



3.0 INFRASTRUCTURE & PUBLIC UTILITIES

Public services and facilities serve as the backbone for any planned community. Integrated with the roadway system, public facilities such as water, sewer, storm drainage and utilities provide the necessities of life for the development of a planned community.

All conventional utilities and infrastructure will be provided in the Specific Plan area including water, sewer, drainage, electrical, gas, and franchise utilities.

This section will also discuss the phasing, public financing and maintenance for the Specific Plan area.

3.1 PUBLIC SERVICES

Public services are provided as part of the overall planned concept where future residents can live, shop, go to school and relax within the boundaries of the Specific Plan. Public services include libraries, parks, schools, fire protection and police protection.

3.1.1 Schools

Primary and secondary public education in the Specific Plan area is provided by the Saugus Union School District and William S. Hart Union High School District. Further discussion of the proposed elementary school is in Section 4.5.

3.1.2 Library Services

Library services for the proposed Specific Plan area and the Santa Clarita Valley area are provided by the County of Los Angeles Public Library system. The City of Santa Clarita contracts with the County of Los Angeles for public library services. The Santa Clarita Valley area is served by three County libraries (Valencia, Newhall, and Canyon Country) and a mobile library service. Existing library space in the Santa Clarita Valley does not meet the County Public Libraries library planning standards.

Development of the Specific Plan would result in increased demands on library facilities. Revenues collected by the County of Los Angeles over the course of buildout of the Specific Plan would fund library service in the Santa Clarita Valley and reduce impacts.



3.1.3 Parks

The Specific Plan proposes the dedication and/or development of 50.9 acres for public and private parks throughout the project to provide usable open space areas for recreational and passive activities. The difference in public parks vs. private parks is ownership and maintenance and operation responsibility. The public parks proposed, are to be dedicated to and maintained and operated by the City of Santa Clarita. The private parks proposed, which include the Lago De Valencia lake and beach club, will be maintained by the Homeowners Association. The existing Pony League ballfields will continue to be maintained and operated by Hart Pony League which leases the property. Section 4.4 provides additional discussion on parks. The following public and private parks are located as follows:

Public Parks

- ❖ A 2.7 acre riverpark abutting the southeast corner of Newhall Ranch Road and the San Francisquito Creek. This park is intended to preserve existing oak trees and provide passive open space use.
- ❖ A 12.4 acre community park within the boundaries of the Specific Plan area and an additional 6.0 acres outside the Specific Plan (within the MWD easement) are designed for active recreation. This site is located between Newhall Ranch Road and "M" Street, east of "J" Street.
- ❖ A 2.0 acre staging area is located within South River Village between "E" Street and the multi-use trail. Of the 2.0 acres, 1.4 acres is located within the adjacent upland preserve zone. The staging area will provide a picnic area and horse staging corral as well as an area to park vehicles and have direct access to the multi- purpose, equestrian, and bike trails.

Private Parks

- ❖ A 15.5 acre lake with a 1.1 acre beach club located between Newhall Ranch Road & "M" Street, east of McBean Parkway. This private lake/beach club is intended for use by the Lago De Valencia residents. Possible passive park spaces along the lake edges will be available to the public. Where trails are provided along lake edge, public access will be allowed.



- ❖ A 17.2 acre recreational area is presently developed and used as the Pony League ballfields. This site is bounded between the Santa Clara River and South Fork River with access from Valencia Blvd. No changes are proposed to the present use of the Pony League ballfields.

3.1.4 Fire Protection

Fire protection and emergency medical response services for the Specific Plan site and the surrounding area are provided by the Los Angeles County Fire Department. At the time of this writing, eight fire stations and three camps provide fire protection services for the Santa Clarita Valley area. One additional station (Fire Station 126) is in the design stage of development, and will be located at the southeast intersection of Citrus Drive and Magic Mountain Parkway. Fire Station 111, located at 26829 Seco Canyon Road is the jurisdictional company for this property, thus providing the primary fire protection services. Additional fire protection services to the Specific Plan area are provided by Stations 73, 76, 107, and 124. Paramedic services are provided to the area by the Los Angeles County Fire Department and a private ambulance company under contract with the City of Santa Clarita. All of the above services are provided at a level that is considered to be adequate.

The Specific Plan area would be required to meet County codes and requirements relative to providing adequate fire protection services to the site during both the construction and operational stages of the Specific Plan.

3.1.5 Police Protection

Primary police protection service for the project site and the surrounding unincorporated Santa Clarita Valley area is provided by the County of Los Angeles Sheriff's Department Santa Clarita Valley Substation. The County Sheriff also provides protection services to the City of Santa Clarita under a contract between the two parties. Additionally, the Department of California Highway Patrol provides traffic regulation enforcement; emergency incident management; and service and assistance on Interstate 5 (I-5), State Route 126 (SR-126), State Route 14 (SR-14), and other major roadways in the unincorporated portions of the Santa Clarita Valley area. The level of Sheriff's Department and California Highway Patrol (CHP) protection service in the City of Santa Clarita is considered adequate.



Implementation of the project would increase the demand for police protection and traffic-related services on the project site and the local vicinity in terms of personnel and equipment needed to adequately serve the project site at buildout. It is estimated that the project would require the services of an additional 5.5 sworn officers.

3.2 PUBLIC FACILITIES

Several local agencies or special districts provide public facilities to Santa Clarita residents. Public facilities include such infrastructure as water services, sewage and solid waste disposal, storm water drainage and utilities. Established public utilities will be providing public facilities for natural gas (Southern California Gas Company), electrical (Southern California Edison), and telephone (Pacific Bell Company).

3.2.1 Water Service

The Specific Plan area is located within the wholesale water service area of the Castaic Lake Water Agency (CLWA) and within the retail water service area of the Valencia Water Company (VWC). Currently, the site is not developed with urban land uses, but water is consumed on the Specific Plan area to support agricultural uses. As the site develops, the proposed uses on the site would increase water demand, but would not require an extension of water service infrastructure to the site.

The projected total water demand for the proposed Specific Plan area is 1,339.0 acre-feet per year. Of this total, it is expected that 1,272.05 acre-feet would be from VWC service lines for potable uses (e.g., drinking, bathing, etc.) and 66.95 acre-feet per year would be from the CLWA reclaimed water services lines for non-potable uses (e.g., landscape irrigation).

Current water demand within the VWC service area is 19,720 acre-feet per year and existing water supply is 45,000 acre-feet per year. Adequate water supplies are currently available to serve both existing water demand in the VWC service area and the Specific Plan area.



3.2.2 *Wastewater Disposal*

The Specific Plan area would generate approximately 0.48 million gallons of wastewater on a daily basis, which would be treated at both the Valencia Water Reclamation Plant (District 32) and the Saugus Water Reclamation Plant (District 26). Portions of the proposed developments are located within the jurisdictional boundaries of District 32. However, a large percentage of the proposed Specific Plan area is located outside of the jurisdictional boundaries of the Districts and will require annexation into District No. 26 and/or District No. 32. The trunk wastewater lines located in Bouquet Canyon Road, Avenue Scott and the District 32 main in Magic Mountain Parkway serve the Specific Plan area and have adequate capacity to serve the Specific Plan. The wastewater lines proposed on the Specific Plan site would be designed with adequate capacity to serve the Specific Plan area. Given the existing combined treatment capacity of Districts 26 and 32 of 19.1 million gallons per day and existing demand of 15.9 mgd. Wastewater treatment capacity presently exists. The Sanitation Districts are proposing a major expansion at District 26 to accommodate future planned valley growth. Wastewater from the Specific Plan could be treated at both the Valencia and Saugus WRPs with no significant impacts to the wastewater treatment system.

3.2.3 *Solid Waste Disposal*

Upon buildout and assuming no solid wastes from the Specific Plan area would be recycled (a worst-case scenario), the Specific Plan area would generate approximately 40,428 pounds of solid waste per day, which is equivalent to approximately 7,378 tons per year. The Specific Plan area may also generate household-type hazardous wastes.

Three private haulers are permitted by the City of Santa Clarita Department of Public Works to collect residential, commercial and industrial waste in the City. These haulers operate in a franchise system. When collected, the waste may be taken to any landfill that is willing to accept it and which provides the greatest economic advantages to the hauler, based on location and disposal fees. At this time, the City exports virtually all its wastes to the Chiquita Canyon Landfill.

The development standards within the Specific Plan include City recycling and greenwaste reduction efforts for residential, commercial and industrial land uses.



3.2.4 Storm Water Drainage

The Specific Plan is located within the Santa Clara River basin and its 1,634 square mile watershed. The project site overlies portions of four watercourses, all of which are part of the Santa Clara River watershed. The Drainage Concept Plan for the project delineates the conceptual backbone system for the North Valencia Annexation Area. As proposed, storm flow through the site would utilize subsurface drainage conduits to channel storm runoff through the site prior to discharge. In addition, the storm flow through the site would largely follow existing drainage patterns and would be channeled through the site in closed drainage systems and water quality filters. Although the proposed project involves annexation into the City of Santa Clarita, the Los Angeles County Department of Public Works (LACDPW), Flood Control Division would maintain authority of flood control improvements and storm drainage systems proposed as part of the Specific Plan where constructed to LACDPW standards. New construction proposed as part of the Specific Plan would need to meet LACDPW standards in order for the County to maintain them. Other flood control or storm drainage facilities such as water filter areas, or buried bank stabilization would be maintained by the City.

All proposed developments will need to meet the National Pollutant Discharge Elimination System (NPDES) requirements.

3.2.5 Utilities

Utilities will be provided to future customers by existing public utility companies which include Southern California Edison, Southern California Gas Company, and Pacific Bell telephone company.

3.2.5.1. Electricity

The Specific Plan site is under agricultural production and energy consumption is limited to equipment using petroleum-based fuels (i.e., gasoline, diesel, propane, etc.). Currently, Southern California Edison (SCE) maintains overhead power lines which bisect South River Village, Pony League and Lago De Valencia. Per City standards, new local serving electric lines will be placed underground.

Adequate energy resources are available for the Specific Plan area by SCE.



