipad-related hazard impacts. No mitigation measures were required for these impacts.

It is worth noting that air safety is governed by the Federal Aviation Administration (FAA), which is responsible for the safety of civil aviation. Several key responsibilities of the FAA include:

Safety Regulation

The FAA issues and enforces regulations and minimum standards covering manufacturing, operating, and maintaining aircraft. The FAA certifies airmen and airports that serve air carriers.

Airspace and Air Traffic Management

The safe and efficient use of navigable airspace is one of the FAA's primary objectives. The FAA operates a network of airport towers, air route traffic control centers, and flight service stations. The FAA develops air traffic rules, assigns the use of airspace, and controls air traffic.

Air Navigation Facilities

The FAA builds or installs visual and electronic aids to air navigation. The FAA maintains, operates, and assures the quality of these facilities. The FAA also sustains other systems to support air navigation and air traffic control, including voice and data communications equipment, radar facilities, computer systems, and visual display equipment at flight service stations.

Accident and incident data is compiled by the FAA. There have been no helicopter accidents associated with the hospital in the last ten years. This data is supported by information on the National Transportation Safety Board's website, final accident data base (<http://www.nts.gov/ntsb/query.asp>).

WSI-A2. The Commentator provides information from news articles regarding helicopter crashes. This comment does not raise environmental issues, but will be forwarded to the City Council for their review and consideration.

COMMENT LETTER WSI-B

THE SILVERSTEIN LAW FIRM

A Professional Corporation

215 NORTH MARENGO AVENUE, 3RD FLOOR
PASADENA, CALIFORNIA 91101-1504

PHONE: (626) 449-4200 FAX: (626) 449-4205

ROBERT@ROBERTSILVERSTEINLAW.COM
WWW.ROBERTSILVERSTEINLAW.COM

September 9, 2008

VIA FACSIMILE (661) 259-8125
AND U.S. MAIL

VIA FACSIMILE (661) 259-8125
AND U.S. MAIL

Honorable Mayor Bob Kellar
City of Santa Clarita
23920 Valencia Blvd
Santa Clarita, CA 91355

Ms. Sharon Dawson, City Clerk
City of Santa Clarita
23920 Valencia Blvd., Suite 304
Santa Clarita, CA 91355

Re: California Public Records Act Requests
G&L/Henry Mayo Campus Expansion Master Plan

Hon. Mayor Kellar:

At the August 28, 2008 City Council hearing, Burke Williams & Sorensen City Attorney GERALYN Skapik discussed communications between the City and the State Clearinghouse Office of Planning and Research (OPR) regarding a shortened CEQA review and public comment period for the G&L Realty/Henry Mayo Campus Expansion Plan (the Project).

WSI-B1

Ms. Skapik informed the City Council that on or about August 16, 2007, the City submitted a written request to OPR for a shortened review period. She further informed the City Council that the City Attorney's office had received comments from OPR related to this request.

Pursuant to the California Public Records Act, Government Code § 6250, *et seq.*, please provide copies of all records and communications between the City of Santa Clarita and all of its boards, offices, agencies and departments, employees, agents, consultants and CEQA consultants, officials, experts, in-house counsel and outside counsel (collectively the "City") as follows:

- (1) All communications between the City and OPR related in any manner to a request for a shortened CEQA review and public comment period for the Project, including but not limited to staff reports, studies, photographs, memoranda and internal memoranda, agenda items, agenda statements, correspondence, emails, notes, photos, and audio and/or video recordings.

WSI-B2

Hon. Mayor Bob Kellar
Sharon Dawson, City Clerk
September 9, 2008
Page 2

- (2) All documents from January 1, 2007 through the date of your response to this request which are, and refer or relate to, any communications between the City and any other party, including but not limited to other governmental agencies and/or the Project developer or its employees or agents, which refer or relate to a request for a shortened CEQA review and public comment period for the Project, and including but not limited to staff reports, studies, photographs, memoranda and internal memoranda, agenda items, agenda statements, correspondence, emails, notes, photos, and audio and/or video recordings.

I draw the City's attention to Government Code § 6253.1, which requires a public agency to assist the public in making a focused and effective request by: (1) identifying records and information responsive to the request, (2) describing the information technology and physical location of the records, and (3) providing suggestions for overcoming any practical basis for denying access to the records or information sought.

If the City determines that any information is exempt from disclosure, I ask that the City reconsider that determination in view of Proposition 59 which amended the State Constitution to require that all exemptions be "narrowly construed." Proposition 59 may modify or overturn authorities on which the City has relied in the past.

If the City determines that any requested records are subject to a still-valid exemption, I request that the City exercise its discretion to disclose some or all of the records notwithstanding the exemption and with respect to records containing both exempt and non-exempt content, the City redact the exempt content and disclose the rest.

Should the City deny any part of this request, the City is required to provide a written response describing the legal authority on which the City relies.

Please be advised that Government Code Section 6253(c) states in pertinent part that the agency "shall promptly notify the person making the request of the determination **and the reasons therefore.**" (Emphasis added.) Section 6253(d) further states that nothing in this chapter "shall be construed to permit an agency to delay or obstruct the inspection or copying of public records. The notification of denial of any request for records required by Section 6255 shall set forth the names and titles or positions of each person responsible for the denial."

Additionally, Government Code Section 6255(a) states that the "agency shall justify withholding **any record by demonstrating that the record in question** is exempt under expressed provisions of this chapter or that on the facts of the particular case the

WSI-B2

Hon. Mayor Bob Kellar
Sharon Dawson, City Clerk
September 9, 2008
Page 3

public interest served by not disclosing the record clearly outweighs the public interest served by disclosure of the record." (Emphasis added.) This provision makes clear that the agency is required to justify withholding any record with particularity as to "the record in question." (Emphasis added.)

Please clearly state in writing pursuant to Section 6255(b): (1) if the City is withholding any documents; (2) if the City is redacting any documents; (3) what documents the City is so withholding and/or redacting; and (4) the alleged legal bases for withholding and/or redacting as to the particular documents.

WSI-B2

It should also be noted that to the extent documents are being withheld, should those documents also contain material that is not subject to any applicable exemption to disclosure, then the disclosable portions of the documents must be segregated and produced.

If the copy costs for these requests do not exceed \$100, please make the copies and bill this office. If the copy costs exceed \$100, please contact me in advance to arrange a time and place where we can inspect the records. As required by Government Code Section 6253, please respond to this request within ten days. Because I am faxing this request on September 9, 2008, please ensure that your response is provided to me by no later than **September 19, 2008.**

Thank you for your courtesy and attention to this matter. Please contact me with any questions or comments.

Very truly yours,


ROBERT P. SILVERSTEIN
FOR
THE SILVERSTEIN LAW FIRM

RPS:aa
cc: City Council
Ken Pulskamp, City Manager
Ken Striplin, Assistant City Manager
Lisa Webber, Planning Manager
Carl Newton, City Attorney
(All via facsimile)



**WSI-B. RESPONSES TO COMMENTS FROM ROBERT P. SILVERSTEIN, THE
SILVERSTEIN LAW FIRM, DATED SEPTEMBER 9, 2008.**

WSI-B1. The Commentator is summarizing information presented by the City Attorney regarding communications with the State Clearinghouse Office of Planning and Research regarding shortened EIR review periods. As a point of information, a shortened review period (30 days) was not sought for the Revised Draft EIR, instead the 45-day review period required by the California Environmental Quality Act was afforded to agencies and the public on both the June 2008 Revised Draft EIR and the September 2008 Revised Draft EIR.

WSI-B2. The Commentator has requested information related to the proposed project per California Public Record Act, which is not a CEQA-related issue. No further response is required.

COMMENT LETTER WSI-C

Bob Messina
24148 Dalgo DR.
Valencia, CA 91355

Lisa Webber
AICP - Planning Manager
City of Santa Clarita

Re: MASTER CASE NUMBER 04-325

Dear Lisa,

I want to comment on Henry Mayo Newhall Hospital's insistence on their expansion in Valencia,

I have made comment on this project at Valley Industrial Association (VIA) and SCV Chamber of Commerce luncheons which devoted time to this project.

WSI-C1

I am not a big fan of NIMBY in Santa Clarita. I do live around the bend from the hospital.

My comment is that there is no need for expansion of the hospital in this area. What is really needed is a hospital complex in the Canyon Country and east Valley area. If Henry Mayo isn't willing to do it another hospital organization should be encouraged.

WSI-C2

Think of the amount of time to get emergencies across the valley to Henry Mayo, the pollution of two (County Paramedics and the ambulance service) vehicles, having to navigate heavy traffic across the valley.

WSI-C3

We don't need an expanded facility at Henry Mayo. I urge the planning commission and City Council to reject this project and encourage an east valley hospital complex.

WSI-C4

Thank you,



Bob Messina
254-4272

RECEIVED
PLANNING DIVISION

SEP 10 2008

CITY OF SANTA CLARITA



**WSI-C RESPONSES TO COMMENTS FROM BOB MESSINA, DATED
 SEPTEMBER 10, 2008.**

WSI-C1. The comment is noted. No further response is required given that the comment does not address or question the content of the Draft EIR.

WSI-C2. The comment is noted. No further response is required given that the comment does not address or question the content of the Draft EIR.

WSI-C3. Comment noted. Project impacts related to air quality and traffic are discussed in Section 5.6, Air Quality, and Section 5.4, Traffic, respectively, in the September 2008 Revised Draft EIR.

WSI-C4. The comment is noted. No further response is required given that the comment does not address or question the content of the Draft EIR.

SCOPE

Santa Clarita Organization for Planning and the Environment

TO PROMOTE, PROTECT AND PRESERVE THE ENVIRONMENT, ECOLOGY
AND QUALITY OF LIFE IN THE SANTA CLARITA VALLEY

POST OFFICE BOX 1182, SANTA CLARITA, CA 91386



10-16-08

Lisa Webber, Planning Manager
City of Santa Clarita/Community Development Department
23920 Valencia Blvd., Suite 302
Santa Clarita, CA 91355

RECEIVED
PLANNING DIVISION

OCT 17 2008

CITY OF SANTA CLARITA

Re: 2008 Revised Draft Environmental Impact Report for Henry Mayo Newhall Memorial Hospital
Master Plan Project Master Case 04-325

Please copy to all council members

Dear Mayor and City Council:

We again state, as we have in the past, that we do not oppose the expansion of the hospital. Our concern is the enormous and unwarranted addition of office space in a low-density residential master planned community.

Our comments address only the 2008 Master Plan Revised Draft Environmental Impact Report. We will submit comments on the Master Plan 04-022 and Development Agreement 06-001, Conditions of Approval and HMNMH Entitlements prior to the next hearing on this Master Plan.

1.5 Summary of Project Alternatives

None of the listed project alternatives meet the requirements for development in a Residential Low Master Planned Community. Under CEQA guidelines Alternative Two is the Environmentally Superior Alternative. However it includes a 100-foot inpatient tower and medical office buildings in excess of the legal limit of 35 feet. Alternative One (inpatient Building and Supporting Facilities only) is the Environmentally Superior Alternative when CEQA guidelines are correctly applied and common sense planning is applied to meet the project objectives and the needs of the community instead of the profit of a developer.

No consideration has been given to the fact that there are already SEVEN medical office buildings on the master plan site. (EIR 3.2.1) Four of these buildings are only one story; three are only two stories. They are located in the center of the proposed master plan. An additional two medical office complexes are already next to the master plan site (Facey and the Ambulatory care center and out patient therapy building). The present foundation building is a one-story building located on the site that can be relocated off site, providing additional space for a medical office building.

Adding a second story to the four one story medical buildings would add additional medical office space. The inpatient building would be reduced to the height of the current nursing pavilion. Without the additional three new office buildings and required parking structures a helipad could be located at ground level. Such a project alternative would provide the increased hospital facilities in the master plan and EIGHT medical office buildings. It would eliminate the need for subterranean

WSI-D1

WSI-D2

structures on site that require 100,000 cubic yards of earth movement. It meets all of the project objectives including objective #6 “Design a well-planned hospital master plan campus that is attractive and promotes quality development consistent with the visual character of Valencia. (A Master Planned Community).”

WSI-D2

We request that the above-described alternative be added to the EIR and considered by the Council.

3.4.3 Existing Surrounding Land Uses

Project Location

The description fails to state that the Master Plan is in the Master Planned community of Valencia, a previously approved Master Plan under which the zoning and approvals for the surrounding community were granted. Please describe the inconsistencies with this over-lying, existing Master Plan.

WSI-D3

3.5 Project Objectives

Project Objectives are intended to guide the long-term build out of a health care facility in Santa Clarita Valley. We have listed below questions or statements indicating conflicts in achieving the objectives by the proposed master plan. *It appears that the proposed project does not meet the project objectives listed in the EIR.*

1. This master plan reduces the hospital space from 322,839 sq ft to 135,363 sq ft .How is that meeting the health care needs of Santa Clarita.
2. This master plan reduces the hospital space from 322,839 sq ft to 135,363 sq ft. How dose this meet the expected growth in demand for health care.
3. There are already seven medical office buildings (3.2.1 Previous Approvals) in the Master Plan area, and an additional two medical office complexes next to the Master Plan Area. The new hospital space has been reduced from 322,839sq ft to 135,363 sq ft in this master plan while the space for the three office building has stayed at 200,000 sq ft. (EIR Table 1-1) Medical Office Building 1 is not limited to hospital-related uses in the Development Agreement (dated 8/7/08 5.5) .so this isn't a hospital expansion but a commercial office building expansion. With the additional three office buildings there will be ten office buildings on the master plan site.
4. This master plan reduces the hospital space from 322,839 sq ft to 135,363 sq ft and provides for ten office building. This is an office expansion with no real guarantee there will ever be a hospital expansion.
5. The hospital/office site is not centrally located within the community. Are you excluding Canyon Country as not being part of our community?
6. This Master Plan development is not consistent with the visual character of the master planned community of Valencia. The General Plan designation and Zoning for the project site is Residential Low. The Master Plan proposes building heights in excess of 35 feet. All of the proposed buildings are over 35 feet with the inpatient building reaching 100 feet.
7. The 24-Hour Emergency facility was already expanded prior to this master plan and is already in full operation.
8. The hospital had an approved helipad site at a 34-foot height but failed to build it. (3.6.4) Now they want to overbuild the site to the point that the helipad will have to be on top of a building and they want two helipads on top of buildings, one on top of the 60 foot parking structure, and across the street from residence on McBean Parkway, and the second one on top of the 100 foot inpatient building next to the residences in the Summit community. These locations will create excessive, noise and aesthetic impacts and will destroy the quality of life in this master planned community.

WSI-D4

9. Any combined inpatient and outpatient services in the master plan have not been identified. They would have to be under a hospital license and be under the jurisdiction of OSHPD3 the same as the hospital. There is no guarantee that any will be developed. The Hospital controls that decision, not this master plan.
10. No Centers of Excellence have been identified. The Development Agreement (5.8.2) fails even to commit to the neonatal intensive care services if another hospital duplicates full- service obstetric care. There is no guarantee that any will be developed. This master plan does not control that objective and so cannot claim it as a benefit.
11. This campus is not being built with patients in mind; it reduces the hospital space and adds high-density office buildings, which require high density parking structures thereby destroying the quality of life for the patients and the residents of the surrounding area.
12. The more intensive development is on the perimeter of the master plan not near the center of the site, with one and two story buildings and surface parking near the center. No amount of landscaping can minimize an inpatient building of 100 feet with a heliport on the top of it, which will place then place the heliport directly across from the ridgeline homes on the Summit.
13. See #12
14. To our knowledge, supportive mechanical facilities have already been modernized and upgraded.
15. To our knowledge, no travel demand management plan has been provided as required in the Conditions of Approval. (TE21.) An efficient vehicular circulation system is needed off site as well as on the site. This master plan does not ensure that
16. The Development Agreement allows minor use permits by city staff. Shared parking, which has been requested in the past on other developments and approved by the Council, could be approved in that manner. The prior heliport agreement was done under a minor use permit. The Development Agreement allows paid parking with future council approval. All this EIR does is provide parking structures that exceed the legal UDC's 35-foot height limit.

WSI-D4

3.6.5 Building Height

The City of Santa Clarita Unified Development Code has a building height limit of 35 feet. The use of the master plan rather than a conditional use permit to change this height limitation is deceptive. The heights listed on Table 3-2 and Table 3-3 have exceptions that increase those building heights to unacceptable levels. The same applies to the Exhibit 3-7, Height Limits, which creates height limit Zones. For example when the exceptions are applied as in the Conditions of Approval – Planning Division-PL1 the following heights are increased:

- Inpatient Building - height increases from 85 feet to 100feet with the addition of the helipad and required lighting.
- Office Building 1- height increases from 45.5 feet to 51.5 to top of screen and roof.
- Office Building 2 – height increases from 45.5 to 51.5 to top of screen and roof.
- Office Building 3 – height increases from 45.5 to 51.5 to top of screen and roof access.
- Parking Structure 1– height increases from 47 feet to 60.5 with the addition of the helipad and required lighting.
- Parking Structure 2 – height increases from 47feet to 49.5 to top of parking lot lights.
- Parking Structure 3 – height increases from 27 feet to 30 feet to top of parking lot lights.

WSI-D5

3.6.7 Phasing

The Master Plan and Development Agreement and Conditions of Approval allow material project modifications that can delete any provisions in this phasing. ¹ ***Therefore the EIR is inconsistent with the development agreement and does not describe and disclose the project description as allowed by the Development Agreement.***

WSI-D6

In addition, the phasing does not comply with existing general plan and zoning designations as described in 3.4.2 of the EIR. General Plan designates the project site Residential Low on the Land Use Map. Only the Hospital is identified in the Public Services, Facilities and Utilities Element of the 1991 General Plan. Based on these designations, even under the Master Plan, a CUP for the extensive height and density increase would be required due to their significant impacts to community.

WSI-D7

Zoning – Zoning designations for the project site are Residential Low on the City’s Zoning Map. This zoning is not consistent with the proposed master plan.

5.1 Land Use

The Master Plan Land use does not meet the city code. Per City Code Master Plans section 17.03.025 Property Development Standards – “All development standards of the underlying zone shall apply to master plans.” Below are the current underlying designations for the Master Plan:

- 3.4.2 Existing General Plan and Zoning Designations.
- General Plan designates the project site Residential Low on the Land Use Map. Only the Hospital is identified in the Public Services, Facilities and Utilities Element of the 1991 General Plan.
- Zoning – Zoning designations for the project site is Residential Low on the City’s Zoning Map.
- 3.6.5 Building Height - The City of Santa Clarita Unified Development Code has a building height limit of 35 feet. (Building heights in excess of 35 feet. no CUP required in Master Plan)

WSI-D8

The proposed master plan does not comply with Master Plan Property Development Standard 1. “The master plan shall be designed and developed in a manner compatible with and complementary to existing and potential developments in the immediate vicinity of the project site.” It also does not comply with Property Development Standard 3. “Master Plans shall relate harmoniously to the topography of the site... etc.” This proposed massive master plan violates the City’s own codes.

The entitlements in the master plan allow heights in excess of 35 feet; density increases and requires the movement of over 100,000 cubic yards of dirt over a fifteen-year construction time frame. (5.8.3)

¹ See sections of the Development Agreement at Page 5 of 27:

“4. Development of the Product – 4.1 Applicable Rules Except for changes as may in the future be mutually agreed upon between the City and Developer or as specified in Section 4.4. Also 4.3 Material Project Modifications – “ The Developer reserves the right to apply to the City for permits, variances or other approvals to develop portions of the Project in a manner which may be materially inconsistent with the Project Approvals.”

This equates to a zone change from Residential Low to Commercial. In fact the Conditions of Approval PL11 states “All buildings require 360 architecture and must conform to all of the City’s development standards including the Commercial/Industrial Standards of the Unified Development Code (Section 17.15.040) of the UDC) along with the Architectural Design Guidelines.”

WSI-D8

5.1.4 Impacts and Mitigation Measures – Master Plan –Impact Analysis

Section 17.03.025 and Section 17.03.040 of the UDC identify the criteria that are used in an approving authority’s review of a Master Plan

This Master Plan fails in five out of the six criteria:

- Harmony in Scale, Bulk, Coverage, and Density.
- Harmful effect, if any, upon desirable neighborhood character.
- Generation of traffic and the capacity and physical character of surrounding streets.
- Suitability of site for the type and intensity of use or development which is proposed.
- Adverse significant effect, if any, upon environmental quality and natural resources which cannot be mitigated unless the approving authority adopts a statement of overriding considerations.

WSI-D9

This Master Plan can not be approved as presented. There isn’t any proposal currently presented that can meet these criteria for approval.

5.3 Aesthetics, Light, and Glare

The long-term aesthetic impacts in the EIR are caused by the fact that the height of the buildings is in excess of the legal height limits under this zoning. Planting a few trees can obviously not offset visual impacts of buildings that are in excess of the legal 35’ height limit. Based on the Master Plan it would take 15 to 20 years for the trees to reach any height. No amount of vegetation can screen a 100-foot Inpatient Building from the Summit residential community.

WSI-D10

PL12 in the Draft Conditions of Approval states that “all roof-mounted equipment shall be adequately screened from public view with a parapet/screen wall of other architectural treatment.” These plans are not required until the issuance of any building permit. This will be added to the heights already granted over the legal 35-foot limit. This additional height isn’t taken into consideration in the landscape plans.

WSI-D11

The removal of trees along McBean Parkway will affect the character of the master planned residential community.

WSI-D12

Long-Term Light and Glare

Because of the increased height limits and density in the Master Plan there will be a substantial increase in light and glare impacts on adjacent residential areas. All planned building are higher than the surrounding residential areas. Homes on the Summit may be 40-80 feet above the Master Plan site but the Inpatient Building is 100 feet high with a heliport on the top that building will require strong lighting for public safety. Trees will not buffer this.

WSI-D13

In the Conditions of Approval PL5 – “No lighting plans are submitted till the issuance of each building permit to conform with the City’s lighting standards and to reduce lighting impacts to surrounding residential units. Any lighting required by the California Department of Transportation,

Aeronautics Division for establishment of the helipads shall not be restricted by the City's conditions."

WSI-D13

Because of the increased height and density of this project in a residential master planned community aesthetics, light and glare are a significant impact that can not be mitigated with landscaping.

5.4 Traffic

Cumulative Impacts – Significant Unavoidable Impact.

The following traffic impacts are a result of the massive master plan for this project. Yet in the Development agreement the City makes it appear that they are a benefit to the City, rather than a requirement for the development of the Master Plan.

Traffic Impacts from the project proposal are:

- "TR7 Requires that a fourth westbound through lane (requires the widening of Valencia Boulevard)
- TR8 Requires that a separate eastbound right-turn lane (requires the widening of McBean Parkway)"
- 7.3 Realignment and Widening of McBean Parkway, it states, "The City desires to widen and realign McBean Parkway in the future in order to improve overall traffic circulation." 7.3.3 of the development agreement states that "on the fifth anniversary of the effective date of the development agreement the Developer shall pay to the City the sum of \$500,000 to be utilized by the City for the McBean Frontage Realignment."
- The Conditions of Approval EN4. "This Master Plan approval is subject to the applicant's acceptance of the following conditions for acquisition of easements/right -of-way: "
- " b. If the applicant is unable to acquire sufficient title or interest to permit the off-site improvements to be made ... as identified in the updated Traffic Study the City may thereafter undertake consideration of the acquisition of sufficient interest in the land, which will permit the off-site improvements to be made by the applicant."

WSI-D14

The above conditions in the Development Agreement and the Conditions of Approval are worded to make it appear the developer is agreeing to actions that will benefit the City when in reality they are actions that are required by this massive development and benefit the developer.

Development Agreement

The \$500,000 is being listed as "requirement that a development agreement provide for clear and substantial public benefit) when it is just a fraction of the true cost of the McBean Frontage Realignment which is required to accommodate this massive development.

WSI-D15

Conditions of Approval

F. " The condition requiring off-site property shall deemed waived if the City fails, in its sole and absolute discretion, **to adopt a resolution of necessity** or if the superior court rules in a final judgment that the City may not acquire said sufficient land interest."

WSI-D16

This lets the developer off the hook by requiring the City to acquire the off-site property by using eminent domain or the acquisition will not be acquired. Therefore, 7.4 of the Development Agreement "No Eminent Domain" only applies to residential real property.

WSI-D17

5.5 Parking

Short-Term Construction Parking - This master plan would subject the hospital and surrounding residents to 15 years of construction. There isn't any Parking Management Plan and conditions have been reduced from "shall" to "may" for the benefit of the developer.

WSI-D17

Long-Term Operational Parking – There is considerable parking impact on the residents because of the height of the parking structures with lights on the top. Also the Development Agreement - 6. Parking allows gating of parking entrances with a minor use permit and charging patients or visitors for parking with City Council approval. This is not for the public's benefits but may be for the benefit of the council members in campaign contributions. Gating the parking entrances and charging patients or visitors for parking would have a significant impact on the surrounding residential neighborhood. It would be of great financial benefit to the developer.

WSI-D18

If mitigation measure PRK2 "ensures that the project applicant accompanies each development phase with adequate parking, in compliance with the City's Municipal Code" there should be no need for #6 in the Development Agreement.

5.6 Air Quality

We wish to bring particular attention to the Council to the statement on page 5.6-36 that climate change will produce an increase in the number of days conducive to ozone formation from 25 to 85%. Santa Clarita already has some of the worst ozone in the nation with as many as 63 days per year that exceed health standards EIR at page 5.6-17). According to the EIR, unhealthy air quality increases asthma attacks and harms respiratory systems, especially in children. SCOPE therefore believes that it is imperative that the City require every possible mitigation measure to reduce the cumulative impacts to our air quality in order to protect the health of our children.

While we appreciate the EIR preparer's representation of air quality impacts and the effects of global warming, we note that disclosure is only half the purpose of the EIR.

WSI-D19

The City and the project applicant may not discharge their responsibility to mitigate these impacts by merely making a finding of significant unavoidable impacts and approving over-riding considerations. First, every available mitigation must be used to avoid these impacts. The EIR lists several potential mitigation measures to reduce impacts to global warming on pages 5.6 42-43, but the mitigation measures not only lack detail but also are not even required in some cases. Instead they are listed as "potential" or "possible".

We believe the City must develop and require real and substantive mitigation measures before any findings of over-riding considerations are found for this project. We have attached the list of mitigation measures developed by the Office of the Attorney General to our comments. We request that the City incorporate these measures into any project approval that might be granted for this project.

5.7 Noise

Construction Noise Impacts- The proposed master plan would subject the master plan residential area of Valencia to noise generated during excavation, grading of the site which generate the highest

WSI-D20

noise levels, because the noisiest construction equipment is earthmoving equipment. Table 5.7-6. The construction of this master plan requires the removal and movement of over 100,000 cubic yards of dirt over 15 years, which would require a Statement of Overriding Consideration. 5.7.5 Significant Unavoidable Impacts. This can not be considered Short Term Construction Noise. As this affects the quality of life of the surrounding master planned residential community of Valencia the developer should be required to provide sound proof protection for all of the surrounding residential homes.

WSI-D20

Helipad Noise Impacts – To state that that heavy traffic on McBean Parkway dominates and the helicopter noise with the helipad on the roof top of PS1 would not be noticeable and would not exceed the noise thresholds is not believable.

WSI-D21

The noise level of a helipad on top of a 100 foot inpatient building that is above the surrounding Summit residential community cannot be compared to the operation of an at grade site in 2005. This comparison is not believable.

WSI-D22

No mention is made of the noise levels from the high rise parking structures that surround the master plan site.

WSI-D23

The cumulative noise from the construction site removal of 100,000 cubic yards of dirt, two helipads on rooftops and three high rise parking structures conflicts with the adopted environmental plans and goals of the master planned community in which it is located.

WSI-D24

5.8 Geology, Soils, and Seismicity

The EIR states that approximately 94,000 cubic yards of fill will be moved off site to the Chiquita Canyon Landfill. The City's Construction and Demolition Debris Ordinance requires that 50% of the material generated, including dirt shall be diverted from landfills. Please identify how this large amount of material will be recycled as required by the City's Construction and Demolition Debris Ordinance.

WSI-D25

5.18 Waste Water

Sewer Capacity

During the previous EIR process, SCOPE expressed concern regarding the adequacy of the trunk lines that will service this project and the existing development to the west of the project site. Several new developments have come on line since the previous 2003 report was preformed.

The EIR purports to contain a study that analyses this impact. However the study merely identifies the tract numbers that feed to the sewer and the current methodology for estimating sewer capacity. ***The actual calculations are not included in the report, nor are they disclosed in the EIR.*** No table exists in the Sewer Report or the EIR indicating the number of units from those tracts nor the generation of waste water from those units, so it is not possible to evaluate which tracts were included or how the calculation was preformed. We wonder how the consultant could provide such an inadequate report.

