

# Appendix B NOP COMMENTS

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**2006**  
**NOP COMMENTS**

August 18, 2006

**RECEIVED**  
PLANNING DIVISION  
AUG 18 2006

CITY OF SANTA CLARITA

Fred L. Follstad, Senior Planner  
City of Santa Clarita Planning Dept.  
23920 Valencia Blvd., Suite 300  
Santa Clarita, CA 91355-2196

**SUBJECT: HENRY MAYO NEWHALL HOSPITAL NOTICE OF PREPARATION (NOP), MASTER CASE #04-325**

Dear Mr. Follstad:

*Smart Growth SCV* (SGSCV) is an unincorporated association of residents and business owners in the Santa Clarita Valley. Among its goals is the protection of quality of life, property values and a favorable business climate within the Santa Clarita Valley; one of the most rapidly expanding communities in the state of California. In accordance with its goals, SGSCV has reviewed the City's NOP for the expansion of Henry Mayo Newhall Memorial Hospital (HMNMH) and submits the following comments for consideration.

The following table outlines SGSCV's primary concerns. The analysis conducted in the previous DEIR was sub-par on many of these items and SGSCV requests that they be analyzed and addressed in the new DEIR as specifically requested below:

Height	Given that this project as proposed will severely compromise the viewshed of many properties, elevation drawings need to be presented with perspectives relevant to the hillside views from all directly affected homeowners' backyards. In the 2005 Draft Environmental Impact Report (DEIR) for this project, hillside and building elevation drawings were shown with a perspective from the McBean/Orchard Village intersection. The result was building heights compared against the highest elevations of Summit lots, not what would actually be viewed from lots with lower elevations.
Noise	Noise studies should be conducted from both homeowner and hospital lot levels and include the following: <ol style="list-style-type: none"> <li>1. Use of actual helicopters expected to land at the facility and a realistic expectation of take-off/landing frequency given the expanded size and services being proposed for the site.</li> <li>2. Helicopter noise studies should address both "canyon effect" noise reductions and echo/reverberation noise increases created by the additional proposed buildings. <i>(cont'd)</i></li> </ol>

<p>Noise (cont'd)</p>	<ol style="list-style-type: none"> <li>3. Siren noise studies that address increased frequency of trips generated by the expanded size and specialized services proposed by the applicant</li> <li>4. Thorough parking structure noise analysis for each proposed parking structure location, including horn and car alarm noise generated on upper levels of structures. <u>Increase in frequency of alarm noises due to helicopter operations should be included.</u></li> <li>5. Construction noise should be analyzed and mitigations imposed to prohibit such noise during evenings and weekends.</li> <li>6. Anticipated noise that will be produced by the Central Plant must be analyzed and its effects mitigated.</li> </ol>
<p>Traffic</p>	<p>Former DEIR traffic analysis projected increases of roughly 236% on McBean Pkwy with all proposed roadways built out. The new site plan retains the same square footage as before and turn lane additions will not mitigate this problem. Additional study should include:</p> <ol style="list-style-type: none"> <li>1. Not only average daily trips (ADTs) but also a plain English analysis of what is expected during normal business hours of the MOB's. The sheer volume of MOB square footage and the fact that MOB's generate roughly twice the amount of traffic as the hospital requires analysis of daytime and peak traffic hours.</li> <li>2. Traffic increases would surely hasten the General Plan's call for eminent domain of some homes as mitigation. While the developer's plan does not directly call for this, traffic analysis should include thorough investigation of the issue and project when it would occur, especially since the city and the homeowners –not the developer- will eventually incur these costs.</li> <li>3. As traffic has already increased in and around the development site, Arroyo Park has become a thoroughfare for traffic seeking to avoid the congestion. What are the projected increases on this local roadway when traffic is doubled? The DEIR should analyze methods of mitigating this impact?</li> <li>4. Proposed roadways were included in previous studies but proposed projects should be as well. The DEIR must address the cumulative impacts of traffic from projects planned at College of the Canyons, Cal-Arts and the UCLA Film Library as well as Newhall Ranch and other nearby developments. The entire community will be burdened with construction and traffic problems. How will this impact roadway congestion on main streets and local roadways? What haul routes will be used and when? Construction activities should not burden rush hour traffic.</li> </ol>



Land Use and Planning	Lack of an eastside hospital campus was a repeated complaint from eastside SCV residents during several City Council election debates in April 2006. Emergency response is poor in the east valley. How will this massive construction help these residents? Specifically, beyond general growth projections for SCV, the applicant should project growth in the east valley, Castaic, and 126 corridor at the completed 25 year build out. These numbers would provide clarity in determining if approval of this project is really in the best interest of the entire community as the applicant suggests.
Density	The Revised Initial Study discusses square footage and building heights but ignores FAR, which was one of the complaints from homeowners suffering the equivalent of an industrial complex in their RL zoned neighborhood. Proposed FAR and alternatives with reduced FAR are expected to be included in the new DEIR.
Parking	The initial study states that the project will have insufficient parking but that this insufficiency will have less than a significant impact. The project should not be built with insufficient parking period. The users of the facility and the adjacent community should not be burdened by inadequate planning in this regard. The DEIR should discuss how any impact can be avoided by defining any needed mitigation into the proposed project.
Alternatives Analysis	<p>Every EIR is required to discuss a reasonable range of alternatives. Phase one of the project proposes that several buildings be constructed to five stories and/or 85 feet in height. In light of the impacts to adjacent residents it is respectfully suggested that this plan be included as one of the alternatives and that the proposed project instead be defined as a four story buildings with heights no greater than 65 feet. Additional necessary square footage should be added to the basement.</p> <p>Similarly it is suggested that the project define no parking structure with more than four above-ground levels.</p>
Recreation	The initial study states that the project will have a "less than significant impact" on "the quality or quantity of existing recreation opportunities." The project should have no impact in this regard and any such impact should be mitigated even though it is less than significant. The DEIR should discuss how this will be accomplished.
Heliports	Throughout the previous DEIR review for this project, homeowners repeatedly corrected the Applicant which stated that the heliport was "approved under separate action." The heliport has never been formally approved as proposed. This language needs to be removed from DEIR and future public hearings. The heliport proposals, <u>both</u> of which are new in the revised plan, are subject to full CEQA review and a variety of

	other approvals from federal and state aviation authorities. Those agencies need to be notified within the scope of the NOP and approval should not be insinuated until it is actually received (See Revised Initial Study, page 2 under "Master Plan Buildout"). Moreover, a joint EIR/Environmental Impact Study (EIS) should be conducted with the Federal Aviation Administration in order to save time and resources as recommended by the California Environmental Quality Act (CEQA).
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#### **Additional Remarks Regarding Heliports.**

The Revised Initial Study reports that the "Master Plan proposes a relocated heliport (approved under separate action)." This is NOT the case. Resolution No. P04-35, adopted Dec. 7, 2004, granted Minor Use Permit 04-039 specifically for temporary relocation of the helipad to a specific site above the emergency room in the existing hospital building and at a specific height of 32 feet. That permit was found exempt from CEQA review solely because it was defined as "a minor alteration to the existing hospital facilities." Findings of Fact included that the hospital would address a permanent location as a separate issue. Final state and federal approval has not been granted and hospital officials have since abandoned that project. The permit expires Dec. 7, 2006. The BridgeNet Helicopter Noise Analysis, prepared in 2004, dealt only with the temporary relocation, and did not analyze other sites or hospital expansion issues.

The proposed Master Plan offers two new sites for helicopter landing pads, both of which are subject to full review under CEQA guidelines. This full study should include a thorough report on the historical, current and projected number of flights, noise measurements over adjacent residential neighborhoods during extended 24-hour periods, a review of aircraft noise complaints and explanations of recommended and actual flight patterns. Noise studies should include aircraft not previously used, but likely in future operations, such as the Blackhawk. Reliable statistics should be gathered from all sources, including the L.A. County Fire Dept., L.A. County Sheriffs and all other users such as Mercy Flights. Accurate predictions of increased flights should be developed from statistical data, such as the number of flights that could be generated by the inclusion of such specialties as organ transplants, as well as increases due to additions to emergency facilities and in-patient beds. These studies should include air traffic volume at other hospitals similar in size to that proposed by Henry Mayo. Mediation measures should include monitoring actual flights and complaints by non-hospital personnel. Safety issues associated with flights also need to be addressed.

The California Department of Transportation, Division of Aeronautics, is a lead agency in permitting hospital heliports, and should be included as a responsible agency pursuant to the requirements of CEQA in the NOP.

Finally, by all accounts, this is a massive project that will completely transform the Residential Low zoning in which the buildings reside. In fact, the NOP indicates that the project may "potentially significantly impact" 49 out of the 96 categories listed –

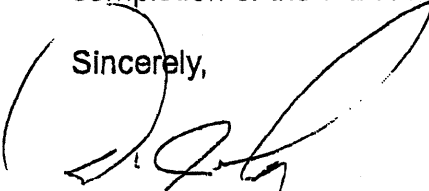
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August 18, 2006

more than half. SGSCV respectfully requests that the DEIR public review period be opened for 90-120 days to allow adequate time to research and analyze the proposal. SGSCV feels that the sheer quantity and magnitude of these impacts warrants this extended period.

Thank you for your consideration of the above comments as you direct the completion of the DEIR for this project.

Sincerely,



David J. Gauny  
Smart Growth SCV  
(661) 255-8771

AUG 16 2006

August 16, 2006

Fred L. Follstad, Senior Planner  
City of Santa Clarita Planning Dept.  
23920 Valencia Blvd., Suite 300  
Santa Clarita, CA 91355-2196

CITY OF SANTA CLARITA

SUBJECT: HENRY MAYO HOSPITAL MASTER PLAN NOP

Dear Mr. Follstad:

The Revised Initial Study reports that the "Master Plan proposes a relocated heliport (approved under separate action)." This is **NOT** the case. Proposed heliports need to be fully addressed within the revised DEIR and the NOP extended to appropriate agencies.

The "separate action" refers to Resolution No. P04-35, adopted Dec. 7, 2004. It granted Minor Use Permit 04-039 specifically for temporary relocation of the helipad to a specific site above the emergency room in the existing hospital building and at a specific height of 32 feet. The Planning Commission deemed the permit exempt from CEQA review solely because it was defined as "a minor alteration to the existing hospital facilities." Findings of Fact included that the hospital would propose an alternative location within the Master Plan approval process. Further, final state and federal approval has not been granted and hospital officials have since abandoned that project. The permit expires Dec. 7, 2006. The BridgeNet Helicopter Noise Analysis, prepared in 2004, dealt only with temporary relocation of the helipad and did not analyze other sites or hospital expansion issues, as required under CEQA.

The proposed Master Plan offers two new sites for helicopter landing pads. State law mandates that hospital heliports, including the exact location, elevation and design, be licensed by DOT. License requirements include "documentation of compliance with the California Environmental Quality Act." (California Code of Regulations, Section 3534 of Title 21, Airports and Heliports)

This full environmental study should include the following:

- A thorough report on the actual historical, estimated current and projected number of flights based on reliable statistics gathered from all sources, including the L.A. County Fire Dept., L.A. County Sheriffs and all other users such as Mercy Flights.
- Accurate predictions of increased flights, based on statistical data, that could be generated by additions to emergency facilities and in-hospital beds, as well as potential inclusion of such specialties as organ transplants. These studies should include air traffic volume at other hospitals similar in size to that proposed by Henry Mayo.
- Measurement of noise over adjacent residential neighborhoods during extended 24-hour periods. Tests should include aircraft not previously used, but likely in future operations, such as the Blackhawk.
- A review of past aircraft noise complaints. Mediation measures should include

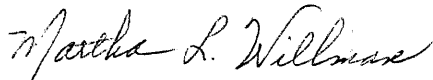
August 16, 2006

monitoring actual flights and complaints by non-hospital personnel. Follow-up noise studies should be included in conditions of approval.

- Explanations of recommended and actual flight patterns. Discussion should point out that even though flight paths are designated over McBean Parkway, for instance, dominant FAA rules grant pilots the ultimate decision.
- Safety issues associated with flights need to be addressed. These studies should take into consideration implications of low-altitude flights over residential neighborhoods.

The California Department of Transportation, Division of Aeronautics, is a lead agency in permitting hospital heliports, and should be included in the NOP. Other governing agencies and guidelines include the Public Utilities Code, California Code of Regulations, Federal Aviation Administration and Federal Aviation Regulations.

Sincerely,



Martha L. Willman  
Homeowner, Valencia Summit

Cc: Santa Clarita Planning Commissioners  
Paul B. Brotzman, Director of Community Development  
Lisa M. Hardy, AICP, Planning Manager



# California Regional Water Quality Control Board

## Los Angeles Region



Recipient of the 2001 *Environmental Leadership Award* from Keep California Beautiful

Linda S. Adams  
Agency Secretary

320 W. 4th Street, Suite 200, Los Angeles, California 90013  
Phone (213) 576-6600 FAX (213) 576-6640 - Internet Address: <http://www.waterboards.ca.gov/losangeles>

Arnold Schwarzeneg  
Governor

August 10, 2006

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PLANNING DIVISION

AUG 15 2006

Fred Follstad, AICP, Senior Planner  
Planning and Economic Development Department  
City of Santa Clarita  
23920 Valencia Blvd., Suite 300  
Santa Clarita, CA 91355

CITY OF SANTA CLARITA

### COMMENTS ON THE REVISED NOTICE OF PREPARATION AND INITIAL STUDY FOR HENRY MAYO NEWHALL MEMORIAL HOSPITAL

Dear Mr. Follstad:

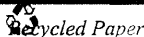
We have reviewed the Revised Notice of Preparation and Initial Study for the 32-acre Henry Mayo Newhall Memorial Hospital facility located at 23845 McBean Parkway in the City of Santa Clarita.

The Los Angeles Regional Water Quality Control Board (LA Water Board) staff may have commented previously on the Draft Environmental Impact Report (EIR) circulated in November 2005. The LA Water Board staff is providing comments on the Storm Water Management (environmental impact checklist Item V) portion, as follows:

1. Checklist No. V.a. may be checked under 'Potentially Significant Impact Unless Mitigation Incorporated' because each specific areas, e.g., central electrical power plant, loading dock area, vehicle area, etc. require site-specific mitigation structural plans;
2. Checklist No. V.b. may be checked under 1. because there will be an increase in runoff volume and flow due to the master plan build-out as this changes percent of impervious land cover of the 32-acre development; and
3. Checklist No. V.d. may be checked under 1. because small tributary streams that connect to the main stream are affected and will be modified by the development.

The Los Angeles County Municipal Storm Water Permit (L.A. County MS4 Permit), under which the City of Santa Clarita is a Permittee, includes a program element called the Development Planning Program (Part 4.§D). This section includes provisions, which are fundamental to the principles of storm water quality management. Namely that as the percent of impervious land cover increases, the water balance shift towards increase runoff with adverse impacts on stream habitat and water quality. The consequences of more runoff occurring more frequently are an increase in pollutant wash-off (among other effects) from the development to the receiving waters.

**California Environmental Protection Agency**



Our mission is to preserve and enhance the quality of California's water resources for the benefit of present and future generations.

Accordingly, the LA Water Board recommends more in-depth analyses and discussion in the EIR specifically on the runoff volume control in combination with proposed treatment train of BMPs (Best Management Practices) preferably on separate reports: (1) comprehensive evaluation of impact, (2) mitigation design and/or approaches of specific area in the 32-acre development, and (3) implementation and maintenance of mitigation plans.

The significant environmental impact of the increase in flow rate and volume was inadequately addressed in an EIR despite drawing attention to it in the Notice of Preparation.

Nevertheless, please note that Part 4 Section D.3 of the L.A. County MS4 Permit requires the implementation of post-construction treatment control BMP using numerical mitigation design criteria, for instance, the volume of runoff produced from the first the 85<sup>th</sup> percentile rainfall event or the volume of annual runoff to achieve 80 percent of volume treatment, among others. Enclosed is a copy of these pages of L.A. County MS4 Permit.

You may view the entire permit at:

[http://www.waterboards.ca.gov/losangeles/html/programs/stormwater/sw\\_municipal.html](http://www.waterboards.ca.gov/losangeles/html/programs/stormwater/sw_municipal.html)

If you have any questions, please call Carlos D. Santos at (213) 620-2093.

Sincerely,




Xavier Swamikannu, D.Env.  
Chief, Storm Water Permitting

Enclosures

cc: Bruce Fujimoto, Division of Water Quality, SWRCB  
Robert Newman, Director, DPW, City of Santa Clarita  
Jim Hartl, L.A. County Regional Planning  
Angelique Carreon, L.A. County Regional Planning

**California Environmental Protection Agency**

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*Our mission is to preserve and enhance the quality of California's water resources for the benefit of present and future generations.*

inspection of the facility to confirm the complaint to determine if the facility is effectively complying with the SQMP and municipal storm water/urban runoff ordinances, and to oversee corrective action.

- (4) **Support of Regional Board Enforcement Actions:** As directed by the Regional Board Executive Officer, Permittees shall support Regional Board enforcement actions by: assisting in identification of current owners, operators, and lessees of facilities; providing staff, when available, for joint inspections with Regional Board inspectors; appearing as witnesses in Regional Board enforcement hearings; and providing copies of inspection reports and other progressive enforcement documentation.
- (5) **Participation in a Task Force:** The Permittees, Regional Board, and other stakeholders may form a Storm Water Task Force, the purpose of which is to communicate concerns regarding special cases of storm water violations by industrial and commercial facilities and to develop a coordinated approach to enforcement action.

#### D. Development Planning Program

The Permittees shall implement a development-planning program that will require all Planning Priority development and Redevelopment projects to:

- Minimize impacts from storm water and urban runoff on the biological integrity of Natural Drainage Systems and water bodies in accordance with requirements under CEQA (Cal. Pub. Resources Code § 21100), CWC § 13369, CWA § 319, CWA § 402(p), CWA § 404, CZARA § 6217(g), ESA § 7, and local government ordinances ;
  - Maximize the percentage of pervious surfaces to allow percolation of storm water into the ground;
  - Minimize the quantity of storm water directed to impervious surfaces and the MS4;
  - Minimize pollution emanating from parking lots through the use of appropriate Treatment Control BMPs and good housekeeping practices;
  - Properly design and maintain Treatment Control BMPs in a manner that does not promote the breeding of vectors; and
  - Provide for appropriate permanent measures to reduce storm water pollutant loads in storm water from the development site.
1. Peak Flow Control

The Permittees shall control post-development peak storm water runoff discharge rates, velocities, and duration (peak flow control) in Natural



which may endanger public safety (i.e., create an explosive environment) are considered not appropriate;

- f) Restaurants (SIC 5812) [5,000 square feet or more of surface area];
  - g) Parking lots 5,000 square feet or more of surface area or with 25 or more parking spaces;
  - h) Projects located in, adjacent to or discharging directly to an ESA that meet threshold conditions identified above in 2.e; and
  - i) Redevelopment projects in subject categories that meet Redevelopment thresholds.
5. Not later than March 10, 2003, each Permittee shall require the implementation of SUSMP and post-construction control requirements for the industrial/commercial development category to projects that disturb one acre or more of surface area.
6. Site Specific Mitigation

Each Permittee shall, no later than September 2, 2002, require the implementation of a site-specific plan to mitigate post-development storm water for new development and redevelopment not requiring a SUSMP but which may potentially have adverse impacts on post-development storm water quality, where one or more of the following project characteristics exist:

- a) Vehicle or equipment fueling areas;
  - b) Vehicle or equipment maintenance areas, including washing and repair;
  - c) Commercial or industrial waste handling or storage;
  - d) Outdoor handling or storage of hazardous materials;
  - e) Outdoor manufacturing areas;
  - f) Outdoor food handling or processing;
  - g) Outdoor animal care, confinement, or slaughter; or
  - h) Outdoor horticulture activities.
7. Redevelopment Projects
- The Permittees shall apply the SUSMP, or site specific requirements including post-construction storm water mitigation to all Planning Priority Projects that undergo significant Redevelopment in their respective categories.
- a) Significant Redevelopment means land-disturbing activity that results in the creation or addition or replacement of 5,000 square

feet or more of impervious surface area on an already developed site.