3.2.5.2 *Natural Gas*

Natural gas is imported by the Southern California Gas Company (SCGC) from its interstate system and will be provided throughout the Specific Plan area.

3.2.5.3 *Telephone*

Telephone service is provided by Pacific Bell. Telephone facilities will be located within the streets rights-of-way. No overhead telephone facilities will be permitted.

3.2.5.4 *Cable Television Facilities*

Cable television is provided by Cablevision Company. Cable television facilities will be located underground within public rights-of-way.

3.3 PHASING

It is anticipated that the Residential and Commercial land uses are to be developed over a five year time period. Residential development will begin in Lago De Valencia for the first three years and then occur in South River beginning year three to year five. The following table provides a break down of the total residential units constructed per year.

Year	Units	Planning Area
1	400	Lago De Valencia
2	400	Lago De Valencia
3	300	Lago De Valencia
	100	South River Village
4	400	South River Village
5	400	South River Village
Total	2,000	South River Village



Commercial development will come on line over five year phasing in the following order:

1. South River Village
2. Valencia Industrial Center
3. Bouquet South
4. Lago De Valencia
5. Pony League

Infrastructure will occur concurrently with each Residential and Commercial phase.

The phasing program may be modified, provided the objectives of the program continue to be met, and provided that all infrastructure including, but not limited to roads, sewer facilities, water supply, and drainage facilities are available to serve the proposed development.

3.4 PUBLIC FINANCING

Various techniques are available for the financing of the improvements associated with the Specific Plan development. As per the Annexation and Development Agreement, the City will cooperate to establish CFDs, assessment districts and/or other public financing mechanisms to fund infrastructure improvements.

3.5 MAINTENANCE

Maintenance responsibilities within the Specific Plan will be divided between the individual property owners, the Homeowner's Association, a Landscape Maintenance District(s), and the City of Santa Clarita.

Covenants, Conditions and Restrictions (CC&R's) will be recorded for the plan area to further ensure the maintenance of facilities and landscaping.

Streets

Each of the street rights-of-way identified as public within the plan will be dedicated to and maintained by the City of Santa Clarita in accordance with established City policies. Streets identified as private shall be maintained by the Homeowner's Association.

Medians, parkways and paseo bridges will be maintained through a Landscape Maintenance District.



Drainage Facilities

Permanent drainage improvements within the Specific Plan will be constructed within basic rights-of-way, and dedicated to either the City or appropriate District for maintenance.

Where it is necessary to construct drainage improvements outside of public rights-of-way, drainage easements will be dedicated to the City or appropriate District. Upon dedication, the City or District will assume responsibility for maintenance of underground facilities only; maintenance responsibility for surface improvements within drainage easements will not be transferred. NPDES will monitor storm drain facilities.

Drainage facilities on private property in absence of an easement will be considered to be private drains. Maintenance of such private drains will be the responsibility of the landowner or the association charged with the general maintenance of the landscaping and other common improvements of the area in question.

Water and Sewer

The CLWA, VWC, County of Los Angeles District 26 and 32, and the City of Santa Clarita will assume responsibility for the maintenance and monitoring of water and sewer facilities to be constructed within the public rights-of-way and easement areas containing public facilities. The City of Santa Clarita will monitor the construction of water and sewer facilities located on private property within the Specific Plan.

Where it is necessary to construct water or sewer improvements outside of public rights-of-way, easements will be dedicated to the City of Santa Clarita or appropriate District. Upon dedication, the City or District will assume responsibility for maintenance of the underground facilities only; maintenance of surface improvements within easement areas, other than those facilities for which the easement was specifically granted, will not be transferred.

Water and sewer facilities located on private property in the absence of an easement will be considered to be private facilities. Maintenance of such private facilities will be the responsibility of the landowner, association or district charged with the general maintenance of the landscaping and other common improvements of the area in question.



Utilities

The Southern California Gas Company will maintain natural gas lines within the project site. The Southern California Edison Company will maintain project electrical facilities. The local cable television company will maintain cable television facilities. Pacific Telephone will maintain telephone facilities.

Park

Private recreation areas and the lake (excluding the Pony League ballfields) will be maintained by a Homeowner's Association. CC&R's will be recorded to ensure the maintenance of facilities, hardscape, and landscape.

Public parks, trails, and opens space will be maintained by the City of Santa Clarita in accordance with established City policies.

Trails

Public community trails will be maintained by the City of Santa Clarita in accordance with established City policies.

Private trails and paseos will be maintained through the Homeowners Association.



4.0 MAJOR DESIGN ELEMENTS

This section will discuss the major design elements that support the entire Specific Plan project area. Major categories of design elements include circulation and access, trails, parks and school. The emphasis of discussion in this section will be the major design elements such as the arterial roadway system, access points, pedestrian bridges, and various parks. Circulation internal to the specific development will be covered in the detailed discussion of that development area.

4.1 CIRCULATION AND ACCESS

This section on circulation and access deals only with the major roadway system that serves the entire Specific Plan area and vehicular access points into the development areas.

4.1.1 Access Points

The access points that are discussed in this section are those located on the Arterial and Secondary Highways. They fall into two categories; signalized intersections and non-signalized, right-in and right-out intersections. The signalized intersections are further divided into existing and proposed. See Exhibit 5, Circulation Plan and Roadway Sections.

Primary access to the residential areas will be taken from collector streets and direct access to residential communities from major highways will be prohibited except as necessary for public safety as determined by the Director of Planning and Building Services.

a. Existing Signalized Intersections

Newhall Ranch Road and McBean Parkway
Newhall Ranch Road and Grandview Drive
Newhall Ranch Road and Hillsborough Parkway
Newhall Ranch Road and Bouquet Canyon Road
Bouquet Canyon Road and Valencia Blvd./Soledad Canyon Road
Valencia Blvd. and Cinema Drive
McBean Parkway and Creekside Road
McBean Parkway and Magic Mountain Parkway
Avenue Tibbitts and Avenue Scott
Avenue Tibbitts and Newhall Ranch Road

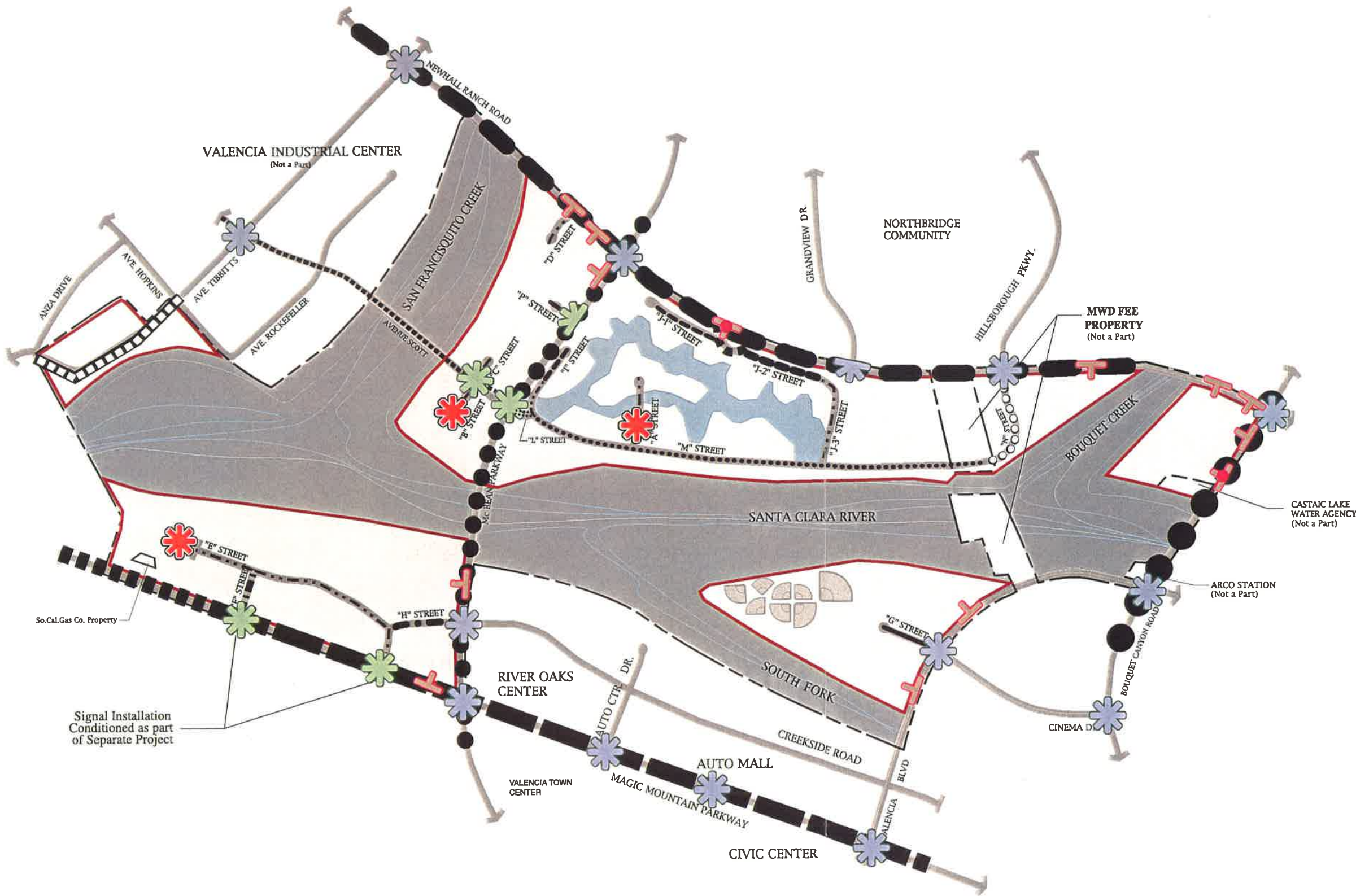


EXHIBIT KEY	
---	SPECIFIC PLAN BOUNDARY
---	PLANNING AREA BOUNDARY
CIRCULATION AND ACCESS	
⊗	TRAFFIC SIGNALS (PROPOSED)
⊗	TRAFFIC SIGNALS (EXISTING)
T	RIGHT IN / RIGHT OUT
T	RIGHT IN / RIGHT OUT / LEFT IN
⊗	POTENTIAL GATED ACCESS
█	160' - 185' R.O.W. (TYP. SECTION 1)
█	140' OR VAR. R.O.W. (TYP. SECTION 2)
●	139' OR VAR. R.O.W. (TYP. SECTION 3)
█	148' OR VAR. R.O.W. (TYP. SECTION 4)
●	120' OR VAR. R.O.W. (TYP. SECTION 5)
---	89' - 100' R.O.W. (TYP. SECTION 6)
---	90' OR VAR. R.O.W. (TYP. SECTION 7)
█	28' R.O.W. W/ ALTERNATE 88' R.O.W. (TYP. SECTION 8)
---	66' R.O.W. (TYP. SECTION 9)
█	66' R.O.W. (TYP. SECTION 10)
---	64' R.O.W. (TYP. SECTION 11)
○	64' R.O.W. (TYP. SECTION 12)
---	60' R.O.W. (TYP. SECTION 13)
---	44' R.O.W. (TYP. SECTION 14)
█	60' R.O.W. (TYP. SECTION 15)
---	60 - 84 R.O.W. (TYP. SECTION 16)
---	53' R.O.W. (TYP. SECTION 17)
---	44' R.O.W. (TYP. SECTION 18)