WSI-D26

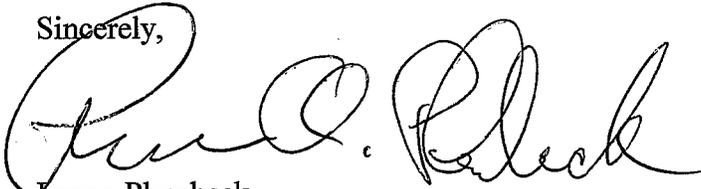
We don't believe there is adequate information in either the EIR or the Sewer Report to reach the conclusion that the sewer trunk lines are adequate to serve this project proposal as well as existing residents.

WSI-D26

This concludes our comments on this project. Thank you for allowing us the opportunity to comment on this proposed Master Plan.

WSI-D27

Sincerely,

A handwritten signature in cursive script, appearing to read "Lynne Plambeck". The signature is written in black ink and is positioned above the printed name and title.

Lynne Plambeck
President

Attachment 1

Air Quality Mitigation Measures



The California Environmental Quality Act
Addressing Global Warming Impacts at the Local Agency Level

Under the California Environmental Quality Act (CEQA), local agencies have a very important role to play in California's fight against global warming – one of the most serious environmental effects facing the State today. Where local agencies undertake projects directly, they can and should design sustainable projects from the start, incorporating global warming related considerations into their projects at the earliest feasible time. Further, local agencies can encourage well-designed, sustainable private projects by analyzing and disclosing to the public the environmental benefits of such projects in any required environmental documents. And where projects as proposed will have significant global warming related effects, local agencies can require feasible changes or alternatives, and impose enforceable, verifiable, feasible mitigation measures to substantially lessen those effects. By the sum of their decisions, local agencies will help to move the State away from “business as usual” and toward a low-carbon future.

This document provides information that may be helpful to local agencies in carrying out their duties under CEQA as they relate to global warming. Included in this document are various measures that may reduce the global warming related impacts of a project. As appropriate, the measures can be included as design features of a project, required as changes to the project, or imposed as mitigation (whether undertaken directly by the project proponent or funded by mitigation fees). The measures set forth in this package are examples; the list is not intended to be exhaustive. Moreover, the measures cited may not be appropriate for every project. The decision of whether to approve a project – as proposed or with required changes or mitigation – is for the local agency, exercising its informed judgment in compliance with the law and balancing a variety of public objectives.

WSI-D28

The first section of this document lists examples of measures that could be applied to a diverse range of projects where the lead agency determines that the project under consideration will have significant global warming related effects. In general, a given measure should not be considered in isolation, but as part of a larger set of measures that, working together, will reduce greenhouse gas emissions and the effects of global warming.

The second section of this document lists examples of potential greenhouse gas reduction measures in the general plan context. This section is included both to suggest how the measures set forth in the first section could be incorporated into a general plan, as well as to identify measures that are general plan specific. The measures in the second section may also be appropriate for inclusion in larger scale plans, including regional plans (e.g., blueprint plans) and in specific plans. Including these types of measures at the larger planning level, as appropriate, will help to ensure more sustainable project-specific development.

The third section provides links to sources of information on global warming impacts and emission reduction measures. The list is not complete, but may be a helpful start for local agencies seeking more information to carry out their CEQA obligations as they relate to global warming.

The endnotes set forth just some of the many examples of exemplary emission reduction measures already being implemented by local governments and agencies, utilities, private industry, and others. As these examples evidence, California at every level of government is taking up the challenge, devising new and innovative solutions, and leading the charge in the fight against global warming.

(1) Generally Applicable Measures

Energy Efficiency¹

- Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.²
- Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.
- Install light colored “cool” roofs, cool pavements, and strategically placed shade trees.³
- Provide information on energy management services for large energy users.⁴
- Install energy efficient heating and cooling systems, appliances and equipment, and control systems.⁵
- Install light emitting diodes (LEDs) for traffic, street and other outdoor lighting.⁶
- Limit the hours of operation of outdoor lighting.
- Use solar heating, automatic covers, and efficient pumps and motors for pools and spas.⁷
- Provide education on energy efficiency.⁸

Renewable Energy

- Install solar and wind power systems, solar and tankless hot water heaters, and energy-efficient heating ventilation and air conditioning. Educate consumers about existing incentives.⁹
- Install solar panels on carports and over parking areas.¹⁰
- Use combined heat and power in appropriate applications.¹¹

Water Conservation and Efficiency¹²

- Create water-efficient landscapes.¹³
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
- Use reclaimed water for landscape irrigation in new developments and on public property. Install the infrastructure to deliver and use reclaimed water.
- Design buildings to be water-efficient. Install water-efficient fixtures and appliances.
- Use graywater. (Graywater is untreated household waste water from bathtubs, showers, bathroom wash basins, and water from clothes washing machines.) For example, install dual plumbing in all new development allowing graywater to be used for landscape irrigation.¹⁴
- Restrict watering methods (*e.g.*, prohibit systems that apply water to non-vegetated surfaces) and control runoff.
- Restrict the use of water for cleaning outdoor surfaces and vehicles.
- Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment. (Retaining storm water runoff on-

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site can drastically reduce the need for energy-intensive imported water at the site.)¹⁵

- Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project.
- Provide education about water conservation and available programs and incentives.¹⁶

Solid Waste Measures

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
- Recover by-product methane to generate electricity.¹⁷
- Provide education and publicity about reducing waste and available recycling services.¹⁸

Land Use Measures

- Include mixed-use, infill, and higher density in development projects to support the reduction of vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods.¹⁹
- Educate the public about the benefits of well-designed, higher density development.²⁰
- Incorporate public transit into project design.
- Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.
- Develop “brownfields” and other underused or defunct properties near existing public transportation and jobs.
- Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking.²¹

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Transportation and Motor Vehicles

- Limit idling time for commercial vehicles, including delivery and construction vehicles.
- Use low or zero-emission vehicles, including construction vehicles.
- Promote ride sharing programs *e.g.*, by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides.
- Create car sharing programs. Accommodations for such programs include providing parking spaces for the car share vehicles at convenient locations accessible by public transportation.²²
- Create local “light vehicle” networks, such as neighborhood electric vehicle (NEV) systems.²³
- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (*e.g.*, electric vehicle charging facilities and conveniently located alternative fueling

stations).

- Increase the cost of driving and parking private vehicles by, *e.g.*, imposing tolls and parking fees.
- Institute a low-carbon fuel vehicle incentive program.²⁴
- Build or fund a transportation center where various public transportation modes intersect.
- Provide shuttle service to public transit.
- Provide public transit incentives such as free or low-cost monthly transit passes.
- Promote “least polluting” ways to connect people and goods to their destinations.²⁵
- Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments.
- Incorporate bicycle-friendly intersections into street design.
- For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including, *e.g.*, locked bicycle storage or covered or indoor bicycle parking.
- Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.²⁶
- Work with the school district to restore or expand school bus services.
- Institute a telecommute work program. Provide information, training, and incentives to encourage participation. Provide incentives for equipment purchases to allow high-quality teleconferences.
- Provide information on all options for individuals and businesses to reduce transportation-related emissions. Provide education and information about public transportation.

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Off-Site Mitigation

If, after analyzing and requiring all reasonable and feasible on-site mitigation measures for avoiding or reducing greenhouse gas-related impacts, the lead agency determines that additional mitigation is required, the agency may consider additional off-site mitigation. The project proponent could, for example, fund off-site mitigation projects (*e.g.*, alternative energy projects, or energy or water audits for existing projects) that will reduce carbon emissions, conduct an audit of its other existing operations and agree to retrofit, or purchase carbon “credits” from another entity that will undertake mitigation.

The topic of offsets can be complicated, and a full discussion is outside the scope of this summary document. Issues that the lead agency should consider include:

- The location of the off-site mitigation. (If the off-site mitigation is far from the project, any additional, non-climate related benefits of the mitigation will be lost to the local community.)
- Whether the emissions reductions from off-site mitigation can be quantified and verified.
- Whether the mitigation ratio should be greater than 1:1 to reflect any uncertainty about the effectiveness of the offset.

(2) General Plan Measures²⁷

Global warming measures may be reflected in a general plan as goals, policies, or programs; in land use designations; or as additional mitigation measures identified during the CEQA review process. Many of the measures listed above may be appropriate for inclusion in a general plan. In addition, a non-exhaustive list of measures specific to the general plan context follows. The examples are listed under required general plan elements. A given example may, however, be appropriate for inclusion in more than one element, or in a different element than listed. Global warming measures may, alternatively, be included in an optional Climate Change or Energy element.

Conservation Element²⁸

- Climate Action Plan or Policy: Include a comprehensive climate change action plan that includes: a baseline inventory of greenhouse gas emissions from all sources; greenhouse gas emissions reduction targets and deadlines; and enforceable greenhouse gas emissions reduction measures.²⁹ (Note: If the Climate Action Plan complies with the requirements of Section 15064(h)(3) of the CEQA Guidelines, it may allow for the streamlining of individual projects that comply with the plan's requirements.)
- Climate Action Plan Implementation Program: Include mechanisms to ensure regular review of progress toward the emission reduction targets established by the Climate Action Plan, report progress to the public and responsible officials, and revise the plan as appropriate, using principles of adaptive management. Allocate funding to implement the plan. Fund staff to oversee implementation of the plan.
- Strengthen local building codes for new construction and renovation to require a higher level of energy efficiency.³⁰
- Require that all new government buildings, and all major renovations and additions, meet identified green building standards.³¹
- Ensure availability of funds to support enforcement of code and permitting requirements.
- Adopt a "Green Building Program" to require or encourage green building practices and materials.³² The program could be implemented through, *e.g.*, a set of green building ordinances.
- Require orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain during hot periods, enhance natural ventilation, and promote effective use of daylight. Orientation should optimize opportunities for on-site solar generation.
- Provide permitting-related and other incentives for energy efficient building projects, *e.g.*, by giving green projects priority in plan review, processing and field inspection services.³³
- Conduct energy efficiency audits of existing buildings by checking, repairing, and readjusting heating, ventilation, air conditioning, lighting, water heating equipment, insulation and weatherization.³⁴ Offer financial incentives for adoption of identified efficiency measures.³⁵
- Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, lighting, water heating equipment, insulation and weatherization, for low income residents.
- Target local funds, including redevelopment and Community Development Block Grant resources, to assist affordable housing developers in incorporating energy efficient designs and

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features.

- Provide innovative, low-interest financing for energy efficiency and alternative energy projects. For example, allow property owners to pay for energy efficiency improvements and solar system installation through long-term assessments on individual property tax bills.³⁶
- Fund incentives to encourage the use of energy efficient vehicles, equipment and lighting.³⁷ Provide financial incentives for adoption of identified efficiency measures.
- Require environmentally responsible government purchasing.³⁸ Require or give preference to products that reduce or eliminate indirect greenhouse gas emissions, *e.g.*, by giving preference to recycled products over those made from virgin materials.³⁹
- Require that government contractors take action to minimize greenhouse gas emissions, *e.g.*, by using low or zero-emission vehicles and equipment.
- Adopt a “heat island” mitigation plan that requires cool roofs, cool pavements, and strategically placed shade trees.⁴⁰ (Darker colored roofs, pavement, and lack of trees may cause temperatures in urban environments to increase by as much as 6-8 degrees Fahrenheit as compared to surrounding areas.⁴¹) Adopt a program of building permit enforcement for re-roofing to ensure compliance with existing state building requirements for cool roofs on non-residential buildings.
- Adopt a comprehensive water conservation strategy. The strategy may include, but not be limited to, imposing restrictions on the time of watering, requiring water-efficient irrigation equipment, and requiring new construction to offset demand so that there is no net increase in water use.⁴² Include enforcement strategies, such as citations for wasting water.⁴³
- Adopt water conservation pricing, *e.g.*, tiered rate structures, to encourage efficient water use.⁴⁴
- Adopt fees structures that reflect higher costs of services for outlying areas.⁴⁵
- Adopt water-efficient landscape ordinances.⁴⁶
- Strengthen local building codes for new construction and implement a program to renovate existing buildings to require a higher level of water efficiency.
- Adopt ordinances requiring energy and water efficiency upgrades as a condition of issuing permits for renovations or additions, and on the sale of residences and buildings.⁴⁷
- Provide individualized water audits to identify conservation opportunities.⁴⁸ Provide financial incentives for adopting identified efficiency measures.
- Provide water audits for large landscape accounts. Provide financial incentives for efficient irrigation controls and other efficiency measures.
- Require water efficiency training and certification for irrigation designers and installers, and property managers.⁴⁹
- Implement or expand city or county-wide recycling and composting programs for residents and businesses. Require commercial and industrial recycling.
- Extend the types of recycling services offered (*e.g.*, to include food and green waste recycling).
- Establish methane recovery in local landfills and wastewater treatment plants to generate electricity.⁵⁰

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- Implement Community Choice Aggregation (CCA) for renewable electricity generation. (CCA allows cities and counties, or groups of them, to aggregate the electric loads of customers within their jurisdictions for purposes of procuring electrical services. CCA allows the community to choose what resources will serve their loads and can significantly increase renewable energy.)⁵¹
- Preserve existing conservation areas (*e.g.*, forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, and groundwater recharge areas) that provide carbon sequestration benefits.
- Establish a mitigation program for development of conservation areas. Impose mitigation fees on development of such lands and use funds generated to protect existing, or create replacement, conservation areas.
- Provide public education and information about options for reducing greenhouse gas emissions through responsible purchasing, conservation, and recycling.

Land Use Element⁵²

- Adopt land use designations to carry out policies designed to reduce greenhouse gas emissions, *e.g.*, policies to minimize or reduce vehicle miles traveled, expand development near existing public transportation corridors, encourage alternative modes of transportation, and increase infill, mixed use, and higher density development.
- Identify and facilitate the development of land uses not already present in local districts – such as supermarkets, parks and recreation fields, and schools in neighborhoods; or residential uses in business districts – to reduce vehicle miles traveled and allow bicycling and walking to these destinations.
- Create neighborhood commercial districts.
- Require bike lanes and bicycle/pedestrian paths.
- Prohibit projects that impede bicycle and walking access, *e.g.*, large parking areas that cannot be crossed by non-motorized vehicles, and new residential communities that block through access on existing or potential bicycle and pedestrian routes.
- Site schools to increase the potential for students to walk and bike to school.⁵³
- Enact policies to limit or discourage low density development that segregates employment, services, and residential areas.⁵⁴
- Where there are growth boundaries, adopt policies providing certainty for infill development.⁵⁵
- Require best management practices in agriculture and animal operations to reduce emissions, conserve energy and water, and utilize alternative energy sources, including biogas, wind and solar.

Circulation Element⁵⁶

- In conjunction with measures that encourage public transit, ride sharing, bicycling and walking, implement circulation improvements that reduce vehicle idling. For example, coordinate controlled intersections so that traffic passes more efficiently through congested areas.⁵⁷
- Create an interconnected transportation system that allows a shift in travel from private

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passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking. Before funding transportation improvements that increase vehicle miles traveled, consider alternatives such as increasing public transit or improving bicycle or pedestrian travel routes.

- Give funding preference to investment in public transit over investment in infrastructure for private automobile traffic.⁵⁸
- Include safe and convenient bicycle and pedestrian access in all transportation improvement projects.
- Ensure that non-motorized transportation systems are complete, connected and not interrupted by impassable barriers, such as freeways.⁵⁹
- Require amenities for non-motorized transportation, such as secure and convenient bicycle parking.⁶⁰
- Provide adequate and affordable public transportation choices including expanded bus routes and service and other transit choices such as shuttles, light rail, and rail where feasible.
- Assess transportation impact fees on new development in order to maintain and increase public transit service.⁶¹
- Provide public transit incentives, including free and reduced fare areas.⁶²
- Adopt a comprehensive parking policy that discourages private vehicle use and encourages the use of alternative transportation.⁶³ For example, reduce parking for private vehicles while increasing options for alternative transportation; eliminate minimum parking requirements for new buildings; “unbundle” parking (require that parking is paid for separately and is not included in rent for residential or commercial space); and set appropriate pricing for parking.
- Develop school transit plans to substantially reduce automobile trips to, and congestion surrounding, schools. (According to some estimates, parents driving their children to school account for 20-25% of the morning commute.) Plans may address, *e.g.*, necessary infrastructure improvements and potential funding sources; replacing older diesel buses with low or zero-emission vehicles; mitigation fees to expand school bus service; and Safe Routes to School programs⁶⁴ and other formal efforts to increase walking and biking by students.
- Create financing programs for the purchase or lease of vehicles used in employer ride sharing programs.
- Enter into partnerships to create and expand polluting vehicle buy-back programs to include vehicles with high greenhouse gas emissions.
- Provide public education and information about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; public transit; biking and walking; vehicle performance and efficiency (*e.g.*, keeping tires inflated); low or zero-emission vehicles; and car and ride sharing.

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Housing Element⁶⁵

- Improve the jobs-housing balance and promote a range of affordable housing choices near jobs, services and transit.
- Concentrate mixed use, and medium to higher density residential development in areas near jobs, transit routes, schools, shopping areas and recreation.
- Increase density in single family residential areas located near transit routes or commercial areas. For example, promote duplexes in residential areas and increased height limits of multi-unit buildings on main arterial streets, under specified conditions.
- Encourage transit-oriented developments.⁶⁶
- Impose minimum residential densities in areas designated for transit-oriented, mixed use development to ensure higher density in these areas.
- Designate mixed use areas where housing is one of the required uses.
- In areas designated for mixed use, adopt incentives for the concurrent development of different land uses (*e.g.*, retail with residential).
- Promote infill, mixed use, and higher density development by, for example, reducing developer fees;⁶⁷ providing fast-track permit processing; reducing processing fees; funding infrastructure loans; and giving preference for infrastructure improvements in these areas.

Open Space Element⁶⁸

- Preserve forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas and other open space that provide carbon sequestration benefits.
- Establish a mitigation program for development of those types of open space that provide carbon sequestration benefits. Require like-kind replacement for, or impose mitigation fees on development of such lands. Use funds generated to protect existing, or create replacement, open space.
- Allow alternative energy projects in areas zoned for open space where consistent with other uses and values.
- Protect existing trees and encourage the planting of new trees. Adopt a tree protection and replacement ordinance, *e.g.*, requiring that trees larger than a specified diameter that are removed to accommodate development must be replaced at a set ratio.
- Connect parks and publicly accessible open space through shared pedestrian/bike paths and trails to encourage walking and bicycling.

Safety Element⁶⁹

- Address expected effects of climate change that may impact public safety, including increased risk of wildfires, flooding and sea level rise, salt water intrusion; and health effects of increased heat and ozone, through appropriate policies and programs.
- Adopt programs for the purchase, transfer or extinguishment of development rights in high risk areas.

- Monitor the impacts of climate change. Use adaptive management to develop new strategies, and modify existing strategies, to respond to the impacts of climate change.

Energy Element

Many of the goals, policies, or programs set forth above may be contained in an optional energy element. The resources set forth below may be useful to local agencies in developing an energy element or an energy conservation plan.

- The California Public Utilities Commission issued a report entitled California Long Term Energy Efficiency Strategic Plan in September 2008. The report serves as a road map for achieving maximum energy savings across all major groups and sectors in California. Section 12 of the report focuses on the role of local governments as leaders in using energy efficiency to reduce energy use and greenhouse gas emissions. The section includes numerous specific suggestions for local government policies designed to reduce energy use. The report is available at <http://www.californiaenergyefficiency.com/index.shtml>.
- The Local Government Commission produced a detailed report in 2002 entitled General Plan Policy Options for Energy Efficiency in New and Existing Development. The document sets forth energy saving policies suitable for inclusion in general plans. Policies range from exceeding State minimum building efficiency standards, to retrofitting buildings to reduce energy consumption, to implementing energy conservation strategies for roofs, pavement and landscaping. The report also contains suggested general plan language. The report is available here: http://www.redwoodenergy.org/uploads/Energy_Element_Report.pdf.
- The California Energy Commission summarizes the energy-related efforts of Humboldt County, City of Pleasanton, City of Pasadena, City and County of San Francisco, the Los Angeles area, City of Chula Vista, the San Diego region, City of San Diego, City and County of San Luis Obispo, and City of Santa Monica, in the 2006 Integrated Energy Policy Report at pp. 82-87, available here: <http://www.energy.ca.gov/2006publications/CEC-100-2006-001/CEC-100-2006-001-CMF.PDF>.
- In 2006, the Association of Monterey Bay Area Governments published a regional energy plan, available here: http://www.ambag.org/programs/EnergyWatch/regional_plan.html. Part 1 describes the plan's goals and course of action. Part 2 describes actions that local agencies already have taken and identifies the most cost-effective measures in each sector. The appendices list existing energy programs that may provide support and funding for energy efficiency projects, suggest language for energy-related provisions to be included in general plans, and list and give brief explanations of more than one hundred energy-saving measures.
- The California Local Energy Efficiency Program (CALeep) has available on its website, <http://www.caleep.com/default.htm>, various resources and documents, including an energy "Workbook." The Workbook lays out a process for instituting local energy efficiency programs based in part on information developed in six California pilot projects (Inland Empire Utilities Agency, City of Oakland, San Joaquin Valley, Sonoma County, South Bay Cities Council of Governments, and Ventura County Regional Energy Alliance). The Workbook is designed to be used by local officials to initiate, plan, organize, implement, and assess energy efficiency activities at the local and regional level.

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(3) Resources About Global Warming and Local Action

The following web sites and organizations provide general information about mitigating global warming impacts at the local level. These sites represent only a small fraction of the available resources. Local agencies are encouraged to conduct their own research in order to obtain the most current and relevant materials.

- The U.S. Conference of Mayors' Climate Protection Agreement contains valuable information for the many local agencies that are joining the fight against global warming. The Agreement is available here:
http://www.coolcities.us/resources/bestPracticeGuides/USM_ClimateActionHB.pdf. Over one hundred and twenty California cities have joined the "Cool Cities" campaign, which means they have signed the U.S. Mayor's Climate Protection Agreement and are taking concrete steps toward addressing global warming. These steps include preparing a city-wide greenhouse gas emissions inventory and creating and implementing a local Climate Action Plan. Additional resources, including various cities' Climate Action Plans, are located at the Cool Cities website: <http://www.coolcities.us/resources.php>.
- In July 2007, Alameda County became one of twelve charter members of the "Cool Counties" initiative. Participating counties sign a Climate Stabilization Declaration, which is available at the website for King County (Washington State):
<http://www.metrokc.gov/exec/news/2007/0716dec.aspx>. Participating counties agree to work with local, state, and federal governments and other leaders to reduce county geographical greenhouse gas emissions to 80% below current levels by 2050 by developing a greenhouse gas emissions inventory and regional reduction plan. Current member counties are recruiting new members and are committed to sharing information. Cool Counties contact information is available at: <http://www.kingcounty.gov/exec/coolcounties>.
- Local Governments for Sustainability, a program of International Cities for Local Environmental Initiatives (ICLEI), has initiated a campaign called Cities for Climate Protection (CCP). The membership program is designed to empower local governments worldwide to take action on climate change. Many California cities have joined ICLEI. More information is available at the organization's website: <http://www.iclei.org/>.
- The Institute for Local Government (ILG), an affiliate of the California State Association of Counties and the League of California Cities, has instituted a program called the California Climate Action Network (CaliforniaCAN!). The program provides information about the latest climate action resources and case studies. More information is available at the CaliforniaCAN! website: <http://www.cacities.org/index.jsp?displaytype=§ion=climate&zone=ilsg>.
ILG's detailed list of climate change "best practices" for local agencies is available at http://www.cacities.org/index.jsp?displaytype=§ion=climate&zone=ilsg&sub_sec=climate_local.
ILG maintains a list of local agencies that have adopted Climate Action Plans. The list is available here: <http://www.cacities.org/index.jsp?zone=ilsg&previewStory=27035>. According to ILG, the list includes Marin County and the cities of Arcata, Berkeley, Los Angeles, Palo Alto, San Diego, and San Francisco. Many additional local governments are in the process of conducting greenhouse gas inventories.
- The non-profit group Natural Capitalism Solutions (NCS) has developed an on-line Climate

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Protection Manual for Cities. NCS states that its mission is “to educate senior decision-makers in business, government and civil society about the principles of sustainability.” The manual is available at <http://www.climatemanual.org/Cities/index.htm>.

- The Local Government Commission provides many planning-related resources for local agencies at its website: <http://www.lgc.org/>.

In cooperation with U.S. EPA, LGC has produced a booklet discussing the benefits of density and providing case studies of well-designed, higher density projects throughout the nation. *Creating Great Neighborhoods: Density in Your Community* (2003) is available here: http://www.lgc.org/freepub/PDF/Land_Use/reports/density_manual.pdf.

- The Pew Center on Global Climate Change was established in 1998 as a non-profit, non-partisan and independent organization. The Center’s mission is to provide credible information, straight answers, and innovative solutions in the effort to address global climate change. See <http://www.pewclimate.org>. The Pew Center has published a series of reports called *Climate Change 101*. These reports provide a reliable and understandable introduction to climate change. They cover climate science and impacts, technological solutions, business solutions, international action, recent action in the U.S. states, and action taken by local governments. The *Climate Change 101* reports are available at http://www.pewclimate.org/global-warming-basics/climate_change_101.
- The Climate Group, www.theclimategroup.org, is a non-profit organization founded by a group of companies, governments and activists to “accelerate international action on global warming with a new, strong focus on practical solutions.” Its website contains a searchable database of about fifty case studies of actions that private companies, local and state governments, and the United Kingdom, have taken to reduce GHG emissions. Case studies include examples from California. The database, which can be searched by topic, is available at http://theclimategroup.org/index.php/reducing_emissions/case_studies.
- The Bay Area Climate Solutions Database features over 130 climate-related projects, programs and policies in the San Francisco Bay Area that are being undertaken by businesses, public agencies, non-government organizations, and concerned individuals. The database is available at <http://www.bayareaclimate.org/services.html>.
- U.S. EPA maintains a list of examples of codes that support “smart growth” development, available here: <http://www.epa.gov/piedpage/codeexamples.htm>. Examples include transit-oriented development in Pleasant Hill and Palo Alto, rowhouse design guidelines from Mountain View, and street design standards from San Diego.
- In November 2007, U.S. EPA issued a report entitled “Measuring the Air Quality and Transportation Impacts of Infill Development.” This report summarizes three regional infill development scenarios in Denver, Colorado; Boston, Massachusetts; and Charlotte, North Carolina. The analysis shows how standard transportation forecasting models currently used by metropolitan planning organizations can be modified to capture at least some of the transportation and air quality benefits of brownfield and infill development. In all scenarios, more compact and transit oriented development was projected to substantially reduce vehicle miles traveled. As the agency found, “The results of this analysis suggest that strong support for infill development can be one of the most effective transportation and emission-reduction investments a region can pursue.” The report is available at

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http://www.epa.gov/smartgrowth/impacts_infill.htm.

- The Urban Land Institute (ULI) is a nonprofit research and education organization providing leadership in responsible land use and sustainability. In 2007, ULI produced a report entitled, "Growing Cooler: The Evidence on Urban Development and Climate Change," which reviews existing research on the relationship between urban development, travel, and greenhouse gases emitted by motor vehicles. It further discusses the emissions reductions that can be expected from compact development and how to make compact development happen. "Growing Cooler" is available at <http://www.smartgrowthamerica.org/gcindex.html>.
- The California Department of Housing and Community Development, <http://www.hcd.ca.gov/>, has many useful resources on its website related to housing policy and housing elements and specific recommendations for creating higher density and affordable communities. See <http://www.hcd.ca.gov/hpd/hrc/plan/he/>.
- The California Transportation Commission (CTC) recently made recommendations for changes to regional transportation guidelines to address climate change issues. Among other things, the CTC recommends various policies, strategies and performance standards that a regional transportation agency should consider including in a greenhouse reduction plan. These or analogous measures could be included in other types of planning documents or local climate action plans. The recommendation document, and Attachment A, entitled Smart Growth/Land Use Regional Transportation Plan Guidelines Amendments, are located at http://www.dot.ca.gov/hq/transprog/ctcbooks/2008/0108/12_4.4.pdf.
- The California Energy Commission's Research Development and Demonstration (RD&D) Division supports energy research, development and demonstration projects designed to bring environmentally safe, affordable and reliable energy services and products to the marketplace. On its website, http://www.energy.ca.gov/research/reports_pubs.html, RD&D makes available a number of reports and papers related to energy efficiency, alternative energy, and climate change.
- The Governor's Office of Planning and Research (OPR) provides valuable resources for lead agencies related to CEQA and global warming at <http://opr.ca.gov/index.php?a=ceqa/index.html>. Among the materials available are a list of environmental documents addressing climate change and greenhouse gas emissions and a list of local plans and policies addressing climate change. In addition, OPR's The California Planners' Book of Lists 2008, which includes the results of surveys of local agencies on matters related to global warming, is available at <http://www.opr.ca.gov/index.php?a=planning/publications.html#pubs-C>.
- The California Air Pollution Control Officers Association has prepared a white paper entitled "CEQA and Climate Change" (January 2008). The document includes a list of mitigation measures and information about their relative efficacy and cost. The document is available at <http://www.capcoa.org/ceqa/?docID=ceqa>.
- The Attorney General's global warming website includes a section on CEQA. See <http://ag.ca.gov/globalwarming/ceqa.php>. The site includes all of the Attorney General's public comment letters that address CEQA and global warming.

