

NOVEMBER 2008

Final Environmental Impact Report for the Henry Mayo Newhall Memorial Hospital Master Plan



Lead Agency:

City of Santa Clarita

Henry Mayo Newhall Memorial Hospital Master Plan Final Environmental Impact Report

In accordance with Sections 15120 through 15132 and Section 15161 of the *California Environmental Quality Act (CEQA) Guidelines*, the City of Santa Clarita has prepared a Final EIR for the Henry Mayo Newhall Memorial Hospital Master Plan Project (SCH #2004111149).

The Final EIR is comprised of the following:

- September 2008 Revised Draft EIR (Separate Volume)
- September 2008 Revised Draft EIR Technical Appendices (Separate Volumes and/or CD)
- Errata (Enclosed)
- Mitigation Monitoring Program (Enclosed)
- Comments and Responses (Enclosed)

**HENRY MAYO NEWHALL MEMORIAL HOSPITAL (HMNMH)
MASTER PLAN PROJECT**

**ERRATA TO FINAL EIR
SCH NO. 2004111149**

A. Long-Range Cumulative Traffic

The September 2008 Revised Draft EIR concluded that under the long-range (2030) cumulative scenario, traffic impacts at two intersections would be significant and unavoidable: McBean Parkway at the Valencia Boulevard intersection; and McBean Parkway at the Orchard Village Road intersection. These traffic impacts occur after the life of the 15-year Henry Mayo Newhall Memorial Hospital Master Plan and result from the buildout of the Santa Clarita Valley and all known projects, which includes the HMNMH Master Plan. The September 2008 Revised Draft EIR stated in relevant part:

“TR7. In order to address long-term (2030) impacts along McBean Parkway at the Valencia Boulevard intersection, the following improvement shall be required:

- ◆ Add a fourth westbound through lane (requires the widening of Valencia Boulevard).

The project’s fair share equals 4.3 percent of the cost of this improvement (refer to *Table 5.4-16, Share Summary*). If a fair share program has been adopted or if these improvements have been added to a district, such as a Bridge & Thoroughfare District, payment of fair share costs shall be made prior to the issuance of a building permit for MOB3. This fair share payment shall be considered this project’s full compliance of Mitigation Measure TR7 and, if a funding program is established, would reduce impacts to less than significant.

TR8. In order to address long-term (2030) impact along McBean Parkway at the Orchard Village Road intersection, the following improvement shall be required:

- ◆ Add a separate eastbound right-turn lane (requires the widening of McBean Parkway).

The project’s fair share equals 30.5 percent of the cost of this improvement (refer to *Table 5.4-16, Share Summary*). If a fair share program has been adopted or if these improvements have been added to a district, such as a Bridge & Thoroughfare District, payment of fair share costs shall be made prior to the issuance of a building permit for MOB3. This fair share payment shall be considered this project’s full compliance of Mitigation Measure TR8 and, if a funding program is established, would reduce impacts to less than significant.

Table 5.4-17, ICA and LOS Summary with Project Mitigation, illustrates the potential project-related impacts after all mitigation measures recommended

within the project's *Traffic Impact Analysis* have been applied. However, because there is now no reasonable plan of actual mitigation that has been adopted and is in place, and because these improvements have not been added to a district, such as a Bridge & Thoroughfare District, impacts under the long-range cumulative scenario would result in significant unavoidable impacts at the following two intersections:

- ◆ McBean Parkway at Valencia Boulevard
- ◆ McBean Parkway at Orchard Village Road”

Thus, because a dedicated funding source did not exist at the time the September 2008 Revised Draft EIR was circulated, completion of mitigation measures TR7 and TR8 was not certain, and were therefore deemed not feasible. Consequently, a Statement of Overriding Considerations for long-range cumulative impacts at these intersections was indicated, should the City Council wish to approve the Project. The wording of TR7 and TR8 in the September 2008 Revised Draft EIR did recognize that should the intersection improvements identified in TR7 and TR8 be incorporated into a formal fair share district, payment of district fees by the Project would constitute compliance with those mitigation measures, and impacts at the two intersections would be reduced to less than significant, based upon the existence of an identified funding source to build the improvements.

The McBean Parkway-Valencia Boulevard intersection and the McBean Parkway-Orchard Village Road intersection are geographically located within the joint City of Santa Clarita – County of Los Angeles Valencia Bridge & Major Thoroughfare Construction Fee District. Since the circulation of the September 2008 Revised Draft EIR, which began on September 3, 2008, the City and Los Angeles County prepared an update to the Valencia Bridge & Major Thoroughfare Construction Fee District which adds these two intersection improvements to the District, along with a number of other District improvements. The City took action on September 9, 2008, to adopt Resolution 08-89 to amend the District. The County took action on October 28, 2008, to adopt a resolution to amend the District.