b. Proposed Signalized Intersections

Two intersections along the South River Village development on Magic Mountain Parkway (Note: both of these signals are conditioned as part of other developments. The signal at the intersection of Magic Mountain Parkway and "E" Street and the intersection at Magic Mountain and "F" Street are to be constructed in conjunction with the Avignon Project and the Valencia Town Center).

McBean Parkway and Avenue Scott Intersection.

McBean Parkway and "P" Street providing access to the commercial center to the west.

Avenue Scott west of McBean Parkway.

c. Non-Signalized, right-in, right-out and left-in intersections

Magic Mountain Parkway - one right-in/right-out access point just west of McBean Parkway - access into the South River Village commercial area.

McBean Parkway - one right-in/right-out access point north of Creekside Road - access into the South River Village commercial area

McBean Parkway - one right-in/right out access point south of Newhall Ranch Road - access into the Lago De Valencia Commercial area.

Newhall Ranch Road - two right-in/right-out access points at Lago De Valencia commercial area west of McBean Parkway

Newhall Ranch Road - one right-in/right-out/left-in access point into Lago De Valencia between McBean Parkway and Grandview Drive.

Newhall Ranch Road - one right-in/right-out access point into Lago De Valencia residential area between Hillsborough Parkway and Bouquet Creek Channel.

Newhall Ranch Road - two right-in/right-out access points into Bouquet South Commercial area between Bouquet Creek Channel and Bouquet Canyon Road.



Bouquet Canyon Road south of Newhall Ranch Road - one right-in/right-out access point and one right-in/right-out/left-in access point into Bouquet South commercial area.

Valencia Blvd. - two right-in/right-out access points into Pony League commercial area north and south of Cinema Drive.

4.1.2 Roadway Description

Exhibit 6 provides sections through the various roadways. All medians shall be landscaped.

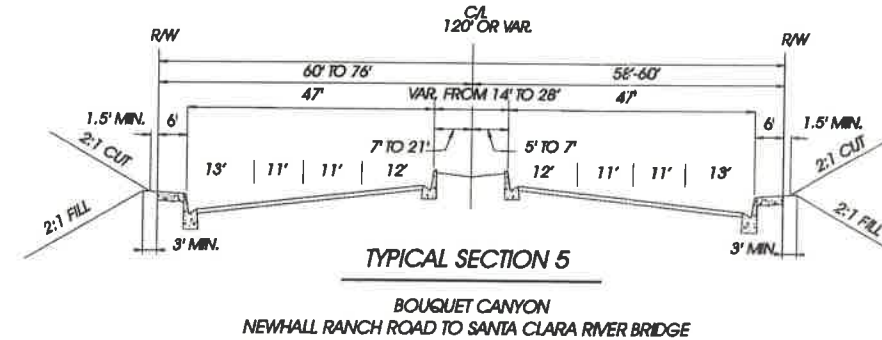
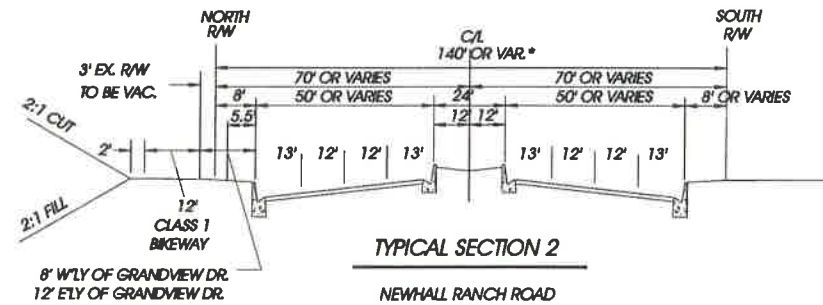
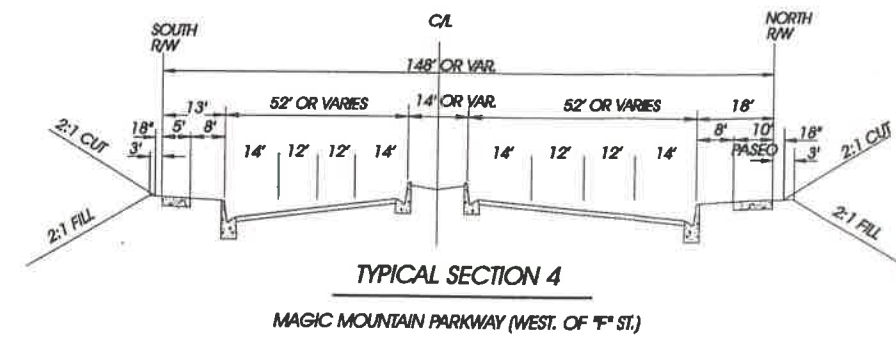
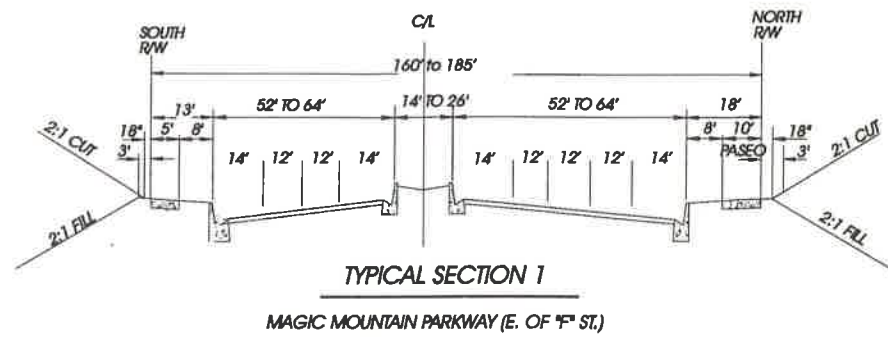
a. Newhall Ranch Road

Newhall Ranch Road is designated by the Circulation Element of the General Plan as a Major Arterial Highway. The ultimate roadway is proposed to be 140 feet or greater with two 50 foot travelways and a 24 foot landscaped center median with left turn pockets provided at limited locations. The ultimate roadway design section will include access to the roadway through driveways, cross streets, and crosswalks. Ultimately this roadway will be extended to an eight lane road.

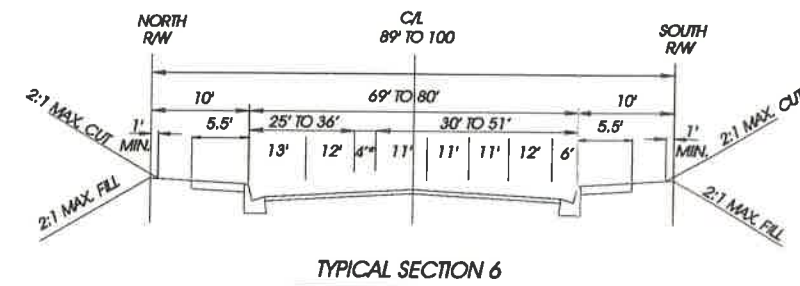
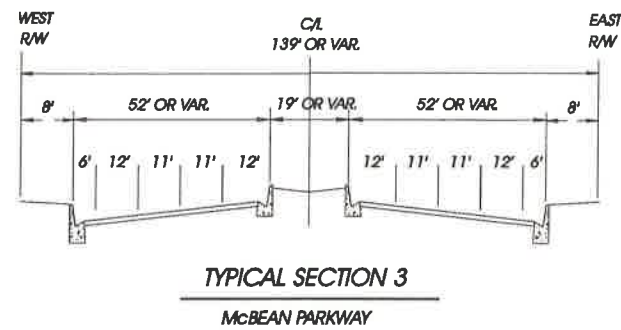
A permanent bike trail will be located parallel and adjacent to Newhall Ranch road and will replace the temporary Class I trail along the length of the project area. Trail bridge crossings will be provided over San Francisquito Creek and over Bouquet Creek.

b. McBean Parkway

McBean Parkway is designated as a Major Arterial Highway. Its ultimate right-of-way is proposed to be 139 feet wide or greater with a raised 19 foot wide landscaped center median and two 52 foot travelways with left turn pockets provided at limited locations. The ultimate roadway design section will include Class II bike lanes along both sides of McBean Parkway north of the Santa Clara River to Newhall Ranch Road and along the west side of McBean Parkway south of the Santa Clara River to Magic Mountain Parkway, and access to the roadway through driveways, cross streets, and crosswalks. Ultimately, this roadway will be extended to an eight lane road.