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(4) Endnotes

1. Energy efficiency leads the mitigation list because it promises significant greenhouse gas reductions through measures that are cost-effective for the individual residential and commercial energy consumer.
2. Leadership in Energy and Environmental Design (LEED) administers a Green Building Ratings program that provides benchmarks for the design, construction, and operation of high-performance green buildings. More information about the LEED ratings system is available at <http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>. Build it Green is a non-profit, membership organization that promotes green building practices in California. The organization offers a point-based, green building rating system for various types of projects. See <http://www.builditgreen.org/guidelines-rating-systems>. Lawrence Berkeley National Laboratories' Building Technologies Department is working to develop coherent and innovative building construction and design techniques. Information and publications on energy efficient buildings are available at the Department's website at <http://btech.lbl.gov>. The California Department of Housing and Community Development has created an extensive Green Building & Sustainability Resources handbook with links to green building resources, available at http://www.hcd.ca.gov/hpd/green_build.pdf.
3. For more information, see Lawrence Berkeley National Laboratories, Heat Island Group at <http://eetd.lbl.gov/HeatIsland/>.
4. See California Energy Commission, "How to Hire an Energy Services Company" (2000) at http://www.energy.ca.gov/reports/efficiency_handbooks/400-00-001D.PDF.
5. Energy Star is a joint program of the U.S. Environmental Protection Agency and the U.S. Department of Energy that certifies energy efficient products and provides guidelines for energy efficient practices for homes and businesses. More information about Energy Star-certified products is available at <http://www.energystar.gov/>. The Electronic Product Environmental Assessment Tool (EPEAT) is a system that ranks computer products based on their conformance to a set of environmental criteria, including energy efficiency. More information about EPEAT is available at <http://www.epeat.net/AboutEPEAT.aspx>.
6. LED lighting is substantially more energy efficient than conventional lighting and can save money. See http://www.energy.ca.gov/efficiency/partnership/case_studies/TechAsstCity.pdf (noting that installing LED traffic signals saved the City of Westlake about \$34,000 per year). As of 2005, only about a quarter of California's cities and counties were using 100% LEDs in traffic signals. See California Energy Commission (CEC), Light Emitting Diode Traffic Signal Survey (2005) at p. 15, available at <http://www.energy.ca.gov/2005publications/CEC-400-2005-003/CEC-400-2005-003.PDF>. The CEC's Energy Partnership Program can help local governments take advantage of energy saving technology, including, but not limited to, LED traffic signals. See <http://www.energy.ca.gov/efficiency/partnership/>.
7. See Palm Desert Energy Partnership at <http://www.sce.com/rebatesandsavings/palmdesert>. The City, in partnership with Southern California Edison, provides incentives and rebates for efficient equipment. See Southern California Edison, Pool Pump and Motor Replacement Rebate Program at <http://www.sce.com/RebatesandSavings/Residential/pool/pump-motor>.
8. Many cities and counties provide energy efficiency education. See, for example, the City of Stockton's Energy Efficiency website at <http://www.stocktongov.com/energysaving/index.cfm>. See also "Green

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County San Bernardino,” <http://www.greencountysb.com/> at pp. 4-6. Private projects may also provide education. For example, a homeowners’ association could provide information and energy audits to its members on a regular basis.

9. See <http://www.gosolarcalifornia.ca.gov/documents/CEC-300-2007-008-CMF.PDF>. At the direction of Governor Schwarzenegger, the California Public Utilities Commission (CPUC) approved the California Solar Initiative on January 12, 2006. The initiative creates a \$3.3 billion, ten-year program to install solar panels on one million roofs in the State. See <http://www.gosolarcalifornia.ca.gov/nshp/index.html>.
10. For example, Alameda County has installed two solar tracking carports, each generating 250 kilowatts. By 2005, the County had installed eight photovoltaic systems totaling over 2.3 megawatts. The County is able to meet 6 percent of its electricity needs through solar power. See <http://www.acgov.org/gsa/Alameda%20County%20-%20Solar%20Case%20Study.pdf>.
11. Many commercial, industrial, and campus-type facilities (such as hospitals, universities and prisons) use fuel to produce steam and heat for their own operations and processes. Unless captured, much of this heat is wasted. Combined heat and power (CHP) captures waste heat and re-uses it, *e.g.*, for residential or commercial space heating or to generate electricity. See U.S. EPA, Catalog of CHP Technologies at http://www.epa.gov/chp/documents/catalog_of_%20chp_tech_entire.pdf. The average efficiency of fossil-fueled power plants in the United States is 33 percent. By using waste heat recovery technology, CHP systems typically achieve total system efficiencies of 60 to 80 percent. CHP can also substantially reduce emissions of carbon dioxide. <http://www.epa.gov/chp/basic/efficiency.html>. Currently, CHP in California has a capacity of over 9 million kilowatts. See list of California CHP facilities at <http://www.eea-inc.com/chpdata/States/CA.html>.
12. The California Energy Commission has found that the State’s water-related energy use – which includes the conveyance, storage, treatment, distribution, wastewater collection, treatment, and discharge – consumes about 19 percent of the State’s electricity, 30 percent of its natural gas, and 88 billion gallons of diesel fuel every year. See <http://www.energy.ca.gov/2007publications/CEC-999-2007-008/CEC-999-2007-008.PDF>. Accordingly, reducing water use and improving water efficiency can help reduce energy use and associated greenhouse gas emissions.
13. The Water Conservation in Landscaping Act of 2006 (AB 1881) requires the Department of Water Resources (DWR), not later than January 1, 2009, to update the Model Water Efficient Landscape Ordinance. The draft of the entire updated Model Water Efficient Landscape Ordinance will be made available to the public. See <http://www.owue.water.ca.gov/landscape/ord/updatedOrd.cfm>.
14. See Graywater Guide, Department of Water Resources, Office of Water Use Efficiency and Transfers at http://www.owue.water.ca.gov/docs/graywater_guide_book.pdf. See also The Ahwahnee Water Principles, Principle 6, at http://www.lgc.org/ahwahnee/h2o_principles.html. The Ahwahnee Water Principles have been adopted by City of Willits, Town of Windsor, Menlo Park, Morgan Hill, Palo Alto, Petaluma, Port Hueneme, Richmond, Rohnert Park, Rolling Hills Estates, San Luis Obispo, Santa Paula, Santa Rosa, City of Sunnyvale, City of Ukiah, Ventura, Marin County, Marin Municipal Water District, and Ventura County.

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15. See Office of Environmental Health Hazard Assessment and the California Water and Land Use Partnership, Low Impact Development, at <http://www.coastal.ca.gov/nps/lid-factsheet.pdf>.
16. See, for example, the City of Santa Cruz, Water Conservation Office at <http://www.ci.santa-cruz.ca.us/wt/conservation>; Santa Clara Valley Water District, Water Conservation at <http://www.valleywater.org/conservation/index.shtm>; and Metropolitan Water District and the Family of Southern California Water Agencies, Be Water Wise at <http://www.bewaterwise.com>. Private projects may provide or fund similar education.
17. See Public Interest Energy Research Program, Dairy Power Production Program, Dairy Methane Digester System, 90-Day Evaluation Report, Eden Vale Dairy (Dec. 2006) at <http://www.energy.ca.gov/2006publications/CEC-500-2006-083/CEC-500-2006-083.PDF>. See also discussion in the general plan section, below, relating to wastewater treatment plants and landfills.
18. Many cities and counties provide information on waste reduction and recycling. See, for example, the Butte County Guide to Recycling at <http://www.recyclebutte.net>. The California Integrated Waste Management Board's website contains numerous publications on recycling and waste reduction that may be helpful in devising an education project. See <http://www.ciwmb.ca.gov/Publications/default.asp?cat=13>. Private projects may also provide education directly, or fund education.
19. See U.S. EPA, Our Built and Natural Environments, A Technical Review of the Interactions between Land Use, Transportation, and Environmental Quality (Jan. 2001) at pp. 46-48 <http://www.epa.gov/dced/pdf/built.pdf>.
20. See California Department of Housing and Community Development, Myths and Facts About Affordable and High Density Housing (2002), available at <http://www.hcd.ca.gov/hpd/mythsnfacts.pdf>.
21. Palo Alto's Green Ribbon Task Force Report on Climate Protection recommends pedestrian and bicycle-only streets under its proposed actions. See <http://www.city.palo-alto.ca.us/civica/filebank/blobdload.asp?BlobID=7478>.
22. There are a number of car sharing programs operating in California, including City CarShare <http://www.citycarshare.org/> and Zip Car <http://www.zipcar.com/>.
23. The City of Lincoln has a NEV program. See <http://www.lincolnev.com/index.html>.
24. The County of Los Angeles has instituted an alternative fuel vehicle purchasing program open to County employees, retirees, family members, and contractors and subcontractors. See <http://www.lacounty.gov/VPSP.htm>.
25. Promoting "least polluting" methods of moving people and goods is part of a larger, integrated "sustainable streets" strategy now being explored at U.C. Davis's Sustainable Transportation Center. Resources and links are available at the Center's website. See <http://stc.ucdavis.edu/outreach/ssp.php>.
26. See, for example, Marin County's Safe Routes to Schools program at <http://www.saferoutestoschools.org> ; see also California Center for Physical Activity's California Walk to School website at <http://www.cawalktoschool.com>.

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27. For information on the general plan process, see Governor's Office of Planning and Research, General Plan Guidelines (1998), available at <http://ceres.ca.gov/planning/genplan/gpg.pdf>.
28. The Conservation Element addresses the conservation, development, and use of natural resources including water, forests, soils, rivers, and mineral deposits. Measures proposed for the Conservation Element may alternatively be appropriate for other elements. In practice, there may be substantial overlap in the global warming mitigation measures appropriate for the Conservation and Open Space Elements.
29. See the Attorney General's settlement agreement with the County of San Bernardino, available at http://ag.ca.gov/cms_pdfs/press/2007-08-21_San_Bernardino_settlement_agreement.pdf; Attorney General's settlement agreement with the City of Stockton, available at http://ag.ca.gov/cms_attachments/press/pdfs/n1608_stocktonagreement.pdf. See also Marin County Greenhouse Gas Reduction Plan (Oct. 2006) at http://www.co.marin.ca.us/depts/CD/main/pdf/final_ghg_red_plan.pdf; Marin Countywide Plan (Nov. 6, 2007) at http://www.co.marin.ca.us/depts/CD/main/fm/cwpdocs/CWP_CD2.pdf; Draft Conservation Element, General Plan, City of San Diego at <http://www.sandiego.gov/planning/genplan/pdf/generalplan/ce070918.pdf>.
30. Public Resources Code Section 25402.1(h)2 and Section 10-106 of the Building Energy Efficiency Standards establish a process that allows local adoption of energy standards that are more stringent than the statewide Standards. More information is available at the California Energy Commission's website. See http://www.energy.ca.gov/title24/2005standards/ordinances_exceeding_2005_building_standards.html; see also California Public Utilities Commission, California Long Term Energy Efficiency Strategic Plan (Sept. 2008) at p. 92, available at <http://www.californiaenergyefficiency.com/docs/EEStrategicPlan.pdf>.
31. See, e.g., LEED at <http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>; see also Build it Green at <http://www.builditgreen.org/guidelines-rating-systems>.
32. During 2007 and 2008, an unprecedented number of communities across the State adopted green building requirements in order to increase energy efficiency and decrease greenhouse gas emissions and other environmental impacts within their jurisdictions. The California Attorney General's office has prepared a document that identifies common features of recent green building ordinances and various approaches that cities and counties have taken. The document is available at <http://ag.ca.gov/globalwarming/greenbuilding.php>.
33. See, e.g., "Green County San Bernardino," <http://www.greencountysb.com/>. As part of its program, the County is waiving permit fees for alternative energy systems and efficient heating and air conditioning systems. See <http://www.greencountysb.com/> at p. 3. For a representative list of incentives for green building offered in California and throughout the nation, see U.S. Green Building Council, Summary of Government LEED Incentives (updated quarterly) at <https://www.usgbc.org/ShowFile.aspx?DocumentID=2021>.
34. For example, Riverside Public Utilities offers free comprehensive energy audits to its business customers. See <http://www.riversideca.gov/utilities/busi-technicalassistance.asp>.

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35. Under Southern California Gas Company's Energy Efficiency Program for Commercial/Industrial Large Business Customers, participants are eligible to receive an incentive based on 50% of the equipment cost, or \$0.50 per therm saved, whichever is lower, up to a maximum amount of \$1,000,000 per customer, per year. Eligible projects require an energy savings of at least 200,000 therms per year. See <http://www.socalgas.com/business/rebates>.
36. The City of Berkeley is in the process of instituting a "Sustainable Energy Financing District." According to the City, "The financing mechanism is loosely based on existing 'underground utility districts' where the City serves as the financing agent for a neighborhood when they move utility poles and wires underground. In this case, individual property owners would contract directly with qualified private solar installers and contractors for energy efficiency and solar projects on their building. The City provides the funding for the project from a bond or loan fund that it repays through assessments on participating property owners' tax bills for 20 years." See <http://www.cityofberkeley.info/Mayor/PR/pressrelease2007-1023.htm>.
- The California Energy Commission's Public Interest Energy Research Program estimates that the technical potential for rooftop applications of photovoltaic systems in the State is about 40 gigawatts in 2006, rising to 68 gigawatts in 2016. See Public Interest Energy Research Program, California Rooftop Photovoltaic (PV) Resource Assessment and Growth Potential by County (2007), available at <http://www.energy.ca.gov/publications/displayOneReport.php?pubNum=CEC-500-2007-048>.
37. As described in its Climate Action Plan, the City of San Francisco uses a combination of incentives and technical assistance to reduce lighting energy use in small businesses such as grocery stores, small retail outlets, and restaurants. The program offers free energy audits and coordinated lighting retrofit installation. In addition, the City offers residents the opportunity to turn in their incandescent lamps for coupons to buy fluorescent units. See San Francisco's Climate Action Plan, available at <http://www.sfenvironment.org/downloads/library/climateactionplan.pdf>.
38. Among other strategies for reducing its greenhouse gas emissions, Yolo County is considering a purchasing policy that mandates all purchases of electrical equipment meet or exceed the PG&E Energy Star rating. This would require departments to purchase improved efficiency refrigerators, microwaves and related appliances that have greater power efficiencies and less GHG impacts. See <http://www.yolocounty.org/Index.aspx?page=878>.
39. See, for example, Los Angeles County Green Purchasing Policy, June 2007 at <http://www.responsiblepurchasing.org/UserFiles/File/General/Los%20Angeles%20County.%20Green%20Purchasing%20Policy.%20June%202007.pdf>. The policy requires County agencies to purchase products that minimize environmental impacts, including greenhouse gas emissions. See also California Energy Commission, Existing Green Procurement Initiatives, available at http://www.cec.org/files/pdf/ECONOMY/Green-Procurement_Initiatives_en.pdf.
40. Some local agencies have implemented a cool surfaces programs in conjunction with measures to address storm water runoff and water quality. See, for example, The City of Irvine's Sustainable Travelways/Green Streets program at http://www.cityofirvine.org/depts/redevelopment/sustainable_travelways.asp; The City of Los Angeles's Green Streets LA program at http://water.lgc.org/water-workshops/la-workshop/Green_Streets_Daniels.pdf/view; see also The

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Chicago Green Alley Handbook at

http://egov.cityofchicago.org/webportal/COCWebPortal/COC_EDITORIAL/GreenAlleyHandbook_Jan.pdf.

41. See the website for Lawrence Berkeley National Laboratory's Urban Heat Island Group at <http://eetd.lbl.gov/HeatIsland/LEARN/> and U.S. EPA's Heat Island website at www.epa.gov/heatisland/. To learn about the effectiveness of various heat island mitigation strategies, see the Mitigation Impact Screening Tool, available at <http://www.epa.gov/heatisld/resources/tools.html>.
42. For example, the City of Lompoc has a policy to "require new development to offset new water demand with savings from existing water users, as long as savings are available." See <http://www.ci.lompoc.ca.us/departments/comdev/pdf07/RESRCMGMT.pdf>.
43. The Eastern Municipal Water District imposes fines on all customers, including residential customers, for excessive runoff. See Water Use Efficiency Ordinance 72.23, available at <http://www.emwd.org/usewaterwisely>.
44. The Irvine Ranch Water District in Southern California, for example, uses a five-tiered rate structure that rewards conservation. The water district has a baseline charge for necessary water use. Water use that exceeds the baseline amount costs incrementally more money. While "low volume" water use costs \$.082 per hundred cubic feet (ccf), "wasteful" water use costs \$7.84 per ccf. See http://www.irwd.com/AboutIRWD/rates_residential.php. Marin County has included tiered billing rates as part of its general plan program to conserve water. See Marin County Countywide Plan, page 3-204, PFS-2.q, available at http://www.co.marin.ca.us/depts/CD/main/fm/cwpdocs/CWP_CD2.pdf.
45. The Sacramento Regional Sanitation District has adopted a tiered sewer impact fee ordinance that charges less for connections to identified "infill communities" as compared to identified "new communities." See <http://www.srcsd.com/pdf/ord-0106.pdf>.
46. See the City of Fresno's Watering Regulations and Ordinances at <http://www.fresno.gov/Government/DepartmentDirectory/PublicUtilities/Watermanagement/Conservation/WaterRegulation/WateringRegulationsandRestrictions.htm>.
47. See, e.g., the City of San Diego's plumbing retrofit ordinance at <http://www.sandiego.gov/water/conservation/selling.shtml>; City of San Francisco's residential energy conservation ordinance (fact sheet) at http://www.sfgov.org/site/uploadedfiles/dbi/Key_Information/19_ResidEnergyConsBk1107v5.pdf.
48. The City of Roseville offers free water conservation audits through house calls and on-line surveys. See http://www.roseville.ca.us/eu/water_utility/water_conservation/for_home/programs_n_rebates.asp.
49. See Landscape Performance Certification Program, Municipal Water District of Orange County at http://waterprograms.com/wb/30_Landscapers/LC_01.htm.
50. For example, San Diego's Metropolitan Wastewater Department (SDMWD) installed eight digesters at one of its wastewater treatment plants. Digesters use heat and bacteria to break down the organic solids removed from the wastewater to create methane, which can be captured and used for energy. The methane generated by SDMWD's digesters runs two engines that supply enough energy for all of the

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plant's needs, and the plant sells the extra energy to the local grid. See <http://www.sandiego.gov/mwwd/facilities/ptloma.shtml>. In addition, the California Air Resources Board approved the Landfill Methane Capture Strategy as an early action measure. <http://www.arb.ca.gov/cc/ccea/landfills/landfills.htm>. Numerous landfills in California, such as the Puente Hills Landfill in Los Angeles County (http://www.lacsd.org/about/solid_waste_facilities/puente_hills/clean_fuels_program.asp), the Scholl Canyon Landfill in the City of Glendale (http://www.glendalewaterandpower.com/the_environment/renewable_energy_development.aspx), and the Yolo Landfill in Yolo County, are using captured methane to generate power and reduce the need for other more carbon-intensive energy sources.

51. On April 30, 2007, the Public Utilities Commission authorized a CCA application by the Kings River Conservation District on behalf of San Joaquin Valley Power Authority (SJVPA). SJVPA's Implementation Plan and general CCA program information are available at www.communitychoice.info. See also <http://www.co.marin.ca.us/depts/CD/main/comdev/advance/Sustainability/Energy/cca/CCA.cfm>. (County of Marin); and http://sfwater.org/mto_main.cfm/MC_ID/12/MSC_ID/138/MTO_ID/237 (San Francisco Public Utilities Commission). See also Public Interest Energy Research, Community Choice Aggregation (fact sheet) (2007), available at <http://www.energy.ca.gov/publications/displayOneReport.php?pubNum=CEC-500-2006-082>.
52. The Land Use Element designates the type, intensity, and general distribution of uses of land for housing, business, industry, open-space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private uses.
53. The Center for Physical Activity within the California Department of Public Health supports school siting and joint use policies and practices that encourage kids to walk and bike to school; discourage car trips that cause air pollution and damage the environment; and position schools as neighborhood centers that offer residents recreational, civic, social, and health services easily accessible by walking or biking. The Center offers school siting resources on its website at http://www.caphysicalactivity.org/school_siting.html#resources.
54. Samples of local legislation to reduce sprawl are set forth in the U.S. Conference of Mayors' Climate Action Handbook. See http://www.iclei.org/documents/USA/documents/CCP/Climate_Action_Handbook-0906.pdf.
55. For a list and maps related to urban growth boundaries in California, see Urban Growth Boundaries and Urban Line Limits, Association of Bay Area Governments (2006) at <http://www.abag.ca.gov/jointpolicy/Urban%20Growth%20Boundaries%20and%20Urban%20Limit%20Lines.pdf>.
56. The Circulation Element works with the Land Use element and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.
57. See Orange County Transportation Authority, Signal Synchronization at <http://www.octa.net/signals.aspx>. Measures such as signal synchronization that improve traffic flow

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must be paired with other measures that encourage public transit, bicycling and walking so that improved flow does not merely encourage additional use of private vehicles.

58. San Francisco's "Transit First" Policy is listed in its Climate Action Plan, available at <http://www.sfenvironment.org/downloads/library/climateactionplan.pdf>. The City's policy gives priority to public transit investments and provides public transit street capacity and discourages increases in automobile traffic. This policy has resulted in increased transit service to meet the needs generated by new development.
59. The City of La Mesa has a Sidewalk Master Plan and an associated map that the City uses to prioritize funding. As the City states, "The most important concept for sidewalks is connectivity. For people to want to use a sidewalk, it must conveniently connect them to their intended destination." See <http://www.ci.la-mesa.ca.us/index.asp?NID=699>. See also Toolkit for Improving Walkability in Alameda County, available at http://www.acta2002.com/ped-toolkit/ped_toolkit_print.pdf; Centers of Disease Control and Prevention website (list of walkability-related resources) at <http://www.cdc.gov/nccdphp/dnpa/hwi/toolkits/walkability/references.htm>.
60. See the City of Oakland's Bicycle Parking Requirements ordinance, available at www.oaklandpw.com/assetfactory.aspx?did=3337.
61. San Francisco assesses a Downtown Transportation Impact Fee on new office construction and commercial office space renovation within a designated district. The fee is discussed in the City's Climate Action plan, available at <http://www.sfenvironment.org/downloads/library/climateactionplan.pdf>.
62. For example, Seattle, Washington maintains a public transportation "ride free" zone in its downtown from 6:00 a.m. to 7:00 p.m. daily. See http://transit.metrokc.gov/tops/accessible/paccessible_map.html#fare.
63. See, for example, Reforming Parking Policies to Support Smart Growth, Metropolitan Transportation Commission (June 2007) at http://www.mtc.ca.gov/planning/smart_growth/parking_seminar/Toolbox-Handbook.pdf; see also the City of Ventura's Downtown Parking and Mobility Plan, available at http://www.cityofventura.net/community_development/resources/mobility_parking_plan.pdf, and its Downtown Parking Management Program, available at http://www.ci.ventura.ca.us/depts/comm_dev/downtownplan/chapters.asp.
64. See Safe Routes to School Toolkit, National Highway Traffic Safety Administration (2002) at www.nhtsa.dot.gov/people/injury/pedbimot/bike/Safe-Routes-2002; see also www.saferoutestoschools.org (Marin County).
65. The Housing Element assesses current and projected housing needs. In addition, it sets policies for providing adequate housing and includes action programs for that purpose.
66. The U.S. Conference of Mayors cites Sacramento's Transit Village Redevelopment as a model of transit-oriented development. More information about this project is available at <http://www.cityofsacramento.org/planning/projects/65th-street-village/>. The Metropolitan Transportation Commission (MTC) has developed policies and funding programs to foster transit-

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oriented development. More information is available at MTC's website: http://www.mtc.ca.gov/planning/smart_growth/#tod. The California Department of Transportation maintains a searchable database of 21 transit-oriented developments at <http://transitorienteddevelopment.dot.ca.gov/miscellaneous/NewHome.jsp>.

67. The City of Berkeley has endorsed the strategy of reducing developer fees or granting property tax credits for mixed-use developments in its Resource Conservation and Global Warming Abatement Plan. City of Berkeley's Resource Conservation and Global Warming Abatement Plan p. 25 at <http://www.baaqmd.gov/pln/GlobalWarming/BerkeleyClimateActionPlan.pdf>.
68. The Open Space Element details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, public health and safety, and the identification of agricultural land. As discussed previously in these Endnotes, there may be substantial overlap in the measures appropriate for the Conservation and Open Space Elements.
69. The Safety Element establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and wildfire hazards.

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**WSI-D RESPONSES TO COMMENTS FROM LYNNE PLAMBECK,
PRESIDENT, SANTA CLARITA ORGANIZATION FOR PLANNING
AND THE ENVIRONMENT (SCOPE), DATED OCTOBER 16, 2008.**

WSI-D1. The comment expresses the opinions of the Commentator. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project. However, because the comment does not address or question the content of the Draft EIR, no further response is required.

WSI-D2. The alternatives discussed in Section 6.0, Alternatives to the Proposed Project, of the September 2008 Revised Draft EIR (and summarized in Section 1.5, Summary of Project Alternatives) present variations to the proposed project that are intended to reduce significant environmental impacts associated with the proposed project while achieving the objectives of the proposed project to the extent practicable.

The discussion of project alternatives explores four alternatives, most of which reduce the intensity of development relative to the proposed project: 1) No Project/No Development Alternative, 2) Alternative One (Inpatient Building Only and Support Facilities), 3) Alternative Two (MOBs 1 and 2, Inpatient Building and Supporting Facilities), and 4) Alternative Three (MOBs 1-3, Reduced Height Inpatient Building and Supporting Facilities). These alternatives are analyzed in the September 2008 Revised Draft EIR to provide a comparison of environmental impacts with the proposed project.

CEQA Guidelines Section 15126.6 details the process for selection and analysis of alternatives.

“15126.6(a). Alternatives to the Proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason. (Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553 and Laurel Heights Improvement Association v. Regents of the University of California (1988) 47 Cal.3d 376).”

Section 6.0 provides a full description of how alternatives were selected for analysis in the EIR. The alternatives have been sufficiently defined to allow for meaningful evaluation, analysis, and comparison. Text on pages 6-1 through 6-4 of the September 2008 Revised Draft EIR articulates the alternatives selected for analysis, as well as alternatives considered but rejected from analysis.



“The ranges of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice” (CEQA Guidelines Section 15126.6(f); see also *Goleta II*, supra, 52 Cal.3d 565, 576 [276 Cal.Reptr.410]; *Save our Residential Environment v. City of West Hollywood* (2d District, 1992) 9 Cal.App.4th 1745, 1751 [12 Cal.Rptr.2d. 308]; *Del Mar Terrace*, supra, 10 Cal.App.4th 740 [12 Cal.Rptr.2d 785]; *Goleta I*, supra, 197 Cal.App.3d 11771-11178 [243 Cal.Rptr.339]).

An EIR need only examine in detail those alternatives that the lead agency determines could feasibly attain most of the basic objectives of the project. “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context).” (CEQA Guidelines Section 15126.6(f))

The City of Santa Clarita has made a concerted attempt to provide a range of alternatives that meet the intent of and comply with CEQA Guidelines Section 15126.6. The alternatives accomplish objectives of the project and in most cases reduce the significance of impacts when compared to the proposed project. However, the alternative suggested by the Commentator will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project.

With respect to consistency with the Santa Clarita *General Plan* (and associated *Unified Development Code* standards), although the existing and proposed hospital uses are not permitted uses by right within the Residential Low (RL) zoning district, such uses are conditionally permitted through a Conditional Use Permit (CUP) or a Master Plan. As such, these uses, at any density deemed appropriate by the Planning Commission and/or City Council as approved as part of the Master Plan, are not considered inconsistent with the *General Plan* or *Unified Development Code*. Therefore, the Commentator’s statement that the listed project alternatives do not meet the requirements for development in the Residential Low zone is incorrect. Also, refer to Topical Response No. 5.

WSI-D3. Section 3.4.3 of the September 2008 Revised Draft EIR specifically identifies on the ground uses surrounding the project site. Documents governing development on the project site are the City’s *General Plan* and *Unified Development Code*, not the Valencia Master Plan. Section 3.4.2 cites the existing General Plan and zoning designations for the project site. Section 5.1, Land Use, provides the impact analysis related to the General Plan land use designation and zoning designation.