Where Redevelopment results in an alteration to more than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post development storm water quality control requirements, the entire project must be mitigated. Where Redevelopment results in an alteration to less than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post development storm water quality control requirements, only the alteration must be mitigated, and not the entire development.

- b) Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety.
- c) Existing single family structures are exempt from the Redevelopment requirements.

8. Maintenance Agreement and Transfer

Each Permittee shall require that all developments subject to SUSMP and site specific plan requirements provide verification of maintenance provisions for Structural and Treatment Control BMPs, including but not limited to legal agreements, covenants, CEQA mitigation requirements, and or conditional use permits. Verification at a minimum shall include:

- a) The developer's signed statement accepting responsibility for maintenance until the responsibility is legally transferred; and either
- b) A signed statement from the public entity assuming responsibility for Structural or Treatment Control BMP maintenance and that it meets all local agency design standards; or
- c) Written conditions in the sales or lease agreement, which requires the recipient to assume responsibility for maintenance and conduct a maintenance inspection at least once a year; or
- d) Written text in project conditions, covenants and restrictions (CCRs) for residential properties assigning maintenance responsibilities to the Home Owners Association for maintenance of the Structural and Treatment Control BMPs; or
- e) Any other legally enforceable agreement that assigns responsibility for the maintenance of post-construction Structural or Treatment Control BMPs.

9. Regional Storm Water Mitigation Program

A Permittee or Permittee group may apply to the Regional Board for approval of a regional or sub-regional storm water mitigation program to substitute in part or wholly SUSMP requirements. Upon review and a determination by the Regional Board Executive Officer that the proposal is technically valid and appropriate, the Regional Board may consider for approval such a program if its implementation will:

- a) Result in equivalent or improved storm water quality;
- b) Protect stream habitat;
- c) Promote cooperative problem solving by diverse interests;
- d) Be fiscally sustainable and has secure funding; and
- e) Be completed in five years including the construction and start-up of treatment facilities.

Nothing in this provision shall be construed as to delay the implementation of SUSMP requirements, as approved in this Order.

10. Mitigation Funding

The Permittees may propose a management framework, for endorsement by the Regional Board Executive Officer, to support regional or sub-regional solutions to storm water pollution, where any of the following situations occur:

- a) A waiver for impracticability is granted;
- b) Legislative funds become available;
- c) Off-site mitigation is required because of loss of environmental habitat; or
- d) An approved watershed management plan or a regional storm water mitigation plan exists that incorporates an equivalent or improved strategy for storm water mitigation.

11. California Environmental Quality Act (CEQA) Document Update

Each Permittee shall incorporate into its CEQA process, with immediate effect, procedures for considering potential storm water quality impacts and providing for appropriate mitigation when preparing and reviewing CEQA documents. The procedures shall require consideration of the following:

- a) Potential impact of project construction on storm water runoff;
- b) Potential impact of project post-construction activity on storm water runoff;
- c) Potential for discharge of storm water from areas from material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous

materials handling or storage, delivery areas or loading docks, or other outdoor work areas;

- d) Potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit;
- e) Potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and water bodies;
- f) Potential for significant changes in the flow velocity or volume of storm water runoff that can cause environmental harm; and
- g) Potential for significant increases in erosion of the project site or surrounding areas.

12. General Plan Update

- a) Each Permittee shall amend, revise or update its General Plan to include watershed and storm water quality and quantity management considerations and policies when any of the following General Plan elements are updated or amended: (i) Land Use, (ii) Housing, (iii) Conservation, and (iv) Open Space.
- b) Each Permittee shall provide the Regional Board with the draft amendment or revision when a listed General Plan element or the General Plan is noticed for comment in accordance with Cal. Govt. Code § 65350 *et seq.*

13. Targeted Employee Training

Each Permittee shall train its employees in targeted positions (whose jobs or activities are engaged in development planning) regarding the development planning requirements on an annual basis beginning no later than August 1, 2002, and more frequently if necessary. For Permittees with a population of 250,000 or more (2000 U.S. Census), training shall be completed no later than February 3, 2003.

14. Developer Technical Guidance and Information

- a) Each Permittee shall develop and make available to the developer community SUSMP (development planning) guidelines immediately.
- b) The Principal Permittee in partnership with Permittees shall issue no later than February 2, 2004, a technical manual for the siting and design of BMPs for the development community in Los Angeles County. The technical manual may be adapted from the revised California Storm Water Quality Task Force Best Management Practices Handbooks scheduled for publication in September 2002. The technical manual shall at a minimum include:

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

28648 The Old Road  
Valencia, CA 91355  
(661)294-5540  
(800) 735-2929 (TT/TDD)  
(800) 735-2922 (Voice)



RECEIVED  
PLANNING DIVISION

JUL 20 2006

CITY OF SANTA CLARITA

July 14, 2006

File No.: 540.9107.13086

Mr. Fred Follstad  
City of Santa Clarita  
23920 Valencia Bl., Suite 300  
Santa Clarita, CA 91355

Dear Mr. Follstad:

This is in response to the Notice of Preparation of a Draft Environmental Impact Report, dated July 12, 2006, for the Henry Mayo Hospital Master Plan Project, SCH #2004111149.

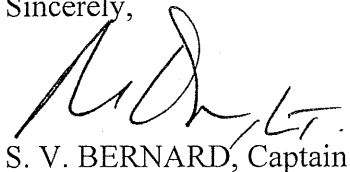
The proposed project will be located within the City of Santa Clarita and within the jurisdiction of the Los Angeles Sheriffs Department. Therefore, traffic enforcement and accident investigation will be the responsibility of their agency.

In reviewing this project, State Clearinghouse Number 2004111149, our concern was what effect this projects will have on traffic. It appears traffic will be minimal and should not have a significant impact.

Sergeant R. Miler will be our Department's contact person for the project. If you have any questions or concerns, he may be reached at the above address or telephone number.

Thank you for allowing us the opportunity to comment on this project.

Sincerely,

  
S. V. BERNARD, Captain

Commander  
Newhall Area

Cc: Southern Division  
Special Projects Section



PUBLIC UTILITIES COMMISSION

320 WEST 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



STATE OF CALIFORNIA  
PUBLIC UTILITIES DIVISION

AUG 09 2006

CITY OF SANTA CLARITA

August 8, 2006

Fred Follstad, AICP, Senior Planner  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, CA 91355

Dear Mr. Follstad:

Re: SCH# 2004111149; Henry Mayo Newhall Memorial Hospital Master Plan EIR

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near Metrolink's Antelope Valley Line right-of-way be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at [rxm@cpuc.ca.gov](mailto:rxm@cpuc.ca.gov).

Sincerely,

Rosa Muñoz, PE  
Utilities Engineer  
Rail Crossings Engineering Section  
Consumer Protection & Safety Division

C: Ron Mathieu, Metrolink  
Freddy Cheung, UP

## PUBLIC UTILITIES COMMISSION

320 WEST 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



August 8, 2006

PLANNING DIVISION

AUG 8 2006

CITY OF SANTA CLARITA

Fred Follstad, AICP, Senior Planner  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, CA 91355

Dear Mr. Follstad:

Re: SCH# 2006071050; Santa Clarita Enterprise Zone Application

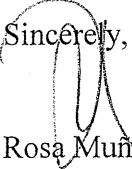
As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near Metrolink's Antelope Valley Line right-of-way be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at [rxm@cpuc.ca.gov](mailto:rxm@cpuc.ca.gov).

Sincerely,

  
Rosa Muñoz, PE  
Utilities Engineer  
Rail Crossings Engineering Section  
Consumer Protection & Safety Division

C: Ron Mathieu, Metrolink  
Freddy Cheung, UP



**Metro**

**RECEIVED**  
PLANNING DIVISION

**JUL 20 2006**

July 18, 2006

Fred Follstad  
Senior Planner  
Community Development Department  
City of Santa Clarita  
23920 Valencia Blvd., Suite 302  
Santa Clarita, CA 91355

CITY OF SANTA CLARITA

Dear Mr. Follstad:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Revised Henry Mayo Newhall Memorial Hospital Master Plan project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with both highway and freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix B. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

1. Evidence that in addition to Metro, all affected municipal transit operators received the NOP for the Draft EIR;
2. A summary of all the existing transit services in the area;
3. Estimated project trip generation and mode assignment for both morning and evening peak periods;
4. Documentation on the assumptions/analyses used to determine the number of percentage of trips assigned to transit;



5. Information on facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
6. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

Metro looks forward to reviewing the Draft EIR. If you have any questions regarding this response, contact me at 213-922-6908 or by email at [chapmans@metro.net](mailto:chapmans@metro.net). Please send the Draft EIR to the following address:

Metro CEQA Review Coordination  
One Gateway Plaza MS 99-23-2  
Los Angeles, CA 90012-2952  
Attn: Susan Chapman

Sincerely,

A handwritten signature in black ink, appearing to read "Susan F. Chapman". The signature is fluid and cursive, with a long horizontal stroke at the end.

Susan F. Chapman  
Program Manager, Long Range Planning



COUNTY OF LOS ANGELES  
DEPARTMENT OF HEALTH SERVICES  
**Public Health**

THOMAS L. GARTHWAITE, M.D.  
Director of Health Services and Chief Medical Officer

JONATHAN E. FIELDING, M.D., M.P.H.  
Director of Public Health and Health Officer

**Environmental Health**  
ARTURO AGUIRRE, R.E.H.S., M.A.  
Director of Environmental Health

**Bureau of Environmental Protection**  
Mt. & Rural/Water, Sewage Subdivision Program  
5050 Commerce Drive  
Baldwin Park, CA 91706-1423  
TEL (626) 430-5380 • FAX (626) 813-3016  
[www.lapublichealth.org/eh/broas/enviro](http://www.lapublichealth.org/eh/broas/enviro)



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July 27, 2006

City of Santa Clarita  
23920 Valencia Blvd., Suite 300  
Santa Clarita, CA 91355  
Attention: Fred Follstad

Subject: Revised Notice of Preparation of Draft Environmental Impact Report State  
Clearinghouse #2004111149 ( Henry Mayo Memorial Hospital )

This is in response to your Revised Notice of Consultation request for comments on this proposal.

The proposed facility will be connected to the County sewer system and the water will be provided by Valencia Water Co. We do not have any objections to this project at this time.

If you have any questions or should require additional information, please contact me at 626-430-5380.

Very Truly Yours,

Mihye Shur, REHS IV  
Mountain & Rural/ Water & Sewage Program

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PLANNING DIVISION

JUL 31 2006

CITY OF SANTA CLARITA



South Coast  
Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • www.aqmd.gov

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PLANNING DIVISION

AUG 01 2006

CITY OF SANTA CLARITA

July 26, 2006

Mr. Fred Follstad, AICP, Senior Planner  
City of Santa Clarita  
23920 Valencia Blvd., Suite 300  
Santa Clarita, CA 91355-2196

Dear Mr. Follstad:

**Revised Notice of Preparation of a Draft Environmental Impact Report for  
Henry Mayo Memorial Hospital Master Plan**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. In addition, please send with the Draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files.

**Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the SCAQMD Website at: [www.aqmd.gov/ceqa/models.html](http://www.aqmd.gov/ceqa/models.html).

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

Consistent with the SCAQMD's environmental justice enhancement I-4, in October 2003, the SCAQMD Governing Board adopted a methodology for calculating localized air quality impacts and localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis

by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: [http://www.aqmd.gov/ceqa/handbook/mobile\\_toxic/mobile\\_toxic.html](http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html). An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

### **Mitigation Measures**

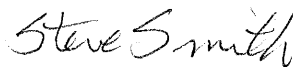
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

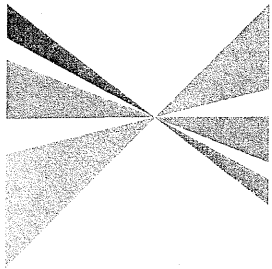


Steve Smith, Ph.D.  
Program Supervisor, CEQA Section  
Planning, Rule Development and Area Sources

SS:CB:li

LAC060713-01LI  
Control Number

SOUTHERN CALIFORNIA



**ASSOCIATION of GOVERNMENTS**

**Main Office**

818 West Seventh Street  
12th Floor  
Los Angeles, California  
90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

August 10, 2006

Mr. Fred Follstad, AICP  
Senior Planner  
City of Santa Clarita  
23920 Valencia Boulevard, Ste. 300  
Santa Clarita, CA 91355-2196

**RE: SCAG Clearinghouse No. I 20060481 Henry Mayo Memorial Hospital Master Plan (Master Case 04-325)**

Dear Mr. Follstad:

Thank you for submitting the **Henry Mayo Memorial Hospital Master Plan (Master Case 04-325)** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Henry Mayo Memorial Hospital Master Plan (Master Case 04-325)**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project will be published in SCAG's **July 1-31, 2006 Intergovernmental Review Clearinghouse Report** for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1851. Thank you.

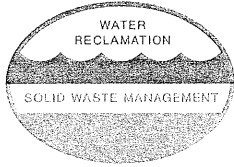
Sincerely,

**APRIL GRAYSON**  
Associate Regional Planner  
Intergovernmental Review

PLANNING DIVISION

AUG 11 2006

Doc #124743



# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

JAMES F. STAHL  
Chief Engineer and General Manager

July 20, 2006

File No: SCV-00.04-00

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PLANNING DIVISION

JUL 24 2006

Mr. Fred Follstad, AICP, Senior Planner  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, CA 91355

CITY OF SANTA CLARITA

Dear Mr. Follstad:

## **Henry Mayo Memorial Hospital Master Plan (Master Case 04-325)**

The County Sanitation Districts of Los Angeles County (Districts) received a Revised Notice of Preparation of a Draft Environmental Impact Report for the subject project on July 13, 2006. The proposed development is located within the jurisdictional boundaries of the Santa Clarita Valley Sanitation District (a consolidation of Districts Nos. 26 and 32). We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Valencia Trunk Sewer, located in McBean Parkway at Avenida Navarre. This 18-inch diameter trunk sewer has a design capacity of 6.7 million gallons per day (mgd) and conveyed a peak flow of 5.1 mgd when last measured in 2003.
2. The District operates two water reclamation plants (WRPs), the Saugus WRP and the Valencia WRP, which provide wastewater treatment in the Santa Clarita Valley. These facilities are interconnected to form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System (SCVJSS). The SCVJSS has a design capacity of 28.1 mgd and currently processes an average flow of 21.1 mgd.
3. The expected increase in average wastewater flow from the project site at buildout is approximately 400,000 gallons per day.
4. The proposed project may require an amendment to a Districts' permit for Industrial Wastewater Discharge. Project developers should contact the Districts' Industrial Waste Section at extension 2900, in order to reach a determination on this matter. If this update is necessary, project developers will be required to forward copies of final plans and supporting information for the proposed project to the Districts for review and approval before beginning project construction.
5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation

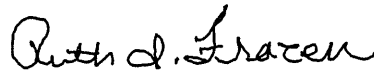
already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. A copy of the Connection Fee Information Sheet is enclosed for your convenience. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

James F. Stahl



Ruth I. Frazen  
Engineering Technician  
Facilities Planning Department

RIF:rf

Enclosure

c: S. Wienke

664750.1

**INFORMATION SHEET FOR APPLICANTS  
PROPOSING TO CONNECT OR INCREASE THEIR DISCHARGE TO  
THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY SEWERAGE SYSTEM**

**THE PROGRAM**

The County Sanitation Districts of Los Angeles County are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to a Sanitation District's sewerage system. Your connection to a City or County sewer constitutes a connection to a Sanitation District's sewerage system as these sewers flow into a Sanitation District's system. The County Sanitation Districts of Los Angeles County provide for the conveyance, treatment, and disposal of your wastewater. **PAYMENT OF A CONNECTION FEE TO THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY WILL BE REQUIRED BEFORE A CITY OR THE COUNTY WILL ISSUE YOU A PERMIT TO CONNECT TO THE SEWER.**

**I. WHO IS REQUIRED TO PAY A CONNECTION FEE?**

1. Anyone connecting to the sewerage system for the first time for any structure located on a parcel(s) of land within a County Sanitation District of Los Angeles County.
2. Anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on or a change in land usage of a parcel already connected to the sewerage system.
3. Anyone increasing the improvement square footage of a commercial or institutional parcel by more than 25 percent.
4. Anyone increasing the quantity and/or strength of wastewater from an industrial parcel.
5. If you qualify for an Ad Valorem Tax or Demolition Credit, connection fee will be adjusted accordingly.

**II. HOW ARE THE CONNECTION FEES USED?**

The connection fees are used to provide additional conveyance, treatment, and disposal facilities (capital facilities) which are made necessary by new users connecting to a Sanitation District's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program insures that all users pay their fair share for any necessary expansion of the system.

**III. HOW MUCH IS MY CONNECTION FEE?**

Your connection fee can be determined from the Connection Fee Schedule specific to the Sanitation District in which your parcel(s) to be connected is located. A Sanitation District boundary map is attached to each corresponding Sanitation District Connection Fee Schedule. Your City or County sewer permitting office has copies of the Connection Fee Schedule(s) and Sanitation District boundary map(s) for your parcel(s). If you require verification of the Sanitation District in which your parcel is located, please call the Sanitation Districts' information number listed under Item IX below.

**IV. WHAT FORMS ARE REQUIRED\*?**

The Connection Fee application package consists of the following:

1. Information Sheet for Applicants (this form)
2. Application for Sewer Connection



3. Connection Fee Schedule with Sanitation District Map (one schedule for each Sanitation District)

\*Additional forms are required for Industrial Dischargers.

#### **V. WHAT DO I NEED TO FILE?**

1. Completed Application Form
2. A complete set of architectural blueprints (not required for connecting one single family home)
3. Fee Payment (checks payable to: County Sanitation Districts of Los Angeles County)
4. Industrial applicants must file additional forms and follow the procedures as outlined in the application instructions

#### **VI. WHERE DO I SUBMIT THE FORMS?**

Residential, Commercial, and Institutional applicants should submit the above listed materials either by mail or in person to:

County Sanitation Districts of Los Angeles County  
Connection Fee Program, Room 130  
1955 Workman Mill Road  
Whittier, CA 90601

Industrial applicants should submit the appropriate materials directly to the City or County office which will issue the sewer connection permit.

#### **VII. HOW LONG DOES IT TAKE TO PROCESS MY APPLICATION?**

Applications submitted by mail are generally processed and mailed within three working days of receipt. Applications brought in person are processed on the same day provided the application, supporting materials, and fee is satisfactory. Processing of large and/or complex projects may take longer.

#### **VIII. HOW DO I OBTAIN MY SEWER PERMIT TO CONNECT?**

*An approved Application for Sewer Connection will be returned to the applicant after all necessary documents for processing have been submitted.* Present this approved-stamped copy to the City or County Office issuing sewer connection permits for your area at the time you apply for actual sewer hookup.