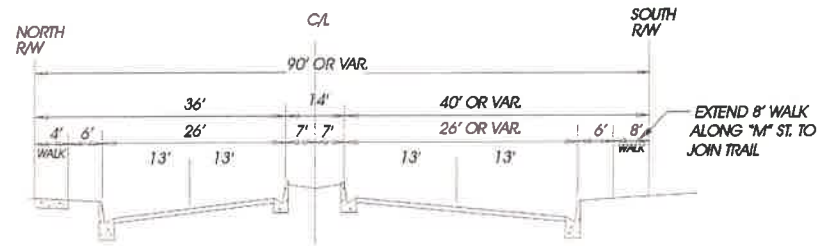


NOTE: 1. 140' TO 164' AT INTERSECTIONS DEPEND ON RIGHT TURN REQUIREMENTS AND SUBJECT TO FINAL TRAFFIC REVIEW AND APPROVAL
 2. ROADWAY MAY TRANSITION TO 6 THROUGH LANES BETWEEN APPROX. LIMITS OF GRANDVIEW DR. TO HILLSBOROUGH PKWY SUBJECT TO CITY ENGINEER AND DIRECTOR OF PLANNING AND BUILDING SERVICES REVIEW AND APPROVAL.

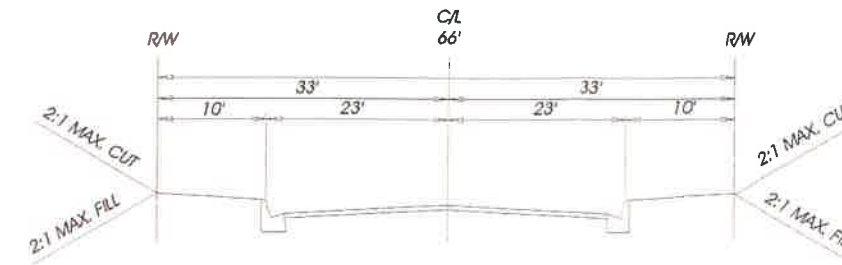


*STRIPING OR RAISED MEDIAN BETWEEN McBEAN PKWY & "B" ST. ONLY SUBJECT TO FINAL DESIGN AND CITY APPROVAL
 NOTE: CLASS 2 BIKEWAY MAY BE CONSTRUCTED ON EITHER SIDE OF THE STREET

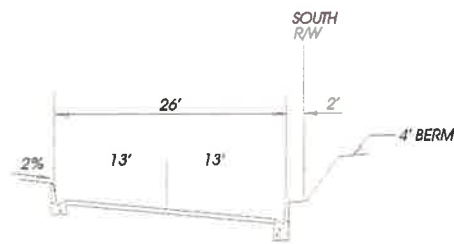




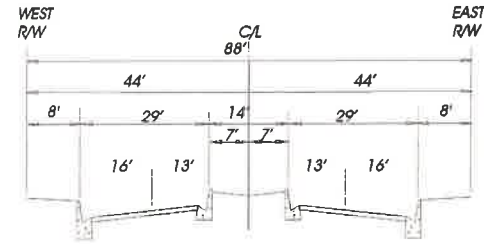
TYPICAL SECTION 7
"L" STREET



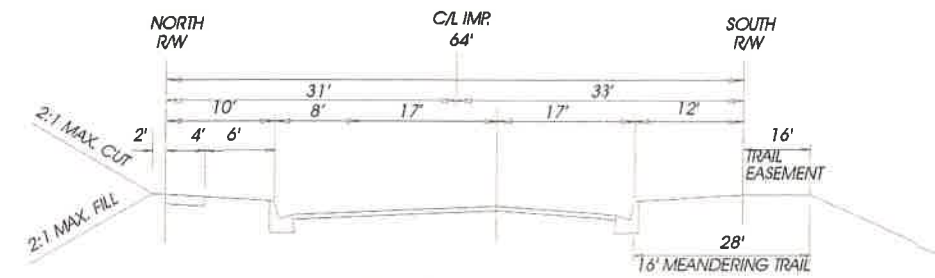
TYPICAL SECTION 10
AVENUE TIBBITTS
(EXTENSION OF EXISTING STREET)



TYPICAL SECTION 8
(ENTRYWAY STREET TO VALENCIA DEL LAGO)
"W-W" SECTION

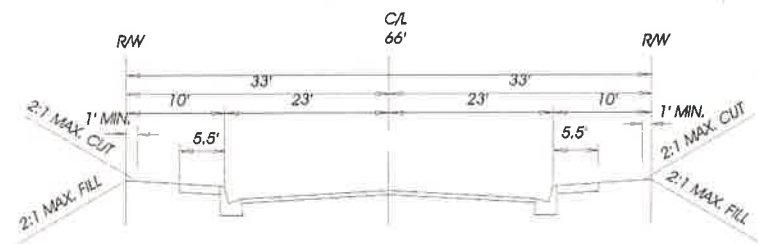


TYPICAL SECTION 8
(ALTERNATE ENTRANCE LAYOUT TO LAGO DE VALENCIA)
"K" STREET

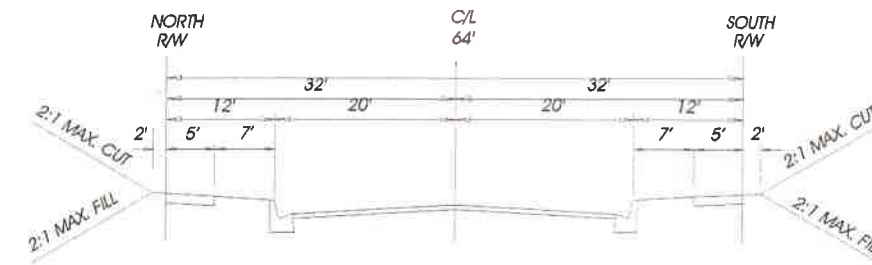


TYPICAL SECTION 11
"M" STREET

NOTE: STREET WIDTH AND CROSS SECTION MAY VARY BASED ON TRAFFIC CALMING MEASURE



TYPICAL SECTION 9
"G" ST., & "P" ST.



TYPICAL SECTION 12
"N" STREET
NOTE: SIDEWALK MAY MEANDER

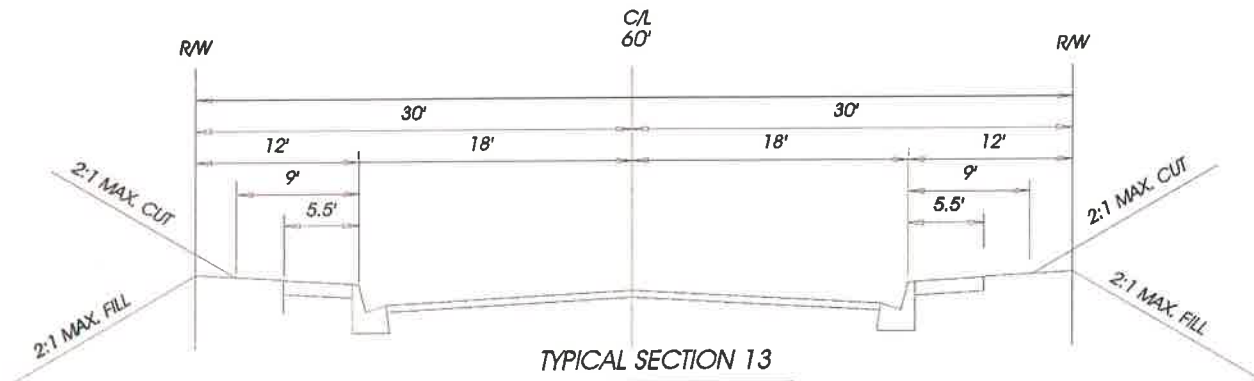


EXHIBIT 6
TYPICAL ROADWAY SECTIONS

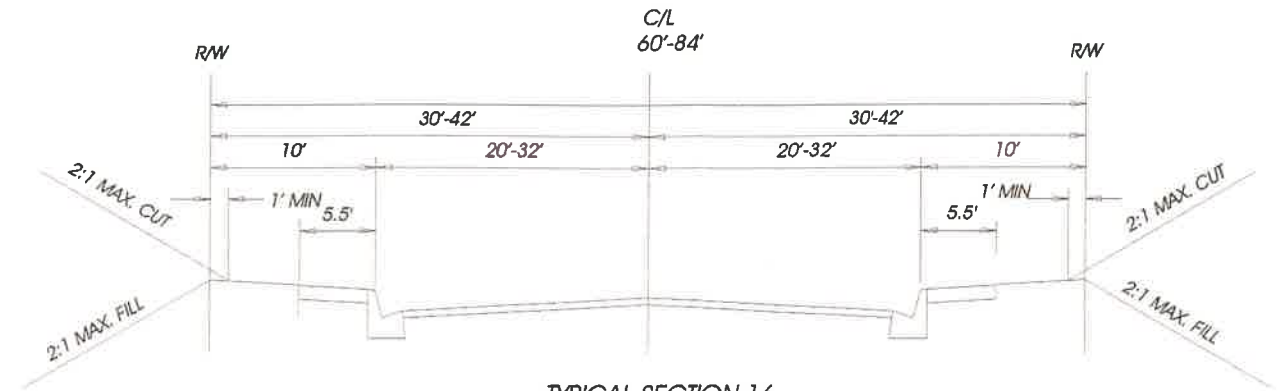
2 OF 3

NORTH VALENCIA SPECIFIC PLAN

VALENCIA COMPANY

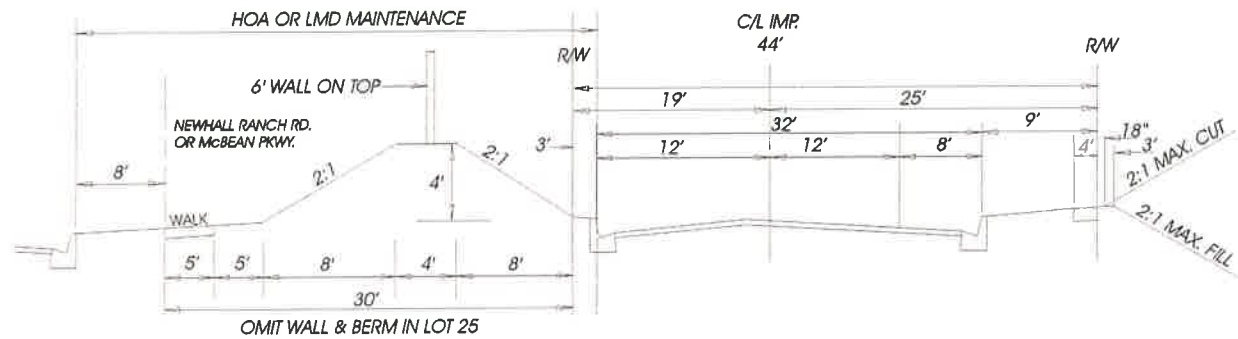


TYPICAL SECTION 13
 "A" ST., "B" ST., "C" ST., "D" ST., "E" ST. & "J-3" ST.