WSI-D4. Section 3.5, Project Objectives, of the September 2008 Revised Draft EIR outlines the objectives established for the proposed project. Project Objectives are a key component of the project description. In addition, they are used in the review of the alternatives to the proposed project. The Commentator takes exception to the project objectives and disagrees that the proposed project meets the objectives established. Responses for each of the 16 objection points are provided below.



With regard to Points 1 and 2, the comment is expressing the opinion of the Commentator. Expansion of the hospital campus, to include both inpatient and outpatient services, is intended to help meet the health care needs of the Santa Clarita Valley.

With regard to points 3 and 4, the comment regarding assurance that a hospital will be constructed is not a CEQA-related issue; thus, no further response is required. However, information related to this topic is found in the Topical Response No. 6.

With regard to point 5, no CEQA-related issues have been raised; thus no further response is necessary. It is important to note, however, that the HMNMH service area extends beyond the jurisdictional limits of the City of Santa Clarita to include the entire Santa Clarita Valley and areas to the north. In this way, the existing HMNMH campus is centrally-located within the hospital's service area, which includes the community of Canyon Country.

With regard to point 6, both Section 5.1, Land Use, and Section 5.3, Aesthetics, Light, and Glare, of the September 2008 Revised Draft EIR provide analysis and conclude that the proposed project is consistent with the General Plan and Unified Development Code. In addition, Section 5.3 includes a discussion of the architectural character of the community of Valencia. Also, height zones were also developed to reduce the scale and massing of the buildings and parking structures on surrounding neighborhoods and from views along McBean Parkway. As shown on Exhibit 3-7, Height Limits, zone 2 permits a 27-foot height maximum, zone 3 permits a 35-foot height maximum, zone 4 permits a 47-foot height maximum, and zone 5 permits an 85-foot height maximum.

With respect to building heights over 35 feet, Section 3.6.5 specifically addresses this topic. Text from page 3-17 of the September 2008 Revised Draft EIR is restated below for ease of Commentator reference.

3.6.5 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.

With regard to point 7, comment noted. No further response is required.

With regard to point 8, the proposed project does include two helipad locations: 1) Parking Structure 1; and 2) the Inpatient Building. The September 2008 Revised Draft EIR analyzed both visual and noise impacts associated with the proposed project. The visual impacts of the proposed project are included in Section 5.3, Aesthetics, Light, and Glare, while noise impacts are included in Section 5.7, Noise.



Aesthetic impacts were concluded to be less than significant with mitigation, and only construction-related noise impacts were determined to be significant and unavoidable; all other noise impacts were concluded to be less than significant with mitigation.

With regard to point 9, the comment regarding assurance that any inpatient or outpatient services will be developed is not a CEQA-related issue; thus, no further response is required. However, information related to this topic is found in the Topical Response No. 6.

With regard to point 10, the comment regarding Centers of Excellence is not a CEQA-related issue; thus, no further response is required. However, information related to this topic is found in the Topical Response No. 6.

With regard to point 11, the comment is expressing the opinion of the Commentator. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project. However, because the comment does not address or question the content of the Draft EIR, no further response is required.

With regard to Points 12 and 13, the comment is expressing the opinion of the Commentator. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project. However, because the comment does not address or question the content of the Draft EIR, no further response is required.

With regard to Point 14, comment noted. No further response is required.

With regard to Point 15, the comment regarding a condition of approval is not a CEQA-related issue; thus, no further response is required. However, several conditions of approval related to traffic and specifically, the preparation of a transportation demand management plan, are proposed that would be required as part of Master Plan implementation.

With regard to Point 16, the comments regarding the development agreement is not a CEQA-related issue; thus, no further response is required. The comment "All this EIR does is provide parking structures that exceed the legal UDC's 35-foot height limit" is incorrect. Section 3.6, Project Characteristics, describes the project components, which includes three above-ground parking structures. The EIR then analyzes the impacts of the proposed project throughout Section 5.0. The statement that the Development Agreement allows minor use permits by City staff is incorrect. The Commentator may be referencing the "minor changes" provision of the Development Agreement, which is different than a minor use permit entitlement, pursuant to the City's Unified Development Code.

WSI-D5. Section 3.6.5, Building Heights, of the September 2008 Revised Draft EIR provides a description of the building heights for the proposed project. The impact analysis related to building heights is contained in Section 5.1, Land Use, which concluded



that the proposed project meets the intent of the Master Plan and complies with the provision of the *Unified Development Code* (UDC). Also, refer to Topical Response No. 5. The statement that the City of Santa Clarita *Unified Development Code* has a building height limit of 35 feet is incorrect; the 35-foot height threshold is established to ensure a higher level of review and discretion on the part of the City decision makers for buildings or structures that exceed 35 feet in height. It is not to be misconstrued as a height limit that cannot be exceeded.

The heights noted in *Table 3-2* and *Table 3-3*, as well as *Exhibit 3-7* are correct, and the exceptions noted in the tables are permitted per the *Unified Development Code*. Exceptions are also discussed in *Section 3.6.5, Building Height*; an excerpt from that section (page 3-17) is provided below for ease of Commentator reference.

The heights of the various buildings are identified in *Table 3-2* and *Table 3-3*; 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 heights noted in the comment are correct, but it is important to note they are inclusive of exception items permitted by the *Unified Development Code*.

WSI-D6. *Section 3.6.7, Phasing*, of the September 2008 Revised Draft EIR, states the intended phasing for the project, which was used for the environmental analysis in the EIR. The EIR has adequately described the phasing for the proposed project, and is not inconsistent with the Development Agreement. *Section 3.6.7* is restated below for ease of Commentator reference.

3.6.7 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. (emphasis added)**

Also, any future modification or addition to the Master Plan during the 15-year life of the project would require an amendment to the Master Plan, which would require CEQA review and a discretionary review process that includes consideration by and a formal decision of the City Council.

WSI-D7. Phasing of the proposed project and existing *General Plan* and zoning designations are unrelated and separate topics from one another. *Section 3.4.2* of the September



2008 Revised Draft EIR correctly states the existing *General Plan* and zoning designations for the project site.

The topic of the proposed project's conformance with the *General Plan* and zoning designations is provided in Section 5.1, Land Use, of the September 2008 Revised Draft EIR. In addition, refer to Topical Response No. 5, which provides a summary of the impact analysis from Section 5.1.

The Public Services, Facilities, and Utilities Element of the City's *General Plan* provides a review of existing services and facilities in the City at that time and establishes goals and policies related to the provision of the services. It is the Land Use Element that establishes the land use designation for the project site.

WSI-D8. Master Plans are permitted by the *Unified Development Code (UDC)*, Section 17.03.25, and in practice serve as the "conditional use permit" for a project. Per the UDC, master plans may include both permitted and conditionally permitted uses. Section 17.03.25 also specifies that the City Council must make certain findings prior to approving the Master Plan.

The Henry Mayo Newhall Memorial Hospital is categorized as a "Public and Semi-Public" use type in the City's Unified Development Code and is further defined as "Hospital Services". Neither the existing hospital campus, nor the proposed HMNMH Master Plan project, would be considered a commercial land use by either the City's *General Plan* or *Unified Development Code*. Therefore, a zone change is not required as part of the HMNMH Master Plan entitlements.

Refer to Topical Response No. 5. Section 5.1, Land Use of the September 2008 Revised Draft EIR concluded that the proposed project meets the intent of the Master Plan and complies with the provisions of the *Unified Development Code*. The proposed project is also subject to issuance of a Master Plan in order to allow for the proposed hospital campus uses in a residential zone, and would not conflict with the applicable goals and policies of the City's *General Plan*.

Also, refer to Topical Response No. 3 for a discussion of earth movement, which summarizes the impact analysis in Section 5.8, Geology, Soils, and Seismicity, of the September 2008 Revised Draft EIR.

WSI-D9. Issues regarding the proposed project's potential impacts related to aesthetics (scale, bulk, coverage, density, and neighborhood character), traffic, and land use compatibility (intensity of use, and its impact on environmental quality and natural resources) have been adequately analyzed under CEQA. This analysis can be found within Section 5.1, Land Use; Section 5.3, Aesthetics, Light, and Glare; and Section 5.4, Traffic. The City of Santa Clarita City Council will consider the Master Plan and its consistency with *Unified Development Code (UDC)* approval criteria as part of its decision-making on the project. Further, the *Unified Development Code* requires that the City Council, as part of its approval of a Master Plan, make certain findings according to the criteria listed by the Commentator.



WSI-D10. The City of Santa Clarita *UDC* allows for structure heights in excess of 35 feet with the incorporation of a Master Plan or Conditional Use Permit. The proposed project includes the Master Plan as an entitlement for approval. While the September 2008 Revised Draft EIR acknowledges that several structures (such as the Inpatient Building, which would extend to 85 feet to the top of the parapet) associated with the proposed project would be visible to surrounding uses and roadways, the Master Plan has been designed to avoid a significant alteration of views from surrounding areas through the creation of height zones across the 30.4-acre campus, the placement of new buildings and parking structures using increased setbacks from the property edges and building step-backs, the reduction of building height along the western/southwestern edge of the campus, and the addition of a subterranean parking structure at the main Hospital entrance. The incorporation of landscaping is only one component out of several measures designed to minimize aesthetic impacts to the maximum extent practicable. As stated in Section 5.3, Aesthetics, Light, and Glare, of the September 2008 Revised Draft EIR, aesthetic impacts would be less than significant with the incorporation of mitigation. However, information related to this topic is found in the Topical Responses No. 5 and No. 8.

WSI-D11. As stated in Response WSI-D10, the City's *UDC* allows for structure heights in excess of 35 feet with the incorporation of a Master Plan or a Conditional Use Permit. The proposed project includes the Master Plan as an entitlement for approval, the requirements of which would apply to both structures and associated rooftop equipment. Any rooftop improvements substantially extending beyond the top of the parapet (such as the elevator shaft and windsock on the Inpatient Building) have been considered as part of the Master Plan site design. Further, Condition of Approval PL14 is intended to minimize the impact of rooftop equipment from adversely affecting the aesthetic character of the site vicinity.

In addition to Condition of Approval PL14, Mitigation Measures AES3 and AES4 require future buildings to undergo Development Review approval and landscaping to be installed in conformance with the Master Plan, and are restated below for ease of Commentator reference. These two mitigation measures reduce long-term aesthetic impacts/visual character to less than significant levels.

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.
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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.
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WSI-D12. Buildout of the proposed Master Plan would include the removal of trees along McBean Parkway to accommodate both future on-site buildings and traffic-related



improvements. Project implementation would require the removal of a total of 46 trees (12 trees within the McBean Parkway median, and 34 hospital campus trees along the McBean Parkway frontage).

The proposed project would include the planting of 64 trees along the McBean Parkway frontage and within the roadway median, for a total of 133 trees (an increase of 18 trees over existing conditions). The trees would be a combination of 24-, 36-, 48-, and 60-inch box trees in order to maintain the existing landscape characteristic along McBean Parkway. The proposed project would be in compliance with the City's Conditions of Approval for tree replacement. The Conditions of Approval ensure that the McBean Parkway frontage retains its landscape character over the life of the project and beyond.

- WSI-D13. As discussed in Section 5.3, Aesthetics, Light, and Glare, of the September 2008 Revised Draft EIR, lighting associated with project implementation would not result in significant impacts to adjacent receptors. Aside from landscaping, a number of project features would minimize lighting impacts, including: (1) the design and placement of all exterior site lighting to avoid intrusive light and glare effects on adjacent residential properties and that light fixtures use shielding, if necessary, to prevent spill lighting on adjacent off-site uses; (2) lighting fixtures and standards would conform to state and local safety and illumination requirements; (3) the project would use minimally reflective glass and all other materials used on exterior buildings and structures would be selected with attention to minimizing reflective glare; (4) automatic timers on lighting would be designed to maximize personal safety during nighttime use while saving energy; and (5) low-intensity street lighting and low-intensity exterior lighting would be used throughout the campus, to the extent feasible.

The helipad proposed for the Inpatient Building would be located at a height of 85 feet (not 100 feet as indicated in the Commentator's description). As demonstrated in Cross Sections J and K, on Exhibit 5.3-8 of the September 2008 Revised Draft EIR, the roof of the Inpatient Building is at the elevation of the top of slope of residential uses to the northwest; in addition, the building is set back approximately 200-220 linear feet from the closest residential property lines. Mature evergreen trees planted across this slope provide further buffering to minimize any light or glare impacts. Landscaping conditions LR1 through LR15 included the project Conditions of Approval will ensure that on-site, perimeter and off-site landscaping is planted to meet the City's high standards.

- WSI-D14. The comment regarding the Development Agreement is not a CEQA-related issue; thus, no further response is required. However, it is important to note that any roadway improvements along the project frontage designed to accommodate the future widening of McBean Parkway are above and beyond the traffic mitigations prescribed in the September 2008 Revised Draft EIR and traffic-related conditions of approval required as part of project implementation.

- WSI-D15. The comment regarding the Development Agreement is not a CEQA-related issue; thus, no further response is required.



WSI-D16. The Commentator is raising issues related to the Conditions of Approval, which is not a CEQA-related issue. However, eminent domain is not required for the implementation of the HMNMH Master Plan project or needed to mitigate traffic impacts along McBean Parkway. At the June 12, 2007, City Council meeting, staff was directed by the City Council to explore additional engineering options to increase the McBean Parkway right-of-way for this improvement, without having to affect the existing single-family residences at the southwest corner of the intersection. Subsequent to this direction, staff concluded that by taking up to 12 additional feet along the HMNMH/G&L properties, McBean Parkway could be realigned to create space on the southern side for a right-turn pocket onto Orchard Village Road. For this reason, residential eminent domain is not required for future roadway improvements.

At the September 23, 2008, City Council meeting, some public concern was raised regarding the Conditions of Approval, specifically the language in Condition EN 4, a standard Department of Public Works (Engineering Division) condition of approval placed on most projects in the City which require acquisition of easements for roadway improvements or off-site infrastructure improvements. This condition referenced the City's ability to exercise acquisition of property for easements or right-of-way for public improvements. This standard condition has been removed from the project Conditions of Approval as the storm drain and sewer improvement studies prepared for the project have concluded that no additional off-site easements are needed. The City will have no need to exercise eminent domain for the HMNMH Master Plan project.

WSI-D17. A Parking Management Plan would be required for the project during construction, as part of Mitigation Measure PRK1 of the September 2008 Revised Draft EIR. The Commentator's reference to the word "may" in Mitigation Measure PRK1 is in reference to several possible provisions to be contained within the Parking Management Plan. However, Mitigation Measure PRK1 includes a provision that the Plan shall be prepared and approved by the City Director of Community Development to ensure that parking for non-construction uses is maximized.

WSI-D18. Appendix G of the CEQA Guidelines includes the following question, "Would the project result in inadequate parking capacity?" The September 2008 Revised Draft EIR has adequately responded to this question, by providing a parking analysis, which concluded that adequate parking is provided within the Master Plan.

Footnote 2 within Table 2-1 of the Appendix K *Parking Study Report* cites the City's *Unified Development Code* definition of gross floor area used as the basis to determine the floor area values represented within the table. Regarding the inclusion of stairwells within gross floor area, this was recently modified by a *Unified Development Code* amendment in 2007. Prior to modification in February 2007, building area occupied by a stairwell was excluded from gross floor area parking calculations. This was removed as part of the amendment and was not reflected in the most recent HMNMH Master Plan exhibits included as part of the September 2008 Revised Draft EIR. The parking requirement for MOBs 1, 2, and 3 and existing MOB E has



been adjusted to reflect the square footage for stairwells. As a result, an additional 14 parking spaces will be required. Since the project proposes a total of 2,231 parking spaces, the project will continue to meet the City's existing parking requirement of 2,204. This adjustment in required parking has been reflected in all applicable exhibits, in the parking calculations for the project, and in the Errata prepared for the Final EIR.

The height of lighting standards on the proposed parking structures has been adequately analyzed in Section 5.1, Land Use, and Section 5.3, Aesthetics, Light, and Glare, which concluded that impacts were either at less than significant levels or reduced to less than significant levels with mitigation. Condition PL5 in the project Conditions of Approval requires that a photometric lighting plan be prepared for each building and parking structure prior to the issuance of a building permit to ensure conformance with the City's lighting standards and to reduce lighting impacts to surrounding residential units. Also, refer to Response WSI-D5.

The comments regarding the Development Agreement and parking fees are not CEQA-related issues; thus, no further response is required. However, information related to these topics is found in Topical Response No. 6.

WSI-D19. The specific text reference on page 5.6-36 of the September 2008 Revised Draft EIR the Commentator is citing references potential changes in California as determined by the Climate Action Team in 2006. The bullet point referencing the increase in the number of days of ozone formation from 25 to 85 percent references potential increases for high ozone areas of Los Angeles and the San Joaquin Valley. A specific reference is not made for the City of Santa Clarita. The Commentator has incorrectly stated "that climate change will produce an increase in the number of days conducive to ozone formation from 25 to 85%." As noted above and on page 5.6-36, climate change could produce this type of change in California.

Section 5.6, Air Quality, of the September 2008 Revised Draft EIR concludes a less than significant impact in regards to Global Climate Change for on-site and energy emissions (area sources), and a significant and unavoidable impact for mobile source emissions. Mitigation measures have been recommended to reduce area source emissions and mobile source emissions to the extent feasible. Mitigation Measures TR1 through TR4 and TR6 through TR8 in Section 5.4, Traffic, would reduce mobile source emissions associated with the proposed project and, therefore, reduce greenhouse gas emissions associated with the project.

The September 2008 Revised Draft EIR was revised to expand the Global Climate Change analysis in response to the Technical Advisory issued by the Office of Planning and Research. The analysis provided represents a conservative approach to the analysis and the impact conclusions. The analysis also includes feasible mitigation measures to reduce greenhouse gas emissions from mobile sources however, a significant and unavoidable impact would still occur.

With respect to the mitigation measures listed in the referenced Office of the Attorney General *Addressing Global Warming Impacts at the Local Agency Level*, they are



potential mitigation measures to reduce greenhouse gas emissions for project-level and program-level CEQA documents. As noted in the cover letter, *“Included in this document are various measures that may reduce the global warming related impacts of a project...Moreover, the measures cited may not be appropriate for every project. The decision of whether to approve a project – as proposed or with required changes or mitigation – is for the local agency, exercising its informed judgment in compliance with the law and balancing a variety of public objectives.”*

The Attorney General document includes three sections:

1. Generally Applicable Mitigation Measures
2. General Plan Measures
3. Resources About Global Warming and Local Action
4. Endnotes.

Sections 3 and 4 are for information purposes only. Section 2 is not applicable, as the proposed project is not a General Plan or General Plan Update.

It is important to note that the project’s design, as an infill development in close proximity to public transportation and as an employment center near residential neighborhoods, embraces many of the strategies identified as key to combating global climate change. In addition, mitigation related to energy efficiency (Air Quality Mitigation Measures AQ6 through AQ8) and solid waste reduction (SW1 through SW3) has already been included for the proposed project. These measures are consistent with the recommendations in Section 1 of the Attorney General.

In addition, Section 5.1, Land Use, (specifically pages 5.1-4 and 5.1-5) includes a discussion of Environmental Sustainability. The discussion notes that the City will be considering a number of the potential mitigation measures presented in Section 1 as part of its current General Plan Update under the joint City/County One Valley/One Vision General Plan project.

ENVIRONMENTAL SUSTAINABILITY

The term “sustainable development” has been defined as balancing the fulfillment of human needs with the protection of the natural environment, so that these needs can be met not only in the present, but in the indefinite future. The more general usage of the term has become known as meeting the needs of the present without compromising the ability of future generations to meet their own needs. This movement toward sustainability, originally known as the New Urbanist movement and more recently termed Smart Growth, began in response to the social, economic, and environmental challenges and costs associated with urban sprawl that has occurred since the end of World War II. The principles of this movement include:

- ◆ Encouraging compact development that is regional in scope and supportive to public transportation;
- ◆ Locating residential, commercial, jobs, parks and civic uses within walking



- distance of transit stops;
- ◆ Creating pedestrian friendly, walkable streets and neighborhoods;

- ◆ Providing a mix of housing types and densities at a variety of competitive price points;
- ◆ Preserving sensitive habitat, riparian zones and high quality open space;
- ◆ Making public space the focus of building orientation and neighborhood activity;
- ◆ Creating destinations and a great sense of place in all zones; and
- ◆ Encouraging infill development, particularly along transit corridors.

An environmentally sustainable approach to land use planning is an interdisciplinary process, considering proposed development and the surrounding ecosystem as components of interdependent systems. These systems are complex, interconnected, and dynamic. The fundamental basis of environmental sustainability is that the well-being of people is maintained and enhanced only when the integrity of the ecosystem is maintained; therefore, the outcomes of development decisions on all systems must be evaluated to ensure the well-being of both the human and natural environments. Sustainability goes beyond the concept of minimizing individual impacts through mitigation measures, and is instead a positive approach geared toward achieving long-term well-being for human and natural ecosystems.

Because the issues of air quality, energy consumption, water, climate change, depletion of non-renewable resources, loss of biodiversity, use of land, and human health are all interrelated, ensuring environmental quality and public welfare requires new approaches to environmental protection. This requires a greater understanding of the wider impacts of development through the life cycle of construction, use, re-use, demolition, and recycling of materials and requires a more integrated, systematic approach to evaluating and planning for development. For example, constructing a “green” building with recycled materials and energy-efficient lighting may have minimal benefit if the location of the building causes a large increase in vehicle emissions due to its location many miles from employees, suppliers, and markets. This requires a shift in thinking. Government, business, and citizens must work together to create a vision of sustainable development that includes both human and environmental wellness.

The City is currently updating its General Plan under the joint City/County One Valley/One Vision project. Sustainability is addressed throughout many areas of this long-term planning document. This General Plan will address a number of sustainability issues related to human-built systems, including land use. Increasing density and making better use of existing infrastructure systems is one direction cities are heading through sustainable development practices. Getting people out of their vehicles and into public transportation or other modes of travel helps improve environmental quality and public health by reducing pollutants that enter the environment. Making communities more walkable whereby workers and others can get to their jobs, to the store, to recreational facilities or to access other services on



foot or by bicycle increases the quality of life not only for residents living nearby, but also for the region overall.

WSI-D20.

The construction process for the Master Plan would occur in phases over the course of approximately 15 years, in response to inpatient and outpatient demands in the future. The Master Plan would not be constructed in its entirety all at once.

The Commentator has incorrectly stated that “removal of 100,000 cubic yards” as a single event will create a significant unavoidable short-term construction noise impact. The September 2008 Revised Draft correctly notes the amount of soil export required for the Inpatient Building and Parking Structures 1-4, which is not the 100,000 cubic yards cited by the Commentator, but 93,293 cubic yards. The export for the five structures would not occur at one time, but as each individual structure is constructed, which is consistent with the proposed phasing (refer to [Section 3.6.7](#)) and the construction noise analysis in [Section 5.7](#); therefore these are not cumulative impacts. Section 5.7 does identify that after the application of Mitigation Measures N1 and N2, short-term construction noise impacts would be significant and unavoidable as construction-related noise may periodically exceed the City’s noise standard (page 5.7-19). “Sound proof protection,” such as a solid wall or insulated windows, is not considered a feasible mitigation measure that would minimize construction noise impacts to a less than significant level, and is more appropriate mitigation for long-term operational noise impacts. The impact analysis in [Section 5.7, Noise](#), of the September 2008 Revised Draft EIR, concluded that operational noise impacts to off-site uses were below the significance threshold and thus, did not require mitigation.

Section 5.7 does include an analysis of “Operational Stationary Source Noise Impacts” on pages 5.7-27 and 5.7-28, which included noise associated with parking lot activities. The analysis concluded that with the imposition of Mitigation Measure N3, these types of impacts could be mitigated to a less than significant level.

Also, refer to Topical Response No. 3 for a discussion of earth movement, which summarizes the impact analysis in [Section 5.8, Geology, Soils, and Seismicity](#), of the September 2008 Revised Draft EIR.

WSI-D21.

This comment expresses the opinion of the Commentator and does not provide any substantiation as to why conclusions within the September 2008 Revised Draft EIR are “not believable.” Pages 5.7-8 and 5.7-9 describe the existing noise environment. The text cites transportation facilities as the primary existing noise source, which includes noise from traffic on McBean Parkway and other streets in the project vicinity. This was confirmed with actual ambient noise survey conducted by LSA Associates, and text from page 5.7-9 is restated below for ease of Commentator reference.

Existing Ambient Noise Monitoring



An ambient noise survey was conducted in the project area by LSA staff on January 12, 2005. Ambient noise levels were measured over 10 to 20 minutes at 12 representative locations between 10:00 AM and 6:00 PM *Table 5.7-5, Henry Mayo Newhall Memorial Hospital Noise Monitoring Results*, lists the location, noise levels, and noise sources for the noise survey. *Exhibit 5.7-1, Noise Monitoring Locations*, illustrates these noise monitoring locations. Based on the ambient noise survey, it was found that vehicular traffic is the dominant noise source in the project area. Aircraft, children playing in the neighboring residential communities, birds and dogs, air conditioning systems, an emergency siren, leaf blowers, loading/unloading activities, a table saw, and a train horn also contributed, to some degree, to the ambient noise in the project vicinity.

Section 5.7, Noise, of the September 2008 Revised Draft EIR does include an analysis of noise impacts associated with the helipad, and concluded that impacts are at less than significant levels.

The text on pages 5.7-25 and 5.7-28 provides the analysis to support the conclusions of less than significant impacts. It is restated below for ease of Commentator reference.

As part of the proposed Master Plan, the helipad would be relocated to the top of the Inpatient Building and the rooftop of PS1. Refer to *Exhibit 5.7-4, Inpatient Building Helipad Operations*, for the location of the relocated helipad, flight paths, noise measurement site locations, and associated projected noise levels under the Master Plan buildout scenario.

At the Inpatient Building, the new helipad would be located on the roof. This change in elevation would eliminate the obstacles that currently surround the previous at-grade helipad. Based on the BridgeNet report (April 6, 2006), the hospital in 2005 accommodated 10 to 12 helicopter flights each month. If the new helipad at the top of the Inpatient Building is operational before the increase in helicopter flights, residences in the neighborhood of the hospital would experience helicopter noise similar to that under the 2005 conditions.

Relocation of the helipad from its prior at-grade location at the rear of the medical campus to the rooftop of PS1 would reduce noise for existing residences to the west and south of the project site. Existing residences to the north and east (near PS1) would experience a slight increase in noise from future helicopter operations. However, since PS1 is near the previous flight route for the helicopter operations and is adjacent to McBean Parkway, where heavy traffic dominates the ambient noise, the increase in helicopter noise with the helipad on the rooftop of PS1 would not be noticeable and would be less than significant. Helipad noise impacts would not result in an exceedance of the noise thresholds identified above, and no mitigation measures are required.

According to the hospital, the level of helicopter activity is expected to increase to



15 to 17 flights a month in the future. This is an estimate based on the growth over several years in the past, and it is not expected to be seen for several more years in the future. An increase in flight activity from 12 to 17 a month represents an increase in the noise exposure level of about 1.5 dBA (in terms of the 24-hour weighted average scale of CNEL), which is not large enough to be perceptible. For example, the increase of the noise level at the two monitoring sites to 61.4 dBA CNEL (Site 1 in the BridgeNet report) and 55.3 dBA CNEL (Site 2 in the BridgeNet report) would not result in the respective noise levels to exceed the City's 65-dBA CNEL exterior noise standard for residential uses. Therefore, no significant long-term noise impacts would occur from the helipad operations at the hospital associated with buildout of the proposed Master Plan.

WSI-D22. Section 5.7, Noise, of the September 2008 Revised Draft EIR references 2005 helipad operations to provide context to the frequency of previous operations and flight paths. Analysis for proposed future helipad operations in Section 5.7 concluded there would not be an exceedance of exterior noise standard for residential uses, as the noise increase would not be perceptible. Thus, the impacts were determined to be less than significant. Also, refer to Topical Response No. 4.

The helipad discussion in Section 5.7 provides information as to the noise associated with the at-grade helipad that existed prior to its closure in 2005 (refer to Section 5.7.1). This provides the environmental setting condition upon which to review and compare the impacts of the proposed project, which is a requirement of CEQA Guidelines Section 15125(a). *"This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant."* Thus, it is completely appropriate to compare the impacts of the at-grade helipad with the impacts of the two above-grade helipad locations proposed by the project. Also, refer to Response WSI-D21.

WSI-D23. The Commentator has made reference to noise levels from high rise parking structures that surround the master plan site. The City is unaware of any high rise structures that are adjacent to or surround the project site.