#### **IX. HOW CAN I GET ADDITIONAL INFORMATION?**

If you require assistance or need additional information, please call the County Sanitation Districts of Los Angeles County at (562) 908-4288, extension 2727.

#### **X. WHAT ARE THE DISTRICTS' WORKING HOURS?**

The Districts' offices are open between the hours of 7:00 a.m. and 4:00 p.m., Monday through Thursday, and between the hours of 7:00 a.m. and 3:00 p.m. on Friday, except holidays. When applying in person, applicants must be at the Connection Fee counter at least 30 minutes before closing time.

August 14, 2006

Fred Follstad, AICP, Senior Planner  
City of Santa Clarita  
Planning and Economic Development Department  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, California 91355-2196

RECEIVED  
PLANNING DIVISION

AUG 17 2006

CITY OF SANTA CLARITA

Subject: Henry Mayo Hospital Master Plan–Revised Notice of Preparation  
Ref: Master Plan (Master Case 04-325) Revised Draft Environmental Impact  
Report

Dear Fred,

This is in response to your letter dated July 19, 2006 (received July 26, 2006) concerning the revised Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR). I have the following comments regarding the revised master plan changes and the revised initial study evaluation results.

### **Heliports**

It now appears that phase one will have a new heliport on the rooftop of the 740 space parking structure. In the master plan build out, there is another heliport on top of the proposed new hospital inpatient tower (Building A). I see no mention in the revised initial study evaluation of any plan to abandon the parking lot heliport after the building A is completed. In fact, I feel the hospital has full intention of using both heliports. The impact of using the two heliports must be clearly addressed in the revised EIR. If the parking structure heliport is only “temporary” then it must be clearly identified as such and that only one “permanent” heliport will be approved.

### **Revised Northwest Parking Structures**

It is still not clear as to when these massive new parking structures will be constructed. If allowed as proposed, they will have a significant impact to the neighbors immediately above the hillsides. The impact of noise, light and glare, and aesthetics must be clearly investigated and addressed in the revised EIR in regard to these structures.

### **Building Heights**

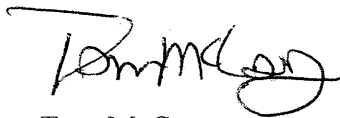
It seems obvious that the revised hospital campus has moved a number of initial patient towers around from the earlier draft EIR yet the end result seems to be the same overall square footage. It appears there is no serious consideration by the hospital to downsize the scope of the project to better fit the available residential area, such as Alternative One which was considered the best “Environmentally Superior Alternative” in the current draft EIR. Again, this is an existing residential area and the proposed medical office

building density along with building heights of up to 85 feet is just not an acceptable alternative. Why has the hospital abandoned the use of the present hospital pavilion? This could be converted to inpatient floor space, reducing the need to have to go to 85 foot building heights. The proposed master plan land usage with existing buildings on both sides of the new 85-foot inpatient towers has a very negative aesthetic impact. Does this meet the city's architecture standards and land usage criteria?

**Master Plan Impact to Surrounding Real Estate Values.**

The draft EIR did not address the impact that the master plan would have on future real estate values. This is one of the most asked questions I get when I talk to my concerned neighbors. View lots facing the hospital campus together with the surrounding adjacent neighborhoods will be directly affected by the increase in helicopter traffic, siren noise, light and glare, and additional traffic noise on adjacent side streets. All of these impacts will have a negative impact on property values. This concern needs to be evaluated and addressed in the revised EIR.

Sincerely,



Tom McCoy  
25853 Parma Court  
Valencia CA 91355  
661-255-7842  
[tommccoy1@comcast.net](mailto:tommccoy1@comcast.net)

CC: Concerned Homeowners Executive Committee Members  
Jeff Lambert

**2004**  
**NOP COMMENTS**



**COUNTY OF LOS ANGELES**  
**DEPARTMENT OF PUBLIC WORKS**

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900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
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www.ladpw.org

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JAN 26 2005

RBF CONSULTING

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

IN REPLY PLEASE  
REFER TO FILE: LD-0

January 6, 2005

Ms. Wendy Deats  
Assistant Planner II  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, CA 91355

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PLANNING DIVISION

JAN 07 2005

PLANNING & ECONOMIC DEVELOPMENT  
CITY OF SANTA CLARITA

Dear Ms. Deats:

**RESPONSE TO NOTICE OF PREPARATION**  
**HENRY MAYO NEWHALL MEMORIAL HOSPITAL**  
**MASTER PLAN PROJECT**  
**CITY OF SANTA CLARITA**

Thank you for the opportunity to review the Notice of Preparation of a Draft Environmental Impact Report for the Henry Mayo Newhall Memorial Hospital Master Plan Project.

We believe that this project has the potential to significantly impact the County and County/City roadways and intersections in the area. We would like the opportunity to review the draft environmental impact report and traffic study upon their completion. The County's methodology shall be used when evaluating the County and/or County/City intersections. The study shall also address the cumulative impacts generated by this and nearby developments and include the level of service analysis for the affected intersections. If traffic signals or other mitigation measures are warranted at the affected intersections, the applicant shall determine its proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. A copy of our Traffic Impact Analysis Report Guidelines is enclosed.

Post-it® Fax Note	7671	Date	1-6-05	# of pages	16
To	WENDY DEATS	From	CLARICE NASH		
Co./Dept.	CITY OF S.C.	Co.	DPW		
Phone #		Phone #	(626) 458-5910		
Fax #	(661) 259-8125	Fax #			

Ms. Wendy Deats  
January 6, 2005  
Page 2

If you have any questions regarding these comments, please contact Ms. Clarice Nash at (626) 458-5910.

Very truly yours,

DONALD L. WOLFE  
Interim Director of Public Works

A handwritten signature in cursive script that reads "Dennis Hunter".

DENNIS HUNTER  
Assistant Division Engineer  
Land Development Division

CRN:jmw

P:\CEQA\CLARICE\10p4HenryMayo.doc

Enc.

# Traffic Impact Analysis Report Guidelines



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January 1, 1997

Prepared by the County of Los Angeles  
Department of Public Works

**Donald L. Wolfe**  
Interim Director of Public Works

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## I. Introduction

The County of Los Angeles Department of Public Works has established the following Guidelines for the preparation of Traffic Impact Analysis (TIA) reports. The purpose of these Guidelines is to establish procedures to ensure consistency of analysis and the adequacy of information presented and timely review by County staff. It is strongly recommended that the applicant's traffic engineer consult with County staff before beginning the study to establish the scope and basic assumptions of the study and any deviations from these Guidelines to avoid unnecessary delays or revisions. For assistance in the TIA scoping process, the Traffic and Lighting Division, Traffic Studies Unit, can be contacted at (626) 300-4820.

## II. Requirements

Generally, the Department staff is concerned with adverse impacts on traffic if:

1. Traffic generated by a project considered alone or cumulatively with other related projects, when added to existing traffic volumes, exceeds certain capacity thresholds of an intersection or roadway, contributes to an unacceptable level of service (LOS), or exacerbates an existing congested condition.
2. Project generated traffic interferes with the existing traffic flow (e.g., due to the location of access roads, driveways, and parking facilities).
3. Proposed access locations do not provide for adequate safety (e.g., due to limited visibility on curving roadways).
4. Nonresidential uses generate commuter or truck traffic through a residential area.
5. Project generated traffic significantly increases on a residential street and alters its residential character.

A traffic report must be prepared by a registered Civil or Traffic Engineer. A traffic report is generally needed if a project generates over 500 trips per day or where other possible adverse impacts as discussed in the Analysis and Impact Section (see page 4) of these Guidelines are identified. Before a full review is conducted, the County staff will check the completeness of the TIA report using the attached check list (Exhibit A). If the report is missing any of the check list items, it will be returned for revision.

### III. TIA Report Contents

#### A. Project Description

The following information is required:

1. A description of the project, including those factors which quantify traffic generators, e.g., dwelling units, square feet of office space, persons to be employed, restaurant seats, acres of raw land, etc. For residential developments, the description should indicate the type of residence, (e.g., one level or townhouse condominiums, and if its use is for families, adults or retirees).
2. A plot plan showing proposed driveways, streets, internal circulation, and any new parking facilities on the project site.
3. A vicinity map showing the site location and the study area relative to other transportation systems.
4. A brief history of the projects that are part of the phased Master Plan or a parent tract/parcel map.

#### B. Transportation Circulation Setting

The following information is required:

##### 1. Existing and Proposed Site Uses

A description of the permitted and/or proposed uses of the project site in terms of the various zoning and land use categories of the County, and the status and the usage of any facilities currently existing on the site.

##### 2. Existing and Proposed Roadways and Intersections

A description of existing streets and roadways, both within the project site (if any) and in the surrounding area. Include information on the roadway classifications (per the Highway Plan), the number of lanes and roadway widths, signalized intersections, separate turn lanes, and the signal phases for turning movements.

Existing daily directional and peak-hour through and turning traffic volumes on the roadways surrounding and/or logically associated with the project site, including Secondary and Major highways and freeways. Local streets affected by the project should also be shown. Each report shall include appendices providing count data used in the preparation of the report. The source and date of the traffic volume information shall be indicated. Count data should not be over one year old. Since peak volumes vary considerably, a ten percent daily variation is not uncommon, especially on recreational routes or roadways near shopping centers; therefore, representative peak-hour volumes are to be chosen carefully.

All assumed roadways and intersections or any other transportation circulation improvements must be identified and discussed. The discussion should include the scope and the status of the assumed improvements including the construction schedule and financing plan. It should be noted that all assumed roadways and intersections or any other transportation circulation improvements will be made a condition of approval for the project to be in place prior to the issuance of building permits. If assumed improvements do not get built on time due to an unforeseeable condition, traffic conditions for a different assumed highway network or other mitigation measures will be considered if a traffic study is submitted with a different assumed network or other measures are recommended to mitigate the traffic impact in question.

### **C. Analysis and Impact**

The following information is required:

#### **1. Trip Generation Analysis**

Tabulate the estimated number of daily trips and a.m. and p.m. peak-hour trips generated by the proposed project entering and exiting the site. Trip generation factors and source are to be included. The trip generation rates contained in the latest edition of the Institute of Transportation Engineers Trip Generation manual should generally be used, except in the case of condominiums/townhomes when the following rates should be used per unit:

	ADT	A.M.-Peak	P.M.-Peak
		Outgoing/Incoming	Outgoing/Incoming
Condominiums/ Townhomes	8.0	0.48/0.06	0.26/0.47

There may be a trip reduction due to internal and/or pass-by trips. Internal trip reduction can only be applied for mixed-use types of developments and pass-by trip reduction for retail/commercial types of developments. Internal or pass-by trip reduction assumptions will require analytical support based on verifiable actual similar developments to demonstrate how the figures were derived and will require approval by the County.

## 2. Trip Distribution

Diagrams showing the percentages and volumes of the project and nearby project's a.m. and p.m. peak-hour trips logically distributed on the roadway system must be provided. The Regional Daily Trip Distribution Factors (Exhibit D-3) contained in the Congestion Management Program (CMP) Land Use Analysis Guidelines shall be referenced for regional trip distribution assumptions. If it is assumed that new routes will alter traffic patterns, adequate backup including traffic distribution maps must be provided showing how and why these routes will alter traffic patterns.

The study area should include arterial highways, freeways, and intersections generally within a one-mile radius of the project site.

Note: This distance may be greater than one-mile for rural areas depending on the proximity to nearby signalized intersections and the availability of master plan access routes.

## 3. Related Projects List

A list of related projects that are approximately within a one-and-a-half mile radius of the project site and would reasonably be expected to be in place by the project's build out year must be included in the report. Related projects shall include all pending, approved, recorded, or constructed projects that are not occupied at the time of the existing traffic counts.

The County of Los Angeles Department of Regional Planning (DRP) and other public agencies (if necessary) should be contacted to obtain the latest listings. A table and a map showing the status, project/zone change/conditional use permit/parcel map/tract number, and the location of each project must be provided. For a computer printout of the listing of all filed projects within the County, Land Development Management Section of the DRP, at (213) 974-6481 can be contacted.

#### 4. LOS Analysis

If it appears that the project's generated traffic alone or together with other projects in the area could worsen the LOS of an intersection or roadway, a "before" and "after" LOS analysis is necessary. The Intersection Capacity Utilization (ICU) or Critical Movement Analysis are two methods often used to assess existing and future LOS at intersections.

If the ICU planning method is used, a maximum of 1,600 vehicles per hour per lane should be used (2,880 vehicles per hour should be used for dual left-turn lanes) and a ten percent yellow clearance cycle should be included. Intersection LOS analysis and calculation work sheets, as well as diagrams showing turning volumes shall be included in the report for the following traffic conditions.

- (a) Existing traffic;
- (b) Existing traffic plus ambient growth to the year the project will be completed (preproject);
- (c) Traffic in (b) plus project traffic;
- (d) Traffic in (c) with the proposed mitigation measures (if necessary);
- (e) Traffic in (c) plus the cumulative traffic of other known developments; and
- (f) Traffic in (e) with the proposed mitigation measures (if necessary).

The project's impact on two-lane roadways should also be analyzed for all of the above traffic conditions if those two-lane roadways are used for access. LOS service analysis contained in the Highway Capacity Analysis, Chapter 8, Two-Lane Highways, should be used to evaluate the project's impact. For simplified

analysis, use the established significant impact thresholds for two-lane roadways as shown on page 6.

### 5. Significant Impact Threshold

For intersections, the impact is considered significant if the project related increase in the volume to capacity (v/c) ratio equals or exceeds the threshold shown below.

INTERSECTIONS		
Preproject		Project V/C Increase
LOS	V/C	
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

The project is deemed to have a significant impact on two-lane roadways when it adds the following percentages based on LOS of the preproject conditions.

TWO-LANE ROADWAYS				
Directional Split	Total Capacity (PCPH)	Percentages Increase In Passenger Car Per Hour (PCPH) by Project		
		Preproject LOS		
		C	D	E/F
50/50	2,800	4	2	1
60/40	2,650	4	2	1
70/30	2,500	4	2	1
80/20	2,300	4	2	1
90/10	2,100	4	2	1
100/0	2,000	4	2	1

## **6. Analysis Discussion**

Discuss conclusions regarding the adverse impacts caused by the proposed project on the roadway system. If the cumulative traffic impact of this and other projects require mitigation measures, such as traffic signals, then estimate the percent share using the project percent share formula given in the Section III D of the TIA Guidelines. When the proposed project and other nearby developments are expected to significantly impact adjacent roadways, the developer may be required to enter into a secured agreement to contribute to a benefit district to fund major roadway and bridge improvements in the region. Also, for all recommendations to increase the number of travel lanes on a street or at an intersection as a mitigation measure, the report must clearly identify the impacts associated with such a change such as whether or not additional right of way will be required and whether it is feasible to acquire the right of way based on the level of development of the adjacent land and buildings (if any).

Discuss other possible adverse impacts on traffic. Examples of these are: (1) the limited visibility of access points on curved roadways; (2) the need for pavement widening to provide left-turn and right-turn lanes at access points into the proposed project; (3) the impact of increased traffic volumes on local residential streets; and (4) the need for road realignment to improve sight distance.

Projects which propose to amend the County=s General Plan Land Use and substantially increase potential traffic generation must provide an analysis of the project at current planned land use versus proposed land use in the build out condition for the project area. The purpose of such analysis is to provide decision makers with the understanding of the planned circulation network=s ability to accommodate additional traffic generation caused by the proposed General Plan Land Use amendments.

### **D. Traffic Models and Model Generated TIA=s**

Computerized traffic models are planning tools used to develop future traffic projections based on development growth patterns. The Department currently operates two traffic models, one for the Santa Clarita Valley and another for the Ventura Corridor area. The Department can test proposed development project traffic impacts for the public in these areas for a fee. For assistance in the traffic modeling, the Planning Division, Transportation

Planning/Assessments Section, can be contacted at (626) 458-4351.

For TIA=s prepared using data from outside traffic modeling, the following information is required:

1. The type of modeling software used to generate the traffic analysis report data (i.e., TRANPLAN, EMME/2, etc.).
2. The list of land use assumptions by traffic analysis zones (TAZ=s) and their sources used in the traffic model in lieu of a related projects list.
3. A copy of the computerized roadway network assumed to be in place at the time of the project. Streets should be color-coded by street type. Also, TAZ=s and their corresponding centroidal connectors, as well as number of lanes should be displayed.
4. The list of trip generation rates used in the traffic model and their sources.
5. Model runs (plots) identifying both the with and without project scenarios. The volumes displayed on the plots should be in 100's for Average Daily Vehicle Trips (ADT) and 10's for peak-hour plots.

#### **E. Traffic Signals**

The following information is required:

Traffic signal warrant analysis using the State of California Department of Transportation (Caltrans) Peak-Hour (Figures 9-8 and 9-9 of Caltrans Traffic Manual) and Estimated Average Daily (Figure 9-4 of Caltrans Traffic Manual) Traffic Warrant Analysis should be provided. If the installation of signals is warranted with the addition of the project's traffic, then the installation will be the sole responsibility of the project. If it is warranted with cumulative traffic of the project and other related projects, the following formula should be used to calculate the project percent share.

$$\text{Project Percentage Share} = \frac{\text{Project Traffic}}{\text{Project+Other Related Projects Traffic}}$$



The project percent share should be based on the peak-hour volumes that warrant signals. If both peak hours satisfy the installation of signals, the average of the two peak-hour volumes should be used in the percent share analysis.

## **F. Mitigation Measures**

The following information is required.

Identify feasible mitigation measures which would mitigate the project and/or other related projects' significant impacts to a level of insignificance. Also, identify those mitigation measures which will be implemented by others. Those mitigation measures that are assumed to be implemented by others will be made a condition of approval for the project to be in place prior to issuance of building permits. Mitigation measures may include, but are not limited to, the following:

### **1. Traffic Engineering Techniques.**

- a. Locate access points to optimize visibility and reduce potential conflict.
- b. Design parking facilities to avoid queuing into public streets during peak arrival periods.
- c. Provide additional off-street parking.
- d. Dedicate visibility easements to assure adequate sight distance at intersections and driveways.
- e. Signalize or modify traffic signals at intersections.
- f. Install left-turn phasing and/or multiple turning lanes to accommodate particularly heavy turning movements.
- g. Widen the pavement to provide left- or right-turn lanes to lessen the interference with the traffic flow.<sup>1</sup>
- h. Widen intersection approaches to provide additional capacity.
- i. Prohibit left turns to and from the proposed development.
- j. Restrict on-street parking during peak hours to increase street capacity.<sup>1</sup>

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<sup>1</sup> Physical roadway improvements to improve capacity should be considered before considering parking restrictions.

**2. Contribute to a benefit district to fund major capital improvements**

- a. Construct a grade separation.
- b. Improve or construct alternate routes.
- c. Complete proposed routes shown on the Los Angeles Highway Plan.
- d. Improve freeway interchanges (bridge, widening, modifications, and etc.).

**3. Transportation System Management (TSM) Techniques<sup>2</sup>**

- a. Establish flexible working hours.
- b. Encourage employee use of carpools and public transportation (specific measures must be indicated).
- c. Establish preferential parking for carpools.
- d. Restrict truck deliveries to Major and Secondary highways and encourage deliveries during the off-peak hours.
- e. Establish a monitoring program to ensure that project traffic volumes do not exceed projected traffic demand.