With the update of the Valencia Bridge & Major Thoroughfare Construction Fee District, the payment of B&T fees, per the Mitigation Monitoring and Reporting Program and the project Conditions of Approval, will serve as adequate mitigation for cumulative impacts at these two intersections and, as a result, will reduce cumulative impacts to less than significant. Therefore, a Statement of Overriding Considerations for long-range cumulative traffic impacts at these intersections is no longer required to approve the Project.

Any and all references in the EIR to long-range cumulative traffic impacts at these two intersections should be deemed modified by this errata document.¹

¹ References in the EIR include, but are not limited to, Chapter 1 - Executive Summary, Section 5.4 - Traffic, Chapter 6 - Alternatives to the Proposed Project, and Chapter 8 - Significant Unavoidable Environmental Effects Which Cannot Be Avoided if the Proposed Action is Implemented

B. On-Site City of Santa Clarita Parking Requirements

The City's Unified Development Code calculates parking based on square feet/footage, which is defined as the gross square feet or footage of a building, tenant space, or area, unless indicated otherwise (Section 17.18.130). The HMNMH Master Plan Parking Summary and Footnote 2 within Table 2-1 of the Appendix K *Parking Study Report*, which are both included in the September 2008 Revised Draft EIR, cite the City's *Unified Development Code* definition of gross floor area, which was used as the basis to determine the floor area values represented within the table. This footnote reads as follows, "Floor Area (gross) shall mean the sum of the gross horizontal areas of several floors of the building measured from the exterior faces of the exterior walls excluding exterior balconies and porches. Floor area shall not include stairwells, vertical shafts and attics and mechanical penthouses provided there are not usable rooms, no windows and the mechanical penthouse area is used exclusively for mechanical equipment."

As noted in a comment on the September 2008 Revised Draft EIR, the footnote in the two exhibits listed above does not reflect a recent *Unified Development Code* amendment that took effect in February 2007 which removed stairways from the list of gross floor area exclusions. As a result, the City-required parking, as specified in the September 2008 Revised Draft EIR, inadvertently did not include the square footage of stairwell space for MOB 1, 2 and 3 or the stairwell square footage in existing MOB E.

To correct this omission, the HMNMH Master Plan Parking Summary included as part of the September 2008 Revised Draft EIR has been revised to include an additional 2,752 square feet of building space. Specifically, square footage of stairwell space by building is listed below:

MOB 1	800 square feet
MOB 2	800 square feet
MOB 3	800 square feet
<u>MOB E</u>	<u>352 square feet</u>
Total	2,752 square feet

The addition of 2,752 gross square feet of medical office building space, which represents the total square footage of stairwell space, would increase the project's overall parking requirement by 14 parking spaces (applying the City's code ratio of one parking space per 200 square feet). Therefore, the total number of on-campus parking required by the City has been changed from 2,190 spaces to 2,204 spaces (an increase of 14 spaces). 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 and will provide an excess of 27 spaces beyond the code requirements. This adjustment in required parking has been reflected in the HMNMH Master Plan Parking Summary. The total number of parking spaces to be provided on the hospital campus as part of the HMNMH Master Plan Project or the conclusions in the EIR will not change as a result of this revision.

Any and all references in the EIR to City-required parking should be deemed modified by this errata document to reflect a total parking requirement of 2,204 parking spaces.²

C. Fire Protection

In its review of the HMNMH Master Plan Draft EIR, the Forestry Division, Prevention Service Bureau of the Los Angeles County Fire Department submitted written comments. In their comments, they suggested that text in the Environmental Setting discussion be modified. This errata shall serve to modify the text as noted below for the second paragraph under the heading Environmental Setting in Section 5.11, Fire Protection.

The first paragraph on page 5.11-1 of the September 2008 Revised Draft EIR is revised as follows:

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.

~~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-

² References in the EIR include, but are not limited to, Section 5.5 – Parking and Appendix K – Parking Study Report

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.

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**FINAL
ENVIRONMENTAL IMPACT REPORT
FOR THE
HENRY MAYO NEWHALL
MEMORIAL HOSPITAL
MASTER PLAN**

SCH NO. 2004111149

Lead Agency:

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November 6, 2008

JN 10-103970



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CD Page

The attached CD includes the following:

September 2008 Revised Draft EIR

September 2008 Revised Draft EIR Technical Appendices

Final EIR (Errata, Mitigation Monitoring Program, Comments and Responses)