WSI-D24. Section 5.7, Noise, of the September 2008 Revised Draft EIR determined that all noise impacts related to the proposed project could be mitigated to a level below established noise thresholds with the exception of short-term construction-related noise emissions, and that the proposed project is consistent with applicable adopted plans and goals. Thus, the City would be required to adopt a Statement of Overriding Considerations in accordance with Section 15093 of the *CEQA Guidelines* for short-term construction emissions. The Commentator is incorrect in stating there are cumulative noise impacts resulting from the removal of 100,000 cubic yards from the site. The September 2008 Revised Draft correctly notes the amount of soil export required for the Inpatient Building and Parking Structures 1-4, which is not the 100,000 cited by the Commentator, but 93,293 cubic yards. The export for the five structures would not occur at one time, but as each individual structure is constructed, which is consistent with the proposed phasing (refer to Section 3.6.7)



and the construction noise analysis in Section 5.7; therefore these are not cumulative impacts.

- WSI-D25. Refer to Topical Response No. 3 for a discussion of earth movement, which summarizes the impact analysis in Section 5.8, Geology, Soils, and Seismicity, of the September 2008 Revised Draft EIR.

The proposed Master Plan will be in compliance with the City's Construction and Demolition Ordinance 05-9 and 08-1. As stated within Section 5.14, Solid Waste, of the September 2008 Revised Draft EIR, the project applicant would be required to prepare and submit a Construction and Demolition Materials Management Plan to the City's Environmental Services Division for review and approval. The precise method and location for the diversion of 50 percent of excavated soils would be determined closer to the time excavation occurs, since the reuse of soils for projects that require fill material is market-driven and varies on a case-by-case basis.

- WSI-D26. Data indicating the number of tributary residential units and sewage flow (Q) in cubic feet per second (CFS) is provided within the *Master Sewer Study Plan* within Appendix M, Sewer Study, of the September 2008 Revised Draft EIR, and summarized in Section 5.18, Wastewater. The information is provided within the chart entitled "Tributary Area Acreage and Zoning." Data is categorized by residential area, number of single family homes (SFH) per area, and Q (CFS). As demonstrated within the Sewer Study and in Section 5.18, adequate capacity is available within the existing sewer conveyance system to accommodate the proposed project. In addition, cumulative wastewater projections are included in Appendix C, Cumulative Growth Calculations, and summarized in the analysis in Section 5.18.

- WSI-D27. This paragraph provides a conclusion to the comment letter and does not require a response.

- WSI-D28. Refer to Response WSI-D19.

COMMENT LETTER WSI-E

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October 17, 2008

VIA E-MAIL AND FACSIMILE (661) 259-8125

Hon. Bob Kellar, Mayor
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, California 91355

Re: Objections To The G&L Realty/Henry Mayo Newhall Hospital Project Draft Environmental Impact Report

Dear Mayor Kellar:

I. INTRODUCTION.

This firm and the undersigned represent Smart Growth SCV, a coalition of property owners, residents, community members and other stakeholders in the City of Santa Clarita ("City") that would be impacted by the proposed projects being requested by G&L Realty and Henry Mayo Newhall Memorial Hospital (the "Project").

We submit these preliminary objections to the proposed Draft Environmental Impact Report ("DEIR"), on behalf of Smart Growth as well as all property owners, business owners and community members that will be impacted by the proposed Project.

The approval process for the Project must comply with the California Environmental Quality Act ("CEQA"). The purpose of any EIR is to disclose potential project impacts to the public and require that those impacts be mitigated or that alternatives to the Project be considered which can reduce or eliminate impacts.

II. PUBLIC RECORDS ACT REQUESTS AND INTERPLAY WITH CEQA AND THE PROJECT.

As a preliminary issue, we request that no determinations be made until all responsive documents to Smart Growth's October 16, 2008 CPRA requests have been provided, and Smart Growth has had sufficient time to review those documents in furtherance of preparing its objections.

The California Supreme Court has stated that: "Implicit in the democratic process is the notion that government should be accountable for its actions. In order to verify accountability, individuals must have access to government files. Such access permits checks against the

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arbitrary exercise of official power and secrecy in the political process" CBS, Inc. v. Block (1986) 42 Cal.3d 646, 651. Those precepts apply to the City's actions in connection with the Project and related EIR.

As stated by the Supreme Court in Laurel Heights Improvement Assn. v. Regents of University of California (1993) 6 Cal.4th 1112, CEQA's

"purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR protects not only the environment but also informed self-government. To this end, public participation is an essential part of the CEQA process."

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Id. at 1123 (italics in original; underline added).

It has been held that "the whole purpose of the CPRA is to shed public light on the activities of our governmental entities . . ." Fairley v. Superior Court (1998) 66 Cal.App.4th 1414, 1422. Because the documents requested relate to critical issues as they pertain to environmental review of the Project and other issues related to approvals for the Project, we ask that no decision be made until those documents have been produced to Smart Growth.

III. THE DEIR FAILS TO ADEQUATELY DISCUSS MANY KEY AREAS OF STUDY.

A. The DEIR Fails To Adequately Analyze Traffic Impacts.

1. The Traffic Study is missing analysis of an important link in the vicinity of the hospital. While the study does note LOS at intersections of major arterials, it ignores direct traffic impacts that will occur to the intersection of Singing Hills Drive and McBean Parkway as a result of the proposed medical office buildings, parking structures, and hospital expansion. The DEIR traffic analysis is deficient because it does not address these direct traffic impacts. Additionally, since the development agreement proposes that the City Council not implement mitigation where eminent domain may be required, such as road widening which may require removal of at least 5 houses, the EIR should clearly identify the difference in traffic impacts, short term, intermediate and long-term with and without the improvements requiring removal of existing houses. Additionally, the EIR must identify the cumulative effects upon traffic impacts from each of these decisions.
2. When traffic congestion occurs at the intersections of McBean Parkway and Orchard Village Drive or McBean Parkway and Tournament Road, drivers in the area avoid those intersections by cutting through the Vista Valencia shopping center driveway, through residential development along Singing Hills Drive, and through the Summit neighborhood. This is evident by the number of speed bumps, stop signs and other

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methods to slow traffic that can be found in that shopping center, as well as through discussions with neighbors who are well aware of the Vista Valencia shopping center cut-through. In years past, the Summit HOA even explored the question of whether or not they could gate the entrances to the Summit community with the City of Santa Clarita in order to eliminate the cut-through traffic, similar to the gating of Calgrove Blvd. The DEIR indicates severe, unmitigated traffic impacts are anticipated at McBean and Orchard Village and a significant decrease in LOS is anticipated at the intersection of McBean Parkway and Tournament Road. This means that there will be an influx of cut-through traffic through the Vista Valencia shopping center to Singing Hills Drive and through the Village Homes South and Summit residential neighborhoods. The DEIR traffic analysis is deficient because it does not address the additional vehicle trips caused indirectly by cut-through traffic at Vista Valencia shopping center and through the residential neighborhoods bordering Singing Hills Drive (Village Homes South and the Summit), and does not address additional trips and LOS impact from cut-through traffic upon the residential streets including Singing Hills Drive, Arroyo Park Drive, Del Monte Drive and Gold Crest, and does not address LOS impacts at the intersections of Singing Hills Drive and McBean Parkway, Arroyo Park Drive and McBean Parkway, Del Monte Drive and McBean Parkway, and Gold Crest and Valencia Blvd.

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Additionally, since the development agreement proposes that the City Council not implement mitigation where eminent domain may be required, such as road widening which may require removal of at least 5 houses, the DEIR should clearly identify what the traffic impacts based on an assumption that the streets will not be widened, as well as an analysis based on the identified mitigation to widen the streets.

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3. As noted in the above paragraph, the DEIR does not address the cut through traffic that uses Via Gaviola, Avenida Jolita, Avenida Jacara, Avenida Navarre and Alta Madera to roughly parallel McBean Parkway in order to avoid the existing traffic impacts at McBean Parkway and Orchard Village Road. The traffic study should address cut through traffic impacts in these impacted single-family residential neighborhoods, again to avoid creating a similar situation as has occurred on Benz Road.

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4. Since the proposed development agreement proposes that the Council promise not to implement mitigation measures identified in the DEIR as necessary to mitigate traffic impacts from medical office buildings, parking structures and a hospital expansion, the EIR should address other ways to reduce impacts to the intersection of McBean Parkway and Orchard Village Road. The City is well aware that it closed Via Dona Christa to through traffic around 1990 in order to minimize traffic impacts in this single-family neighborhood. In turn, the closure of this street worsened traffic at the intersection of Orchard Village and McBean Parkway. However, since the time of the closure of Via Dona Christa, Wiley Canyon Road has been extended eastward and now provides connections to San Fernando Road. Since there is no longer pressure for non-

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neighborhood traffic to use Via Dona Christa as a defacto extension of Wiley Canyon to McBean (Via Pacifica, Via Barra, Via Dona Christa, Avenida Velarte, Avenida Navarre), opening Via Dona Christa to through traffic may alleviate congestion at the intersection of McBean Parkway and Orchard Village Road. The EIR should evaluate opening Via Dona Christa as a potential traffic mitigation measure for reducing anticipated impacts at the intersection of McBean Parkway and Orchard Village Road.

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5. The turning movements shown for the AM peak do not match the corresponding table. Also, since the turning movement diagrams do not clearly identify each driveway and intersection being analyzed, it is unclear which turning movements apply to which driveways or intersections. If existing driveways are shifting locations or being closed, it is unclear in the scenarios shown on the turning movement diagrams. The turning movement diagrams and corresponding tables should be redrawn and keyed to a map so it is clear to the public what turning movements are being assigned to each access point. In counting existing campus access points, it appears that an access point (the most western driveway closest to the Village Homes North) is missing in some of the turning movement scenarios. It appears that no turning movements are applied to the most western driveway closest to the Village Homes North during some of the peak-hour scenarios, particularly in the AM peak. Is this because this driveway will be temporarily blocked during construction, blocked permanently, or is there another explanation? Given that this access point is closest to existing single-family residences, did the noise analysis look at noise increases affecting neighboring homes as a result of additional impacts from this driveway? If so, please identify the page in the DEIR where these noise impacts are anticipated and analyzed.

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6. Cut-through traffic has major impacts upon existing residential areas such as the problems that occur on Benz Road. This project will result in a tremendous increase in cut-through traffic affecting single-family residential neighborhoods surrounding the hospital. The DEIR does not identify mitigation measures for addressing cut-through traffic at the Vista Valencia shopping center, along Singing Hills Drive and along the other residential streets in the Summit (Arroyo Park Drive, Del Monte and Gold Crest) that will have direct and indirect traffic impacts as a result of the proposed medical office buildings, parking structures and hospital expansion. Mitigation measures such as traffic calming measures must be identified in the EIR and implemented by the applicant in order to reduce the likelihood of cut-through traffic to the Vista Valencia shopping center and Singing Hills Drive.

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B. The DEIR Fails To Adequately Analyze Alternatives and Mitigation Measures.

The DEIR fails to adequately analyze alternatives and mitigation measures. Suggested mitigation measures include, but are not limited to the following:

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| 1. The addition of a minimum five-foot wide landscaped parkway along the east side of Singing Hills Drive from McBean Parkway south to Altamonte Avenue in order to buffer neighboring single family homes from increases in traffic and noise caused directly and indirectly by the Project. | WSI-E10 |
| 2. A landscaped median in this location on Singing Hills Drive between McBean Parkway and Altamonte could help reduce traffic speeds and make this area less attractive to cut-through traffic by reducing roadway and lane widths. Additionally, landscaping a median in this location would be a step toward mitigating biological resource impacts to the Village Homes South neighborhood that will occur from the removal of large trees along McBean Parkway's parkways and medians identified in the EIR as necessary to accommodate roadway expansion on McBean Parkway and Orchard Village Drive to accommodate the proposed medical office buildings, parking structures and hospital expansion. | WSI-E11 |
| 3. The construction of a landscaped traffic circle at the intersection of Singing Hills Drive, the Vista Valencia shopping center driveway and Altamonte Avenue would reduce traffic speeds and make this area less attractive to cut-through traffic. A traffic circle in this location would also eliminate the "no man's land" characteristics of this wide driveway and ill-defined intersection in which often confuses drivers as to who has the right of way, particularly those making left turns from the shopping center onto Singing Hills Drive. | WSI-E12 |
| 4. The construction of a landscaped median at the intersection on Arroyo Park which restricts access to/from Summit Place would reduce McBean Pkwy commute traffic seeking to bypass the project site by use of Rockwell Canyon to Summit to Arroyo Park and a return to McBean. Speeding vehicular traffic through this winding, dense residential bypass has resulted in several accidents. Without question, this bypass is particularly overwhelmed when accidents, road closures, or in this case, severely congested traffic block the portion of McBean where the proposed project is sited. This mitigation would reduce speeds on Arroyo Park's blind curves and make this area less attractive to cut-through traffic, and must be evaluated as part of the EIR. | WSI-E13 |
| 5. There is no requirement that medical offices be placed next to an existing hospital building, other than the request of the developer. Therefore, the alternatives sites analysis should include multiple options showing medical office buildings on existing commercially zoned properties located with a radius of the hospital. If a radii of two miles, four miles and six miles were used to identify alternatives sites for additional medical office square footage, it is likely that traffic and other impacts associated with the proposed project could be curtailed, since clearly not every visit to a medical office building results in a hospital visit or hospital admittance. | WSI-E14 |

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C. The DEIR Fails To Adequately Analyze Parking Impacts.

The EIR fails to adequately analyze parking impacts of the Project. The shortage of parking will create air quality impacts because drivers will spend additional time looking for parking near the Project. The shortage of parking will also impact adjacent neighborhoods as drivers will look for parking there as well. As currently proposed, the Project does not have sufficient parking to meet the requirements under the City's Municipal Code.

WSI-E15

It should be noted that the Municipal Code has been modified recently to count stairwells as gross space. The reduction of parking requirements by 22 spaces violates the municipal code. Page 4, Table 2-1 of the Linscott Study for calculation of the medical office building (MOB) parking requirements is incorrect. Gross Floor Area Ratio (FAR) shall not include stairwells.

WSI-E16

The Project cannot legally take the reduction from the code amendment from the modification of the Gross Area definition, for the MOB's A, B, C, D, E, and F when they have already agreed legally to supply parking at the higher number as a condition to the building of MOB F. The retroactive reduction is improper and opens the City to legal action based on unfair application of building requirements, as well as creating a parking shortage by misuse of the Code to benefit to the Project.

WSI-E17

As to the MOB's which are part of the G&L MOB and Henry Mayo Newhall Hospital campus. Henry Mayo has a master lease on the Outpatient Therapy Bldg. In addition there is the Valencia Medical Bldg, which houses doctors who are staff at Henry Mayo. The Santa Clarita Municipal Code requires Master Plans to address all adjacent properties and to assure that they do not negatively impact, or are impacted by the Master Plan project. The Linscott study uses inconsistent methodologies when addressing these buildings. It is improper to apply one set of criteria for parking needs to some MOB's, while using another set of criteria to set a different level of parking needs for other MOB's.

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These buildings have been for years, and continue to be part of the Henry Mayo campus.¹ These buildings were built without enough parking spaces. According to a memo from Ken Pulskamp dated September 14, 2007, the City's code parking requirement would be 496 spaces.

The parking study that was paid for by G & L in support of the June 2008 EIR makes the claim that there are only 15 spaces needed to satisfy this shortfall during "peak demand." (p. 5.5-9 of the Revised Draft June 2008 HMNMH EIR.) The information from the parking study report was prepared by Linscott, Law & Greenspan LLG and is dated May 19, 2008.

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The Parking study methodology is flawed due to the fact that their site observations of "people who park in the hospital lots and walk over to these MOB's" do not start until 6 a.m. at this time. At this time there are already 218 cars in the Hospital campus lots and there is no way

¹ The 2005 MP Master Site Plan dated 7/19/05 includes these same buildings.

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to know how many of these may be people already using these "North Campus" MOB's. (from Appendix K of the Parking Study Linscott, Law & Greenspan LLG, dated May 19, 2008.)

In addition there is no consideration for the fact that the office buildings have a temporary lease with the church across the street for "additional parking." Also, there is no observation for people parking north of these buildings.

The new Henry Mayo emergency room has 18 beds which would require 36 parking spaces. However, on August 24, 2008, the City Council approved the City Planning Department's request to define a licensed bed as "a bed which was licensed as OSHPOD." OSHPOD does not count emergency room beds and other urgent care hospital beds within a hospital as "licensed beds" because they are not designed for 24-hour occupancy. The City is aiding the applicant in using this newly created loophole to help create a huge parking deficit. To wit, the new ER which should have 36 parking spaces assigned has "0" parking spaces assigned. (SWA 1-4-08 Main Hospital Overall First Plan detail shaded "Inpatient emergency department.") The changing of the City Code to assist the developer, with the net result being a parking shortage on the property is highly improper.

The "Existing inpatient emergency department" listed on the SWA 1-4-08 Main Hospital Overall First Plan detail" has an additional 15 beds which would require 30 parking spaces but under the new definition of licensed bed allowed by City Council there will be zero. These two areas of the ER result in a 66 space deficit. The public is led to believe that all of these beds will not require parking just because the planning department pushed the City Council to change the definition of licensed beds.

In addition the section of the Old ER, now labeled Emergency Dept. Urgent Care has 8 regular beds and 8 "hallway" beds, which would therefore require 32 parking spaces under the old licensed bed requirement.

However by counting the Emergency Dept. Urgent Care as a "diagnostic and treatment" space at the lower requirement of one space per 400 square feet the developer will only supply 18 parking spaces which leaves a shortfall of 14 beds.

Let us add the deficits together for the Emergency room. There are a total of 49 beds in the Emergency Room areas which would have a requirement of 98 parking spaces, but now with the City council approved changes on August 24, 2008, the developer will only supply 18 spaces total, which leaves a deficit of 80 spaces in ER area alone.

According to SWA (1-4-08) the diagnostic and treatment space in the existing hospital is 79,165 square feet. The applicant is not supplying enough parking to satisfy the City Code for this space. In addition, the parking required for the proposed inpatient building A for the 42,927 sq. feet diagnostic and treatment space is not being met. The Linscott study misinterprets the City Municipal Code.

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The baseline assertion of the Linscott study is flawed. In order to know the true demand for parking on the campus in the future, the study must evaluate current parking demand. The parking study is flawed because it counts spaces that were never officially designated as parking spaces. The study counts "curb spaces" that have never existed before and do not exist now as parking spaces, these spaces are not even marked. Prior documents have never shown these spaces because they do not exist.

Without "curb spaces" there would be a huge deficit of parking, starting with the 121 "curb spaces." However, curb spaces as per page 21 of the Linscott parking study are not marked. Per City Code 17.18.070, for parking "each space shall be marked." Spaces which are not marked are not able to be counted as parking spaces according to the city code.

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The entire study is flawed in that it counts spaces that it cannot even count because they are not marked, and they are not marked because they are illegal spaces.

In addition, 17.18.130 of the City's Municipal Code states that MOBs are commercial use, and parallel parking is forbidden in all commercial uses. Thus, the City cannot use, or count these parking spaces.

WSI-E22

In addition page 23 of the Linscott study includes 16 parking spaces which are actually "drop off" spaces. The public cannot park in "drop off" spaces.

WSI-E23

Page 24 of the Linscott study indicates that the decision to use the weekdays of Wednesday and Thursday for the onsite study were chosen because of "conversations" with the proponent. Not only is this improper, but to base parking demands for an entire year on two weekdays in November is woefully inadequate. Also one should study if the Campus is busier in the ravages of the flu season of January through March. An "average" time of use is not sufficient. To do a legitimate study, the DEIR must assess "peak" demand as to time of year, day of week and time of day. The Linscott study does not do this.

WSI-E24

Page 24 of the Linscott study, when trying to determine the "uses of the hospital" as a benchmark of activity on site, the study leaves out visits for lab, pre-surgery, etc.

Page 24 of Linscott, it is important to note that the methodology of the study is highly flawed at its very base because the Study attempts to draw conclusions based on the division of "use" between MOB space parking and hospital parking. However, the destination of the parkers is not determined and the observers only guessed. In addition, the areas in which the "parkers" park are not limited in any way to access by the parkers. It is a distinction with no merit as the project must be adequately parked to code.

WSI-E25

By using this flawed data, the conclusion that the parking for the MOB is only 94% used is flawed, and the conclusion that there is a 6% "vacancy" is incorrect, so the conclusion that those spaces can be used as "hospital overflow" is also flawed.

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Page 26 of the study, the methodology of the parking study is flawed because they divide the area of the hospital into six distinct zones and draw conclusions based on the "demand" in various zones when in reality, there are no meaningful distinctions drawn between the zones. The parkers can go wherever they wish, unless restricted by signage, but the zones do not correlate to any of the restrictions by signage. Page 47 of the Linscott study confirms that the methodology for MOB peak use is flawed because the site uses are neither defined nor delineated.

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Page 46 of the Linscott study indicates that the Project applicants will seek to reduce the amount of proposed parking even further which will result in additional parking impacts.

The Linscott Study fails to address the need for a 10% vacancy factor which creates optimum parking. Without this 10% vacancy assumption, cars will circulate endlessly, seeking that last space of "parking." This violates CEQA in two major tenants: (1) efficient circulation onsite and (2) added pollution resulting from circling "unparked" vehicles.

WSI-E26

According to the Linscott Study (appendix K, page 34), there are 437 employees on-site during the peak shift. This reflects a total peak employment of 543 employees less employees absent (AQMD Report, March 24, 2008 for Henry Mayo Newhall Memorial Hospital). It does not appear that the number of peak employees is correct as the total reported number of employees by the AHA for Henry Mayo is 1,520 and the morning shift should be the shift when the most employees are present.

WSI-E27

Page 33, Table 5-2, Footnote 3 of the Linscott Study, states that one of the factors of assessing future parking demand was to utilize existing peak demand which according to this table was 352. Why was this number used when the hospital has already assessed their peak parking shift to consist of 543 with an actual number of employees on-site at 437?

The increase from 217 beds to 368 beds, a 70% increase in beds, is the equivalent to a 27% increase in employees at full buildout. It reveals another flaw in methodology that there is no corroborating evidence to support this anomaly except the mere suggestion of the applicant. This being said, if we were to use the flawed multiplication factor exhibited by the study of 1.647 spaces per employee at peak level and applied it to existing demand, we would find a 259 space deficit not accounted for by the study.

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Page 5.2.3 of the EIR states that there would only be an increase of 81 hospital staff with the addition of the new hospital spaces of 125,363 square feet. Considering that the existing Hospital is a little over 200,000 square feet and currently has 1,520 employees, this is an unbelievable number and City Staff needs to do their due diligence before any development contract is signed or the EIR is certified. Included must be a full accounting from the applicant of where their employees work, how many work in the North Campus MOBs and a full reassessment of the peak shift.

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As to the "crosscheck" formula that has been developed to create a numerical value that is supposed to guide the policy makers and planners and give them a numerical tool to know how much demand will be there for future needs as the Campus is built out, it is highly flawed. It is derived using a baseline of hospital employees which was supplied by the hospital of 353 persons at the supposed peak. How is this possible when the peak number of hospital employees has been reported to be 437 out of 1,520 total employees?

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In addition, as pointed out already in this analysis, the supposed baseline of 564 parking space demand for hospital buildings is flawed as there is no way to know what the actual peak demand was on the day studied. There were no empty spaces except restricted spaces and illegal spaces. There were cars parked in the driveways by the valets because there were no spaces. The DEIR does not account for people who left the site due to insufficient parking.

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The DEIR's parking analysis is flawed. These errors and omissions must be corrected in a revised EIR and recirculated for public comment prior to certifying the EIR.

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If these properly analyzed findings are not made, and the appropriate mitigations are not offered, the Project is inconsistent with General plan policies and goals in that the parking proposed does not satisfy the UDC requirements. Contrary to the suggestion that the proposed development agreement will provide clear and substantial benefits to this community, the deficit of parking created the Project will be injurious to the environment.

D. The City Has Improperly Piecemealed The Project Approvals.

Redefinition of "Hospital Bed" To Exclude From Parking Count Constitutes an Unlawful Piecemealing of the Project

On August 24, 2008, the City adopted an ordinance that redefined "hospital bed." The new definition inserted into the City's zoning code redefines "hospital bed" in such a way that emergency room beds are now excluded from the calculation for parking. Just a week after the City Council adopted the ordinance redefining "hospital bed," the latest Draft EIR was issued by the City. In the Draft EIR, the redefined meaning of "hospital bed" resulted in a reduction of 66 required parking spaces. This reduction is significant because it would wipe out the claimed "surplus" of parking and trigger a significant negative impact.

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In effect, the City's redefinition of "hospital bed" is a project approval linked to this project. The adoption of the ordinance was done without any environmental review or and it is unsupported by any adopted environmental document. This was a giveaway of millions of dollars of costs to the developer by redefining the meaning of "hospital bed" in order to reduce the required parking and create a false claim of a parking space surplus.

The August 24, 2008 ordinance is null and void as having been adopted without a proper CEQA analysis or an adopted EIR for this project. The ordinance is masking a significant

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environmental impact on parking that is not disclosed or mitigated in the EIR. Accordingly, the City has not proceeded in accordance with law.

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E. The DEIR Fails To Adequately Analyze Aesthetic Impacts.

The visual impact analysis in the DEIR does not provide an accurate representation of future visual impacts of the project. The visual analysis should show what the project will look like without landscaping so the elevations of the buildings and parking structures can be clearly seen within the campus complex. Since the existing landscaping in the parking lot areas and in parkways along McBean Parkway and Orchard Village Drive will be removed to accommodate increased traffic, it is inaccurate to include landscaping along those areas in the photo simulations. Additionally, construction of subterranean stories in parking structures and buildings is likely to kill the existing trees adjacent to these proposed structures. Therefore, existing trees adjacent to proposed subterranean construction should not be included in the photo simulations, even though many of these trees are purported to be saved.

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In addition to visual simulations showing elevations of the buildings and structures, the applicant should be required to show what the site will look like following the various phases of construction and after. It would be reasonable to show replacement trees and other landscaping immediately after planting, after 5 years and after 10 years. Winter and summer views should be provided to account for seasonal variations in landscape screening of buildings.

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The traffic study indicates that several houses would need to be removed to mitigate traffic impacts. The DEIR needs to include a visual analysis of what McBean Parkway, Orchard Village Road, and each residential street where houses will be removed will look like—before and after. What will the street profiles of McBean Parkway, Orchard Village Road, Bellerive Drive, Chimney Rock Road, Dorado Drive, Avenida Jacara and other potentially impacted roadways look like if all the traffic mitigation measures identified in the traffic study are implemented? What will be the aesthetic changes to these streetscapes before, during and after the proposed development? A project under CEQA includes the entire development proposal—development proposed by the applicant plus identified mitigation measures—and to be adequate an EIR must address all of these impacts. Additionally, the proposed development agreement asks the City Council to not enforce the mitigation measures requiring certain street widenings that may require the Council to employ its eminent domain powers. Therefore, in order for this EIR to be adequate, it needs to identify traffic impacts with and without the widening of streets where eminent domain may be needed. In order to have an adequate EIR, the document must analyze all streets affected by mitigation measures so that all traffic impacts, of the project, including impacts associated with the mitigation measures themselves, are identified.

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F. The DEIR Fails To Adequately Analyze Seismology Impacts.

The DEIR appears to ignore the Stevenson Ranch fault which was identified by state geologists following the 1994 Northridge earthquake. Evidence of ground rupture at the Stevenson Ranch fault was noted by the state in an area by Holmes Drive, approximately half a mile from the hospital. Please identify where a discussion of the Stevenson Ranch fault is located in this EIR. Was the seismic hazards evaluation in this EIR prepared in accordance with the criteria for evaluating seismic hazards in accordance with Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California? The EIR does make reference to older versions of USGS maps for the area which identify outdated Alquist-Priolo zones. However, the DEIR should use the most recently available USGS and California geological survey information and directives when assessing impacts, particularly for critical facilities such as a hospital. The impacts of potential movement on the Stevenson Ranch Fault upon the project should be analyzed. The potential impacts upon the neighboring community from seismic damage to the medical office buildings and parking structures—such as blocking access to the hospital emergency room, release of hazardous materials, and fire hazard given the minimal setbacks between the proposed buildings and slope areas bordering residential units adjacent to the development site—must also be addressed.

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G. The DEIR Fails To Adequately Analyze Noise Impacts.