**Note: When it appears that other jurisdictions will be impacted by a development, the Department will request that the involved jurisdiction also review the TIA. A written response from that jurisdiction should be provided with appropriate follow-up to the lead County agency.**

**G. CMP Guidelines**

The following information is required:

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<sup>2</sup> Contributions to a benefit district and/or TSM techniques may not be used to lower LOS in the capacity calculations.

Where the project meets the criteria established in the County of Los Angeles' CMP Land Use Analysis Guidelines, a CMP analysis must be provided. A copy of the latest Guidelines will be available upon request. A CMP TIA is required for all projects required to prepare an Environmental Assessment based on local determination or projects requiring a traffic study. The geographic area examined in the TIA must include the following, at a minimum.

- § All CMP arterial monitoring intersections (see Exhibit B of the Guidelines), including freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. peak hours.
- § Main line freeway monitoring locations (see Exhibit C of the Guidelines) where the project will add 150 or more trips, in either direction, during the a.m. or p.m. weekday peak hours.
- § Caltrans must also be consulted to identify other specific locations to be analyzed on the State highway system.

If, based on these criteria, the TIA identifies no facilities for study, no further traffic analysis is required.

JHC:ce

T-2/ACCESS

(01/07/99)

Attach.

## EXHIBIT A TRAFFIC IMPACT ANALYSIS REPORT CONTENTS CHECK LIST

*Note: Before a full review is conducted, PW's staff will check the completeness of the Traffic Impact Analysis Report. If the Report is missing any of the items listed below, it will be returned for revision.*

CONTENT	YES/ NO	COMMENT
<b>Site Plan</b> § Access locations § Interior circulation		
<b>Trip Generation Rates</b> § Institute of Transportation Engineers (ITE) trip generation rates § Documentation for alternate rates		
<b>Trip Distribution</b> § Regional § Local project (am/pm) § Local related projects(am/pm)		
<b>Traffic Counts</b> § Taken within one year § Date/Time		
<b>Discounting</b> § Internal trip discounts for mixed use developments § Pass-by trip discounts for commercial/retail developments § Backup		
<b>Level of Service Calculations</b> § Intersection Capacity Utilization (ICU) or Criteria Movement Analysis § 10 percent yellow clearance for ICU planning method § 1,800 vehicles per lane (vpl); 2,880 vpl for dual left-turn lanes for ICU planning method § Calculation sheets § Scenarios as required per Guidelines § Existing/Future lane configurations		
<b>Signal Warrant Analysis</b> § Peak-hour/Average Daily Traffic per the State of California Department of Transportation standards		
<b>Mitigation Measures</b> § Project impacts § Cumulative developments impacts § Projects percent share of the cost to mitigate cumulative development impacts		
<b>Congestion Management Program Analysis</b>		

RECEIVED  
PLANNING DIVISION

DEC 06 2004

PLANNING & ECONOMIC DEVELOPMENT  
CITY OF SANTA CLARITA

25675 Bellerive Drive  
Valencia, Ca. 91355  
December 3, 2004

Wendy Deats  
Assistant Planner II  
City of Santa Clarita  
23920 Valencia Blvd., Suite 300  
Santa Clarita, Ca. 91355

APN: 25675-015

RE: Enclosed letter

Dear Ms. Deats:

My husband and I received the enclosed letter yesterday and though I have read it several times, it does not make any sense to either my husband or myself. I am college educated, work in an administrative role in a local college and have shared such letter with my colleagues. Unfortunately, none of them can shed any light on what this letter may imply.

Perhaps you could advise not only us but also my other neighbors as to what this letter says. Being an original owner of the property on Bellerive, we have been subjected to continued construction at the hospital, increased traffic, helicopters "buzzing" our house at all hours of the day and night, ambulance sirens on a 24/7 basis and signage that is not allowed anywhere else in the valley. (I am referring to the "tacky" sign at the entrance of the hospital as well as the real estate sign on McBean Parkway.) I am curious as to what more we as original citizens of the Santa Clarita Valley must endure even though we do not live in Stevenson Ranch or Northridge. I thought we had reached the ultimate when the City Council created a six-lane freeway on McBean Parkway with no enforcement of the speed limits. It is now too dangerous to even walk on that sidewalk anymore.

Please provide a brief description as to what is being proposed by the hospital.

Thank you.

  
Bobette Heuer

FILE NO. 1-7-2100

DATE: May 23, 2002

**CODE APPLICATION NOTICE**

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**CODE SECTION:** Title 24, Part 1, Article 21 (Plan Review, Building Inspection and Certification of Surgical Clinics, Chronic Dialysis Clinics and Outpatient Services Clinics), OSHPD 3 amendments and other applicable provisions in the California Building Code (including Chapter 422A), California Mechanical Code (including Tables 4-A and 4-B), California Plumbing Code, California Electrical Code and California Fire Code. (Copies of Title 24, Part 1 and OSHPD 3 requirements are available from the Office upon request.)

**INTERPRETATION:**

OSHPD 3 requirements for clinics shall only be applied to outpatient facilities or clinics that are licensed pursuant to Health and Safety Code (H&S) Section 1200 (which includes primary care clinics and specialty clinics) or 1250 (which includes primary care clinics, specialty clinics and clinics licensed as an outpatient service of a licensed hospital). Where the term "clinic" or "outpatient facility" is used relative to OSHPD 3 requirements in the California codes, it shall mean a clinic or outpatient facility licensed pursuant to H&S 1200 or 1250.

The attached documents are intended to assist local jurisdictions and designers in applying the regulations, and determining which jurisdiction has authority over the plan review, certification and construction inspection of clinic facilities.

- **California Medical Clinic Guidelines, Plan Review, Approval, Inspection and Certification Flowchart.** Provides a relatively simple process to follow in determining the appropriate authority having jurisdiction and applicable regulations for various clinic facilities.
- **Flowchart Explanatory Notes.** Provides additional information to use in applying the flowchart.
- **Definition of Terms.** Defines common terms, acronyms and roles of agencies involved in the plan review, certification and inspection of clinic facilities.

**REASON:**

Some local jurisdictions and clinic owners and design professionals have expressed confusion regarding which clinics and outpatient facilities are subject to the OSHPD 3 requirements found in the California Building Standards Code. This results in a lack of consistency in application of the model code and OSHPD 3 requirements to clinic facilities, and uncertainty regarding the roles of the local building department and OSHPD in the plan review, certification and construction inspection processes.

This confusion exists in part because the code often uses the generic terms “outpatient facilities and clinics,” while the OSHPD 3 requirements found in the code apply only to those outpatient facilities and clinics that are licensed pursuant to Health and Safety Code Section 1200 or 1250. There are many variables in statute and regulations regarding the use and licensing of these clinic facilities, making consistent application of the regulations difficult and confusing.

Another source of confusion is that the applicability of certain requirements is determined by factors that are normally out of the scope of work of the building department and designer. Sources of financial reimbursement and the specific type of license a clinic owner desires to obtain determine what regulations apply and who has jurisdiction for the project.

ORIGINAL SIGNED

6/18/02

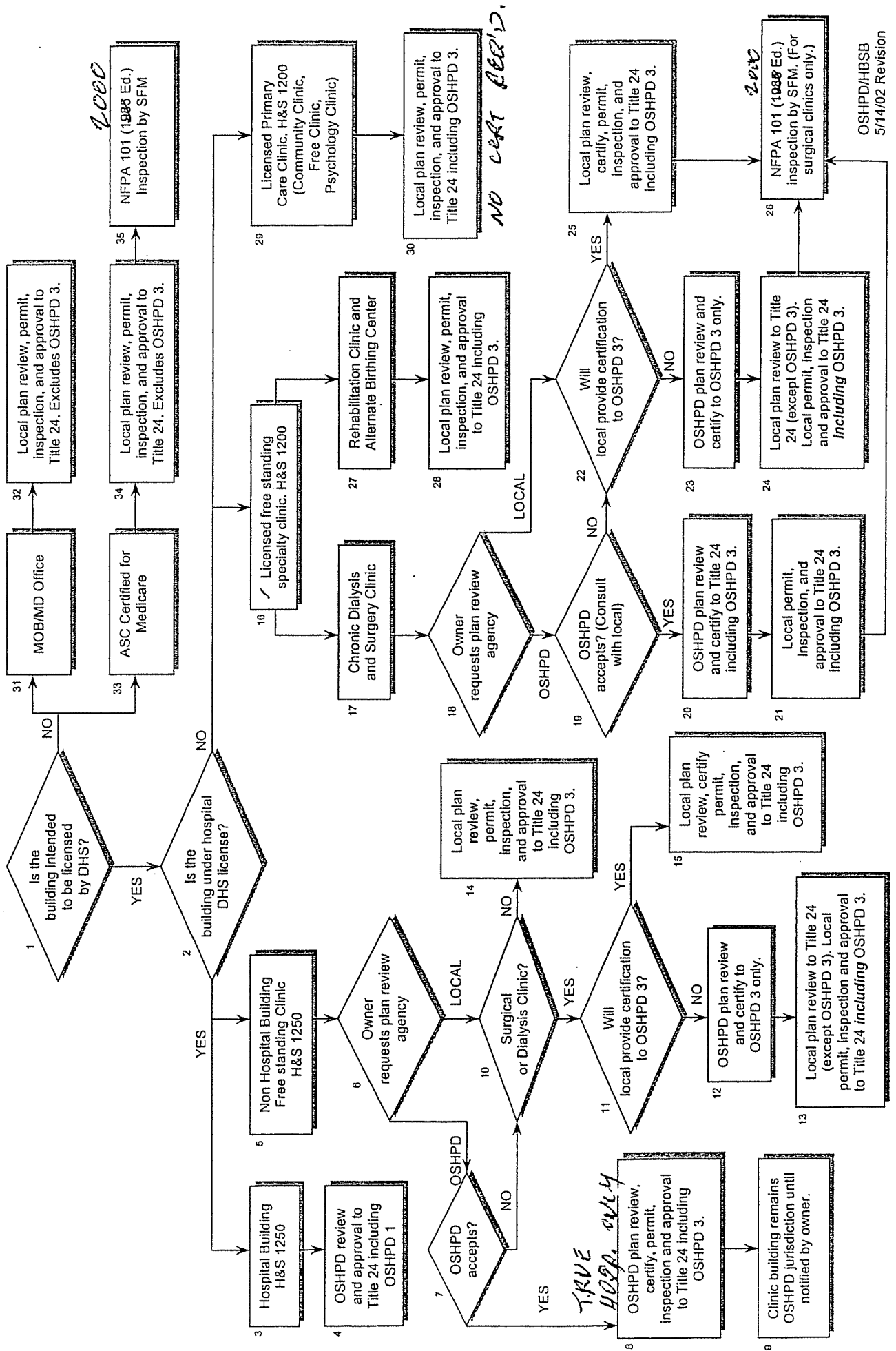
Kurt A. Schaefer

Date

# California Medical Clinic Guidelines

## Plan Review, Approval, Inspection and Certification

(Note: Unless otherwise noted, compliance to CCR Title 24 including OSHPD 3 is required.)





## California Medical Clinic Guidelines

### Plan Review, Approval, Inspection and Certification

Explanatory Notes (Keyed to numbers at upper left corners of boxes on flowchart.)

Citations are from the Health and Safety Code and Title 24, Part 1, Chapter 7.

- 1 If the clinic is not licensed by DHS, Licensing and Certification, compliance and certification to the requirements of OSHPD 3 are not required.
- 2 How a clinic is licensed will affect which sections of the regulations apply, how they are applied and by what agency (local building department or OSHPD).
- 3 "Hospital building" is defined in Health and Safety Code section 1250. These buildings are not subject to the local jurisdiction.
- 4 Hospital buildings are subject to OSHPD jurisdiction, and must comply with OSHPD 1 requirements in Title 24, CCR.
- 5 Free standing clinic buildings under the hospital license are normally subject to the local building department jurisdiction, although they are licensed under Health and Safety Code section 1250.
- 6 The owner or governing authority may submit directly to the local building department, or may request OSHPD to perform the plan review and certification for free standing hospital outpatient clinics.
- 7 When the owner or governing authority requests it, OSHPD has the option of accepting or not accepting plan review for clinic buildings.
- 8 If OSHPD accepts plan review and certification responsibilities for free standing hospital licensed outpatient clinics, then the entire project, including plan review and approval (to Title 24 including OSHPD 3 requirements), building permit and construction inspection is under OSHPD jurisdiction. The requirement for certification applies to surgical and dialysis clinics only.
- 9 Clinic buildings that have been reviewed by OSHPD will remain under the jurisdiction of the Office until the owner or governing authority notifies OSHPD otherwise in writing.
- 10 Certification to OSHPD 3 is required only for surgical and dialysis clinics.
- 11 If plans are submitted to the local building department, the local building department must notify the owner or governing authority if their review will include certification for OSHPD 3 conformance.
- 12 If the local building department will not provide certification to OSHPD 3 requirements, then plans shall be submitted to OSHPD for plan review and certification to OSHPD 3 requirements only. The local building department shall review the plans for compliance to Title 24 excluding OSHPD 3.
- 13 Concurrent with OSHPD's review to OSHPD 3 requirements, the local building department reviews the plans for compliance to Title 24, CCR, except OSHPD 3. The local building department shall also issue the building permit and perform construction inspection to Title 24 including OSHPD 3 requirements.

- 14 Certification to OSHPD 3 is not required for clinics others than surgical and dialysis clinics. However, conformance to OSHPD 3 requirements is required.
- 15 If the local building department will provide certification to OSHPD 3 requirements, then the entire project, including plan review and approval, building permit and construction inspection for the project is under the local jurisdiction.
- 16 Licensed free standing specialty clinics are defined in Health and Safety Code section 1200. Specialty clinics include surgical, chronic dialysis, and rehabilitation clinics and alternate birthing centers. All specialty clinics are required to conform to the requirements of OSHPD 3, but only surgical and chronic dialysis clinics require certification to OSHPD 3 requirements.
- 17 Certification to OSHPD 3 is required only for licensed surgical and dialysis specialty clinics, and only these specialty clinics may be reviewed and certified by OSHPD.
- 18 The owner or governing authority shall submit plans directly to the local building department, or may request OSHPD to perform the plan review and certification for surgery and dialysis specialty clinics.
- 19 OSHPD must consult with the local building department, and either accept or not accept the clinic project for plan review. One purpose for this consultation is to determine whether or not the local building department will issue a building permit and inspect construction for a project for which OSHPD did the plan review. If the local building department is unwilling or unable to do this, OSHPD cannot accept the review.
- 20 If, after consultation with the local building department, OSHPD accepts plan review, then OSHPD shall perform a complete plan review of Title 24 requirements, including OSHPD 3. The local building department is not involved in plan review.
- 21 The local building department shall issue the building permit and perform construction inspection to Title 24 including OSHPD 3.
- 22 If plans are submitted to the local building department, the local building department must notify the owner or governing authority if their review will include certification for OSHPD 3 conformance.
- 23 If the local building department will not provide certification to OSHPD 3 requirements, then plans shall be submitted to OSHPD for plan review and certification to OSHPD 3 requirements only. The local building department shall review the plans for compliance to Title 24 excluding OSHPD 3.
- 24 Concurrent with OSHPD's review to OSHPD 3 requirements, the local building department reviews the plans for compliance to Title 24, CCR, except OSHPD 3. The local building department shall also issue the building permit and perform construction inspection to Title 24 including OSHPD 3.
- 25 If the local building department will provide certification to OSHPD 3 requirements, then the entire project, including plan review and approval, building permit and construction inspection for the project is under the local jurisdiction.
- 26 The Office of the State Fire Marshal will inspect surgical clinics for compliance to NFPA 101.

- 27 Rehabilitation clinics and alternate birthing centers are not subject to OSHPD review or certification.
- 28 Rehabilitation clinics and alternate birthing centers are under the jurisdiction of the local building department only. Conformance to OSHPD 3 is required.
- 29 Primary care clinics, as defined in Health and Safety Code Section 1200 are required to conform to the requirements of OSHPD 3, but certification to OSHPD 3 is not required. Primary Care Clinics may include Community Clinics, Free Clinics, and Psychology Clinics.
- 30 Primary Care Clinics are under the jurisdiction of the local building department only. Conformance to OSHPD 3 is required.
- 31 Doctor offices and Medical Office Buildings are not subject to OSHPD 3 regulations or certification, unless they include clinics that are required to be licensed by DHS.
- 32 These buildings are reviewed by the local jurisdiction, and are not subject to OSHPD 3 regulations or OSHPD plan review.
- 33 If an Ambulatory Surgical Center (ASC) licensed for Medicare reimbursement is not licensed as a specialty clinic, conformance and certification to OSHPD 3 are not required.
- 34 These facilities are reviewed by the local jurisdiction, and are not subject to OSHPD 3 regulations or OSHPD plan review.
- 35 The Office of the State Fire Marshal will inspect Ambulatory Surgical Centers for compliance to NFPA 101.

## DEFINITIONS

**Ambulatory Surgery Center (ASC)** – Performs surgical procedures funded by private funds and Medicare only, not Medi-Cal. Not licensed by DHS, L&C.

### **Certification:**

**Certification for Medicare and/or Medicaid** – (Not related to OSHPD 3 requirements) A written document stating that health care facilities and providers are eligible for reimbursement under the Medicare and/or Medicaid (Medi-Cal) programs. Certification for Medicare is provided by CMS, based on recommendation by DHS. Certification for Medi-Cal is provided by DHS.

**Certification to OSHPD 3** – A written document stating that design drawings and/or specifications are in compliance with applicable OSHPD 3 requirements. This certification is only for OSHPD 3 requirements, and is in addition to the normal plan review process provided by the local building official. Certification to OSHPD 3 requirements is completely separate from certification for Medicare and/or Medicaid. All licensed clinics must be designed and reviewed to the applicable OSHPD 3 provisions, but a letter of certification is only required for Surgical and Dialysis Clinics. (Please refer to “Roles of Agencies,” specifically “Local Building Department” and “OSHPD” for additional information)

**Clinic** – An outpatient health facility which provides direct medical, surgical, dental, optometric, or podiatric advice, services, or treatment to patients who remain less than 24 hours.

**Dental Clinic** – Provides comprehensive dental services, and is licensed as a Primary Care Clinic by DHS. A Dental Office provides comprehensive dental services to patients, but is not a licensed clinic.

**Employee Clinic** – Operated by an employer or jointly by two or more employers for their employees only, or by a group of employees, or jointly by employees and employers, without profit to the operators thereof or to any other person, for the prevention and treatment of accidental injuries to, and the care of the health of, the employees comprising the group. Employee clinics are specifically exempted from licensure requirements of H&S Code, Division 2, Chapter 1, Clinics. (H&S 1206(n)).

**Hospital Outpatient Clinic** – A service under a hospital license that provides non-emergency health care services to patients. The Clinic needs to comply with Title 24 requirements including OSHPD 3, NFPA 101 requirements for CMS and JCAHO standards under the Environment of Care. Services provided to inpatients may represent no more than 25% of the total outpatient services provided at the building. Services provided may include those enumerated in Health and Safety Code section 129730.

**Optometric Clinic** – Provides comprehensive eye services to patients. May be licensed as a Primary Care Clinic or Surgical Clinic. An Optometric Office provides optometric services, but is not a licensed clinic.

**Primary Care Clinic** – all the types of clinics specified in subdivision (a) of Health and Safety Code Section 1204, including community clinics and free clinics.

**Community Clinic** – a clinic operated by a tax-exempt nonprofit corporation that is supported and maintained in whole or in part by donations, bequests, gifts, grants, government funds or contributions, that may be in the form of money, goods, or services.