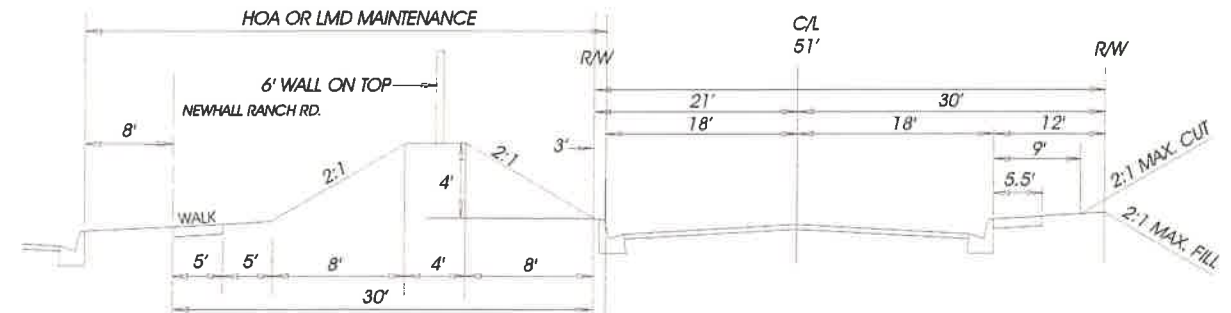
TYPICAL SECTION 16
 "H" ST. (PVT. & FUT. ST.)

NOTE: "H" ST. MAY HAVE A CENTER
 LANDSCAPED MEDIAN



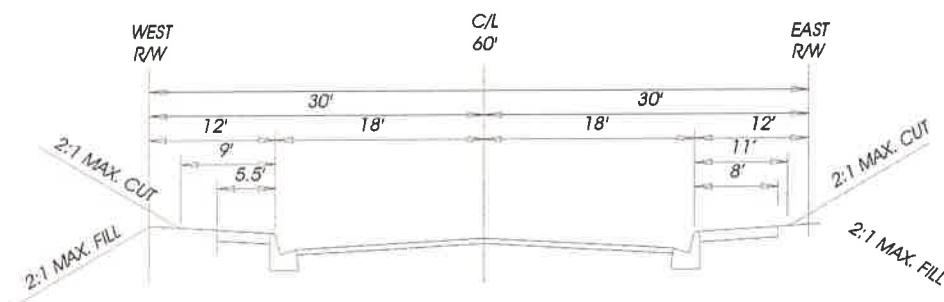
TYPICAL SECTION 14
 "I" ST. NORTH & PORTION OF "J-1" ST.

NOTE: SIDEWALK MAY MEANDER.
 WALKWAY ALONG NEWHALL RANCH ROAD
 MAY BE REDUCED TO 5'.

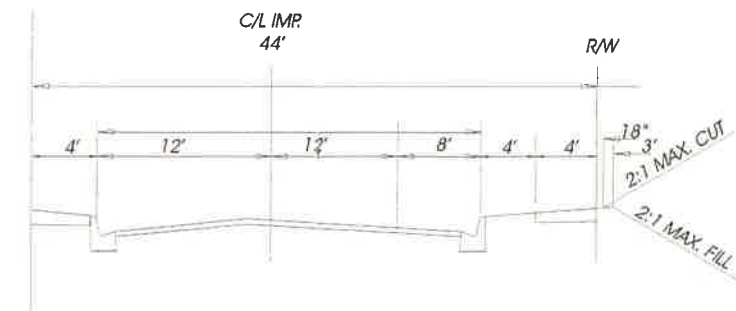


TYPICAL SECTION 17
 "J-2" ST.

NOTE: SIDEWALK MAY MEANDER.
 WALKWAY ALONG NEWHALL RANCH ROAD
 MAY BE REDUCED TO 5'.



TYPICAL SECTION 15
 "F" STREET



TYPICAL SECTION 18
 "I" ST. SOUTH



EXHIBIT 6
TYPICAL ROADWAY SECTIONS



c. Magic Mountain Parkway (East of "F" Street)

Magic Mountain Parkway is designated as a Major Arterial Highway and interchanges with Interstate 5 to the west. Its ultimate right-of-way is proposed to be 160 to 185 feet wide with a raised 14-26 foot wide center median and two 52 to 64 feet wide travelways. Left turn pockets are provided at limited locations. Currently, Magic Mountain Parkway is developed as a two-lane road along the proposed project boundary. Ultimately, this roadway will be extended to an eight lane road.

Magic Mountain Parkway (west of "F" Street)

Its ultimate right-of-way is proposed to be 148 feet wide or greater with a 14 foot wide raised center median and two 52 foot through lanes and left turn pockets provided at limited location. A 10 foot paseo will be provided on off-street fronting the project site. Lot 64 shall take access from "E" Street and no access shall be taken from Magic Mountain Parkway except for emergency access only. Gate design and location will be subject to the approval of the Fire Department and the Director of Planning and Building Services. Ultimately, this roadway will be extended to an eight lane road.

d. Avenue Scott

Avenue Scott is classified as a Major Arterial Highway to the west of McBean Parkway. Its ultimate right-of-way is proposed to be 89 to 100 feet wide with directional travelways totaling 69 to 80 feet in width.

Avenue Scott, located within the northwest portion of the project boundary, will be extended east to McBean Parkway as a local collector roadway to provide internal access to the Lago De Valencia Planning Areas. A permanent bridge along Avenue Scott will be constructed over San Francisquito Creek and will accommodate an on-street bike lane (Class II) on either the north or south side of the bridge and provide access from the project to the Valencia Industrial Center. As an alternative, a bike lane of lesser width (4') can be constructed on both sides of the bridge without altering the ultimate width of the bridge.



e. "M" Street

"M" Street east of McBean Parkway, will be constructed as a collector road which will extend to "N" Street ultimately aligning with Hillsborough Parkway. Its ultimate right-of-way is proposed to be 64 feet wide but may vary due to traffic calming measures.

f. "N" Street

"N" Street east of the MWD easement, will be constructed as a collector road with two 20 foot wide lanes, which will extend to Newhall Ranch Road aligning with Hillsborough Parkway. Its ultimate right-of-way is proposed to be 64 feet wide but may vary due to potential traffic calming measures.

g. "L" Street

"L" Street runs east/west between McBean Parkway and "M" Street. "L" Street will be constructed as a collector road with 26 foot wide lanes. Its ultimate right-of-way is 90 feet wide with a 14 foot wide raised median. The ultimate right-of-way may vary due to potential traffic calming measures.

h. Bouquet Canyon Road

Bouquet Canyon Road is classified as an 8 lane augmented Major Arterial Highway. This roadway is delineated to accommodate an ultimate right-of-way of 120 feet or greater with a 14 to 28 foot wide raised center median and four lanes (47 feet) of travel in each direction and no on-street parking permitted. Ultimately, this roadway will be extended to an eight lane road.

i. Valencia Boulevard

Valencia Boulevard is an improved Major Arterial Highway which bounds the property between Bouquet Canyon Road and Magic Mountain Parkway. Valencia Boulevard width varies from 102 feet wide to 132 feet wide and accommodates three travel lanes for each direction with a raised landscaped median. Curbside parking activity is prohibited.

A Class I bikeway exists on the north side of Valencia Boulevard.



j. Cinema Drive ("G" Street)

Cinema Drive is classified as a collector street. Currently, Cinema Drive extends east of Valencia Boulevard. As proposed, Cinema Drive will be constructed west of Valencia Boulevard providing access into the commercial area of the Pony League site and the Pony League ballfield. The ultimate right-of-way proposed is 66 feet. A raised median planter is proposed within the center of the cul-de-sac. The raised median planter will serve as a traffic circle. Final design of the median planter/traffic circle will be subject to the approval of the Director of Planning and Building Services.

k. Typical collector streets ("A", "B", "C", "D", "E", & "J-3" Street)

Streets "A", "B", "C", "D", "E", & "J-3" are classified as collector streets. These roadways are delineated to accommodate internal access within Lago De Valencia and South River Village. The ultimate right-of-way is proposed to be 60 feet wide with one lane and parking, 18 feet wide in each direction. The ultimate right-of-way may vary due to potential traffic calming measures.

l. Typical collector street ("F" Street)

Street "F" is classified as a collector street. This roadway is delineated to accommodate internal access within South River Village. Its ultimate right-of-way is proposed to be 60 feet wide with one lane and parking, 18 feet wide in each direction. The ultimate right-of-way may vary due to potential traffic calming measures. A minimum 8 foot sidewalk on one side of the street will be designed to connect with the Avignon project.

m. Typical collector street ("P" Street)

Street "P" is classified as a collector street. This roadway is delineated to accommodate internal access within Lago De Valencia. Its ultimate right-of-way is proposed to be 66 feet wide with one lane 23 feet wide in each direction. The ultimate right-of-way may vary due to potential traffic calming measures.



n. Typical collector street ("H" Street)

"H" Street is classified as a Collector Street. The intersection west of McBean Parkway will be constructed to match the Creekside section at the intersection east of McBean Parkway. Westerly into the project, "H" Street will transition into a two lane street with sidewalks. The right-of-way is proposed at 60-84 feet wide with two 20 to 32 feet through lanes which may vary due to potential traffic calming measures.

o. Lago De Valencia entry way from Newhall Ranch Road to "J" Street

Section "W-W" shows the Lago De Valencia entryway and will provide access to and from "J" Street and Newhall Ranch Road. Its ultimate right-of-way is proposed to be 28 feet wide with two 13 feet wide through lanes.