The City's Noise Element of the General Plan shows that exterior noise impacts are already significant for single-family homes within approximately 100 feet of the centerline of McBean Parkway in the Village Homes South, Village Homes North and Valencia Meadows neighborhoods. The noise impact analysis indicates an increase in exterior noise levels due to traffic and construction along the McBean and Orchard Village corridors, but no mention is made of impacts to existing interior noise levels which will also rise and are subject to a lower threshold of significance. The homes in the Village Homes South and Village Homes North neighborhoods were constructed in 1975-1977, prior to requirements for wall insulation and dual pane glass which help lessen interior noise impacts. Homes in this area are particularly susceptible to interior noise problems at night when noise from McBean, Orchard Village Road and the freeway become more apparent, as does noise from helicopter landings and emergency vehicle sirens at the hospital. While there is not much to be done for exterior noise impacts as traffic increases, mitigation measures are available to reduce interior noise impacts to acceptable levels in older homes. The DEIR should study the increase in interior noise levels anticipated to affect the older homes in the Village Homes South, Village Homes North and other neighboring residential areas impacted by noise increases from this project. Any increase in interior noise above minimum general plan levels is a tipping point and should be mitigated at the cost of the developer, including retrofitting with dual pane windows, insulating ceilings and walls, or other methods satisfactory to neighboring residents. Interior noise is a critical public health issue and must not be ignored by the EIR, the developer or the Council. Courts have consistently upheld the seriousness of noise impacts to residences and there are numerous local examples (El Toro,

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LAX expansion, Burbank Airport) where citizen lawsuits have compelled developers to implement adequate noise mitigation for neighboring residential uses.

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H. The DEIR Fails To Adequately Analyze Hazardous Materials Impacts.

This project is surrounded by sensitive receptors. While the EIR state that hazardous materials would not be stored on-site in any appreciable quantity, what threshold is being used to make such a statement? How do we know that the development of this site would not emit a toxic air contaminant regulated by the SCAQMD rules or that is on a federal or state air toxic list if such information is not disclosed in this EIR? It is known that other hospitals in the Los Angeles area regularly emit trichlorofluoromethane, formaldehyde, and other listed contaminants. Such similar emissions may be anticipated from this project. Given that there are sensitive receptors such as residential units, senior day care facility, senior housing facility within ¼ mile of the site, as well as Meadows Elementary and Valencia Valley Elementary within ½ mile of the site, this EIR must assume that impacts upon hazardous materials are significant and unmitigable. Just because previous levels of air toxics identified in SCAQMD Rule 1401 may not be reported does not mean that those levels have no impact upon sensitive receptors in the neighborhood.

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I. The DEIR Fails To Adequately Analyze Global Warming Impacts.

The Legislature has recently enacted AB 32, the landmark law to control and reduce the emission of global warming gases in California. The DEIR does not meaningfully address this legislation. AB 32 requires both the reporting of greenhouse gas emissions and their reduction on a brisk time schedule, including a reduction of carbon dioxide (CO2) emissions to 1990 levels by 2020. Local governments are called upon to help carry out the legislation's provisions, and the planning of the proposed Project is an appropriate place for the City to identify both CO2 and other greenhouse gas sources, as well as actions for mitigation of the increases in emissions in greenhouse gases resulting from actions set forth in the DEIR for the Project.

WSI-E39

Because global warming is perhaps the most serious environmental threat currently facing California, the DEIR should and must address the issue, provide full environmental disclosure of the effects on greenhouse gas emissions that the Project will cause, and adopt serious and real mitigation measures for those effects and emissions.

In its current form the DEIR does not offer a quantitative analysis of the Project's impacts on global warming. The EIR offers a cursory analysis without any meaningful facts and analysis.

J. The DEIR Fails To Adequately Analyze Population and Housing Impacts.

One analysis that was not included under discussions of impacts upon population and housing is the impact of this development upon very low income households and very low

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income senior households. It is a matter of environmental justice that nuisance issues, such as the burden of unmitigated traffic burdens, gets visited upon those least economically able to fight such injustice. It is a fact that significant, unmitigated traffic impacts are anticipated on Orchard Village Road between McBean Parkway and Lyons Avenue, a stretch of road with two low income projects. One of these facilities has 182 low income units at the corner of Orchard Village Road and Wiley Canyon Road and the other is a 64-unit very low income senior project located on Orchard Village Road just north of Lyons behind Saint Stephens church. The other low income senior project is located on Singing Hills Drive south of McBean Parkway. Traffic impacts upon this third low income project is unknown because the DEIR did not address the impacts at McBean and Singing Hills, nor the impacts from cut-through traffic upon the stretch of Singing Hills that provides the sole access to this facility. An analysis should be done showing all the low income projects in old Valencia and how these low income projects are unfairly impacted by the proposed project traffic. The addition of the medical office buildings is the problem. To address this impact upon population and housing, alternatives sites showing medical offices spread throughout other areas of Valencia—such as in other existing commercial areas along Lyons Avenue, San Fernando Road, Valencia Blvd, Stevenson Ranch Parkway, McBean Parkway and the Old Road should be analyzed. At the least, the issue of environmental justice should be addressed in the adequate sites analysis for all alternatives reviewed in this plan.

WSI-E40

K. The DEIR Fails To Adequately Analyze Land Use Impacts and Conflicts.

The Master Plan entitlement that has replaced the CUP application conflicts with the City's land use policies. The Master Plan entitlement is a city-adopted resolution that appears to grant entitlements which conflict with our current zoning map and ordinance. There has been no General Plan amendment and no zone change or variance included or granted to the applicant as part of this application.

WSI-E41

The Master's College is the second and only other project in Santa Clarita history to be considered for this same Master Plan entitlement; it is currently being considered by the planning commission. Although the Master's College entitlement is being reviewed as a Master Plan, it includes a General Plan amendment, a zone change, and a Specific Plan entitlement.

We believe that G&L/Henry Mayo Master Plan entitlement without these additional applications/approvals is a violation of law and that the contrast between the two projects demonstrates inexplicable preferential treatment of the G&L/Henry Mayo application.

L. The DEIR Fails To Adequately Analyze Public Safety Impacts.

The proposed development agreement does not provide for substantial public benefit as required by state law. The following are concerns with the development agreement: The Traffic Study indicates that intersection widening is necessary for the intersection at McBean Parkway and Orchard Village Drive to function adequately. The section of McBean

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between Avenida Navarre and Allegro Drive and the intersection of Orchard and McBean are projected to function at LOS F at buildout of the hospital. These routes provide the sole vehicular access to the Santa Clarita Valley's only hospital and are critical emergency routes for public safety. While the DEIR identifies widening of the roadway as an option to mitigate traffic impacts to allow this section of McBean Parkway and its intersection of Orchard Village Road to function adequately at buildout, the development agreement specifically states that the City will not invoke its powers of eminent domain to allow for widening of portions of McBean Parkway and the Orchard Village Road intersection to occur. If the development agreement is adopted, the City Council increases the risk to public safety by significantly reducing the effectiveness of the only vehicular emergency access to the only hospital in the valley. Where is the significant public benefit in this action?

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IV. THE DEIR FAILS TO ADEQUATELY DISCUSS PUBLIC BENEFITS

At one time the hospital had a Transitional Care Unit (TCU) but this use was stopped because of current hospital expansion into the area previously occupied by the TCU according to the DEIR. The development agreement says that one of the public benefits proposed by this project is that they will pay \$250,000 toward a future TCU. If the hospital is merely replacing a pre-existing use—a use that specifically required closure prior to implementation of the Master Plan—how is this a new public benefit?

The neighborhoods most impacted by the proposed hospital and medical office buildings expansion are Village Homes North, Village Homes South, Valencia Glen, Valencia Meadows and the Valencia Summit. The development agreement should include public benefits to assist these neighborhoods. Council should ask for the following additional development agreement considerations:

That the developer is required to fund needed improvements to Valencia Meadows Park and Valencia Glen Park, including upgrading landscaping, pool and recreation room facilities to be more "green" and sustainable.

WSI-E43

That the public elementary schools serving these impacted neighborhoods, Meadows Elementary School and Valencia Valley, are provided funds for upgrading school facilities and libraries. The \$500,000 for future realignments on McBean Parkway is a good start. However, the cost to the developer to mitigate the true cost of traffic mitigation to widen McBean Parkway and Orchard Village Road—including purchasing at least 5 existing residences and realigning several neighborhood streets—to mitigate impacts from the "hospital" medical office use expansion is many times this cost. Comparing the "benefit" of a \$500,000 payment to the City versus the City not requiring the

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developer to pay the cost of eminent domain (at perhaps a cost of \$500,000 plus legal costs for each house purchased), does not result in a net benefit to the community, but rather a giveaway to the developer. In addition to the \$500,000 requested for future realignments on McBean Parkway, the City Council should ask for at least an amount equal to the true cost to construct traffic improvements to Orchard Village Road and McBean Parkway.

WSI-E43

V. CONCLUSION.

The DEIR fails to adequately analyze the areas identified above and fails as an informational document to provide the public and the decisionmakers with a meaningful discussion of the Project's impacts on the environment. For these reasons, the DEIR must be revised and recirculated before any action is taken on the Project. In addition, Smart Growth also requests the City postpone any action on the Project until Smart Growth has reviewed all responsive documents to its California Public Records Act requests. Thank you.

WSI-E44

Very truly yours,

Robert P. Silverstein

ROBERT P. SILVERSTEIN

FOR

THE SILVERSTEIN LAW FIRM

RPS:aa

cc: Mayor Pro Tem Frank Ferry
 Councilmember Marsha Mclean
 Councilmember Laurene Weste
 Councilmember Laurie Ender
 City Manager Ken Pulskamp
 Assistant City Manager Ken Striplin
 Planning Manager Lisa Webber
 City Attorney Carl Newton
 Clients

(All via fax and email)



**WSI-E RESPONSES TO COMMENTS FROM THE SILVERSTEIN LAW FIRM
AND SMART GROWTH SCV, DATED OCTOBER 17, 2008.**

WSI-E1. These paragraphs provide an introduction to the comment letter. No further response is required.

WSI-E2. This comment pertains to the California Public Records Act (CPRA) and does not relate to any physical effect on the environment. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project. However, because the comment does not raise an environmental issue, no further response is required.

WSI-E3. The *Traffic Impact Analysis* prepared as part of the September 2008 Revised Draft EIR (and included as Appendix E and summarized in Section 5.4, Traffic, of the EIR) analyzes the intersection of Singing Hill Drive and McBean Parkway within Section 5.4, Operational Analysis. The analysis indicates that the change in average vehicle delay at that intersection due to the proposed project varies from +0.1 seconds per vehicle to -0.2 seconds per vehicle, which is considered negligible. In addition, the mitigation measures outlined in the September 2008 Revised Draft EIR do not require the removal of existing houses or the use of eminent domain due to the realignment of McBean Parkway, as the project applicant will be dedicating right-of-way fronting McBean Parkway, which will provide sufficient right-of-way to implement future improvements on McBean Parkway.

WSI-E4. The *Traffic Impact Analysis* shows that proposed project impacts at the intersection of McBean Parkway and Orchard Village Road are reduced to less than significant levels with the identified project mitigation measures. The *Traffic Impact Analysis* also shows that the Level of Service (LOS) at the intersection of McBean Parkway and Tournament Road/Rockwell Canyon Road does not change due to the proposed project. The mitigation measures identified for the intersection of McBean Parkway and Orchard Village Road are shown to result in reduced average vehicle delay in relation to the comparable no-project conditions by approximately 46 seconds during the PM peak hour. As such, the proposed project would not result in increased cut-through traffic through the Vista Valencia shopping center, the Summit residential neighborhoods, the Village Homes South neighborhood and Goldcrest Drive (collector street). The *Traffic Impact Analysis* addresses the additional trips due to the proposed project and the resulting effect on LOS at the intersections of McBean Parkway at Singing Hills Drive, Arroyo Park Drive and Del Monte Drive in Section 5.4, Operational Analysis.

WSI-E5. The comment regarding the Development Agreement is not a CEQA-related issue; thus, no further response is required. However, information related to this topic is found in the Topical Response No. 6.

In addition, refer to Response WSI-E3.

WSI-E6. As noted in Response WSI-E4, mitigated conditions for the intersection of McBean Parkway and Orchard Village Road are shown by the *Traffic Impact Analysis* to result



in reduced average vehicle delay in relation to the comparable no-project conditions by approximately 46 seconds during the significantly impacted PM peak hour. As such, the proposed project is not anticipated to add to any potential cut-through traffic that uses Via Gavola (collector street), Avenida Jolita (collector street), Via Jacara (residential street), Avenida Navarre (collector street), and Alta Madera (collector street). Therefore, additional mitigation measures are not required.

WSI-E7. The portion of this comment relating to the Development Agreement is not a CEQA-related issue; thus, no further response is required. However, information related to this topic is found in the Topical Response No. 6.

However, as noted in Response WSI-E4, the *Traffic Impact Analysis* shows that project impacts at the intersection of McBean Parkway and Orchard Village Road are fully mitigated with the identified project mitigation measures. As such, additional mitigation such as potentially opening Via Dona Christa to through traffic is not required.

WSI-E8. Although not specified by the Commentator, this comment appears to be in reference to the AM peak hour turning movements and level of service (LOS) data within the September 2008 Revised Draft EIR (Section 5.4, Traffic, Exhibit 5.4-18 and Table 5.4-12). There are three driveways that serve the project site: 1) the existing driveway opposite Avenida Navarre; 2) the existing driveway opposite Orchard Village Road; and 3) a driveway near the westerly edge of the project site. Each of these driveways is clearly labeled in Exhibit 5.4-18. The exhibit correctly shows the number of turning movements at the westerly driveway since left-turns out of this driveway would be prohibited as part of the proposed project.

The noise analysis performed for the EIR took into account traffic generated by the proposed Master Plan. This analysis took into account traffic generated along McBean Parkway, along the entire project's frontage (where the three proposed access driveways would occur). The particular segment that includes the westerly driveway (in addition to areas that are even closer in proximity to the nearby residential uses) was the segment of McBean Parkway between Orchard Village Road and Rockwell Canyon Road. The proposed project was found to result in an increase of 0.5 decibel over existing conditions, which would be a less than significant impact. This analysis can be found in Section 5.7, Noise, on pages 5.7-20 through 5.7-22 of the September 2008 Revised Draft EIR.

WSI-E9. As noted in Response WSI-E4, mitigated conditions for the intersection of McBean Parkway and Orchard Village Road are shown by the *Traffic Impact Analysis* to result in reduced average vehicle delay in relation to the comparable no-project conditions by approximately 46 seconds during the significantly impacted PM peak hour. As such, the proposed project is not anticipated to add to any potential cut-through traffic through neighboring developments. Therefore, additional mitigation measures are not required.

WSI-E10. This comment regarding the construction of a landscaped parkway along Singing Hills Drive is noted. However, since the September 2008 Revised Draft EIR



indicates that no significant impacts occur at this location for traffic or noise (for the reasons provided in Response WSI-E4), it is not necessary to include the recommended five-foot landscaped parkway as mitigation.

- WSI-E11. This comment regarding the construction of a landscaped median on Singing Hills Drive to reduce traffic speeds and cut-through traffic is noted. However, since the September 2008 Revised Draft EIR indicates that no significant impacts occur at this location for traffic (for the reasons provided in Response WSI-E4), it is not necessary to include the recommendation for a landscaped median as mitigation.

Buildout of the proposed Master Plan would include the removal of trees along McBean Parkway to accommodate both future on-site buildings and traffic-related improvements. Project implementation would require the removal of a total of 46 trees (12 trees within the McBean Parkway median, and 34 hospital campus trees along the McBean Parkway frontage). No biological resource impacts would result from tree removal along McBean Parkway. The proposed project would include the planting of 64 trees along the McBean Parkway frontage and within the roadway median, for a total of 133 trees (an increase of 18 trees over existing conditions). The trees would be a combination of 24-, 36-, 48-, and 60-inch box trees in order to maintain the existing landscape characteristic along McBean Parkway. The proposed project would be in compliance with the City's Conditions of Approval for tree replacement. The Conditions of Approval ensure that the McBean Parkway frontage retains its landscape character over the life of the project and beyond.

- WSI-E12. This comment regarding the construction of a landscaped traffic circle at the intersection of Singing Hills Drive at Altamonte Avenue and the Vista Valencia shopping center driveway to reduce traffic speeds and cut-through traffic is noted. However, since the September 2008 Revised Draft EIR indicates that no significant impacts occur at this location for traffic (for the reasons provided in Response WSI-E4), it is not necessary to include the recommendation for a landscaped traffic circle as mitigation.

- WSI-E13. This comment regarding the construction of a landscaped median along Arroyo Park Drive at the intersection of Summit Place to restrict access to/from Summit Place as a method to reduce cut-through traffic is noted. However, since the September 2008 Revised Draft EIR indicates that no significant impacts occur at this location for traffic (for the reasons provided in Response WSI-E4), it is not necessary to include the recommendation for a landscaped median as mitigation.

- WSI-E14. A number of project objectives (described within Section 3.0, Project Description of the September 2008 Revised Draft EIR) associated with the Master Plan relate to the benefits of a hospital campus that shares both hospital and medical office building components (among others). While the Commentator is correct that there is no requirement for medical offices to be placed adjacent to an existing hospital, there are clear, recognizable benefits in combining the two (as outlined in Section 3.0). Section 3.0 describes the proposed project, which is a Master Plan to create a cohesive and operationally organized hospital campus that contains both medical



office buildings and hospital buildings on one site. Since the placement of medical office buildings at an alternative location would conflict with the proposed project's objectives, an alternative location analysis is not required. Section 6.0, Alternatives to the Proposed Project, includes a discussion of alternatives considered but rejected for further analysis, which includes a discussion of alternative site locations.

The Henry Mayo Newhall Memorial Hospital is categorized as "hospital services," which is defined in *Unified Development Code* Section 17.12.070 as "institutions providing primary health services and medical or surgical care to persons, primarily on an in-patient basis, suffering from illness, injury and other physical or mental conditions and may include associated facilities for out-patient and emergency medical services, heliports, diagnostic facilities, laboratories, training, research, administrations, and services to patients, employees and visitors." Hospital buildings approved through the Office of Statewide Health Planning and Development and medical office buildings are both used to optimally provide the above functions and services.

WSI-E15. The *Parking Study Report* included as part of the September 2008 Revised Draft EIR, and summarized in Section 5.5, Parking, includes an extensive field study and analysis of actual parking demands at the site as well as the benchmark of the City's *Unified Development Code* to assess the parking needs of the site at Master Plan completion and through multiple stages of project implementation.

Beyond the forecasting and analysis of the parking study, Mitigation Measure PRK2 within Section 5.5, Parking of the September 2008 Revised Draft EIR requires that the City review each phase of the proposed project to ensure the provision of adequate parking. Section 6.2 of the *Parking Study Report* identifies actions to monitor actual peak parking demands following each stage of Master Plan development and confirm that those actual usage patterns correspond with the findings and recommendations of the parking study. These measures are intended to provide convenient and adequate on-site parking, and thus precluding project parking impacts within area neighborhoods.

Also, a condition of approval has been added to the project Conditions of Approval to ensure that adequate parking is provided at each stage of the Master Plan project. Condition PL24 is as follows:

PL24. Additional Parking and On-Site Circulation Implementation Strategies listed in Section 6 of Appendix K, the Parking Study Report dated May 19, 2008, for the Henry Mayo Newhall Memorial Hospital EIR shall be implemented in order to maintain adequate parking for the campus and to avoid any unanticipated impacts to nearby residential streets during construction and/or project operations. These strategies shall include applying a "crosscheck" formula prior to each stage of development, monitoring actual peak parking demands following each stage of Master Plan development, and may include implementation of electronic wayfinding displays at strategic locations tied to parking availability monitoring and "real time" reporting, as deemed necessary by the Director of Community Development.



- WSI-E16. Footnote 2 within Table 2-1 of the Appendix K *Parking Study Report* cites the City's *Unified Development Code* definition of gross floor area used as the basis to determine the floor area values represented within the table. Regarding the inclusion of stairwells within gross floor area, the commenter is correct in stating that this was recently modified by a *Unified Development Code* amendment in 2007. Prior to modification in February 2007, building area occupied by a stairwell was excluded from gross floor area parking calculations. This was removed as part of the amendment and was not reflected in the most recent HMNMH Master Plan exhibits included as part of the September 2008 Revised Draft EIR. The parking requirement for MOBs 1, 2, and 3 and existing MOB E has been adjusted to reflect the square footage for stairwells. As a result, an additional 14 parking spaces will be required. Since the project proposes a total of 2,231 parking spaces, the project will continue to meet the City's existing parking requirement of 2,204. This adjustment in required parking has been reflected in all applicable exhibits, in the parking calculations for the project, and in the Errata prepared for the Final EIR.
- WSI-E17. As stated in Response WSI-E16 above, the applicant will meet all current requirements of the City's *Unified Development Code*. A retroactive reduction is not being sought by the applicant or considered by the City of Santa Clarita as part of the HMNMH Master Plan project.
- WSI-E18. The Outpatient Therapy Building (referred to as the Ambulatory Care Center [ACC] in the *Parking Study Report*) and Valencia Medical Building are located on an adjacent parcel that is not a part of the Master Plan footprint and is not under the ownership of either the Henry Mayo Newhall Memorial Hospital (HMNMH) or G&L Realty. Those buildings are separately parked with their own supply, and that supply is managed independently of the hospital and G&L Realty by the adjacent property owner. Those buildings have their own parking regulations, restrictions, signage, and valet parking operations. While these buildings may have less than the parking required by the City's current code, it is reasonable to conclude that by virtue of their existence and that of their surrounding parking, they did satisfy the reviewing agency's parking requirements at the time of their approval.
- However, parking demand counts were conducted in the lots of the ACC and Valencia Medical Building on the same cycle as those performed on the Master Plan campus. Additionally, on-foot interactions between the Master Plan campus and the adjoining parcels were made as insight to the interactions between the two buildings. Section 3.3 of the *Parking Study Report* presents the results of that field study and analysis, which concludes that an estimated 15 parkers on the Master Plan site are actually attributable to the ACC and Valencia Medical Building. This is evident from pedestrian crossings of the drive aisle (that extends from the Avenida Navarre site access) between the parking lots of HMNMH and the building entries of the ACC and Valencia Medical Building.
- On that basis, it is clear that the existing HMNMH campus is impacted by a 15-space parking shortfall on the ACC and Valencia Medical Building site. Thus, it was found that the HMNMH was impacted by the ACC and Valencia Medical Building, and not vice versa. Into the future, and with this 15-space encroachment



considered, the parking additions of the Master Plan are concluded to satisfy the parking needs of HMNMH.

- WSI-E19. The hospital is a 24-hour-a-day operation, and thus it can reasonably be expected that there will be parked vehicles (218 vehicles as cited within the *Parking Study Report*) prior to the 6:00 AM start of the field study survey rounds. Given that a shift change would generally occur following this round (the largest shift change at the HMNMH occurs at 6:45 AM for a 12-hour shift occurring between 7:00 AM and 7:00 PM), a significant portion of this demand remains from the night before, rather than the result of staffing, patient and visitor arrivals before 6:00 AM. Focusing on Zone 6 of the HMNMH site, which offers the most proximate spaces for “poaching” by the ACC and Valencia Medical Building site, the 6:00 AM parking demand throughout the zone totals 113 spaces (refer to Appendix B-11 of *Parking Study Report*). Of these 113 vehicles, 89 are in the “west half” of the lot (furthest from the ACC and Valencia Medical Building site) and 24 vehicles were somewhere in the “east half” nearest to those buildings.

The 6:00 AM survey round in the lots of the ACC and Valencia Medical Building site indicate a demand for 45 spaces. With a supply of over 300 spaces, all of which are more proximate to the buildings of that site than parking at HMNMH, and noting that early morning parkers have their choice of many vacant spaces, it is a reasonable conclusion that arrivals prior to the 6:00 AM survey start are parking where they want to, and the likelihood of the 15-space shortfall being meaningfully understated due to early arrivals is extremely small.

The HMNMH (including the ACC) did have a temporary agreement (approximately two years ago) for use of up to 20 spaces for employees or subtenants located in the ACC. This agreement was with the Methodist Church on McBean Parkway. However, this agreement is now no longer in place and was, therefore, not considered in the evaluation of parking at the adjacent medical facility. The Parking Study Report focused primarily on the HMNMH campus and included some analysis of the adjacent ACC facility.

- WSI-E20. Parking ratios like those of City Code, or from field study, should be applied in the context in which they were derived. From a hospital parking perspective, the licensed bed total is the independent variable, the ratio of 2.0 spaces per bed is a “composite” value, and when applied to the hospital’s “patient” or “licensed” bed count, is intended to represent the aggregate parking needs of a hospital, including those of emergency room “beds” (noting that the Santa Clarita Code further includes a parking space calculation for outpatient clinic, laboratories, pharmacies, and similar uses established in conjunction with a hospital). Upon inspection, the “composite” aspect of this ratio is self evident; while the ratio is on a “per bed” basis, the patients actually occupying these beds rarely drove themselves to the hospital, and do not have a vehicle occupying a space in the parking lot throughout their stay. Recognizing these attributes, it is clear that the ratio is intended to provide for the parking needs of all staff and employees of the hospital plus visitors to it.



The bed count in this calculation is the “licensed bed” total, where based on State licensing criteria, such beds are those intended for an overnight stay or longer. It is important to note that parking for emergency room space has never been calculated on a per-bed ratio. Instead, the emergency room is parked based on its square footage. The HMNMH Master Plan calls out 5,518 square feet of existing emergency room urgent care space that is parked at a 1:400 ratio, resulting in 18 parking spaces in accordance with the City’s Unified Development Code requirements.

Additionally, the *Parking Study Report* did not rely on the Code calculations alone. The extensive field study data and analysis, leading to the “crosscheck” formula, were developed to assure a parking balance throughout Master Plan implementation. This balance is further assured by Mitigation Measure PRK2 in Section 5.5, Parking, of the September 2008 Revised Draft EIR, which requires that the City review of each phase of the project to ensure the provision of adequate parking.

- WSI-E21. The parking needs of the current campus are clear. They were counted over a two-day period, with activity levels on those days compared to annual averages of activity and patient census as tracked by the HMNMH.

Parking studies of actual demand must count all parking demand on a site, whether parked in a marked space or not. To disqualify the parking demand in some spaces because those spaces are not actually marked is inappropriate, and would result in an under accounting of actual existing peak parking demand. The same is true in attendant-assisted parking areas, where actual parking demand is shown in the study to exceed marked supply for some hours of the day, and that excess sub-area demand is managed by the parking attendants.

Parking spaces along local private “streets” such as the on-site circulation roadway of HMNMH, or local public streets, such as in some business districts or residential neighborhoods, clearly exist even when not striped. Even though pavement markings would make clearer the presence of curb parking spaces, where sufficient roadway width exists to accommodate parking without impeding adjoining traffic (thus allowing that traffic to stay on “their side of the road”), and where signage or curb markings do not prohibit parking, unmarked curbs are generally interpreted to provide a parallel parking space for every 22 feet of curb length. This approach was used in the *Parking Study Report*, and resulted in an inventory of 146 such spaces (refer to Table 3-10 of the *Parking Study Report*). These curb segments, which for the inventoried curbs are not marked or posted with parking prohibitions, are clearly seen as parking spaces by staff, employees, patients and visitors of HMNMH. At their peak, the demand in these curb parking segments totaled 131 vehicles. In an effort to respond to the concerns expressed by the commentator that the unmarked spaces along the internal ring road are not clearly identifiable to patients, visitors and employees, a condition has been added to the project Conditions of Approval that requires all parallel parking spaces located along the internal ring road be marked accordingly. Condition PL25 states as follows:



PL25. Prior to the issuance of a certificate of occupancy for MOB1, all parallel parking spaces located along the campus ring road shall be marked, subject to the review and approval of the Director of Community Development.

In supply versus demand comparisons, the most conservative analysis approach is to count all demand whether in a marked spaces or not, compare that total demand to inventoried supply, and isolate the difference as a surplus or deficiency, expressed in terms of spaces. The *Parking Study Report* did not merely count empty parking spaces; to do so would ignore actual parking demand, accounting for cars that were not parked in marked spaces.

WSI-E22. The use type of the existing Henry Mayo Newhall Memorial Hospital is “hospital services,” which is defined in *Unified Development Code* Section 17.12.070 as “institutions providing primary health services and medical or surgical care to persons, primarily on an in-patient basis, suffering from illness, injury and other physical or mental conditions and may include associated facilities for out-patient and emergency medical services, heliports, diagnostic facilities, laboratories, training, research, administrations, and services to patients, employees and visitors.” The HMNMH campus is not considered a commercial use according to the definition restated above.

The *Unified Development Code* discusses parallel parking spaces in Code section 17.18.100 A and specifically references commercial, industrial and office uses (there is no discussion of public and semi-public uses). For purposes of this discussion on parallel parking, the uses and facilities within the hospital services land use category is most closely aligned with that of office uses. The Code states that, for office uses, parallel parking shall be no more than twenty (20) percent of the required number of parking spaces, subject to the approval of the Director of Community Development. The HMNMH Master Plan project proposes a total of 41 parallel parking spaces, which is less than the 20 percent allowed.