In a community clinic, any charges to the patient shall be based on the patient's ability to pay, utilizing a sliding fee scale. No corporation other than a nonprofit corporation, exempt from federal income taxation under paragraph (3) of subsection (c) of Section 501 of the Internal Revenue Code of 1954 as amended, or a statutory successor thereof, shall operate a community clinic; provided, that the licensee of any community clinic so licensed on the effective date of this section shall not be required to obtain tax-exempt status under either federal or state law in order to be eligible for, or as a condition of, renewal of its license. No natural person or persons shall operate a community clinic. (H&S 1204(a)(1))

**Free Clinic** – a clinic operated by a tax-exempt, nonprofit corporation supported in whole or in part by voluntary donations, bequests, gifts, grants, government funds or contributions, that may be in the form of money, goods, or services. In a free clinic there shall be no charges directly to the patient for services rendered or for drugs, medicines, appliances, or apparatuses furnished. No corporation other than a nonprofit corporation exempt from federal income taxation under paragraph (3) of subsection (c) of Section 501 of the Internal Revenue Code of 1954 as amended, or a statutory successor thereof, shall operate a free clinic; provided, that the licensee of any free clinic so licensed on the effective date of this section shall not be required to obtain tax-exempt status under either federal or state law in order to be eligible for, or as a condition of, renewal of its license. No natural person or persons shall operate a free clinic. (H&S 1204(a)(2))

**Psychology Clinic** – a clinic which provides psychological advice, services, or treatment to patients, under the direction of a clinical psychologist as defined in Section 1316.5, and is operated by a tax-exempt nonprofit corporation which is supported and maintained in whole or in part by donations, bequests, gifts, grants, government funds, or contributions which may be in the form of money, goods, or services. In a psychology clinic, any charges to the patient shall be based on the patient's ability to pay, utilizing a sliding fee scale. No corporation other than a nonprofit corporation, exempt from federal taxation under paragraph (3), subsection (c) of Section (501 of the Internal Revenue Code of 1954, as amended, or a statutory successor thereof, shall operate a psychology clinic. (H&S 1204.1) Psychology clinics are eligible for licensure pursuant to H&S Code, Division 2, Chapter 1; Clinics, but are not required to be licensed. (H&S 1206.1)

**Specialty Clinic** – Types of clinics specified in Health and Safety code subdivision (b) of Section 1204, including surgical clinics, chronic dialysis clinics, rehabilitation clinics and alternate birth centers. Specialty clinics must be licensed by Department of Health Services, *EXCEPT* for surgical clinics that are under a physician's medical license or corporation.

**Alternative Birth Center (ABC's)** – a clinic that provides comprehensive perinatal services and delivery care to pregnant women who remain less than 24 hours at the facility (H&S 1204(b)(4)).

**Chronic Dialysis Clinic (ESRD, End-Stage Renal Dialysis)** – a clinic that provides less than 24-hour care for the treatment of patients with end-stage renal disease, including renal dialysis services. (H&S 1204(b)(2))

**Rehabilitation Clinic** – A clinic that, in addition to providing medical services directly, also provides physical rehabilitation services for patients who remain less than 24 hours. Rehabilitation clinics shall provide at least two of the following rehabilitation services:

physical therapy, occupational therapy, social, speech pathology, and audiology services. A rehabilitation clinic does not include the offices of a private physician in individual or group practice. (H&S 1204(b)(3))

**Surgical Clinic** – Provides ambulatory surgical care for patients who remain less than 24 hours. A surgical clinic does not include any place or establishment owned or leased and operated as a clinic or office by one or more physicians or dentists in individual or group practice, regardless of the name used publicly to identify the place or establishment, provided, however, that physicians or dentists may, at their option, apply for licensure. (H&S 1204(b)(1))

**Health and Safety Code Section 1200** (and following) – Pertains to licensed clinics not under a hospital license.

**Health and Safety Code Section 1250** (and following) – Pertains to “health facilities,” which include general acute care hospitals, and outpatient clinics under a hospital license.

**Hospital Building** – Hospital building is any building used for a health facility of a type required to be licensed pursuant to Section 1250 of the Health and Safety Code. The facility needs to comply with NFPA 101 requirements for CMS and JCAHO standards under the Environment of Care.

“Hospital building” does not include any building in which outpatient clinical services of a health facility licensed pursuant to Section 1250 are provided that is separated from a building in which hospital services are provided. If any one or more outpatient clinical services in the building provide services to inpatients, the building shall not be included as a “hospital building” if those services provided to inpatients represent no more than 25 percent of the total outpatient visits provided at the building. Hospitals shall maintain on an ongoing basis, data on the patients receiving services in these buildings, including the number of patients seen, categorized by their inpatient or outpatient status. Hospitals shall submit this data annually to the State Department of Health Services.

**License** – A written authorization to operate a health facility and/or clinic issued by the Department of Health Service.

**Local Code Official (AHJ)** – city, county, or city and county building department, and fire authority responsible for enforcing the California Building Standards Code.

**Medical Office Building (MOB)** - A building that houses medical services that may contain the operation of licensed clinics. MOB’s are under the local authority having jurisdiction (AHJ’s). This term includes the offices of physicians in group practice who provide a preponderance of their services to members of a comprehensive group practice prepayment health service plan subject to Health and Safety Code Chapter 2.2 (commencing with Section 1340). (H&S 1206(i))

**National Fire Protection Association (NFPA) STANDARD #101** – Life Safety Code, published by NFPA. Inspections for compliance to 1985 edition of NFPA 101 are performed by SFM.

**OSHPD 3** – Regulations promulgated by OSHPD that apply to licensed clinics and hospital outpatient clinics. See Title 24, *Parts 1, 2, 3, 4 and 5 for requirements*.

**Title 24 (T24)** – California Code of Regulations, Title 24, also known as the California Building Standards Code. It includes the following parts:

- Part 1 – Building Standards Administrative Code
- Part 2 – California Building Code
- Part 3 – California Electrical Code
- Part 4 – California Mechanical Code
- Part 5 – California Plumbing Code
- Part 6 – California Energy Code
- Part 7 – California Elevator Safety Construction Code
- Part 8 – California Historic Building Code
- Part 9 – California Fire Code
- Part 10 – California Code for Building Conservation
- Part 12 – State Referenced Standards Code

## *Roles of Agencies Involved*

**California Medical Board** – Responsible for licensing physicians to provide medical care.

**Department of Health Services (DHS)** – Verifies that operational requirements are met and issues a license to operate a licensed clinic. (See NOTE following State Fire Marshal below.)

**Local Building Department** – Responsible for plan review, building permit issuance, building construction inspection, and issuance of certificate of occupancy. A written certification of conformance with OSHPD 3 amendments is required for Surgical and Dialysis Clinics only. The local jurisdiction may choose not to provide this certification, in which, the plans must be submitted to OSHPD for plan review and certification.

**Local fire department** – Enforces all fire and life safety requirements of SFM in Title 24.

**Office of Statewide Health Planning and Development (OSHPD)** – In consultation with the Community Clinics Advisory Committee, OSHPD shall prescribe minimum construction standards of adequacy and safety for the physical plant of clinics as found in the California Building Standards Code. Additionally, OSHPD may perform a role in the plan review, building inspection and certification process as described in Title 24, Part 1, Article 21, "Plan Review, Building Inspection and Certification of Surgical Clinics, Chronic Dialysis Clinics and Outpatient Services Clinics."

**State Fire Marshal (SFM)** – The State Fire Marshal is involved in the initial certification process of surgical clinics that seek to receive Medicare and MediCal funding. The SFM conducts the life safety portion of the survey as a result of a contract with the Department of Health Services. DHS conducts the nursing portion of the survey. The SFM enforces the 1985 edition of NFPA 101, Life Safety Code. Clinics must meet both State and Federal standards as a condition of participation in the Medicare program.

**NOTE:** The responsibility for performing the life safety portion of the survey of clinic facilities will transition from the State Fire Marshal to the Department of Health Services beginning July 1, 2002. This transition will be complete January 1, 2003, when DHS will assume full responsibility for the fire and life safety portion of the survey.



ACRONYMS

ABC	Alternative Birthing Center
AHJ	Authority Having Jurisdiction
ASC	Ambulatory Surgical Center
CALBO	California Building Officials
CBC	California Building Code (Title 24, Part 2)
CBSC	California Building Standards Code (Title 24, CCR)
CCR	California Code of Regulations
CMS	Center for Medicare/Medicaid Services (formerly known as HCFA)
DHS	Department of Health Services
ESRD	End Stage Renal Dialysis
FQHC	Federally Qualified Health Center
HBSB	Hospital Building Safety Board
HCFA	Healthcare Financing Association (see CMS)
H&S	Health and Safety Code
JCAHO	Joint Commission Accreditation Hospitals and Organizations
MD	Medical Doctor
MOB	Medical Office Building
NFPA	National Fire Protection Association
OSHPD	Office of Statewide Health Planning and Development
SFM	State Fire Marshal



California State Fire Marshal  
**CODE INTERPRETATION**

Date Issued	06-17-02	Interpretation #	02-016
Topic	Occupancy Classification for Outpatient Dialysis Clinic		
Code Section(s)	1998 California Building Code Section 308.1		
Requested by	Joel Aranaz, Fire Marshal Fresno Fire Department 450 M Street Fresno, CA 93720		

*What is the correct occupancy classification of an outpatient dialysis clinic with an occupant load of six or more?*

The classification is a Group I, Division 1.2 occupancy.

CITY OF SANTA CLARITA  
Department of Planning and Building Services  
23920 Valencia Boulevard, Suite 302  
Santa Clarita, California 91355  
(661) 255-4330

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DEVELOPMENT REVIEW COMMITTEE  
AGENCY COMMENT SHEET

REVIEW AND PROVIDE COMMENTS

PROVIDE CONDITIONS OF APPROVAL

MASTER CASE

NUMBER:

04-325

ENTITLEMENT(S):

Conditional Use Permit 04-022

PROJECT

DESCRIPTION/

LOCATION:

The Henry Mayo Newhall Memorial Hospital (HMNMH) and G&L Realty proposed a long term Master Plan for the build out of property on McBean Parkway. The Master Plan is to be built over the next 20-25 years and includes in-patient, outpatient and associated medical facilities, along with appropriate parking facilities.

The current medical campus consists of 337,160 square feet of building area. This area includes 105,052 square feet of medical offices (including an 8,000 square foot Foundation modular building) and 232,108 square feet of hospital related floor area. The latter consists of the following: 146,000 square foot main hospital, 63,800 square foot nursing pavilion, 8,000 square foot central plant, 9,022 square foot bridge, and 5,286 square foot basement addition. The medical campus currently provides 972 surface parking spaces.

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It is anticipated that the administration building and one medical office building, with additional structured parking, will be the first phase. However, the specific phasing of the build out of the Master Plan will be determined by hospital and outpatient demands at a future time. The applicants' desire is to build flexibility into the City's approval. However, parking and other necessary improvements will be provided for each phase in accordance the City's Master Plan approval (See attached Parking – Existing & New by Phase Matrix).

DATE APPLICATION RECEIVED: August 6, 2004

DATE COMMENTS DUE: October 1, 2004

Contact Person: Wendy Deats, extension 4175

Notice is hereby given that this application has been filed with the Planning Division. Please review the attached maps/exhibits and return this sheet with your comments and/or recommendations by **October 1, 2004**.

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PLEASE CHECK ONE:

We have reviewed this project and have no COMMENTS.

See COMMENTS below/attached:

— Show all drive aisles a minimum of 28ft.  
in width to within 150 ft of all portions of  
bdgs.

→ Show existing on-site fire hydrants.

M. Johnson  
(Signature)

Fire  
(Agency)

9/22/04  
(Date)

s:\pbs\current\2004\04-325\drc

— additional requirements may be asked of the applicant.

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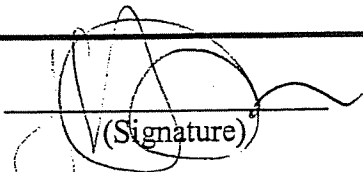
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(Signature)

Parks  
(Agency)

10/4/04  
(Date)

CITY OF SANTA CLARITA  
Department of Planning and Building Services  
23920 Valencia Boulevard, Suite 302  
Santa Clarita, California 91355  
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PLEASE CHECK ONE:

We have reviewed this project and have no COMMENTS.

See COMMENTS below/attached:

All conditions will be based on the EIR.

Jan Pan  
(Signature)

Traffic  
(Agency)

9/29/04  
(Date)



CITY OF SANTA CLARITA  
Department of Planning and Building Services  
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PLEASE CHECK ONE:

We have reviewed this project and have no COMMENTS.

See COMMENTS below/attached:

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Louie Hill  
(Signature)

Lanoxit  
(Agency)

9/16/04  
(Date)

APPLICANT

# COUNTY OF LOS ANGELES FIRE DEPARTMENT



## Land Development Unit – Fire Prevention Division

5823 Rickenbacker Road  
Commerce, California 90040  
Phone (323) 890-4243, Fax (323) 890-4169

**RECEIVED**  
PLANNING DIVISION

**OCT 25 2004**

PLANNING & ECONOMIC DEVELOPMENT  
CITY OF SANTA CLARITA

DATE: October 22, 2004

ATTENTION: PLANNING SECTION

CITY: Santa Clarita

SUBJECT: CUP 04-022/ City Master Case #04-325 - Henry Mayo Newhall Memorial Hospital

LOCATION: Mc Bean Parkway @ Orchard Village

- The Fire Department has no additional requirements for this permit.
- The required fire flow for this development is 5000 gallons per minute for 5 hours. The water mains in the street fronting this property must be capable of delivering this flow at 20 pounds per square inch residual pressure.
- Install    Public and/or    On-site and/or Verify and/ or Upgrade    6" X 4" X 2 1/2" fire hydrants, conforming to AWWA Standard C503-75 or the approved equal. All installations must meet Fire Department specifications. Fire hydrant systems must be installed in accordance with the Utility Manual of Ordinance 7834 and all installations must be inspected and flow tested prior to final approval.
- Comments: The attached sheets contain general information regarding the proposed expansion of the hospital. Specific conditions
- Location: Please refer to the attached information.
- Access: Please refer to the attached information.
- Special Requirements: The building construction plans shall be submitted to the Fire Department's Santa Clarita Fire Prevention Office, (661) 286-8821.

Fire Protection facilities; including access, must be provided prior to and during construction. Should any questions arise regarding this matter, please feel free to call our office @ (323) 890-4243.

Inspector: Wally Collins

City.CUP 9/00



**COUNTY OF LOS ANGELES FIRE  
DEPARTMENT  
LAND DEVELOPMENT UNIT**

5823 Rickenbacker Road  
Commerce, CA. 90040

Tel: (323) 890-4243

Fax: (323) 890-9783

**GENERAL REQUIREMENTS:**

The projected use of the proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues.

The Department may condition future development to provide additional means of access.

The development of this project must comply with all applicable code and ordinance requirements for construction, access, water main, fire flows and hydrants.

Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.

Every building constructed shall be accessible to fire department apparatus by way of access roadways, with an all weather surface of not less than the prescribed width, unobstructed, clear to the sky. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

Fire sprinkler systems are required in most commercial occupancies. For those occupancies not requiring fire sprinkler systems it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses.

Development may require fire flows up to 5,000 gpm at 20 psi residual pressure for up to a five-hour duration. Final fire flows will be based on the size of buildings, its relationship to other structures, property lines, and types of construction used.

Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
2. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
3. When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid block.
4. Additional hydrants will be required if hydrant spacing exceeds specified distances.
5. A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.
6. A fire department approved turning area shall be provided at the end of a cul-de sac.

Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road.

A fire department approved turning area shall be provided for all Driveways exceeding 150 feet in length and at the end of all cul-de sacs.

All on-site driveways shall provide a minimum unobstructed width of 26 feet, clear-to-the-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.

Driveway width for commercial or industrial developments shall be increased when any of the following conditions exist:

1. The structure conditions of these properties may require the deployment of a Fire Department aerial apparatus. When a building has three or more stories, or is 28 feet or greater in height, above access level, provide 28 feet in width access way to accommodate an aerial apparatus with out-riggers. This will provide sufficient clear roadway width for evacuation and the deployment of additional fire equipment. Also, for using aerial apparatus, the centerline of the access roadway shall be located parallel to, and within 30 feet of the exterior wall on one side of the proposed structure
2. Provide 34 feet in width, when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.
3. Provide 42 feet in width, when parallel parking is allowed on each side of the access roadway/driveway.
4. Provide 44 feet in width, when parallel parking is allowed on each side of the access roadway/driveway when the structure has three or more stories or is more than 35 feet in height.
5. "Fire Lanes" are any ingress/egress, roadway/driveway with paving less than 34 feet in width, and will be clear-to-the-sky.
6. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING – FIRE LANE" in three inch high letters. Driveway labeling is necessary to ensure access for Fire Department use

#### **LIMITED ACCESS DEVICES (GATES ETC.):**

1. Any single gate used for ingress and egress shall be a minimum of 26 feet in width, clear-to-the-sky.
2. Any gate used for a single direction of travel, used in conjunction with another gate, used for travel in the opposite direction, (split gates) shall have a minimum width of 20 feet each, clear-to-the-sky.
3. Gates and/or control devices shall be positioned a minimum of 50 feet from a public right of way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right of way to the intercom control device.
4. All limited access devices shall be of a type approved by the Fire Department.
5. Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed gates.

CITY OF SANTA CLARITA  
Department of Planning and Building Services  
23920 Valencia Boulevard, Suite 302  
Santa Clarita, California 91355  
(661) 255-4330

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DEVELOPMENT REVIEW COMMITTEE  
AGENCY COMMENT SHEET

REVIEW AND PROVIDE COMMENTS

PROVIDE CONDITIONS OF APPROVAL

MASTER CASE

NUMBER:

04-325

ENTITLEMENT(S):

Conditional Use Permit 04-022

PROJECT

DESCRIPTION/

LOCATION:

The Henry Mayo Newhall Memorial Hospital (HMNMH) and G&L Realty proposed a long term Master Plan for the build out of property on McBean Parkway. The Master Plan is to be built over the next 20-25 years and includes in-patient, outpatient and associated medical facilities, along with appropriate parking facilities.

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DATE APPLICATION RECEIVED: August 6, 2004

DATE COMMENTS DUE: **October 1, 2004**

Contact Person: Wendy Deats, extension 4175

Notice is hereby given that this application has been filed with the Planning Division. Please review the attached maps/exhibits and return this sheet with your comments and/or recommendations by **October 1, 2004**.

If we have not received a reply by this date, it shall be determined that your department does not have any conditions for this proposal and may be approved by the City. If you have no conditions we still request you return this form as indicated below.

PLEASE CHECK ONE:

We have reviewed this project and have no COMMENTS.

See COMMENTS below/attached:

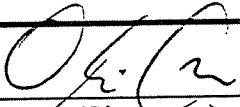
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(Signature)

E.S.  
(Agency)

10-25-04  
(Date)

**CITY OF SANTA CLARITA**  
**INTEROFFICE MEMORANDUM**

TO: Wendy Deats, Assistant Planner I

FROM: Oliver Cramer, Environmental Analyst

DATE: October 25, 2004

SUBJECT: Henry Mayo Newhall Memorial Hospital Master plan for the build out of property on McBean Parkway. McNo 04-325

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The following are comments regarding McNo 04-325

This project is a development planning priority project under the City's NPDES Municipal Stormwater Permit as a parking lot with 5,000 square feet or more or with 25 or more parking spaces potentially exposed to stormwater runoff. An Urban Stormwater Mitigation Plan (USMP) that incorporates appropriate post construction best management practices (BMPs) into the design of the project must be prepared and approved prior to issuance of any grading or building permits. Please refer to the Standard Urban Stormwater Mitigation Plan (SUSMP) attached.