As an alternative entrance layout, "K" Street provides access to and from "J" Street and Newhall Ranch Road. Its ultimate right-of-way is proposed to be 88 feet wide with two 29 feet wide through lanes in each direction, a 14 foot wide raised center median, and an 8 foot wide sidewalk on both sides of the road.

p. Typical collector Street ("I" and "J-1" Street)

Both "I" and "J-1" Streets which runs parallel to Newhall Ranch Road are classified as 44 foot wide collector roads. "I" Street and "J-1" Street will be connected by a 36 foot wide private driveway.

q. Avenue Tibbits

Avenue Tibbits is a collector road located in the Valencia Industrial Center planning area. Its ultimate right-of-way is proposed to be 66 feet wide with two 23 feet wide through lanes, leading up to a bridge over the Santa Clara River at the south end. The project will dedicate land in the industrial area for the extension of Avenue Tibbits as a 116' wide major highway as shown in the Circulation Element of the General Plan. The project will be conditioned to be built outside the habitat area. The project developer will post a five year bond or other form of assurance for the actual completion of the extension of Avenue Tibbits. The improvements for Avenue Tibbits will not actually be required until such time as the bridge across the Santa Clara River is to be constructed.



r. Typical Collector ("J-2" Street)

"J-2" Street is classified as a collector street. This roadway is delineated to accommodate internal access within Lago De Valencia. Its ultimate right-of-way is proposed to be 51 feet wide with two 18 foot wide travel lanes in each direction.

4.1.3 *Traffic Calming*

Most local and collector streets were not designed for speed, nor to carry through traffic. Traffic calming features can be used selectively to reduce speeds and encourage some drivers to return to arterial streets. Traffic calming measures may be included along collector streets subject to the approval of the Director of Planning and Building Services. These traffic calming measures may include, but are not limited to, traffic circles, roundabouts, raised intersections, textured paving and serpentine street designs (See Amenity Plan in Appendix).

4.2 **PUBLIC TRANSIT**

The Santa Clarita Transit (SCT) system operates six routes along the boundaries of North Valencia Specific Plan (Bus Routes 10/20, 30, 35, 40, and 50).

Currently, 22 bus stops exist along the thoroughfares of the North Valencia Specific Plan. In order to accommodate and service the new development, six additional bus stops are being proposed. This will complete a 1/4 mile service area radius throughout the project (See Exhibit 7).

The proposed transit stops are located as follows: northbound and southbound on McBean Parkway at the intersection of Avenue Scott, eastbound and westbound on Magic Mountain Parkway approximately 700' west of McBean Parkway (at "E" Street), and eastbound and westbound on Magic Mountain Parkway approximately 1,920' west of McBean Parkway (at "F" Street).

Bus shelters at proposed stops within the Specific Plan boundary will be provided to serve the Specific Plan area as determined by the City through review of the individual projects as the Specific Plan area builds out. The City encourages bus shelter designs to match the architecture of the surrounding uses.

Pedestrian access to transit stops along Newhall Ranch Road will be via the Lago De Valencia entryway road to "J" Street, as well as access provided at the "J" street curve and from the Lago De Valencia a private drive.



EXHIBIT KEY

	SPECIFIC PLAN BOUNDARY
	PUBLIC TRANSIT
	BUS ROUTE 10/20
	BUS ROUTE 40
	BUS ROUTE 30
	BUS ROUTE 35
	BUS ROUTE 50
	TRANSIT ACCESS ROUTES
	BUS STOP (EXISTING)
	PROPOSED BUS STOP
	TOTAL AREA SERVICED BY 1/4 MILE RADIUS

Note: Potential access way to transit stops are preliminary and are subject to final design.

**EXHIBIT 7
PUBLIC TRANSIT PLAN
NORTH VALENCIA SPECIFIC PLAN**

VALENCIA COMPANY



4876



Where possible, builders will be encouraged to provide zippers and enhanced walkways to cut down on the pedestrian distances to transit stops.

4.3 TRAILS

Per the City of Santa Clarita's General Plan, the Santa Clarita Valley trail system is only partially complete. The North Valencia Specific Plan project area proposes new trails that incorporate a linkage to existing trails. The trails system as proposed, will be accessible to equestrians, hikers, joggers and bicyclers. Additional internal trail and sidewalk segments and connections will be provided within the individual neighborhoods. They will be designed as extensions of the community and local trail network and complete the overall pedestrian system (See Exhibit 8 and 9, Recreation and Trails Plan and typical trail sections).

All collector-level streets are provided with off-street walkways with landscaped parkways.

4.3.1 Existing Trails

Currently, an existing trail is located along the southern portion of the subject site between Valencia Boulevard and McBean Parkway along the south side of the South Fork River and continuing along the east side of McBean Parkway to the north side of the Santa Clara River. In addition to the existing trails, three Los Angeles County Flood Control District (LACFCD) 16 foot wide access roads are located within the Specific Plan boundaries. The first site is located on the south side of Newhall Ranch Road traversing along the west boundary of the San Francisquito Creek southbound past Avenue Scott and a short section on the east side of the Creek south of Newhall Ranch Road. The second location outlines the boundaries of Bouquet South development along the Santa Clara River and Bouquet Creek starting from Newhall Ranch Road and ending on Bouquet Canyon Road.

Lastly, the third LACFCD access road is located on the west side of Bouquet Creek, south of Newhall Ranch Road to the MWD easement.

As of this writing, the City is looking into the possibility of using the existing LACFCD access roads for future trail use and they are shown as such on the exhibits.

4.3.2 Proposed Trails

To expand upon the existing trails, the Specific Plan is proposing several new trails. These trails are located as follows:

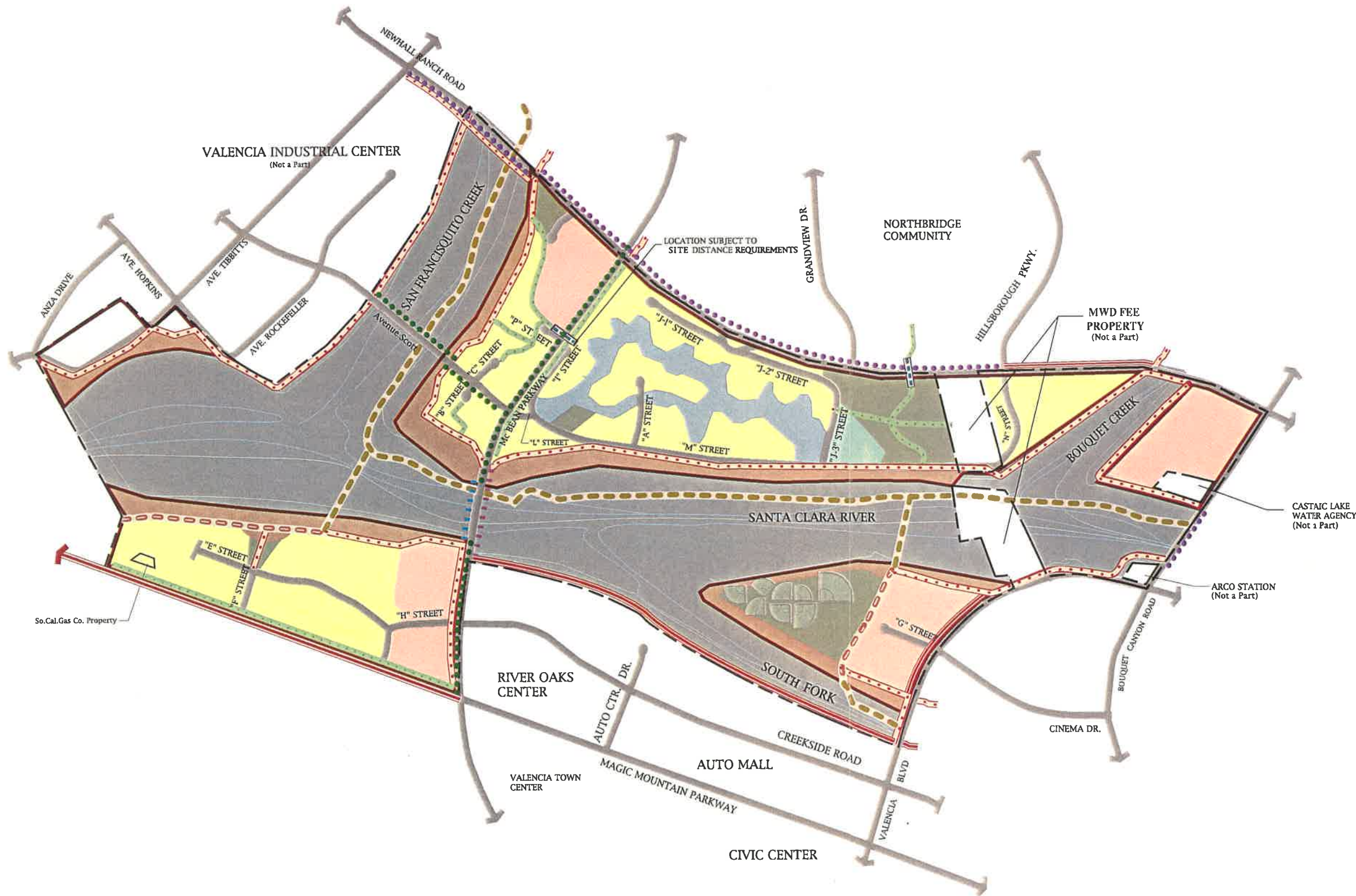


EXHIBIT KEY

	SPECIFIC PLAN BOUNDARY
	EQUESTRIAN TRAILS
	RIVER BOTTOM
	MULTI-USE
	OPEN SPACE
	UPLAND PRESERVE ZONE
	SANTA CLARA RIVER CONSERVATION AREA
	RECREATION
	PARK
	LAKE
	TRAILS
	CLASS I BIKE LANE
	CLASS II BIKE LANE
	TRAILS (EXISTING)
	TRAILS (PROPOSED)
	PEDESTRIAN BRIDGE (PROPOSED)
	10' SIDEWALK
	6' SIDEWALK
	PASEO