WSI-E23. These spaces were inventoried because they were observed to be used for incidental/short duration parking even though they are intended for “drop off.” During the hourly parking demand counts, unattended vehicles in these areas were counted as parked vehicles, and those vehicles are represented in the existing parking demands at the site as summarized in Table 3-2 of the *Parking Study Report*.

WSI-E24. In preparing a field study of a functioning site, it is customary to discuss the site’s current operational characteristics and impressions with the owner/operator of that site, noting that the field study results may subsequently support or refute that input. Those discussions suggested a Wednesday and a Thursday as days of probable overall peak parking demand.

Additionally, a June 2006 hospital staffing compilation and profile (taken from employee timecards) further suggested a Wednesday and Thursday as days of peak hospital staffing, with a Tuesday peak running behind (slightly less than) the peak of those other two days. Actual prior parking demand counts on Tuesday, August 29



and Wednesday, August 30, 2006 were further considered (those surveys revealed peak parking demands of 944 spaces and 982 spaces, respectively for the HMNMH Master Plan site, with Wednesday being the field study peak).

As such, November 7 and 8 (a Wednesday and Thursday) were selected for field study in the *Traffic Impact Analysis*. As described in the *Traffic Impact Analysis*, the studies indicated a peak observed demand of 1,051 spaces on a Wednesday, and 1,004 spaces on Thursday (these values are inclusive of an estimated 30 construction parkers and 15 “poachers” from the ACC and Valencia Medical Building).

While it may helpful to have parking demand data on multiple days over an extended period, the availability of such data is rare, and instead other tracking methods are used to contrast the characteristics of the survey days with other days of the year. In this case, patient census data, routinely compiled by the HMNMH, was considered as described Section 3.2 of the *Parking Study Report*. Given that the inpatient census of the Wednesday survey date was about nine percent greater than average, and reported outpatient visits were also above average, the data was concluded to provide a reasonable basis for input for the parking evaluation.

WSI-E25. The *Parking Study Report* considered activity parameters as tracked by the hospital, and drew conclusions as to the relationship of the field study days to average conditions, noting that those parameters indicated the field study occurred on a greater-than-average day. Even though the activity related to visits for lab and pre-surgery were not available for reporting in the parking study, the parking demand of those and all other site activities are reflected in the actual parking demand data collected at the site.

Just as code parking calculations are summed for hospital and MOB components of the site, it is reasonable for the parking study to draw conclusions as to the probable split in actual parking demands on the site. Those splits are influenced by proximity and signage, and review of Table 3-1 of the *Parking Study Report* indicates the variety of designated parking types throughout the site. Further, entrances to some parking subareas are designated for specific parking types, or to exclude hospital parkers, and the location and presence of parking attendants maximize the functional supply in parking areas that appear to be preferred by site visitors. The Commentator is likely correct in stating that parkers can go whenever they wish, and since it is human nature to seek a parking space as convenient to the intended building’s entry as possible, it is not unreasonable to draw conclusions between site destinations and the observed parking demand in a parking lot as it goes from a near empty condition in early morning, to near full condition in late morning, and back to being only 25 percent full at 8:00 PM.

The derived site parking demand for MOB of less than 5.0 spaces/1,000 square feet (SF) is not unusual or uncharacteristic. That ratio is conservative but common among the requirements of many cities, and further aligns with numerous field study results in the professional literature. Further isolating hospital demand is also not unusual, and it was necessary to rely on professional judgment and experience



in making those determinations for parking demand data actually collected on the site.

WSI-E26.

While there is no numbered page 46 in *Parking Study Report*, it is believed that the Commentator may actually be referring to and misinterpreting Section 5.4 of the *Parking Study Report*, which presents the basis and derivation of the “crosscheck” formula. In doing so, the report notes that this formula may be modified as a result of future site-specific field studies performed in conjunction with intervening stages of development (these field studies can be anticipated in conjunction with EIR Mitigation Measure PRK2 in Section 5.5, Parking). The text in Section 5.4 of the *Parking Study Report* recognizes the possibility of formula modification based on future field study data. Even if modified, this section explicitly states that the greater result of the Code calculation versus the “crosscheck” formula will be used to determine the site’s minimum parking supply at each stage of Master Plan development, including the buildout condition.

Section 3.6 of the *Parking Study Report* specifically recognizes a range of 90 to 95 percent occupancy levels, and by extension a vacancy or contingency factor of 5 to 10 percent, to be considered in sizing parking facilities in conjunction with actual field study demand values.

With multiple (typically small) lots and multiple internal access points, and without real-time parking availability reporting or clear wayfinding systems, the study’s review of existing parking characteristics used a 10 percent vacancy factor (Section 3.6 of the *Parking Study Report*).

In contrast, the Master Plan condition will aggregate 86 percent (1,923 spaces) of the site’s total 2,231 parking spaces to four structures with focused and strategic access points. PS1 will provide 750 spaces, and PS2 and PS3 will be internally connected, providing in combination 857 spaces. These values exceed the sizing of the largest existing lot (in Zone 6) by a least 70 percent. The consolidation of more spaces to structured footprints, the parking flow and search patterns of those structures, and the parking implementation strategies of Section 6.0 of the *Parking Study Report* (see components 6.6 and 6.7) will result in a much greater parking efficiency than is currently the case. With greater supply and circulation efficiency, the need for recirculation within the site to find an available space is greatly reduced. In addition, wayfinding signage, as required by the project Conditions of Approval, will direct patrons more efficiently to the areas where parking is concentrated.

At Master Plan buildout, the study concludes a minimum surplus (contingency) of 5 percent at peak operating times, with greater surpluses during other periods and Master Plan implementation stages. This surplus/contingency is concluded to be appropriate for the size and type of project, the specific nature of the planned parking supply, and recommended parking implementation strategies.

WSI-E27.

The cited value of 437 employees is not reported in the *Parking Study Report*, nor is a total staffing level of 1,520. The former appears to be a misinterpretation of the



study reporting. The latter may or may not be accurate, but with the need to staff the hospital continuously for the 168 hours in a week, and with a typical full-time employee working on the hours of 40 hours per week, it would be reasonable to expect that the total employee/staffing of the hospital to be a least a few multiples of the headcount during the peak shift.

The 437 value itself can be inferred from Appendix C of the *Parking Study Report*, with that appendix presenting a Rule 2202 application identifying 543 total Henry Mayo employees during the week of February 4 through 8, 2008. This form reports employee questionnaire results only for that specific week, and for the Wednesday, February 6 results, 437 employees/staff reported to work at some time between 6:00 AM and 10:00 AM.

However, not all Henry Mayo employees/staff are stationed in the hospital itself. Some report to offices in the MOBs. Footnote 3 of Table 5-2 in the *Parking Study Report* identifies an actual peak staffing in the hospital itself of 352 persons on the October 7 field study day. Field study hospital ratios were derived using the hospital-only peak staffing value of 352. Note that the larger the denominator, the smaller the derived parking ratio, so beyond the circumstance that the 352 value is the most correct for use in this application, it yields a greater parking ratio than if the 437 value were used.

The parking demands of Henry Mayo employees reporting to their work stations in the MOBs (the difference between the 352 at the hospital and 437 or similar value for total site staffing) are reflected in the field study results reported for the MOBs themselves.

WSI-E28. For the hospital itself, Table 5-2 of the *Parking Study Report* identifies a projected growth of 149 staff positions at the parking peak, versus 352 during the peak of the field study, for a 42 percent increase over existing levels. While the Commentator notes that beds will grow by 70 percent, not all staffing positions throughout the hospital will grow in proportion to the growth in beds, as explained in Section 5.3 of the *Parking Study Report*. Even if actual future staffing levels grow by an amount in excess of the 149 position increase forecast by the hospital, the variation will be accounted for by the “crosscheck” formula, and the greater result of that calculation versus a City Code calculation would be used to determine the minimum parking requirements for the site. If the employee total in the hospital were to grow, so would the requirement of the “crosscheck” formula.

As explained in Response WSI-E27, certain values cited in the second portion of this comment are incorrect, as are the results of calculations using those numbers.

WSI-E29. Responses WSI-E27 and WSI-E28 explain how values used by the Commentator and related calculations, are incorrect. The “crosscheck” formula is precise to actual operating conditions at the site and is directly related to actual future staffing levels in the hospital itself in combination with the total floor areas of the medical office buildings.



- WSI-E30. The tabulation and sorting of parking demand throughout the site is explained in detail within the *Parking Study Report*, and is further described in Response WSI-E25. While the Commentator expresses concern as to the split between hospital and MOB parking demand, it is emphasized that the actual total parking demands of the site were used to derive these ratios, and those ratios further integrate contingencies to create a surplus of spaces even at peak demand times.
- Responses WSI-E21 and WSI-E22 explained the conduct of the parking demand counts, the interpretation of curb parking spaces, and related concerns summarized in this comment.
- WSI-E31. These paragraphs provide a summary to the Commentator's concerns regarding the parking analysis provided within the EIR. With regard to compliance with *General Plan* policies and *Unified Development Code* requirements, refer to Topical Response No. 5. The comment regarding the Development Agreement is not a CEQA-related issue; thus, no further response is required.
- WSI-E32. Refer to Response WSI-E20. The Commentator is incorrect in their assertion that a new definition for licensed beds excluded parking for emergency room operations. Throughout the HMNMH Master Plan entitlement process, parking for emergency room space has never been calculated on a per-bed ratio. Instead, the emergency room is parking based on its square footage. The HMNMH Master Plan calls out 5,518 square feet of existing emergency room urgent care space that is parked at a 1:400 ratio, resulting in 18 parking spaces in accordance with the City's *Unified Development Code* requirements. The recent *Unified Development Code* amendment only clarified the term, and did not change its application in the City's parking code or affect the parking requirements placed on the HMNMH Master Plan project. In addition, the provision of a definition of "licensed bed" in the City's *Unified Development Code* was not part of the HMNMH Master Plan project because it was an independent action. The adoption of the amendment did not split the HMNMH Master Plan project into small pieces to avoid environmental review, nor artificially narrowed the scope of the HMNMH Master Plan project to minimize the project's impacts and undercut public review. The amendment of the ordinance does not constitute a violation of CEQA or piecemealing of the project.
- WSI-E33. The visual simulations provided within Section 5.3, Aesthetics, Light, and Glare, of the September 2008 Revised Draft EIR reflect anticipated project conditions upon completion of the construction process. The proposed Master Plan would include an extensive landscape plan throughout the HMNMH campus that would be required to comply with City requirements for tree replacement and additional plantings subject to City review. This will include areas affected by the construction of buildings and parking structures. The Commentator's request for visual simulations in which landscaping is not present would not be a realistic reflection of proposed improvements, since extensive landscaping would be installed (in some places within 120 days of Master Plan approval) surrounding proposed improvements and along the McBean Parkway frontage and median. Visual



simulations provided within the EIR reflect multiple viewpoints during different timeframes to display aesthetic character as new landscaping matures.

WSI-E34. As stated in Response WSI-E33, visual simulations provided within the EIR reflect multiple viewpoints during different timeframes to display aesthetic character as new landscaping matures. Although the simulations do not reflect different seasonal variations (such as summer versus winter), they display anticipated typical conditions at the time construction is completed, and at various timeframes thereafter.

WSI-E35. The Commentator is incorrect in stating that houses will need to be removed to mitigate traffic impacts, as the project applicant will be dedicating right-of-way fronting McBean Parkway, which will provide sufficient right-of-way to implement improvements on McBean Parkway. Eminent domain is not required as part of the HMNMH Master Plan project.

WSI-E36. As stated within the *Geology, Soils and Seismicity Technical Report* included within the September 2008 Revised Draft EIR, no known active or potentially active faults are located within or extend towards the project site, and according to the California Geological Survey, the site is not affected by any Alquist-Priolo Earthquake Fault Zones. Section 5.8, Geology, Soils, and Seismicity, of the September 2008 Revised Draft EIR identified that impacts related to the potential for surface rupture would be less than significant. In addition, the project applicant would be required to 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, and the recommendations contained therein would be implemented during site grading and construction.

WSI-E37. Section 5.7, Noise, of the September 2008 Revised Draft EIR concludes a significant and unavoidable impact for construction-related impacts as construction-related noise impacts would exceed the established exterior noise thresholds. Potential interior noise thresholds would also be exceeded during the short-term construction operations. In addition, the City of Santa Clarita Municipal Code Chapter 11.44, *Noise Limits*, restricts construction-related activities with 300 feet of residential uses except between the hours of 7:00 AM and 7:00 PM Monday through Friday, and 8:00 AM and PM on Saturday. Construction-related activities are not permitted during public holidays.

As stated within Section 5.7, operation traffic noise would result in a less than significant noise impact. The proposed project would increase traffic noise levels by 0.5 dBA or less. This range of noise level changes is not perceptible by the human ear and is therefore considered less than significant.

WSI-E38. The use, storage, and handling of hazardous wastes associated with operation of the proposed Master Plan would be strictly regulated by a range of Federal, State, and local hazardous materials requirements. As outlined within Section 5.9, Hazards and Hazardous Materials, of the September 2008 Revised Draft EIR, operations at proposed Master Plan facilities would be subject to U.S. Environmental Protection



Agency (USEPA), California Department of Toxic Substances Control (DTSC), California Division of Occupational Safety and Health (Cal/OSHA), Los Angeles County Fire Department, and City of Santa Clarita requirements for the safe handling, use, and storage of hazardous materials. Hazardous materials at the site would generally be stored in small quantities, and facility operators would be required to prepare, maintain, and implement an Emergency Response Plan in the unlikely event hazardous materials incident occurs. There is no information in the record to indicate that any sensitive receptor would be exposed to hazardous materials. CEQA does not require the assumption that impacts are significant and unmitigable.

WSI-E39. Section 5.6, Air Quality, of the September 2008 Revised Draft EIR includes an analysis of Global Climate Change and concludes a less than significant impact in regards to Global Climate Change for on-site and energy emissions (area sources). Section 5.6 states that a significant and unavoidable impact would occur in regards to mobile source emissions. Mitigation measures have been recommended to reduce area source emissions and mobile source emissions to the extent feasible. Mitigation Measures TR1 through TR4 and TR6 through TR8 in Section 5.4, Traffic, would reduce mobile source emissions associated with the proposed project and therefore reduce greenhouse gas emissions associated with the project.

Section 5.6 quantifies the project's construction-related and operational-related greenhouse gas emissions. The September 2008 Revised Draft EIR includes feasible mitigation measures to reduce greenhouse gas emissions from mobile sources however, a significant and unavoidable impact related to cumulative global climate change would still occur.

WSI-E40. Potential traffic impacts to very low income housing and very low income senior households will not occur as all traffic-related impacts are mitigated to a less than significant level with the application of mitigation measures. The September 2008 Revised Draft EIR analyzes traffic impacts and recommends eight mitigation measures to further reduce potential impacts. Refer to Topical Response No. 2 for further discussion regarding traffic impacts.

WSI-E41. A General Plan amendment and zone change or variance is not necessary for the proposed project. As stated with Section 5.1, Land Use, the proposed project is an accepted use with approval of a Master Plan or Conditional Use Permit. Refer to Topical Response No. 5 for further discussion regarding the land use and zoning designation associated with the proposed project.

WSI-E42. The comment regarding the Development Agreement is not a CEQA-related issue; thus, no further response is required. However, information related to this topic is found in the Topical Responses No. 6.

WSI-E43. The comment regarding the Development Agreement is not a CEQA-related issue; thus, no further response is required. However, information related to this topic is found in the Topical Responses No. 6.



WSI-E44.

This paragraph provides a conclusion to the comment letter and does not require a response.

COMMENT LETTER WSI-F

COMMENTS ON G&L HENRY MAYO EIR FOR MASTER PLAN

October 17, 2008

BY FORMER COUNCILMEMBER TIMBEN BOYDSTON

RECEIVED
PLANNING DIVISION

OCT 17 2008

CITY OF SANTA CLARITA

The EIR is flawed in that it contends that there will be enough parking to serve the G&L Henry Mayo project upon completion. The shortage of parking will lead to unnecessary pollution from cars as they drive around looking for parking spaces. It will also impact the neighborhoods adjacent as people will park there when there are no spaces left on campus.

WSI-F1

In addition the Hospital will not have enough parking to satisfy the City code.

WSI-F2

Also the Linscott parking study that purports to show that there will be enough parking is so flawed in methodology and written with such bias that is not valid.

Below find notes and observations which will show the inadequacies and inconsistencies in the parking element and supporting documents of the EIR. Please note that page number references are sometimes used from the documents as labeled, but sometimes for ease of reference the page numbers are from the Adobe Reader used on the City website.

WSI-F3

It should be noted that this section of the Code has been modified recently to count stairwells as gross space and that the applicant should make sure that their reduction of 22 spaces is correct. Page 4, Table 2-1 of the Linscott Study for calculation of the MOB's parking requirements is incorrect. Gross Floor Area Ratio (FAR) shall not include stairwells.

G&L cannot legally take the reduction from the code amendment from the modification of the Gross Area definition, for the MOB's A,B,C,D,E,and F when they have already agreed legally to supply parking at the higher number as a condition to the building of MOB F. The retroactive reduction is improper and opens the City to legal action based on unfair application of building requirements, as well as creating a parking shortage by misuse of the Code to benefit G&L.

WSI-F4

Now as to the MOB's which are part of the G&L MOB and Henry Mayo Newhall Hospital campus. H Mayo has a master lease on the Outpatient Therapy Bldg. In addition there is the Valencia Medical Bldg. which houses doctors who are staff at H Mayo. Santa

WSI-F5

Clarita City Code requires Master Plans to address all adjacent properties and to assure that they do not negatively impact, or are impacted by the Master Plan project. The Linscott study uses inconsistent methodologies when addressing these buildings. It is improper to apply one set of criteria for parking needs to some MOB's, while using another set of criteria to set a different level of parking needs for other MOB's.

WSI-F5

These buildings have been for years, and continue to be part of the H Mayo campus. [FN: The 2005 MP Master Site Plan dated 7/19/05 includes these same buildings.] These buildings were built without enough parking spaces. Accord memo from Ken Pulskamp dated 9/14/07, The City's code parking requirement would be 496 spaces.

The parking study that was paid for by G & L in support of the June 2008 EIR makes the ridiculous claim that there are only 15 spaces needed to satisfy this shortfall during "peak demand." (p. 5.5-9 of the Revised Draft June 2008 HMNMH EIR.) The Information from the parking study report was prepared by Linscott, Law & Greenspan LLG dated 5/19/08.

The Parking study methodology is flawed here due to the fact that their site observations of "people who park in the hospital lots and walk over to these MOB's" do not start until 6 a.m. at this time. At this time there are already 218 cars in the Hospital campus lots and there is no way to know how many of these may be people already using these "North Campus" MOB's. (from Appendix K of the Parking Study Linscott, Law & Greenspan LLG dtd 5/19/08.)

WSI-F6

In addition there is no consideration for the fact that the office buildings have a temporary lease with the church across the street for "additional parking."

Also there is no observation for people parking north of these buildings.

The new H Mayo emergency room has 18 beds which would require 36 parking spaces. However, on August 24, 2008, the City Council approved the City Planning Department's request to define a licensed bed as "a bed which was licensed as OSHPOD." OSHPOD does not count emergency room beds and other urgent care hospital beds within a hospital as "licensed beds" because they are not designed for 24-hour occupancy. The City is aiding the applicant in using this newly created loophole to help create a huge parking deficit. To wit, the new ER which should have 36 parking spaces assigned has "0" parking spaces assigned. (SWA 1-4-08 Main Hospital Overall First Plan detail shaded "Inpatient emergency department.") The changing of the City Code to assist the developer, with the net result being a parking shortage on the property is highly improper.

WSI-F7

The "Existing inpatient emergency department" listed on the SWA 1-4-08 Main Hospital Overall First Plan detail" has an additional 15 beds which would require 30 parking spaces but under the new definition of licensed bed allowed by City Council there will

be zero. Just these two areas of the ER result in a 66 space deficit. We are supposed believe that all of these beds will not require parking just because the planning department pushed the City Council to change the definition of licensed beds. This is terrible news for our Seniors, Sick, poor and everyone else who uses the Hospital.

In addition the section of the Old ER, now labeled Emergency Dept. Urgent Care has 8 regular beds and 8 "hallway" beds, which would therefore require 32 parking spaces under the old licensed bed requirement.

However by counting the Emergency Dept. Urgent Care as a "diagnostic and treatment" space at the lower requirement of one space per 400 square feet the developer will only supply 18 parking spaces which leaves a shortfall of 14 beds.

WSI-F7

Let us add the deficits together for the Emergency room. There are a total of 49 beds in the Emergency Room areas which would have a requirement of 98 parking spaces, but now with the City council approved changes on August 24, 2008, the developer will only supply 18 spaces total, which leaves a deficit of 80 spaces in ER area alone.

According to SWA (1-4-08) the diagnostic and treatment space in the existing hospital is 79,165 square feet. The applicant is not supplying enough parking to satisfy the City Code for this space. In addition, the parking required for the proposed inpatient building A for the 42,927 sq. feet diagnostic and treatment space is not being met.

In careful reading of the Linscott study you will see though that they rely not on their own results and recommendations for legal support, but rather on the City Code, and their mis-interpretation of it. That way if the City approves it, the City will be legally responsible for the deficit and the acceptance of their mis-reading.

WSI-F8

The baseline assertion of the Linscott study is flawed. To know the true need of the campus in the future, you must know what the current need is. To do this you must be able to count cars that are in parking spaces. You cannot tell how many spaces are empty if the spaces are not marked. You cannot count parking spaces that are not really parking spaces. When the developer wants to show enough parking now, they know that they are extremely short, so they have created "spaces" that never existed before and do not exist now as parking spaces, they are not even marked! They call them "curb spaces".

WSI-F9

Prior documents never show these spaces because they do not exist.

In looking at existing parking spaces prior to the current version of the application by the proponents there were no such thing as "curb spaces." Without "curb spaces," there would be a huge deficit of parking, starting with the 121 "curb spaces" However, curb spaces as per page 21 of the Linscott parking study are not marked. Per City Code 17.18.070, for parking "each space shall be marked." Spaces which are not marked are not able to be counted as parking spaces according to the city code.

The entire study is flawed in that it counts spaces that it cannot even count because they are not marked, and they are not marked because they are illegal spaces. If not marked how did the observers know which spaces were full or empty?

WSI-F9

In addition, 17.18.130 states that MOB's are commercial use, and parallel parking is forbidden in all commercial uses so you cannot use, or count these spaces.

WSI-F10

In addition page 23 of the Linscott study includes 16 parking spaces which are actually "drop off" spaces. You cannot park in "drop off" spaces.

WSI-F11

Page 24 of the Linscott study indicates that the decision to use the weekdays of Wednesday and Thursday for the onsite study were chosen because of "conversations" with the proponent. Not only is this improper, but to base parking demands for an entire year on two weekdays in November is woefully inadequate. Also one should study if the Campus is busier in the ravages of the flu season of Jan. to March. An "average" time of use is not sufficient. To do a legitimate study, you must assess "peak" demand as to time of year, day of week and time of day. The Linscott study does not do this.

WSI-F12

Page 24 of the Linscott study, when trying to determine the "uses of the hospital" as a benchmark of activity on site, the study leaves out visits for lab, pre-surgery, etc.

Page 24 of Linscott, it is important to note that the methodology of the study is highly flawed at its very base because the Study attempts to draw conclusions based on the division of "use" between MOB space parking and hospital parking. However, the destination of the parkers is not determined and the observers only guessed. In addition the areas in which the "parkers" park are not limited in any way to access by the parkers. It is a distinction with no merit as the project must be adequately parked to code.

WSI-F13

By using this flawed data, the conclusion that the parking for the MOB is only 94% used is flawed, and the conclusion that there is a 6% "vacancy" is incorrect, so the conclusion that those spaces can be used as "hospital overflow" is also flawed.

Page 26 of the study, the methodology of the parking study is flawed because they divide the area of the hospital into 6 distinct zones and draw conclusions based on the "demand" in various zones when in reality, there are no meaningful distinctions drawn between the zones. The parkers can go wherever they wish, unless restricted by signage, but the zones do not correlate to any of the restrictions by signage. Page 47 of the Linscott Study confirms that the methodology for MOB peak use is flawed because the site uses are neither defined nor delineated.

Page 46 of the Linscott Study indicates that, unbelievably, that there is an indication from the applicant that they will actually seek to reduce the amount of proposed parking even further.

WSI-F14

The Linscott Study fails to address the need for a 10% vacancy factor which creates optimum parking. Without this 10% vacancy assumption, cars will circulate endlessly,

seeking that last space of "parking". This violates CEQA in two major tenants: (1) efficient circulation onsite and (2) added pollution resulting from circling "unparked" vehicles.

WSI-F14

According to the Linscott Study (appendix K, page 34), there are 437 employees on-site during the peak shift. This reflects a total peak employment of 543 employees less employees absent (AQMD Report, March 24, 2008 for Henry Mayo Newhall Memorial Hospital) It does not appear that the number of peak employees is correct as the total reported number of employees by the AHA for Henry Mayo is 1520 and the morning shift should be the shift when the most employees are present.

WSI-F15

Page 33, Table 5-2, Footnote 3 of the Linscott Study, states that one of the factors of assessing future parking demand was to utilize existing peak demand which according to this table, was 352. Why was this number used when the hospital has already assessed their peak parking shift to consist of 543 with an actual number of employees on-site at 437?

It is disturbing to note that as the level increases from 217 beds to 368 beds, a 70% increase in beds is equivalent to only a 27% increase in employees at full buildout. It reveals another flaw in methodology that there is no corroborating evidence to support this anomaly except the mere suggestion of the applicant. This being said, if we were to use the flawed multiplication factor exhibited by the study of 1.647 spaces per employee at peak level and applied it to existing demand, we would find a 259 space deficit not accounted for by the study.

WSI-F16

Page 5.2.3 of the EIR states that there would only be an increase of 81 hospital staff with the addition of the new hospital spaces of 125,363 square feet. Considering that the existing Hospital is a little over 200,000 square feet and currently has 1520 employees, this is an unbelievable number and City Staff needs to do their due-diligence before any development contract is signed or the EIR is certified. Included must be a full accounting from the applicant of where their employees work, how many work in the North Campus MOB's and a full re-assessment of the peak shift. The Linscott study is shoddy and does not assess the true needs of future growth.

As to the "crosscheck" formula that has been developed to create a numerical value that is supposed to guide the policy makers and planners and give them a numerical tool to know how much demand will be there for future needs as the Campus is built out, it is highly flawed. It is derived using a baseline of hospital employees which was supplied by the hospital of 353 persons at the supposed peak. How is this possible when the peak number of hospital employees has been reported to be 437 out of 1520 total employees?

WSI-F17

In addition the supposed baseline of 564 parking space demand for hospital buildings is flawed, as pointed out already in this analysis, due to the fact that there is no way to

WSI-F18

know what the actual peak demand was on the day studied. There were no empty spaces except restricted spaces and illegal spaces. There were cars parked in the driveways by the valets because there were no spaces. We do not know the number of people who left the site due to no spaces being available.

WSI-F18

Furthermore the inability of the observers to tell where the parkers were going means that a numerical value given to hospital demand users is worthless.

Project is inconsistent with General plan policies and goals in that the parking proposed does not satisfy the UDC requirements, and contrary to the Development Agreement providing clear and substantial benefit, the deficit of parking created by this project will be injurious to the Citizens of Santa Clarita and the Environment in which they live.

WSI-F19



**WSI-F RESPONSES TO COMMENTS FROM TIMBEN BOYDSTON,
OCTOBER 17, 2008.**

WSI-F1. The *Parking Study Report* included as part of the September 2008 Revised Draft EIR, and summarized in Section 5.5, Parking, includes an extensive field study and analysis of actual parking demands at the site as well as the benchmark of the City's *Unified Development Code* to assess the parking needs of the site at Master Plan completion and through multiple stages of project implementation.

Beyond the forecasting and analysis of the parking study, Mitigation Measure PRK2 within Section 5.5, Parking of the September 2008 Revised Draft EIR requires that the City review each phase of the project to ensure the provision of adequate parking. Section 6.2 of the *Parking Study Report* identifies actions to monitor actual peak parking demands following each stage of Master Plan development and confirm that those actual usage patterns correspond with the findings and recommendations of the parking study. These measures are intended to provide convenient and adequate on-site parking, and thus precluding project parking impacts within area neighborhoods.

WSI-F2. The elements and parameters necessary to conduct a Code parking calculation for the site were formulated in consultation with City staff. Table 5.5-5 of the September 2008 Revised Draft EIR presents that calculation, which sums to 2,190 spaces for all parking-based elements of the Master Plan. It should be noted that the code calculation applies the City's current *Unified Development Code* ratios to all additive elements of the Master Plan as well as those existing uses that will remain, even though some prior approvals (by the County of Los Angeles) may have required less parking for those existing uses.