Upon formal submittal, the applicant shall be required to pay the USMP Review fee of \$1,230.00 to the Environmental Services Division.

Contact the Environmental Services Division at (661) 284-1422 with any questions.

This project is greater than one acre in size; therefore, it is subject to a General Construction Permit under the City's Municipal Stormwater Permit. The applicant must submit a State Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) to the City prior to obtaining a grading permit.

Upon formal submittal, the applicant shall be required to pay the USMP Review fee of \$470.00 to the Environmental Services Division.

Solid Waste:

Provide sufficient trash enclosures to house at least 26 three yard bins. Half of the bins should be reserved for recyclable materials only. The enclosures should be shown on the site plan, consistent with the surrounding architecture and shall be constructed with a solid roof. The enclosures shall be located to provide convenient pedestrian and collection vehicle access.

The project proponent is encouraged to recycle construction and demolition debris. Contact the Environmental Services Division for debris recycling information

OC

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CITY OF SANTA CLARITA  
Department of Planning and Building Services  
23920 Valencia Boulevard, Suite 302  
Santa Clarita, California 91355  
(661) 255-4330

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DEVELOPMENT REVIEW COMMITTEE  
AGENCY COMMENT SHEET

REVIEW AND PROVIDE COMMENTS

PROVIDE CONDITIONS OF APPROVAL

MASTER CASE

NUMBER: 04-325

ENTITLEMENT(S): Conditional Use Permit 04-022

PROJECT

DESCRIPTION/

LOCATION:

The Henry Mayo Newhall Memorial Hospital (HMNMH) and G&L Realty proposed a long term Master Plan for the build out of property on McBean Parkway. The Master Plan is to be built over the next 20-25 years and includes in-patient, outpatient and associated medical facilities, along with appropriate parking facilities.

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It is anticipated that the administration building and one medical office building, with additional structured parking, will be the first phase. However, the specific phasing of the build out of the Master Plan will be determined by hospital and outpatient demands at a future time. The applicants' desire is to build flexibility into the City's approval. However, parking and other necessary improvements will be provided for each phase in accordance the City's Master Plan approval (See attached Parking - Existing & New by Phase Matrix).

DATE APPLICATION RECEIVED: August 6, 2004

DATE COMMENTS DUE: **October 1, 2004**

Contact Person: Wendy Deats, extension 4175

Notice is hereby given that this application has been filed with the Planning Division. Please review the attached maps/exhibits and return this sheet with your comments and/or recommendations by **October 1, 2004**.

If we have not received a reply by this date, it shall be determined that your department does not have any conditions for this proposal and may be approved by the City. If you have no conditions we still request you return this form as indicated below.

PLEASE CHECK ONE:

We have reviewed this project and have no COMMENTS.

See COMMENTS below/attached:

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[Signature]  
(Signature)

TEC  
(Agency)

9-29-04  
(Date)

## **ENGINEERING COMMENTS**

**MASTER CASE NO. 04-325**

**DATE: SEPTEMBER 30, 2004**

1. Prior to issuance of grading permits, the applicant shall submit a grading plan and soils report for approval by the City Engineer.
2. Prior to issuance of building permits or final map approval, whichever comes first, the applicant shall pay B&T fees for the proposed development.
3. Prior to issuance of building permits or final map approval, whichever comes first, the applicant shall be required to dedicate additional road right-of-way for a total of 58 feet from centerline on McBean Parkway along the frontage of the project site.
4. Prior to issuance of building permits or final map approval, whichever comes first, the applicant may be required to dedicate additional road right-of-way or sidewalk easements sufficient to encompass the public sidewalks on McBean Parkway along the frontage of the project site, including those installed with drive approaches per the current City standard APWA 110-1, type C or equivalent.
5. Prior to occupancy, the applicant shall construct all drive approaches per the current City design standard American Public Works Association 110-1, type C or equivalent.
6. Prior to occupancy, the applicant shall construct full street improvements along the frontage of the project site.
7. Per current Assessor Maps, proposed structures are bisected by existing property lines. Prior to issuance of building permits, the applicant shall execute a Certificate of Compliance for Lot Line Adjustment in conformance with zoning and building code requirements.
8. Cross lot drainage is not allowed. The applicant must convey all runoffs to a public street or a public storm drain system.
9. Due to insufficient information given on the site plan, additional Engineering comments may be issued at subsequent submittals.

S:\tes\development service\drc\comments\2004\mc04-325.1.doc

CITY OF SANTA CLARITA  
Department of Planning and Building Services  
23920 Valencia Boulevard, Suite 302  
Santa Clarita, California 91355  
(661) 255-4330

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DEVELOPMENT REVIEW COMMITTEE  
AGENCY COMMENT SHEET

REVIEW AND PROVIDE COMMENTS

PROVIDE CONDITIONS OF APPROVAL

MASTER CASE

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DATE COMMENTS DUE: **October 1, 2004**

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See COMMENTS below/attached:

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(Signature)

  
(Agency)

10-5-04  
(Date)

**DEVELOPMENT REVIEW and COMMENT LIST**  
**From BUILDING and SAFETY**

**PROJECT:** Master Plan for HMNMH

**DATE:** October 5, 2004

**ADDRESS:** On McBean Parkway

**MASTER CASE:** MC 04-325

**REVIEWED BY:** Alan Wakefield

- 1 Prior to requesting comments from Building and Safety, it shall be determined whether Building and Safety will have jurisdiction over a particular building. Some buildings may be under the jurisdiction of the Buildings and Safety and some may be governed by the State.
- 2 Carefully review the attached information from the Office of Statewide Health Planning and Development (OSHPD) as to who will have jurisdiction over a particular building. Hospital buildings will be reviewed by OSHPD. Medical office buildings containing licensed clinics may or may not be reviewed by the City Building and Safety department.
- 3 If any buildings containing licensed clinics are submitted to the city and OSHPD certification is desired, it must be identified as such at the time of plan submittal.

CITY OF SANTA CLARITA  
Department of Planning and Building Services  
23920 Valencia Boulevard, Suite 302  
Santa Clarita, California 91355  
(661) 255-4330

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DEVELOPMENT REVIEW COMMITTEE  
AGENCY COMMENT SHEET

REVIEW AND PROVIDE COMMENTS

PROVIDE CONDITIONS OF APPROVAL

MASTER CASE

NUMBER:

04-325

ENTITLEMENT(S):

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DATE COMMENTS DUE: **October 1, 2004**

Contact Person: Wendy Deats, extension 4175

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PLEASE CHECK ONE:

We have reviewed this project and have no COMMENTS.

See COMMENTS ~~below~~ attached:

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Wendy Deats  
(Signature)

AS-CMD  
(Agency)

9-29-04  
(Date)



**From:** Nancy Delange  
**To:** Wendy Deats  
**Date:** Wed, Sep 29, 2004 12:06 PM  
**Subject:** Re: Fwd: Agency Comments for MC 04-325

The following are the LMD comments for the HMNMH Master Plan

( X ) LD 1 Prior to the recordation of the Map, the property must be annexed into the City's Areawide Landscape Maintenance District (LMD) at the current rate for the maintenance of medians and streetscapes within the City. The property shall annex at the standard rate based on the zoning/usage of the property.

Nancy Delange  
Landscape District Administrator  
City of Santa Clarita  
(661) 286-4005

December 20, 2004

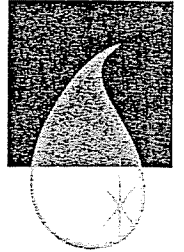
Wendy Deats, Assistant Planner II  
Planning Department  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, CA 91355

**RECEIVED**  
PLANNING DIVISION

**DEC 22 2004**

PLANNING & ECONOMIC DEVELOPMENT  
CITY OF SANTA CLARITA

**CASTAIC  
LAKE**



**WATER  
AGENCY**

Re: Notice of Preparation of Draft Environmental Impact Report for the Henry Mayo  
Newhall Memorial Hospital Master Plan Project (Master Case 04-325)

Dear Ms. Deats:

By this letter the Castaic Lake Water Agency informs you that the above-mentioned project may be subject to the terms of various sections of the California Water Code and Government Code, also known as "SB 610." This law was chaptered in 2001 and took effect January 1, 2002.

SB 610 seeks to promote more collaborative planning between local water suppliers and cities and counties. The statute requires detailed information regarding water availability to be provided to city and county decision makers prior to approval of large development projects. The statute also requires this information to be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects.

Under SB 610, Water Supply Assessments (WSA) must be furnished to local governments for inclusion in any environmental documentation for certain projects (defined in Water Code section 10912 (a)) subject to the California Environmental Quality Act. This project appears to meet the threshold requirement for a commercial project of "having more than 250,000 square feet of floor space."

A guidebook for implementation of SB 610 has been produced by the California Department of Water Resources, and is available at

[www.owue.water.ca.gov/urbanplan/docs/DraftGuidebook.pdf](http://www.owue.water.ca.gov/urbanplan/docs/DraftGuidebook.pdf)

The water retailer for this project is Valencia Water Company (VWC), which has the responsibility to prepare the SB 610 WSA for the project. We recommend that you contact VWC about the WSA as soon as possible. VWC, in coordination with CLWA, has instituted several water conservation programs that should be incorporated into the planning for the project. Most notable of these is a Commercial, Industrial and Institutional Water Savings Audit, which VWC performed on the hospital's existing facilities in June 2004. We recommend that a similar survey be conducted for the proposed facilities, particularly cooling towers, because they represent a significant savings of water and energy for the hospital's existing facilities.

**DIRECTORS**

E.G. "JERRY" GLADBACH  
DEAN D. EFSTATHIOU  
WILLIAM C. COOPER  
ROBERT J. DIPRIMIO  
WILLIAM PECSI  
PETER KAVOUNAS  
BARBARA DORE  
THOMAS P. CAMPBELL  
EDWARD A. COLLEY  
JACQUELYN H. McMILLAN  
R.J. KELLY

**GENERAL MANAGER**

DAN MASNADA

**GENERAL COUNSEL**

McCORMICK, KIDMAN &  
BEHRENS, LLP

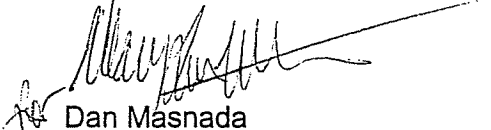
**SECRETARY**

MARCIA WARD

In addition, the hospital may want to consider installing recently developed low-water-use medical technologies, such as digital X-ray machines (which use no water), and low-water use steam sterilization devices.

If you have any questions or comments, please call Mary Lou Cotton, Water Resources Manager, or me at 661/297-1600.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Masnada", with a long horizontal flourish extending to the right.

Dan Masnada  
General Manager

cc: Robert J. DiPrimio, Valencia Water Company

DEPARTMENT OF TRANSPORTATION  
DISTRICT 7, REGIONAL PLANNING  
IGR/CEQA BRANCH  
120 SO. SPRING ST.  
LOS ANGELES, CA 90012  
PHONE (213) 897-6536  
FAX (213) 897-1337  
E-Mail: NersesYerjanian@dot.ca.gov

RECEIVED  
PLANNING DIVISION

DEC 27 2004

PLANNING & ECONOMIC DEVELOPMENT  
CITY OF SANTA CLARITA



*Flex your power!  
Be energy efficient!*

Ms. Wendy Deats  
Planning Department  
City of Santa Clarita  
23920 Valencia Blvd., Suite 300  
Santa Clarita, CA. 91355

IGR/CEQA# 041210/NY  
NOP/Henry Mayo Newhall Hospital  
SCH#2004111149  
LA/5/51.44

December 21, 2004

Dear Ms. Deats:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Henry Mayo Newhall Memorial Hospital development.

Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 5.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be

specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
  - description of transportation infrastructure improvements
  - financial costs, funding sources and financing
  - sequence and scheduling considerations
  - implementation responsibilities, controls and monitoringAny mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.
6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as a commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and it's facilities must be analyzed per the Department's **Traffic Impact Study Guidelines**.

Ms. Deats

December 21, 2004

We look forward to reviewing the Traffic Study. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

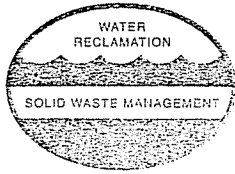
Cheryl J. Powell  
IGR/CEQA Branch Chief  
Caltrans District 07  
Regional Transportation Planning Office  
100 S. Main St., Los Angeles, CA 90012

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 041210NY.

Sincerely,



Cheryl J. Powell  
IGR/CEQA Branch Chief  
Regional Transportation Planning



# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

JAMES F. STAHL  
*Chief Engineer and General Manager*

December 21, 2004

**RECEIVED**  
PLANNING DIVISION

File No: 32-00.04-00

**DEC 27 2004**

PLANNING & ECONOMIC DEVELOPMENT  
CITY OF SANTA CLARITA

Ms. Wendy Deats, Assistant Planner II  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, CA 91355

Dear Ms. Deats:

## **Henry Mayo Newhall Memorial Hospital Master Plan Project (Master Case No. 04-325)**

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on November 30, 2004. The proposed development is located within the jurisdictional boundaries of District No. 32. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Valencia Trunk Sewer, located in McBean Parkway along the east side of the project site. This 24-inch diameter trunk sewer has a design capacity of 6.6 million gallons per day (mgd) and conveyed a peak flow of 5 mgd when last measured in 2003.
2. The Districts operate two water reclamation plants (WRPs), the Saugus WRP and the Valencia WRP, which provide wastewater treatment in the Santa Clarita Valley. These facilities are interconnected to form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System (SCVJSS) that currently has a permitted treatment capacity of 19.1 mgd. A 9 mgd expansion of the Valencia WRP will be completed in 2004 and is expected to meet the Regional Growth Management Plan forecasted demand through 2010. The SCVJSS currently processes an average flow of 18.4 mgd.
3. The expected increase in average wastewater flow from the project site at buildout is approximately 200,000 gallons per day.
4. The proposed project will require an amendment to a Districts' permit for Industrial Wastewater Discharge. Project developers should contact the Districts' Industrial Waste Section at extension 2900, in order to reach a determination on this matter. If this update is necessary, project developers will be required to forward copies of final plans and supporting information for the proposed project to the Districts for review and approval before beginning project construction.
5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the

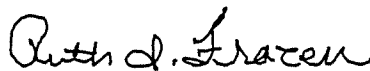
existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. Connection fee charges will be determined by the Industrial Waste Section.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into the Air Quality Management Plan, which is prepared by the South Coast Air Quality Management District in order to improve air quality in the South Coast Air Basin as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl



Ruth I. Frazen  
Engineering Technician  
Planning & Property Management Section

RIF:rf

Enclosure

c: S. Wienke

427466.1



**INFORMATION SHEET FOR APPLICANTS  
PROPOSING TO CONNECT OR INCREASE THEIR DISCHARGE TO  
THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY SEWERAGE SYSTEM**

**THE PROGRAM**

The County Sanitation Districts of Los Angeles County are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to a Sanitation District's sewerage system. Your connection to a City or County sewer constitutes a connection to a Sanitation District's sewerage system as these sewers flow into a Sanitation District's system. The County Sanitation Districts of Los Angeles County provide for the conveyance, treatment, and disposal of your wastewater. **PAYMENT OF A CONNECTION FEE TO THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY WILL BE REQUIRED BEFORE A CITY OR THE COUNTY WILL ISSUE YOU A PERMIT TO CONNECT TO THE SEWER.**

**I. WHO IS REQUIRED TO PAY A CONNECTION FEE?**

1. Anyone connecting to the sewerage system for the first time for any structure located on a parcel(s) of land within a County Sanitation District of Los Angeles County.
2. Anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on or a change in land usage of a parcel already connected to the sewerage system.
3. Anyone increasing the improvement square footage of a commercial or institutional parcel by more than 25 percent.
4. Anyone increasing the quantity and/or strength of wastewater from an industrial parcel.
5. If you qualify for an Ad Valorem Tax or Demolition Credit, connection fee will be adjusted accordingly.

**II. HOW ARE THE CONNECTION FEES USED?**

The connection fees are used to provide additional conveyance, treatment, and disposal facilities (capital facilities) which are made necessary by new users connecting to a Sanitation District's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program insures that all users pay their fair share for any necessary expansion of the system.

**III. HOW MUCH IS MY CONNECTION FEE?**

Your connection fee can be determined from the Connection Fee Schedule specific to the Sanitation District in which your parcel(s) to be connected is located. A Sanitation District boundary map is attached to each corresponding Sanitation District Connection Fee Schedule. Your City or County sewer permitting office has copies of the Connection Fee Schedule(s) and Sanitation District boundary map(s) for your parcel(s). If you require verification of the Sanitation District in which your parcel is located, please call the Sanitation Districts' information number listed under Item IX below.

**IV. WHAT FORMS ARE REQUIRED\*?**

The Connection Fee application package consists of the following:

1. Information Sheet for Applicants (this form)
2. Application for Sewer Connection

3. Connection Fee Schedule with Sanitation District Map (one schedule for each Sanitation District)

\*Additional forms are required for Industrial Dischargers.

**V. WHAT DO I NEED TO FILE?**

1. Completed Application Form
2. A complete set of architectural blueprints (not required for connecting one single family home)
3. Fee Payment (checks payable to: County Sanitation Districts of Los Angeles County)
4. Industrial applicants must file additional forms and follow the procedures as outlined in the application instructions

**VI. WHERE DO I SUBMIT THE FORMS?**

Residential, Commercial, and Institutional applicants should submit the above listed materials either by mail or in person to:

County Sanitation Districts of Los Angeles County  
Connection Fee Program, Room 130  
1955 Workman Mill Road  
Whittier, CA 90601

Industrial applicants should submit the appropriate materials directly to the City or County office which will issue the sewer connection permit.

**VII. HOW LONG DOES IT TAKE TO PROCESS MY APPLICATION?**

Applications submitted by mail are generally processed and mailed within three working days of receipt. Applications brought in person are processed on the same day provided the application, supporting materials, and fee is satisfactory. Processing of large and/or complex projects may take longer.

**VIII. HOW DO I OBTAIN MY SEWER PERMIT TO CONNECT?**

*An approved Application for Sewer Connection will be returned to the applicant after all necessary documents for processing have been submitted.* Present this approved-stamped copy to the City or County Office issuing sewer connection permits for your area at the time you apply for actual sewer hookup.

**IX. HOW CAN I GET ADDITIONAL INFORMATION?**

If you require assistance or need additional information, please call the County Sanitation Districts of Los Angeles County at (562) 699-7411, extension 2727.

**X. WHAT ARE THE DISTRICTS' WORKING HOURS?**

The Districts' offices are open between the hours of 7:00 a.m. and 4:00 p.m., Monday through Thursday, and between the hours of 7:00 a.m. and 3:00 p.m. on Friday, except holidays. When applying in person, applicants must be at the Connection Fee counter at least 30 minutes before closing time.