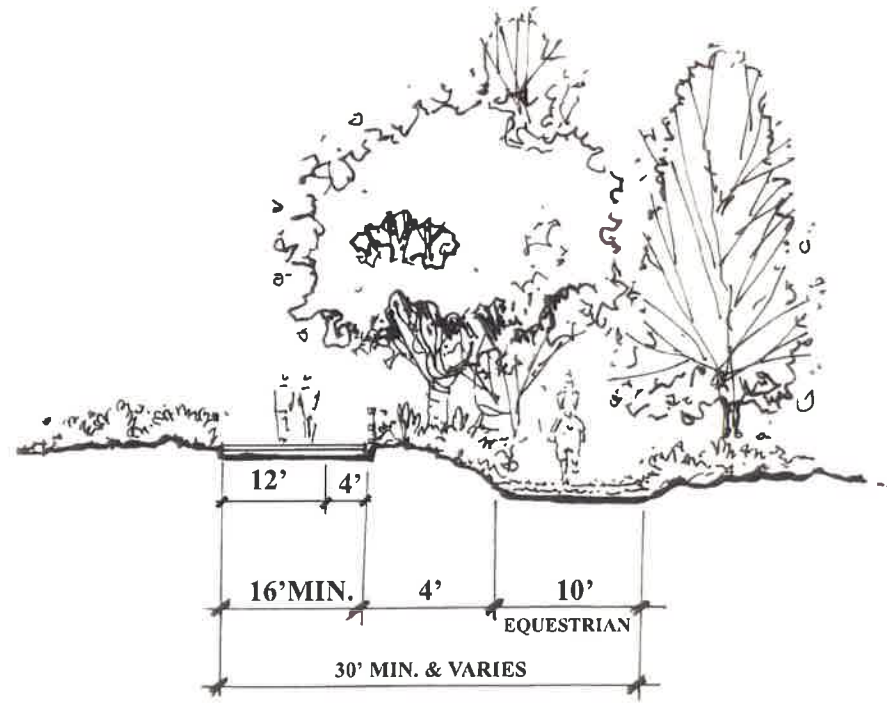
NOTE: All depicted trail alignments are conceptual and subject to future detailed refinement.

EXHIBIT 8
RECREATION AND TRAILS PLAN
 NORTH VALENCIA SPECIFIC PLAN
 VALENCIA COMPANY

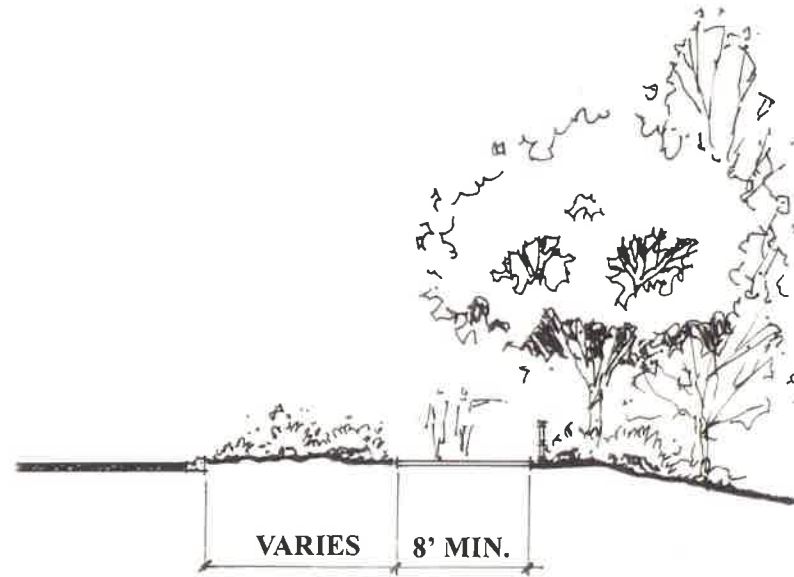




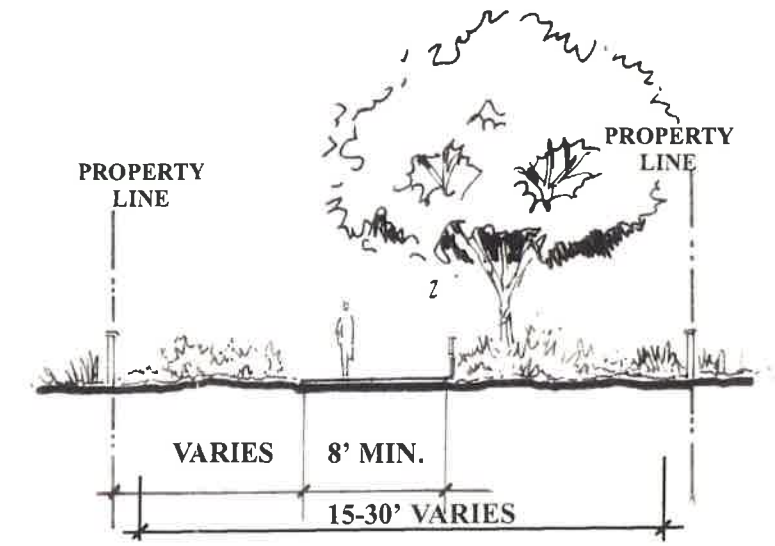
- ❖ From the existing LACFCD access road located on the west side of San Francisquito Creek southbound past Avenue Scott a 16 foot wide trail will continue south along the eastern boundary of the Valencia Industrial Center.
- ❖ A more lengthy trail system starts along the east edge of San Francisquito Creek and Newhall Ranch Road running southbound along the west, south and east boundary of Lago De Valencia. This trail continues across Bouquet Creek and then joins the existing LACFCD access road southbound around the perimeter of Bouquet South.
- ❖ Along the south side of the Santa Clara River and Bouquet Canyon Road, a soon to be constructed 16 foot wide trail circulates around the existing service station (PMB: 197-46- 48), then increases to a 30 foot wide multi- use trail along the east boundary of the existing Pony League recreation park. The trail again tapers to 16 feet wide connecting to the existing trail along the south side of the South Fork River.
- ❖ A 16 foot wide trail is proposed along the north boundary of South River Village traversing westerly from McBean Parkway. At a particular point where the trail connects with an equestrian trail the trail widens to a 30 foot wide multi-use trail and continues westerly to the project boundary. A small trail within the 2.0 acre staging area connects with the multi-use trail.
- ❖ A paseo starting at the southeast corner of Newhall Ranch Road and McBean Parkway is proposed to extend southbound connecting to a 10 foot wide sidewalk on the east side that crosses over the Santa Clara River. A barrier will be constructed to separate the 10 foot wide sidewalk from traffic. The proposed paseo provides access to the pedestrian bridge over McBean Parkway connecting to several paseos west of McBean Parkway ultimately connecting to the west side of the San Francisquito Creek via north side of Avenue Scott. A 6 foot paseo is proposed on the west side of the McBean bridge over the Santa Clara River to serve pedestrians and bicyclists.
- ❖ A 10 foot paseo is proposed along the north boundary of Magic Mountain Parkway along the Specific Plan boundary.