Footnote 2 within Table 2-1 of the Appendix K *Parking Study Report* cites the City's *Unified Development Code* definition of gross floor area used as the basis to determine the floor area values represented within the table. Regarding the inclusion of stairwells within gross floor area, the commenter is correct in stating that this was recently modified by a *Unified Development Code* amendment in 2007. Prior to modification in February 2007, building area occupied by a stairwell was excluded from gross floor area parking calculations. This was removed as part of the amendment and was not reflected in the most recent HMNMH Master Plan exhibits included as part of the September 2008 Revised Draft EIR. The parking requirement for MOB 1, 2, and 3 and existing MOB E has been adjusted to reflect the square footage for stairwells. As a result, an additional 14 parking spaces will be required. Since the project proposes a total of 2,231 parking spaces, the project will continue to meet the City's existing parking requirement of 2,204. This adjustment in required parking has been reflected in all applicable exhibits, in the parking calculations for the project, and in the Errata prepared for the Final EIR.

WSI-F3. The methodology of the parking study was coordinated extensively with City staff prior to initiation of the study. All emerging analysis and findings were also presented directly to staff at a series of meetings on the project. The study was further peer reviewed by an independent parking consultant under contract to the



City and RBF Consulting. That peer review concluded that the methodologies and assumptions within the *Parking Study Report* were reasonable, and that no errors or omissions were found in the parking inventory data collected for the study.

The study format is consistent with and/or goes beyond normal professional practice, particularly in instances where a reduction from the City *Unified Development Code* requirement is not being sought. Additionally, the “crosscheck” formula of the study is likely to result in a more conservative (greater) parking demand calculation than the City’s *Unified Development Code*, and that Code was determined within Section 4.2 of the *Parking Study Report* to be among the most conservative requirements of a peer review of 39 other cities.

Footnote 2 within Table 2-1 of the Appendix K *Parking Study Report* cites the City’s *Unified Development Code* definition of gross floor area used as the basis to determine the floor area values represented within the table. Regarding the inclusion of stairwells within gross floor area, the commenter is correct in stating that this was recently modified by a *Unified Development Code* amendment in 2007. Prior to modification in February 2007, building area occupied by a stairwell was excluded from gross floor area parking calculations. This was removed as part of the amendment and was not reflected in the most recent HMNMH Master Plan exhibits included as part of the September 2008 Revised Draft EIR. The parking requirement for MOBs 1, 2, and 3 and existing MOB E has been adjusted to reflect the square footage for stairwells. As a result, an additional 14 parking spaces will be required. Since the project proposes a total of 2,231 parking spaces, the project will continue to meet the City’s existing parking requirement of 2,204. This adjustment in required parking has been reflected in all applicable exhibits, in the parking calculations for the project, and in the Errata prepared for the Final EIR.

- WSI-F4. As stated in Response WSI-F3 above, the applicant will meet all current requirements of the City’s Unified Development Code. A retroactive reduction is not being sought by the applicant or considered by the City of Santa Clarita as part of the HMNMH Master Plan project.

- WSI-F5. The Outpatient Therapy Building (referred to as the Ambulatory Care Center [ACC] in the *Parking Study Report*) and Valencia Medical Building are located on an adjacent parcel that is not a part of the Master Plan footprint and is not under the ownership of either the Henry Mayo Newhall Memorial Hospital (HMNMH) or G&L Realty. Those buildings are separately parked with their own supply, and that supply is managed independently of the hospital and G&L Realty by the adjacent property owner. Those buildings have their own parking regulations, restrictions, signage, and valet parking operations. While these buildings may have less than the parking required by the City’s current code, it is reasonable to conclude that by virtue of their existence and that of their surrounding parking, they did satisfy the reviewing agency’s parking requirements at the time of their approval.

However, parking demand counts were conducted in the lots of the ACC and Valencia Medical Building on the same cycle as those performed on the Master Plan campus. Additionally, on-foot interactions between the Master Plan campus and the



adjoining parcels were made as insight to the interactions between the two buildings. Section 3.3 of the *Parking Study Report* presents the results of that field study and analysis, which concludes that an estimated 15 parkers on the Master Plan site are actually attributable to the ACC and Valencia Medical Building. This is evident from pedestrian crossings of the drive aisle (that extends from the Avenida Navarre site access) between the parking lots of HMNMH and the building entries of the ACC and Valencia Medical Building.

On that basis, it is clear that the existing HMNMH campus is impacted by a 15-space parking shortfall on the ACC and Valencia Medical Building site. Thus, it was found that the HMNMH was impacted by the ACC and Valencia Medical Building, and not vice versa. Into the future, and with this 15-space encroachment considered, the parking additions of the Master Plan are concluded to satisfy the parking needs of HMNMH.

WSI-F6. The hospital is a 24-hour-a-day operation, and thus it can reasonably be expected that there will be parked vehicles (218 vehicles as cited within the *Parking Study Report*) prior to the 6:00 AM start of the field study survey rounds. Given that a shift change would generally occur following this round (the largest shift change at the HMNMH occurs at 6:45 AM for a 12-hour shift occurring between 7:00 AM and 7:00 PM), a significant portion of this demand remains from the night before, rather than the result of staffing, patient and visitor arrivals before 6:00 AM. Focusing on Zone 6 of the HMNMH site, which offers the most proximate spaces for “poaching” by the ACC and Valencia Medical Building site, the 6:00 AM parking demand throughout the zone totals 113 spaces (refer to Appendix B-11 of *Parking Study Report*). Of these 113 vehicles, 89 are in the “west half” of the lot (furthest from the ACC and Valencia Medical Building site) and 24 vehicles were somewhere in the “east half” nearest to those buildings.

The 6:00 AM survey round in the lots of the ACC and Valencia Medical Building site indicate a demand for 45 spaces. With a supply of over 300 spaces, all of which are more proximate to the buildings of that site than parking at HMNMH, and noting that early morning parkers have their choice of many vacant spaces, it is a reasonable conclusion that arrivals prior to the 6:00 AM survey start are parking where they want to, and the likelihood of the 15-space shortfall being meaningfully understated due to early arrivals is extremely small.

The HMNMH (including the ACC) did have a temporary agreement (approximately two years ago) for use of up to 20 spaces for employees or subtenants located in the ACC. This agreement was with the Methodist Church on McBean Parkway. However, this agreement is now no longer in place and was, therefore, not considered in the evaluation of parking at the adjacent medical facility.

WSI-F7. Parking ratios like those of City Code, or from field study, should be applied in the context in which they were derived. From a hospital parking perspective, the licensed bed total is the independent variable, the ratio of 2.0 spaces per bed is a “composite” value, and when applied to the hospital’s “patient” or “licensed” bed count, is intended to represent the aggregate parking needs of a hospital, including



those of emergency room “beds” (noting that the Santa Clarita Code further includes a parking space calculation for outpatient clinic, laboratories, pharmacies, and similar uses established in conjunction with a hospital). Upon inspection, the “composite” aspect of this ratio is self evident; while the ratio is on a “per bed” basis, the patients actually occupying these beds rarely drove themselves to the hospital, and do not have a vehicle occupying a space in the parking lot throughout their stay. Recognizing these attributes, it is clear that the ratio is intended to provide for the parking needs of all staff and employees of the hospital plus visitors to it.

The bed count in this calculation is the “licensed bed” total, where based on State licensing criteria, such beds are those intended for an overnight stay or longer. It is important to note that parking for emergency room space has never been calculated on a per-bed ratio. Instead, the emergency room is parked based on its square footage. The HMNMH Master Plan calls out 5,518 square feet of existing emergency room urgent care space that is parked at a 1:400 ratio, resulting in 18 parking spaces in accordance with the City’s Unified Development Code requirements.

So while the Commentator’s suggested approach would yield a greater requirement, such a calculation approach is inconsistent with common practice, and the derivation of the parking ratio itself. The City of Santa Clarita’s current approach, as described by the Commentator, is consistent with common practice.

Additionally, the *Parking Study Report* did not rely on the Code calculations alone. The extensive field study data and analysis, leading to the “crosscheck” formula, were developed to assure a parking balance throughout Master Plan implementation. This balance is further assured by Mitigation Measure PRK2 in Section 5.5, Parking, of the September 2008 Revised Draft EIR, which requires that the City review of each phase of the project to ensure the provision of adequate parking.

WSI-F8.

Parking studies routinely provide a Code calculation for a proposed project since reviewing agencies universally expect such a calculation. The *Parking Study Report* does not rely solely on the City’s current *Unified Development Code* requirements. In addition to the Code calculation, the *Parking Study Report* included extensive field study data and analysis, and developed a “crosscheck” formula independent of that code calculation. Section 5.4 of the *Parking Study Report* clearly indicates that the greater result of the code calculation or the application of the “crosscheck” formula be used to determine the minimum site parking supply at each stage of Master Plan implementation. Further, EIR Mitigation Measure PRK2 in Section 5.5, Parking, of the September 2008 Revised Draft EIR requires that the City’s plan review of each phase of the project ensure the provision of adequate parking, and both the code calculation and the “crosscheck” formula provide the basis of that determination.

Also, a condition of approval has been added to the project Conditions of Approval to ensure that adequate parking is provided at each stage of the Master Plan project. Condition PL24 is as follows:



PL24. Additional Parking and On-Site Circulation Implementation Strategies listed in Section 6 of Appendix K, the Parking Study Report dated May 19, 2008, for the Henry Mayo Newhall Memorial Hospital EIR shall be implemented in order to maintain adequate parking for the campus and to avoid any unanticipated impacts to nearby residential streets during construction and/or project operations. These strategies shall include applying a “crosscheck” formula prior to each stage of development, monitoring actual peak parking demands following each stage of Master Plan development, and may include implementation of electronic wayfinding displays at strategic locations tied to parking availability monitoring and “real time” reporting, as deemed necessary by the Director of Community Development.

WSI-F9. The parking needs of the current campus are clear. They were counted over a two day period, with activity levels on those days compared to annual averages of activity and patient census as tracked by the HMNMH.

Parking studies of actual demand must count all parking demand on a site, whether parked in a marked space or not. To disqualify the parking demand in some spaces because those spaces are not actually marked is inappropriate, and would result in an under accounting of actual existing peak parking demand. The same is true in attendant-assisted parking areas, where actual parking demand is shown in the study to exceed marked supply for some hours of the day, and that excess sub-area demand is managed by the parking attendants.

Parking spaces along local private “streets” such as the on-site circulation roadway of HMNMH, or local public streets, such as in some business districts or residential neighborhoods, clearly exist even when not striped. Even though pavement markings would make clearer the presence of curb parking spaces, where sufficient roadway width exists to accommodate parking without impeding adjoining traffic (thus allowing that traffic to stay on “their side of the road”), and where signage or curb markings do not prohibit parking, unmarked curbs are generally interpreted to provide a parallel parking space for every 22 feet of curb length. This approach was used in the *Parking Study Report*, and resulted in an inventory of 146 such spaces (refer to Table 3-10 of the *Parking Study Report*). These curb segments, which for the inventoried curbs are not marked or posted with parking prohibitions, are clearly seen as parking spaces by staff, employees, patients and visitors of HMNMH. At their peak, the demand in these curb parking segments totaled 131 vehicles. In an effort to respond to the concerns expressed by the commentator that the unmarked spaces along the internal ring road are not clearly identifiable to patients, visitors and employees, a condition has been added to the project Conditions of Approval that requires all parallel parking spaces located along the internal ring road be marked accordingly. Condition PL25 states as follows:

PL25. Prior to the issuance of a certificate of occupancy for MOB1, all parallel parking spaces located along the campus ring road shall be marked, subject to the review and approval of the Director of Community Development.



In supply versus demand comparisons, the most conservative analysis approach is to count all demand whether in a marked spaces or not, compare that total demand to inventoried supply, and isolate the difference as a surplus or deficiency, expressed in terms of spaces. The *Parking Study Report* did not merely count empty parking spaces; to do so would ignore actual parking demand, accounting for cars that were not parked in marked spaces.

- WSI-F10. The use type of the existing Henry Mayo Newhall Memorial Hospital is “hospital services,” which is defined in *Unified Development Code* Section 17.12.070 as “institutions providing primary health services and medical or surgical care to persons, primarily on an in-patient basis, suffering from illness, injury and other physical or mental conditions and may include associated facilities for out-patient and emergency medical services, heliports, diagnostic facilities, laboratories, training, research, administrations, and services to patients, employees and visitors. The HMNMH campus is not considered a commercial use according to the definition restated above.

The *Unified Development Code* discusses parallel parking spaces in Code section 17.18.100 A and specifically references commercial, industrial and office uses (there is no discussion of public and semi-public uses). For purposes of this discussion on parallel parking, the uses and facilities within the hospital services land use category is most closely aligned with that of office uses. The Code states that, for office uses, parallel parking shall be no more than twenty (20) percent of the required number of parking spaces, subject to the approval of the Director of Community Development. The HMNMH Master Plan project proposes a total of 41 parallel parking spaces, which is less than the 20 percent allowed.

- WSI-F11. These spaces were inventoried because they were observed to be used for incidental/short duration parking even though they are intended for “drop off.” During the hourly parking demand counts, unattended vehicles in these areas were counted as parked vehicles, and those vehicles are represented in the existing parking demands at the site as summarized in Table 3-2 of the *Parking Study Report*.

- WSI-F12. In preparing a field study of a functioning site, it is customary to discuss the site’s current operational characteristics and impressions with the owner/operator of that site, noting that the field study results may subsequently support or refute that input. Those discussions suggested a Wednesday and a Thursday as days of probable overall peak parking demand.

Additionally, a June 2006 hospital staffing compilation and profile (taken from employee timecards) further suggested a Wednesday and Thursday as days of peak hospital staffing, with a Tuesday peak running behind (slightly less than) the peak of those other two days. Actual prior parking demand counts on Tuesday, August 29 and Wednesday, August 30, 2006, were further considered (those surveys revealed peak parking demands of 944 spaces and 982 spaces, respectively for the HMNMH Master Plan site, with Wednesday being the field study peak).



As such, November 7 and 8 (a Wednesday and Thursday) were selected for field study in the *Traffic Impact Analysis*. As described in the *Traffic Impact Analysis*, the studies indicated a peak observed demand of 1,051 spaces on a Wednesday, and 1,004 spaces on Thursday (these values are inclusive of an estimated 30 construction parkers and 15 “poachers” from the ACC and Valencia Medical Building).

While it may helpful to have parking demand data on multiple days over an extended period, the availability of such data is rare, and instead other tracking methods are used to contrast the characteristics of the survey days with other days of the year. In this case, patient census data, routinely compiled by the HMNMH, was considered as described Section 3.2 of the *Parking Study Report*. Given that the inpatient census of the Wednesday survey date was about nine percent greater than average, and reported outpatient visits were also above average, the data was concluded to provide a reasonable basis for input for the parking evaluation.

WSI-F13. The *Parking Study Report* considered activity parameters as tracked by the hospital, and drew conclusions as to the relationship of the field study days to average conditions, noting that those parameters indicated the field study occurred on a greater-than-average day. Even though the activity related to visits for lab and pre-surgery were not available for reporting in the parking study, the parking demand of those and all other site activities are reflected in the actual parking demand data collected at the site.

Just as code parking calculations are summed for hospital and MOB components of the site, it is reasonable for the parking study to draw conclusions as to the probable split in actual parking demands on the site. Those splits are influenced by proximity and signage, and review of Table 3-1 of the *Parking Study Report* indicates the variety of designated parking types throughout the site. Further, entrances to some parking subareas are designated for specific parking types, or to exclude hospital parkers, and the location and presence of parking attendants maximize the functional supply in parking areas that appear to be preferred by site visitors. The Commentator is likely correct in stating that parkers can go wherever they wish, and since it is human nature to seek a parking space as convenient to the intended building’s entry as possible, it is not unreasonable to draw conclusions between site destinations and the observed parking demand in a parking lot as it goes from a near empty condition in early morning, to near full condition in late morning, and back to being only 25 percent full at 8:00 PM.

The derived site parking demand for MOB of less than 5.0 spaces/1,000 square feet (SF) is not unusual or uncharacteristic. That ratio is conservative but common among the requirements of many cities, and further aligns with numerous field study results in the professional literature. Further isolating hospital demand is also not unusual, and it was necessary to rely on professional judgment and experience in making those determinations for parking demand data actually collected on the site.

WSI-F14. While there is no numbered page 46 in the *Parking Study Report*, it is believed that the Commentator may actually be referring to and misinterpreting Section 5.4 of the *Parking Study Report*, which presents the basis and derivation of the “crosscheck”



formula. In doing so, the report notes that this formula may be modified as a result of future site-specific field studies performed in conjunction with intervening stages of development (these field studies can be anticipated in conjunction with EIR Mitigation Measure PRK2 in [Section 5.5, Parking](#)). The text in Section 5.4 of the *Parking Study Report* recognizes the possibility of formula modification based on future field study data. Even if modified, this section explicitly states that the greater result of the code calculation versus the “crosscheck” formula will be used to determine the site’s minimum parking supply at each stage of Master Plan development, including the buildout condition.

Section 3.6 of the *Parking Study Report* specifically recognizes a range of 90 to 95 percent occupancy levels, and by extension a vacancy or contingency factor of 5 to 10 percent, to be considered in sizing parking facilities in conjunction with actual field study demand values.

With multiple (typically small) lots and multiple internal access points, and without real-time parking availability reporting or clear wayfinding systems, the study’s review of existing parking characteristics used a 10 percent vacancy factor (Section 3.6 of the *Parking Study Report*).

In contrast, the Master Plan condition will aggregate 86 percent (1,923 spaces) of the site’s total 2,231 parking spaces to four structures with focused and strategic access points. PS1 will provide 750 spaces, and PS2 and PS3 will be internally connected, providing in combination 857 spaces. These values exceed the sizing of the largest existing lot (in Zone 6) by a least 70 percent. The consolidation of more spaces to structured footprints, the parking flow and search patterns of those structures, and the parking implementation strategies of Section 6.0 of the *Parking Study Report* (see components 6.6 and 6.7) will result in a much greater parking efficiency than is currently the case. With greater supply and circulation efficiency, the need for recirculation within the site to find an available space is greatly reduced. In addition, wayfinding signage, as required by the project Conditions of Approval, will direct patrons more efficiently to the areas where parking is concentrated.

At Master Plan buildout, the study concludes a minimum surplus (contingency) of 5 percent at peak operating times, with greater surpluses during other periods and Master Plan implementation stages. This surplus/contingency is concluded to be appropriate for the size and type of project, the specific nature of the planned parking supply, and recommended parking implementation strategies.

WSI-F15. The cited value of 437 employees is not reported in the *Parking Study Report*, nor is a total staffing level of 1,520. The former appears to be a misinterpretation of the study reporting. The latter may or may not be accurate, but with the need to staff the hospital continuously for the 168 hours in a week, and with a typical full-time employee working on the hours of 40 hours per week, it would be reasonable to expect that the total employee/staffing of the hospital to be a least a few multiples of the headcount during the peak shift.



The 437 value itself can be inferred from Appendix C of the *Parking Study Report*, with that appendix presenting a Rule 2202 application identifying 543 total Henry Mayo employees during the week of February 4 through 8, 2008. This form reports employee questionnaire results only for that specific week, and for the Wednesday, February 6 results, 437 employees/staff reported to work at some time between 6:00 AM and 10:00 AM.

However, not all Henry Mayo employees/staff are stationed in the hospital itself. Some report to offices in the MOB. Footnote 3 of Table 5-2 in the *Parking Study Report* identifies an actual peak staffing in the hospital itself of 352 persons on the October 7 field study day. Field study hospital ratios were derived using the hospital-only peak staffing value of 352. Note that the larger the denominator, the smaller the derived parking ratio, so beyond the circumstance that the 352 value is the most correct for use in this application, it yields a greater parking ratio than if the 437 value were used.

The parking demands of Henry Mayo employees reporting to their work stations in the MOB (the difference between the 352 at the hospital and 437 or similar value for total site staffing) are reflected in the field study results reported for the MOB themselves.

WSI-F16. For the hospital itself, Table 5-2 of the *Parking Study Report* identifies a projected growth of 149 staff positions at the parking peak, versus 352 during the peak of the field study, for a 42 percent increase over existing levels. While the Commentator notes that beds will grow by 70 percent, not all staffing positions throughout the hospital will grow in proportion to the growth in beds, as explained in Section 5.3 of the *Parking Study Report*. Even if actual future staffing levels grow by an amount in excess of the 149 position increase forecast by the hospital, the variation will be accounted for by the “crosscheck” formula, and the greater result of that calculation versus a City code calculation would be used to determine the minimum parking requirements for the site. If the employee total in the hospital were to grow, so would the requirement of the “crosscheck” formula.

As explained in Response WSI-F15, certain values cited in the second portion of this comment are incorrect, as are the results of calculations using those numbers.

WSI-F17. Responses in WSI-F15 and WSI-F16 explain how values used by the Commentator, and related calculations, are incorrect. The “crosscheck” formula is precise to actual operating conditions at the site and is directly related to actual future staffing levels in the hospital itself in combination with the total floor areas of the medical office buildings.

WSI-F18. The tabulation and sorting of parking demand throughout the site is explained in detail within the *Parking Study Report*, and is further described in Response WSI-F13, above. While the Commentator expresses concern as to the split between hospital and MOB parking demand, it is emphasized that the actual total parking demands of the site were used to derive these ratios, and those ratios further integrate contingencies to create a surplus of spaces even at peak demand times.



Responses WSI-F9 and WSI-F10 explained the conduct of the parking demand counts, the interpretation of curb parking spaces, and related concerns summarized in this comment.

WSI-F19. These paragraphs provide a summary to the Commentator's concerns regarding the parking analysis provided within the EIR, and do not require further response.

COMMENT LETTER WSI-G

Dear Paul,

October 15, 2008

Thank you for your latest information on the OVOV. I look forward to reviewing the information on the new land use map. Please let me know when I may pick up a hard copy of the revised map at city hall. I would of course pay whatever cost is necessary. I find that by using a hard copy of the map I am more able to answer questions from citizens and citizens' groups with regard to the issues of the OVOV.

WSI-G1

The main reason I am writing to you is because of the closing of the comment period of the EIR for the G&L Office Complex/ Henry Mayo Hospital Master Plan Project. I had the pleasure of meeting with Council Members Ferry and McLean and speaking to them about the huge parking deficit that exists now and will get worse as the master plan is completed. Unfortunately my presentation that I am preparing for the council hearing on the project is not yet complete. However, I was able to share some glaring deficiencies in the project with regard to parking and some fatal flaws that are evident in the Linscott Parking Study, which is part of the EIR. As I told Council Members Ferry and McLean, it is my desire to fix this parking deficit so that the citizens of Santa Clarita will have a place to park when they have a medical emergency, a doctor's appointment, or the need to visit someone in the hospital. As I am sure you understand from your position as the chief city planner, it is incredibly important to take care of the most vulnerable members of our society when they or a loved one are sick or injured. The sick, elderly, and poor who cannot afford an advocate need to have the government take care of these critical needs. We are their safety net.

WSI-G2

In my continuing research on the parking issue it became apparent to me that the traffic circulation issues of the project have a distinct bearing and impact on the parking demands. As you know from working with me as a council member I like to research very carefully the issues and details of any project before me. As you will remember, it was my investigation into the G&L Realty Project details which led me to find a huge discrepancy in the population projection chart, located deep in the appendices, which led to a recirculation of the EIR due to this fatal flaw.

WSI-G3

So as I searched for the details which led to the traffic circulation conclusions, it became apparent I did not have the information or the tools that I needed to understand and check the circulation study numbers. I believe it is critical to my understanding of the parking circulation needs to be able to find out how the traffic circulation conclusions that are in the EIR were arrived at. In other words, I need to be able to run the traffic modeling program with the TranPlan Software to (check the math as it were) confirm the conclusions.

WSI-G4

So I went to the planning department to talk to Ian and request a copy of the City Computer Traffic Model. I indicated I needed this document to be able to make EIR comments with certainty and that I thought that I could get a copy for nominal cost as a public request of information that would be necessary to check the validity of traffic assumptions.

I was really surprised when I was told that I would need to pay \$15,000 for the tool that is necessary for me check the traffic numbers. In addition he told me that I would have to be property owner to buy the right to use this traffic model. Additionally, he wanted to know who I was representing and whether I was associated with the citizens' group that is asking for modifications to the G&L/Henry Mayo Project. I responded that I was working with that group mainly with regard to my parking study, but that it could be considered that I was asking on behalf of that group and others citizens who are interested in the OVOV process as well. I asked why it was not available to the public to be able to assess the traffic studies and he indicated that he did not know, but that he would ask the city attorney and get back to me in three or four days. Unfortunately, the comment period for the EIR ends in two days.

WSI-G4

What is critically important is that I get a copy of this traffic model for a reasonable price with enough time to check the traffic counts at the hospital. If this is not possible, I need to know the legal reason why.

I request that for the people of Santa Clarita to be able to make intelligent comment on the traffic studies that impact our critical hospital the traffic model be released at a reasonable cost to the public, so that the city is in compliance with their legal and moral responsibility to the public with regards to the EIR comment requirements.

In addition, I would request that the city extend the EIR comment period for 60-90 days from the release of the traffic model to allow the public to have the same information that the city used in making their recommendations on their compliance with CEQA.

WSI-G5

Thank you for your consideration and time.
Most sincerely yours,
Former Council Member TimBen Boydston

Please kindly forward a copy of this letter to the following people; Mayor Bob Kellar, Mayor Pro Tem Frank Ferry, Councilmember Marsha McLean, Councilmember Laurie Ender, Ken Pulskamp, Lisa Hardy, Carl Newton, Joe Montez and Ian Pari.



City of
SANTA CLARITA

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SENT VIA EMAIL AND U.S. MAIL

October 17, 2008

Mr. TimBen Boydston
19623 Green Mountain Drive
Santa Clarita, CA 91321

Dear Mr. Boydston:

Subject: Public Records Request and Extension of Comment Period for the Henry Mayo Newhall Memorial Hospital Master Plan September 2008 Revised Draft Environmental Impact Report (EIR)

We are in receipt of your letter dated October 15, 2008, in which under the California Public Records Act you requested the City Computer Traffic Model to assist in your review of the Henry Mayo Newhall Memorial Hospital Master Plan project. This data will be provided on disk and should be available on Monday, October 20, 2008 after 3:00 PM. Please advise as to whether you would like this sent to you or whether you would like to pick up the disk. As your letter mentions, you will need to run the traffic modeling program with TranPlan software. You will need to acquire your own copy of license for the necessary third-party software from the software manufacturer or a software vendor to utilize the data.

Secondly, you have requested an extension to the 45-day public review period for the above-referenced Revised Draft EIR. Please be advised that City staff will not be able to accommodate your request to extend the public review period at this late date. It is important to note that this is the fourth such time a draft EIR has been circulated for 45 days for the proposed Master Plan project. Your October 15, 2008, data request could have been made at any time during any one of these circulation periods. Consistent with State law, you may provide comments on the traffic data received under this request up to and including the upcoming November 19, 2008, public hearing on this matter. However, as you may be aware, because such comments will be submitted subsequent to the close of the 45-day circulation period for the September 2008 Revised Draft EIR, they may or may not result in a formal written response in the Final EIR.

If you have any questions with regard to this response, please contact me at (661) 255-4330.



Letter to Mr. TimBen Boydston

October 17, 2008

Page 2

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Brotzman", written over a horizontal line.

Paul Brotzman

Director of Community Development

PB:SS:ms

S:\cd\current\12004\04-325 (Henry Mayo)\October 17 2008 letter to Silverstein.doc

cc: Mayor Kellar and City Councilmembers
Ken Pulskamp, City Manager
Ken Striplin, Assistant City Manager
Carl Newton, City Attorney
Joe Montes, Assistant City Attorney
Lisa M. Webber, AICP, Planning Manager



**WSI-G. RESPONSES TO COMMENTS FROM TIMBEN BOYDSTON, DATED
OCTOBER 15, 2008.**

WSI-G1. The comment is noted. No further response is required given that the comment does not address or question the content of the Draft EIR.

WSI-G2. The Commentator submitted a second letter dated October 17, 2008 providing comments on the Draft EIR specific to the topic of parking. Responses to Comment Letter WSI-F (letter dated October 17, 2008) regarding parking have been prepared; refer to Responses WSI-F1 through WSI-F18.

WSI-G3. The comment expresses the opinions of the Commentator. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project. However, because the comment does not address or question the content of the Draft EIR, no further response is required.

WSI-G4. The City of Santa Clarita provided a response to the Commentator in a letter dated October 17, 2008. That letter precedes these responses.

WSI-G5. The City of Santa Clarita provided a response to the Commentator in a letter dated October 17, 2008. That letter precedes these responses.