# California Regional Water Quality Control Board

## Los Angeles Region



Dr. Alan Lloyd  
Secretary for  
Environmental  
Protection

Over 51 Years Serving Coastal Los Angeles and Ventura Counties  
Recipient of the 2001 *Environmental Leadership Award* from Keep California Beautiful

320 W. 4th Street, Suite 200, Los Angeles, California 90013  
Phone (213) 576-6600 FAX (213) 576-6640 - Internet Address: <http://www.swrcb.ca.gov/rwqcb4>

Arnold Schwarzenegger  
Governor

December 30, 2004

Wendy Deats  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, CA 91355

**RECEIVED**  
PLANNING DIVISION

**JAN 03 2005**

PLANNING & ECONOMIC DEVELOPMENT  
CITY OF SANTA CLARITA

Dear Wendy Deats,

Re: CEQA Documentation for Project in the Santa Clara Watershed

**Henry Mayo Newhall Memorial Hospital Master Plan EIR  
SCH # 2004111149**

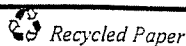
We appreciate the opportunity to comment on the CEQA documentation for the above-mentioned project. For your information a list of permitting requirements and Regional Board Contacts is provided in Attachment A hereto.

The project site lies in the Santa Clara watershed that was listed as being impaired pursuant to Section 303 (d) of the Clean Water Act. Impairments listed in reaches downstream from the proposed project include nutrients and their effects, salts, coliform bacteria, and historic pesticides. The Los Angeles Regional Water Quality Control Board will be developing Total Maximum Daily Loads (TMDLs) for the watershed, but the proposed project is expected to proceed before applicable TMDLs are adopted. In the interim, the Regional Board must carefully evaluate the potential impacts of new projects that may discharge to impaired waterbodies.

Our review of your documentation shows that it does not include information on how this project will change the loading of these pollutants into the watershed. Please provide the following additional information for both the construction and operational phases of the project.

- For each constituent listed above, please provide an estimate of the concentration (ppb) and load (lbs/day) from non-point and point source discharges.
- Estimates of the amount of additional runoff generated by the project during wet and dry seasons.
- Estimate of the amount of increased or decreased percolation due to the project.
- Estimates of the net change in cubic feet per second of groundwater and surface water contributions under historic drought conditions (as compiled by local water purveyors,

*California Environmental Protection Agency*



the Department of Water Resources, and others), and 10-year 50-year, and 100-year flood conditions.

The Upper Santa Clara River River has been subjected to significant urban development during the past 10 years. Unfortunately very little water quality data has been collected in this area, especially in comparison with data collected in the Lower Santa Clara River.

Additional water quality data are necessary to evaluate the cumulative impacts of past development and predict potential impacts of the subject project. Pollutants of concern include sediment, dissolved oxygen, pesticides, metals, and bioassessment.

If you have any questions please call me at (213) 576 6683.

Sincerely,



Elizabeth Erickson  
Associate Geologist, TMDL Unit  
Los Angeles Regional Water Quality Control Board

EE

Attachments (1)

cc:

State Clearinghouse

File



Alan C. Lloyd, Ph.D.  
Agency Secretary  
Cal/EPA



## Department of Toxic Substances Control

1011 North Grandview Avenue  
Glendale, California 91201



Arnold Schwarzenegger  
Governor

December 29, 2004

Ms. Wendy Deats  
Assistant Planner II  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, California 91355

RECEIVED  
PLANNING DIVISION

JAN 03 2005

PLANNING & ECONOMIC DEVELOPMENT  
CITY OF SANTA CLARITA

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR  
THE HENRY MAYO NEWHALL MEMORIAL HOSPITAL MASTER PLAN,  
SCH NO. 2004111149

Dear Ms. Deats:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation of a draft Environmental Impact Report (EIR) for the project mentioned above.

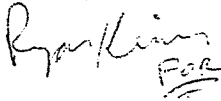
Based on the review of the document, DTSC comments are as follows:

1. The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.
2. The draft EIR needs to identify any known or potentially contaminated site within the Project area. For all identified sites, the draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.
3. The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
4. If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exists, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight.

Ms. Wendy Deats  
December 29, 2004  
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at [www.dtsc.ca.gov](http://www.dtsc.ca.gov). If you would like to meet and discuss this matter further, please contact Mr. Alberto Valmidiano, Project Manager, at (818) 551-2870 or me, at (818) 551-2857.

Sincerely,



Michel Iskarous  
Acting Unit Chief  
Southern California Cleanup Operations Branch – Glendale Office

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief  
Planning and Environmental Analysis Section  
CEQA Tracking Center  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806



STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit



Jan Boel  
Acting Director

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Arnold Schwarzenegger  
Governor

DEC 23 2004

Notice of Preparation

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JAN 06 2005

PLANNING & ECONOMIC DEVELOPMENT  
NOVEMBER 30 2004  
CITY OF SANTA CLARITA

PLANNING & ECONOMIC DEVELOPMENT  
CITY OF SANTA CLARITA

To: Reviewing Agencies

Re: Henry Mayo Newhall Memorial Hospital Master Plan EIR  
SCH# 2004111149

Attached for your review and comment is the Notice of Preparation (NOP) for the Henry Mayo Newhall Memorial Hospital Master Plan EIR draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Wendy Deats  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, CA 91355

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Project Analyst, State Clearinghouse

Attachments  
cc: Lead Agency

Document Details Report  
State Clearinghouse Data Base

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

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**Type** NOP Notice of Preparation  
**Description** The Henry Mayo Newhall Memorial Hospital (HMNMH) and G&L Realty are proposing a long-range Master Plan for the buildout of the HMNMH facility on McBean Parkway.

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**Lead Agency Contact**

**Name** Wendy Deats  
**Agency** City of Santa Clarita  
**Phone** (661) 286-4175 **Fax**  
**email**  
**Address** 23920 Valencia Boulevard, Suite 300  
**City** Santa Clarita **State** CA **Zip** 91355

---

**Project Location**

**County** Los Angeles  
**City** Santa Clarita  
**Region**  
**Cross Streets** McBean Parkway / Avenida Navarre  
**Parcel No.** 2861-004-021, 022  
**Township** **Range** **Section** **Base**

---

**Proximity to:**

**Highways** I-5  
**Airports**  
**Railways**  
**Waterways** Santa Clara River  
**Schools** Meadows ES, Valencia Valley ES, Old Orchard ES, Bridgeport ES, P  
**Land Use** Existing hospital / Residential Low / Residential Low

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**Project Issues** Aesthetic/Visual; Air Quality; Geologic/Seismic; Landuse; Noise; Population/Housing Balance; Public Services; Traffic/Circulation; Water Supply

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

---

**Date Received** 11/30/2004 **Start of Review** 11/30/2004 **End of Review** 12/29/2004



<input type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Dept. of Fish & Game 3 Robert Floerke Region 3	<input type="checkbox"/> Public Utilities Commission Ken Lewis	<input type="checkbox"/> Dept. of Transportation 8 John Pagano District 8	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Dept. of Fish & Game 4 William Laudermilk Region 4	<input type="checkbox"/> State Lands Commission Jean Sarino	<input type="checkbox"/> Dept. of Transportation 9 Gayle Rosander District 9	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> Dept. of Boating & Waterways Suzi Betzler	<input type="checkbox"/> Dept. of Fish & Game 5 Don Chadwick Region 5, Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Dept. of Transportation 10 Tom Durmas District 10	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Dept. of Fish & Game 6 Gabrina Gatchel Region 6, Habitat Conservation Program	<input type="checkbox"/> Business, Trans & Housing	<input type="checkbox"/> Dept. of Transportation 11 Maio Orso District 11	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Colorado River Board Gerald R. Zimmerman	<input type="checkbox"/> Dept. of Fish & Game 6 I/II Tammy Allen Region 6, Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Caltrans - Division of Aeronautics Sandy Hesnard	<input type="checkbox"/> Dept. of Transportation 12 Bob Joseph District 12	<input type="checkbox"/> RWQCB 4 Jonathan Bishop Los Angeles Region (4)
<input type="checkbox"/> Dept. of Conservation Roseanne Taylor	<input type="checkbox"/> Dept. of Fish & Game M George Isaac Marine Region	<input type="checkbox"/> California Highway Patrol John Olejnik Office of Special Projects	<input type="checkbox"/> Cal EPA	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> California Energy Commission Environmental Office	<input type="checkbox"/> Other Departments	<input type="checkbox"/> Housing & Community Development Cathy Creswell Housing Policy Division	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Dept. of Forestry & Fire Protection Allen Robertson	<input type="checkbox"/> Food & Agriculture Steve Shaffer Dept. of Food and Agriculture	<input type="checkbox"/> Dept. of Transportation 1 Mike Eagan District 1	<input type="checkbox"/> Airport Projects Jim Lerner	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input type="checkbox"/> Office of Historic Preservation Hans Kreuzberg	<input type="checkbox"/> Dept. of General Services Robert Slepny Environmental Services Section	<input type="checkbox"/> Dept. of Transportation 2 Don Anderson District 2	<input type="checkbox"/> Transportation Projects Kurt Karperos	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> Dept. of Parks & Recreation B. Noah Tillman Environmental Stewardship Section	<input type="checkbox"/> Dept. of Health Services Wayne Hubbard Dept. of Health/Drinking Water	<input type="checkbox"/> Dept. of Transportation 3 Jeff Pulverman District 3	<input type="checkbox"/> Industrial Projects Milke Tollstrup	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> Reclamation Board DeeDee Jones	<input type="checkbox"/> Independent Commissions, Boards	<input type="checkbox"/> Dept. of Transportation 4 Tim Sable District 4	<input type="checkbox"/> California Integrated Waste Management Board Sue O'Leary	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> Santa Monica Mountains Conservancy Paul Edelman	<input type="checkbox"/> Delta Protection Commission Deby Eddy	<input type="checkbox"/> Dept. of Transportation 5 David Murray District 5	<input type="checkbox"/> State Water Resources Control Board Jim Hockenberry Division of Financial Assistance	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Office of Emergency Services John Rowden, Manager	<input type="checkbox"/> Dept. of Transportation 6 Marc Birnbaum District 6	<input type="checkbox"/> State Water Resources Control Board Steven Herrera Division of Water Rights	<input type="checkbox"/> Other
<input type="checkbox"/> Dept. of Water Resources Resources Agency Nadell Gayou	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse	<input type="checkbox"/> Dept. of Transportation 7 Cheryl J. Powell District 7	<input type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	
<input type="checkbox"/> Fish and Game Scott Flint Environmental Services Division	<input type="checkbox"/> Native American Heritage Comm. Debbie Treadway		<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	
<input type="checkbox"/> Dept. of Fish & Game Donald Koch Region 1				
<input type="checkbox"/> Dept. of Fish & Game 2 Banky Curtis Region 2				



South Coast  
Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • <http://www.aqmd.gov>

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PLANNING DIVISION

DEC 08 2004

PLANNING & ECONOMIC DEVELOPMENT  
CITY OF SANTA CLARITA

December 3, 2004

Ms. Wendy Deats, Assistant Planner II  
City of Santa Clarita  
23920 Valencia Blvd., Suite 300  
Santa Clarita, CA 91355

Dear Ms. Deats:

**Notice of Preparation of a Draft Environmental Impact Report for  
Henry Mayo Newhall Memorial Hospital Master Plan Project**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion.

**Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: [www.arb.ca.gov](http://www.arb.ca.gov).

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis. It is recommended that lead agencies for projects generating or

attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: [http://www.aqmd.gov/ceqa/handbook/diesel\\_analysis.doc](http://www.aqmd.gov/ceqa/handbook/diesel_analysis.doc). An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

#### **Mitigation Measures**

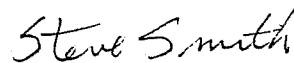
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

#### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.  
Program Supervisor, CEQA Section  
Planning, Rule Development and Area Sources

SS:CB:li

LAC041202-03LI  
Control Number



**Metro**

Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

**R E C E I V E D**  
PLANNING DIVISION

**DEC 0 8 2004**

PLANNING & ECONOMIC DEVELOPMENT  
CITY OF SANTA CLARITA

December 1, 2004

Wendy Deats  
Assistant Planner II  
City of Santa Clarita  
23930 Valencia Blvd., Suite 300  
Santa Clarita, CA 91355

Dear Ms. Deats:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Henry Mayo Newhall Memorial Hospital Master Plan Project (Master Case 04-325). This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with both highway and freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2002 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

1. Evidence that the affected transit operators received the NOP for the Draft EIR;
2. A summary of the existing transit services in the area;
3. Estimated project trip generation and mode assignment for both morning and evening peak periods;
4. Documentation on the assumptions/analyses used to determine the number of percentage of trips assigned to transit;

5. Information on facilities and/or programs that will be incorporated in to the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
6. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

The MTA looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-6908 or email at [chapmans@metro.net](mailto:chapmans@metro.net). Please send the Draft EIR to the following address:

LACMTA  
One Gateway Plaza  
Attn: Susan Chapman  
Long Range Planning, 99-23-2  
Los Angeles, CA 90012-2952

Sincerely,



Susan Chapman  
Program Manager, Long Range Planning



# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

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**JAN 11 2005**

PLANNING & ECONOMIC DEVELOPMENT  
CITY OF SANTA CLARITA

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

January 6, 2005

IN REPLY PLEASE  
REFER TO FILE: **LD-0**

Ms. Wendy Deats  
Assistant Planner II  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, CA 91355

Dear Ms. Deats:

**RESPONSE TO NOTICE OF PREPARATION  
HENRY MAYO NEWHALL MEMORIAL HOSPITAL  
MASTER PLAN PROJECT  
CITY OF SANTA CLARITA**

Thank you for the opportunity to review the Notice of Preparation of a Draft Environmental Impact Report for the Henry Mayo Newhall Memorial Hospital Master Plan Project.


We believe that this project has the potential to significantly impact the County and County/City roadways and intersections in the area. We would like the opportunity to review the draft environmental impact report and traffic study upon their completion. The County's methodology shall be used when evaluating the County and/or County/City intersections. The study shall also address the cumulative impacts generated by this and nearby developments and include the level of service analysis for the affected intersections. If traffic signals or other mitigation measures are warranted at the affected intersections, the applicant shall determine its proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. A copy of our Traffic Impact Analysis Report Guidelines is enclosed.

Ms. Wendy Deats  
January 6, 2005  
Page 2

If you have any questions regarding these comments, please contact Ms. Clarice Nash  
at (626) 458-5910.

Very truly yours,

DONALD L. WOLFE  
Interim Director of Public Works

A handwritten signature in cursive script that reads "Dennis Hunter".

DENNIS HUNTER  
Assistant Division Engineer  
Land Development Division

CRN:jmw  
P:\CEQA\CLARICE\nop4HenryMayo.doc

Enc.

# Traffic Impact Analysis Report Guidelines



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January 1, 1997

Prepared by the County of Los Angeles  
Department of Public Works

**Donald L. Wolfe**  
Interim Director of Public Works



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## **I. Introduction**

The County of Los Angeles Department of Public Works has established the following Guidelines for the preparation of Traffic Impact Analysis (TIA) reports. The purpose of these Guidelines is to establish procedures to ensure consistency of analysis and the adequacy of information presented and timely review by County staff. It is strongly recommended that the applicant's traffic engineer consult with County staff before beginning the study to establish the scope and basic assumptions of the study and any deviations from these Guidelines to avoid unnecessary delays or revisions. For assistance in the TIA scoping process, the Traffic and Lighting Division, Traffic Studies Unit, can be contacted at (626) 300-4820.

## **II. Requirements**

Generally, the Department staff is concerned with adverse impacts on traffic if:

1. Traffic generated by a project considered alone or cumulatively with other related projects, when added to existing traffic volumes, exceeds certain capacity thresholds of an intersection or roadway, contributes to an unacceptable level of service (LOS), or exacerbates an existing congested condition.
2. Project generated traffic interferes with the existing traffic flow (e.g., due to the location of access roads, driveways, and parking facilities).
3. Proposed access locations do not provide for adequate safety (e.g., due to limited visibility on curving roadways).
4. Nonresidential uses generate commuter or truck traffic through a residential area.
5. Project generated traffic significantly increases on a residential street and alters its residential character.

A traffic report must be prepared by a registered Civil or Traffic Engineer. A traffic report is generally needed if a project generates over 500 trips per day or where other possible adverse impacts as discussed in the Analysis and Impact Section (see page 4) of these Guidelines are identified. Before a full review is conducted, the County staff will check the completeness of the TIA report using the attached check list (Exhibit A). If the report is missing any of the check list items, it will be returned for revision.

### III. TIA Report Contents

#### A. Project Description

The following information is required:

1. A description of the project, including those factors which quantify traffic generators, e.g., dwelling units, square feet of office space, persons to be employed, restaurant seats, acres of raw land, etc. For residential developments, the description should indicate the type of residence, (e.g., one level or townhouse condominiums, and if its use is for families, adults or retirees).
2. A plot plan showing proposed driveways, streets, internal circulation, and any new parking facilities on the project site.
3. A vicinity map showing the site location and the study area relative to other transportation systems.
4. A brief history of the projects that are part of the phased Master Plan or a parent tract/parcel map.

#### B. Transportation Circulation Setting

The following information is required:

##### 1. Existing and Proposed Site Uses

A description of the permitted and/or proposed uses of the project site in terms of the various zoning and land use categories of the County, and the status and the usage of any facilities currently existing on the site.

##### 2. Existing and Proposed Roadways and Intersections

A description of existing streets and roadways, both within the project site (if any) and in the surrounding area. Include information on the roadway classifications (per the Highway Plan), the number of lanes and roadway widths, signalized intersections, separate turn lanes, and the signal phases for turning movements.

Existing daily directional and peak-hour through and turning traffic volumes on the roadways surrounding and/or logically associated with the project site, including Secondary and Major highways and freeways. Local streets affected by the project should also be shown. Each report shall include appendices providing count data used in the preparation of the report. The source and date of the traffic volume information shall be indicated. Count data should not be over one year old. Since peak volumes vary considerably, a ten percent daily variation is not uncommon, especially on recreational routes or roadways near shopping centers; therefore, representative peak-hour volumes are to be chosen carefully.

All assumed roadways and intersections or any other transportation circulation improvements must be identified and discussed. The discussion should include the scope and the status of the assumed improvements including the construction schedule and financing plan. It should be noted that all assumed roadways and intersections or any other transportation circulation improvements will be made a condition of approval for the project to be in place prior to the issuance of building permits. If assumed improvements do not get built on time due to an unforeseeable condition, traffic conditions for a different assumed highway network or other mitigation measures will be considered if a traffic study is submitted with a different assumed network or other measures are recommended to mitigate the traffic impact in question.

## **C. Analysis and Impact**

The following information is required:

### **1. Trip Generation Analysis**

Tabulate the estimated number of daily trips and a.m. and p.m. peak-hour trips generated by the proposed project entering and exiting the site. Trip generation factors and source are to be included. The trip generation rates contained in the latest edition of the Institute of Transportation Engineers Trip Generation manual should generally be used, except in the case of condominiums/townhomes when the following rates should be used per unit:

	ADT	A.M.-Peak	P.M.-Peak
		Outgoing/Incoming	Outgoing/Incoming
Condominiums/ Townhomes	8.0	0.48/0.06	0.26/0.47

There may be a trip reduction due to internal and/or pass-by trips. Internal trip reduction can only be applied for mixed-use types of developments and pass-by trip reduction for retail/commercial types of developments. Internal or pass-by trip reduction assumptions will require analytical support based on verifiable actual similar developments to demonstrate how the figures were derived and will require approval by the County.

## 2. Trip Distribution

Diagrams showing the percentages and volumes of the project and nearby project's a.m. and p.m. peak-hour trips logically distributed on the roadway system must be provided. The Regional Daily Trip Distribution Factors (Exhibit D-3) contained in the Congestion Management Program (CMP) Land Use Analysis Guidelines shall be referenced for regional trip distribution assumptions. If it is assumed that new routes will alter traffic patterns, adequate backup including traffic distribution maps must be provided showing how and why these routes will alter traffic patterns.

The study area should include arterial highways, freeways, and intersections generally within a one-mile radius of the project site.

**Note:** This distance may be greater than one-mile for rural areas depending on the proximity to nearby signalized intersections and the availability of master plan access routes.

## 3. Related Projects List

A list of related projects that are approximately within a one-and-a-half mile radius of the project site and would reasonably be expected to be in place by the project's build out year must be included in the report. Related projects shall include all pending, approved, recorded, or constructed projects that are not occupied at the time of the existing traffic counts.

The County of Los Angeles Department of Regional Planning (DRP) and other public agencies (if necessary) should be contacted to obtain the latest listings. A table and a map showing the status, project/zone change/conditional use permit/parcel map/tract number, and the location of each project must be provided. For a computer printout of the listing of all filed projects within the County, Land Development Management Section of the DRP, at (213) 974-6481 can be contacted.

#### **4. LOS Analysis**

If it appears that the project's generated traffic alone or together with other projects in the area could worsen the LOS of an intersection or roadway, a "before" and "after" LOS analysis is necessary. The Intersection Capacity Utilization (ICU) or Critical Movement Analysis are two methods often used to assess existing and future LOS at intersections.

If the ICU planning method is used, a maximum of 1,600 vehicles per hour per lane should be used (2,880 vehicles per hour should be used for dual left-turn lanes) and a ten percent yellow clearance cycle should be included. Intersection LOS analysis and calculation work sheets, as well as diagrams showing turning volumes shall be included in the report for the following traffic conditions.

- (a) Existing traffic;
- (b) Existing traffic plus ambient growth to the year the project will be completed (preproject);
- (c) Traffic in (b) plus project traffic;
- (d) Traffic in (c) with the proposed mitigation measures (if necessary);
- (e) Traffic in (c) plus the cumulative traffic of other known developments; and
- (f) Traffic in (e) with the proposed mitigation measures (if necessary).

The project's impact on two-lane roadways should also be analyzed for all of the above traffic conditions if those two-lane roadways are used for access. LOS service analysis contained in the Highway Capacity Analysis, Chapter 8, Two-Lane Highways, should be used to evaluate the project's impact. For simplified

analysis, use the established significant impact thresholds for two-lane roadways as shown on page 6.

### 5. Significant Impact Threshold

For intersections, the impact is considered significant if the project related increase in the volume to capacity (v/c) ratio equals or exceeds the threshold shown below.

INTERSECTIONS		
Preproject		Project V/C Increase
LOS	V/C	
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

The project is deemed to have a significant impact on two-lane roadways when it adds the following percentages based on LOS of the preproject conditions.

TWO-LANE ROADWAYS				
Directional Split	Total Capacity (PCPH)	Percentages Increase in Passenger Car Per Hour (PCPH) by Project		
		Preproject LOS		
		C	D	E/F
50/50	2,800	4	2	1
60/40	2,650	4	2	1
70/30	2,500	4	2	1
80/20	2,300	4	2	1
90/10	2,100	4	2	1
100/0	2,000	4	2	1

## **6. Analysis Discussion**

Discuss conclusions regarding the adverse impacts caused by the proposed project on the roadway system. If the cumulative traffic impact of this and other projects require mitigation measures, such as traffic signals, then estimate the percent share using the project percent share formula given in the Section III D of the TIA Guidelines. When the proposed project and other nearby developments are expected to significantly impact adjacent roadways, the developer may be required to enter into a secured agreement to contribute to a benefit district to fund major roadway and bridge improvements in the region. Also, for all recommendations to increase the number of travel lanes on a street or at an intersection as a mitigation measure, the report must clearly identify the impacts associated with such a change such as whether or not additional right of way will be required and whether it is feasible to acquire the right of way based on the level of development of the adjacent land and buildings (if any).

Discuss other possible adverse impacts on traffic. Examples of these are: (1) the limited visibility of access points on curved roadways; (2) the need for pavement widening to provide left-turn and right-turn lanes at access points into the proposed project; (3) the impact of increased traffic volumes on local residential streets; and (4) the need for road realignment to improve sight distance.

Projects which propose to amend the County's General Plan Land Use and substantially increase potential traffic generation must provide an analysis of the project at current planned land use versus proposed land use in the build out condition for the project area. The purpose of such analysis is to provide decision makers with the understanding of the planned circulation network's ability to accommodate additional traffic generation caused by the proposed General Plan Land Use amendments.

### **D. Traffic Models and Model Generated TIA's**

Computerized traffic models are planning tools used to develop future traffic projections based on development growth patterns. The Department currently operates two traffic models, one for the Santa Clarita Valley and another for the Ventura Corridor area. The Department can test proposed development project traffic impacts for the public in these areas for a fee. For assistance in the traffic modeling, the Planning Division, Transportation



Planning/Assessments Section, can be contacted at (626) 458-4351.

For TIA=s prepared using data from outside traffic modeling, the following information is required:

1. The type of modeling software used to generate the traffic analysis report data (i.e., TRANPLAN, EMME/2, etc.).
2. The list of land use assumptions by traffic analysis zones (TAZ=s) and their sources used in the traffic model in lieu of a related projects list.
3. A copy of the computerized roadway network assumed to be in place at the time of the project. Streets should be color-coded by street type. Also, TAZ=s and their corresponding centroidal connectors, as well as number of lanes should be displayed.
4. The list of trip generation rates used in the traffic model and their sources.
5. Model runs (plots) identifying both the with and without project scenarios. The volumes displayed on the plots should be in 100's for Average Daily Vehicle Trips (ADT) and 10's for peak-hour plots.

#### **E. Traffic Signals**

The following information is required:

Traffic signal warrant analysis using the State of California Department of Transportation (Caltrans) Peak-Hour (Figures 9-8 and 9-9 of Caltrans Traffic Manual) and Estimated Average Daily (Figure 9-4 of Caltrans Traffic Manual) Traffic Warrant Analysis should be provided. If the installation of signals is warranted with the addition of the project's traffic, then the installation will be the sole responsibility of the project. If it is warranted with cumulative traffic of the project and other related projects, the following formula should be used to calculate the project percent share.

$$\text{Project Percentage Share} = \frac{\text{Project Traffic}}{\text{Project+Other Related Projects Traffic}}$$

The project percent share should be based on the peak-hour volumes that warrant signals. If both peak hours satisfy the installation of signals, the average of the two peak-hour volumes should be used in the percent share analysis.

## **F. Mitigation Measures**

The following information is required.

Identify feasible mitigation measures which would mitigate the project and/or other related projects' significant impacts to a level of insignificance. Also, identify those mitigation measures which will be implemented by others. Those mitigation measures that are assumed to be implemented by others will be made a condition of approval for the project to be in place prior to issuance of building permits. Mitigation measures may include, but are not limited to, the following:

### **1. Traffic Engineering Techniques.**

- a. Locate access points to optimize visibility and reduce potential conflict.
- b. Design parking facilities to avoid queuing into public streets during peak arrival periods.
- c. Provide additional off-street parking.
- d. Dedicate visibility easements to assure adequate sight distance at intersections and driveways.
- e. Signalize or modify traffic signals at intersections.
- f. Install left-turn phasing and/or multiple turning lanes to accommodate particularly heavy turning movements.
- g. Widen the pavement to provide left- or right-turn lanes to lessen the interference with the traffic flow.<sup>1</sup>
- h. Widen intersection approaches to provide additional capacity.
- i. Prohibit left turns to and from the proposed development.
- j. Restrict on-street parking during peak hours to increase street capacity.<sup>1</sup>

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<sup>1</sup> Physical roadway improvements to improve capacity should be considered before considering parking restrictions.

**2. Contribute to a benefit district to fund major capital improvements**

- a. Construct a grade separation.
- b. Improve or construct alternate routes.
- c. Complete proposed routes shown on the Los Angeles Highway Plan.
- d. Improve freeway interchanges (bridge, widening, modifications, and etc.).

**3. Transportation System Management (TSM) Techniques<sup>2</sup>**

- a. Establish flexible working hours.
- b. Encourage employee use of carpools and public transportation (specific measures must be indicated).
- c. Establish preferential parking for carpools.
- d. Restrict truck deliveries to Major and Secondary highways and encourage deliveries during the off-peak hours.
- e. Establish a monitoring program to ensure that project traffic volumes do not exceed projected traffic demand.

**Note: When it appears that other jurisdictions will be impacted by a development, the Department will request that the involved jurisdiction also review the TIA. A written response from that jurisdiction should be provided with appropriate follow-up to the lead County agency.**

**G. CMP Guidelines**

The following information is required:

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<sup>2</sup> Contributions to a benefit district and/or TSM techniques may not be used to lower LOS in the capacity calculations.

Where the project meets the criteria established in the County of Los Angeles' CMP Land Use Analysis Guidelines, a CMP analysis must be provided. A copy of the latest Guidelines will be available upon request. A CMP TIA is required for all projects required to prepare an Environmental Assessment based on local determination or projects requiring a traffic study. The geographic area examined in the TIA must include the following, at a minimum.

- § All CMP arterial monitoring intersections (see Exhibit B of the Guidelines), including freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. peak hours.
- § Main line freeway monitoring locations (see Exhibit C of the Guidelines) where the project will add 150 or more trips, in either direction, during the a.m. or p.m. weekday peak hours.
- § Caltrans must also be consulted to identify other specific locations to be analyzed on the State highway system.

If, based on these criteria, the TIA identifies no facilities for study, no further traffic analysis is required.

JHC:ce

T-2/ACCESS

(01/07/99)

Attach.

## EXHIBIT A

### TRAFFIC IMPACT ANALYSIS REPORT CONTENTS CHECK LIST

*Note: Before a full review is conducted, PW's staff will check the completeness of the Traffic Impact Analysis Report. If the Report is missing any of the items listed below, it will be returned for revision.*

CONTENT	YES/ NO	COMMENT
<b>Site Plan</b> § Access locations § Interior circulation		
<b>Trip Generation Rates</b> § Institute of Transportation Engineers (ITE) trip generation rates § Documentation for alternate rates		
<b>Trip Distribution</b> § Regional § Local project (am/pm) § Local related projects(am/pm)		
<b>Traffic Counts</b> § Taken within one year § Date/Time		
<b>Discounting</b> § Internal trip discounts for mixed use developments § Pass-by trip discounts for commercial/retail developments § Backup		
<b>Level of Service Calculations</b> § Intersection Capacity Utilization (ICU) or Criteria Movement Analysis § 10 percent yellow clearance for ICU planning method § 1,600 vehicles per lane (vpl); 2,880 vpl for dual left-turn lanes for ICU planning method § Calculation sheets § Scenarios as required per Guidelines § Existing/Future lane configurations		
<b>Signal Warrant Analysis</b> § Peak-hour/Average Daily Traffic per the State of California Department of Transportation standards		
<b>Mitigation Measures</b> § Project impacts § Cumulative developments impacts § Projects percent share of the cost to mitigate cumulative development impacts		
<b>Congestion Management Program Analysis</b>		



**PROJECT IMPACT ON SERVICES:**

Any development will increase the service demand on existing resources. Although this development would be in proximity to existing fire stations, it would increase service demand on the existing fire protection resources in the general area. Additional manpower, equipment, and facilities are needed in the area now.

**SERVICE RESPONSIBILITY:**

The applicant shall participate in an appropriate financing mechanism, such as a developer fee or an in-kind consideration in lieu of developer fees, to provide funds for fire protection facilities which are required by new commercial, industrial or residential development in an amount proportionate to the demand created by this project. Currently, the developer fee is a set amount per square foot of building space, adjusted annually, and is due and payable at the time a building permit is issued. In the event that the developer fee is no longer in effect at the time of building permit issuance, alternative mitigation measures shall be required.

**LAND DEVELOPMENT UNIT:**

The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project.

This project does not propose construction of structures or any other improvements at this time. Therefore, until actual construction is proposed, the project will not have a significant impact to the Fire Department, Land Development Unit.

When developing the infrastructure and when actual construction is proposed, the following requirements shall be incorporated into the project proposals.

**GENERAL REQUIREMENTS:**

The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues. The Department may condition future development to provide additional means of access. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification plans, must be met.

Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.

Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width, unobstructed, clear-to-sky. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

Access roads shall be maintained with a minimum of ten (10) feet of brush clearance on each side. Fire access roads shall have an unobstructed vertical clearance clear-to-sky with the exception of protected tree species. Protected tree species overhanging fire access roads shall be maintained to provide a vertical clearance of 13 feet, 6 inches.

When involved with a subdivision in a city contracting fire protection with the County of Los Angeles Fire Department, Fire Department requirements for access, fire flows and hydrants are addressed during the subdivision tentative map stage.

Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.

**COMMERCIAL- INSTITUTIONAL:**

The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
2. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
3. Additional hydrants will be required if hydrant spacing exceeds specified distances.

Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length. All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure.

- 1: Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.
2. The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.



Mike Harden, Environmental Analyst  
January 27, 2005  
Page 4

**TRAFFIC CALMING MEASURES:**

All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review, prior to implementation.

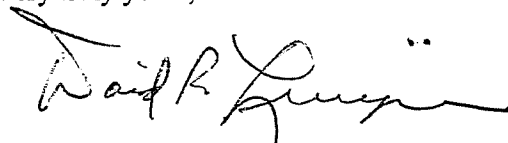
Should any questions arise regarding design and construction, and/or water and access, please contact Inspector Marvin Dorsey at (323) 890-4243.

**FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**

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. Potential impacts in these areas should be addressed in the final Environmental Impact Report.

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

Very truly yours,

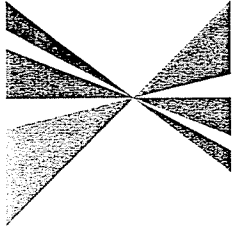


DAVID R. LEINGER, CHIEF, FORESTRY DIVISION  
PREVENTION BUREAU

DRL:lc

c: Wendy Deats, Assistant Planner II – City of Santa Clarita ✓

SOUTHERN CALIFORNIA



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Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County • Bill Alexander, Rancho Cucamonga • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Deborah Robertson, Rialto • Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

RECEIVED  
PLANNING DIVISION

MAR 07 2005

PLANNING & ECONOMIC DEVELOPMENT  
CITY OF SANTA CLARITA

March 2, 2005

Ms. Wendy Deats  
Assistant Planner II  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, CA 91355

**RE: SCAG Clearinghouse No. I20050081 Henry Mayor Newhall Memorial Hospital Master Plan Master Case No. 04-325**

Dear Ms. Deats:

Thank you for submitting the **Henry Mayor Newhall Memorial Hospital Master Plan Master Case No. 04-325** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Henry Mayor Newhall Memorial Hospital Master Plan Master Case No. 04-325**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **February 1-15, 2005** Intergovernmental Review Clearinghouse Report for public for review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

MARK BUTALA  
Senior Regional Planner  
Intergovernmental Review

Doc #107570



RECEIVED  
PLANNING DIVISION

DEC 10 2004

PLANNING & ECONOMIC DEVELOPMENT  
CITY OF SANTA CLARITA

To: City of Santa Clarita  
Planning & Economic Development Department

Re: MASTER CASE 04-309 (Minor Use Permit 04-039)  
Henry Mayo Newhall Memorial Hospital  
23845 McBean Parkway (APN: 2861-004-021)  
Public Hearing: December 7, 2004 7:00 p.m.

We recognize the need and support the expansion of the Henry Mayo Newhall Memorial Hospital emergency room. It is the relocation of the helicopter landing pad that has raised some concerns regarding noise, flight patterns and health and safety.

The placement of the landing pad on top of the existing emergency room and the central plant building at a height of 32', places it at a level that will increase the noise problem for homes on the Valencia Summit. Urban Building, Inc., the firm retained by the two hospital campus owners Henry Mayo Newhall Memorial Hospital and G & L Realty Corp., have stated they will conduct a noise study within three months of construction of the helicopter landing pad. However, there is no plan for reducing the noise level if it exceeds that allowed in a residential neighborhood.

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**We request:**

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Also, we request that our concerns and requests be added to the public scoping meeting for the Henry Mayo Newhall Memorial Hospital Master Plan Project (Master Case 04-325) to be held on Monday, December 13, 2004. The final, permanent location of the helicopter landing pad will be determined through the hospital's Master Plan.

Respectfully requested by the undersigned - Valencia Summit Neighbors

DATE	NAME	ADDRESS	SIGNATURE
12-5-04	John Lewis	25997 Sardonia Ct.	[Signature]
12-5-04	THANAT	25957 Saralinda Ct.	[Signature]
12-5-04	JOHN HOFFMAN		[Signature]
11-11-04	[Redacted]	24158 TOSCANO DR	[Signature]

To: City of Santa Clarita  
Planning & Economic Development Department

Re: MASTER CASE 04-309 (Minor Use Permit 04-039)  
Henry Mayo Newhall Memorial Hospital  
23845 McBean Parkway (APN: 2861-004-021)  
Public Hearing: December 7, 2004 7:00 p.m.

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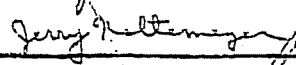
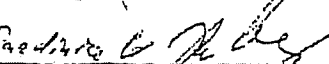
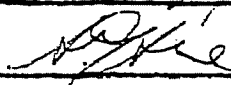
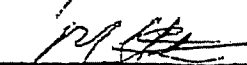
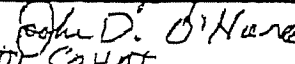
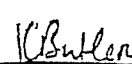

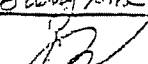
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DATE	NAME	ADDRESS	SIGNATURE
11/1/04	DR. JAMES THOMAS	25931 SARDINIA CT	
12/4/04	JERRY NOLTEMEYER	25936 SARDINIA CT.	
12/04/04	Viktor Kerzhunovich	25934 SARDINIA CT	
12/4/04	STEVEN SHORE	24176 TOSSANO DR.	
12/4/04	Marshall Hicks	25943 Coloretto Ct.	
12/4/04	John D. O'Hara	25949 COLONETTI COURT	
12/4/04	KIRSTEN BUTLER	24176 TOSSANO DRIVE	
12/4/04	William Branghton	24114 TOSSANO DRIVE	
12/4/04	Daniel Villalobos	24154 TOSSANO DR	

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DATE	NAME	ADDRESS	SIGNATURE
12/5/04	Gino Ferraci	25930 SARDINIA CT	<i>Gino Ferraci</i>
12/4/04	Phillip H Kraff (Phillip A. Kraff)	25933 SARDINIA COURT	<i>Phillip H. Kraff</i>
12/4/04	Wesley Takahashi	25943 SARDINIA CT	<i>Wesley Takahashi</i>
12/4/04	Bonnie Whinn	25944 Sardinia Ct	<i>Bonnie Whinn</i>
12-4-04	Sharon Kelso	25934 Sardinia Ct Val 91355	<i>Sharon Kelso</i>

12/5/04 Winton Winslow 25940 SARDINIA CT, La 46 6W

12/5/04 Vera B. Babh 25950 Sardinia Ct. Vera Babh

12/5/04 Sue Daniels 25958 Sardinia Ct. Sue Daniels

12/5/04 KWAN, Soo 25953 SARDINIA CT. *Kwan*

12/05/04 Elaine Banks 25937 Sardinia Ct. Elaine Banks