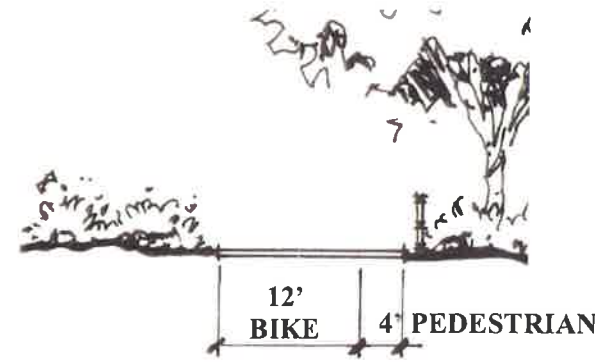
MULTI-PURPOSE TRAIL



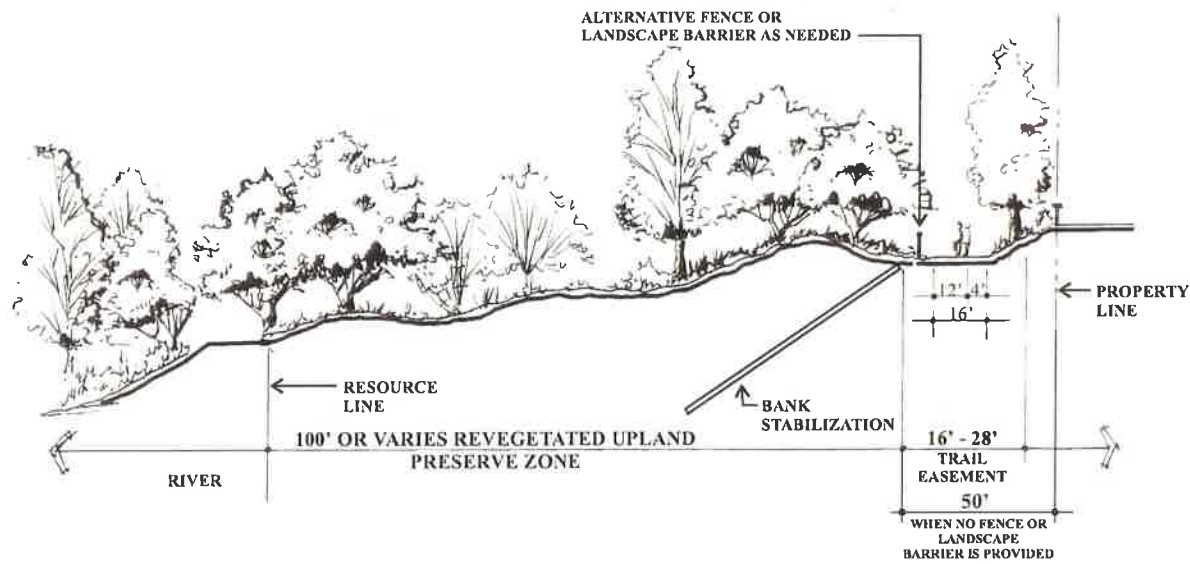
TYPICAL PASEO SECTION



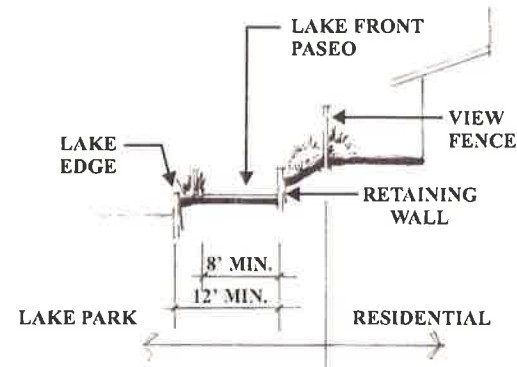
TYPICAL REAR LOT GREENBELT/ PASEO CONDITION



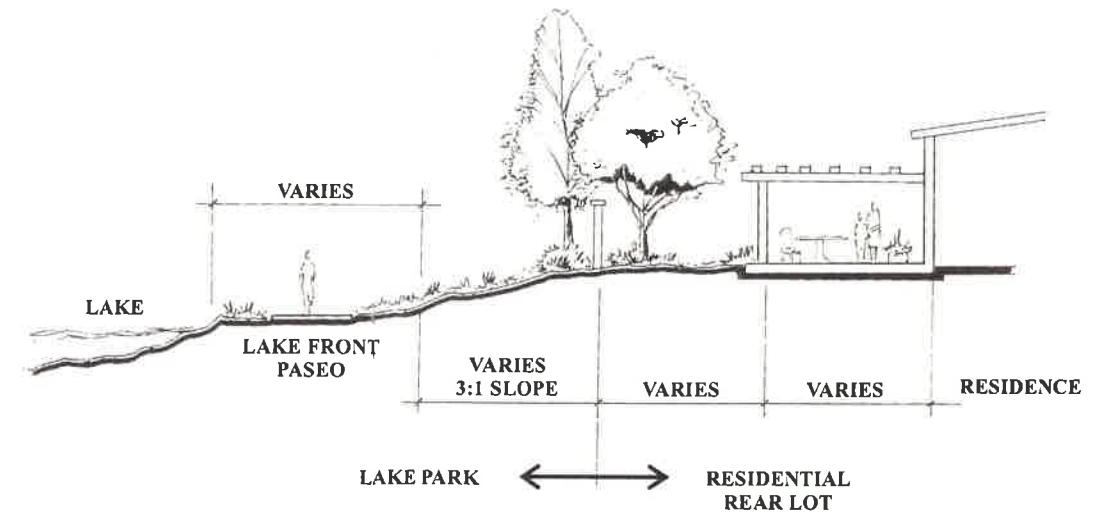
TYPICAL TRAIL SECTION



TYPICAL S.C. RIVER EDGE CONDITION TREATMENT



TYPICAL RESIDENTIAL/ LAKE PARK CONDITION 1



TYPICAL RESIDENTIAL/ LAKE PARK CONDITION 2
NOTE: THIS CONDITION ONLY OCCURS WHERE A LAKE FRONT PASEO IS PROVIDED



Standards may be subject to modifications to the satisfaction of the Director of Parks and Recreation.

EXHIBIT 9
TYPICAL TRAIL SECTIONS



- ❖ Lastly, paseos are proposed through the school site and community park ultimately connecting to the pedestrian bridge over Newhall Ranch Road and the river trail south of "M" Street.

The proposed trails as discussed above and shown on VTTM 51931 are 16 feet wide, with the exceptions of the paseos, multi-use trails and the bridge under crossing locations. The 16 foot trail will be reduced at the following bridge locations identified below.

One location is within Lago De Valencia, on the east side of San Francisquito Creek at Avenue Scott. Lastly, another location is along McBean Parkway on the north and south side of the Santa Clara River. Where trail constraints exist, these standards may be modified subject to the approval of the Director of Parks, Recreation and Community Services.

The 16 foot wide trail serves two purposes. The first is the provision of jogging, hiking, and bicycle riding experiences within the natural rural setting and adjacent to the Santa Clara River Conservation Area. The second purpose is to provide access for the LACFCD flood control maintenance.

The river trail system will provide a direct, safe, and convenient route to Lago De Valencia, Northpark, Northbridge communities, Valencia Industrial Center, South River Village, Pony League, and Bouquet South. Two-way cycling lanes and a walking lane will offer recreation options for walkers, joggers, skaters, and cyclists.

Landscaping for the trail will include a gradual blending of vertical evergreen and deciduous grove trees with trees indigenous to the riparian bottoms and side slopes. The landscape concept for this area will reflect the usage of water efficient, fast growing indigenous plant materials.

4.3.3 Bike Trails

In addition to the trails above, the project is proposing to incorporate Class I, (off-street bicycle paths with a fully separate travel-way designated exclusively for bicycle and pedestrian use) and Class II (on-street bicycle lanes, striped and with proper signage designated for the exclusive use of bicycles) bike lanes.



Bike lanes are located throughout the North Valencia Specific Plan Project area. Within all the proposed trails discussed above, a minimum width of twelve (12) feet of bicycle right-of-way is provided. These standards may be modified to the satisfaction of the Director of Parks, Recreation and Community Services.

Class I:

An existing bike path is provided along Newhall Ranch Road, between McBean Parkway and Hillsborough Parkway. An extension is proposed connecting the existing bike path across San Francisquito Creek to Avenue Tibbitts. The bike trail will be constructed in phases consistent with the road improvements. The temporary bike trail along the north side of Newhall Ranch Road will be replaced in same location with a permanent trail at the time development of the adjacent property occurs along the north side of Newhall Ranch Road.

Lastly, a 10 foot paseo exists on the east side and a 6 foot sidewalk is proposed on the west side of McBean Parkway bridge over the Santa Clara River. This sidewalk is to be shared by pedestrians and bicyclists. A barrier will be provided separating the 10 foot paseo from vehicular traffic.

Class II:

Two Class II bike lanes are proposed within the North Valencia Specific Plan Project area. The first Class II bike lane starts at the corner of Newhall Ranch Road and McBean Parkway. This trail traverses southbound along the west and east side of McBean Parkway to the north side of the Santa Clara River (See Exhibit 8). The Class II bike lane continues on the east side of McBean Parkway from the south side of the Santa Clara river connecting to Magic Mountain Parkway.

A second Class II bike trail is proposed on either the north or south side of Avenue Scott between McBean Parkway and the west side of San Francisquito Creek. This bike path will connect to the river trail to the west and McBean Parkway to the east. As an alternative, a bike lane of lesser width (4') can be constructed on both sides of the bridge without altering the ultimate width of the bridge.



4.3.4 Equestrian Trails

In addition to the above, an equestrian trail is proposed along the bottom river bed of the San Francisquito Creek, Santa Clara River, and South Fork. This trail will be identified and marked by flexible markers approximately every 1,320 yards.

Multi-use equestrian trails are proposed in two locations within the Specific Plan. The first area is located along the east boundary of the Pony League recreational ballfields. The second multi-use equestrian trail is located along the north boundary of South River Village.

4.3.5 Pedestrian Bridges

Two pedestrian bridges are proposed within the North Valencia Specific Plan project. The first pedestrian bridge is located over McBean Parkway north of Avenue Scott. This pedestrian bridge will provide access to and from both the proposed commercial center on the southwest corner of Newhall Ranch Road and McBean Parkway as well as the proposed residential areas, lake, school and park east of McBean Parkway. The second pedestrian bridge proposed crosses over Newhall Ranch Road west of Hillsborough Parkway providing access to the proposed school and community park site located south of Newhall Ranch Road.

4.4 PARKS

Overall, a total of 50.9 acres of park land/recreational use area is provided throughout North Valencia Specific Plan. Park land is located within Lago De Valencia, Pony League, and South River Village. Lago De Valencia incorporates a 15.5 acre lake, a 1.1 acre beach club, a 2.7 acre riverpark and a 12.4 acre community park within the boundaries of the Specific Plan totaling 31.7 acres of recreation area. An additional 6.0 acre community park expansion may be possible outside the Specific Plan within the MWD easement. The Pony League incorporates an existing 17.2 acre ballfield park. Lastly, South River Village includes a staging area totaling 2.0 acres (1.4 acres is located within the upland preserve zone) which provides parking and access to the proposed equestrian trails along the River bottom.

The Santa Clara River Conservation Area and the San Francisquito Creek and tributaries are centrally located within the North Valencia Specific Plan and are designated as open space, with limited recreational opportunities. Total acreage is 295.9 acres.



4.4.1 *Quimby Act*

Per Government Code 66477, the City of Santa Clarita requires the dedication of land or payment of fees for parks or recreational purposes.

The North Valencia Specific Plan complies with the Quimby Act as per the City of Santa Clarita's Unified Development Code by dedicating a portion of land, paying a fee in lieu thereof, or a combination of both for the purpose of establishing and developing park and recreational facilities to serve the future residents of such developed property.

Consistent with the standards of the Parks and Recreation Element of the City's General Plan, and Chapter 16.15 of the Unified Development Code, the Specific Plan will provide the dedication of land, or payment of fees, or both, which shall equal the proportionate amount necessary to provide three acres of park area per 1,000 persons expected to reside within the proposed development.

The Specific Plan is providing a total of 50.9 acres of private and public park land (excluding open space land use designations). Based on the projected population of 5,960, the Quimby requirement is 17.9 acres which can be met by a combination of land, improvements, and in-lieu fees.

Although the exact amount of Quimby Credits have not been determined at this time, Quimby Credits have been received for the 1.1 acre beach club, 5.4 acres of private recreation areas associated with the beach club, and cluster and attached development located in Lago De Valencia and South River Village, and the 12.4 acre community park.

In addition to the parks and open space listed above, the Specific Plan area includes:

- ▶ 6.0 acre community park within the MWD easement.
- ▶ 17.2 acre existing pony league ballfields
- ▶ 15.5 acre lake parks
- ▶ 3.3 acre public riverpark (plus an additional 1.4 acres located within the adjacent upland preserve zone).
- ▶ 348 acres of open space including the Santa River Conservation area and upland preserve zone; and
- ▶ 36.7 acres of trails and paseos.



4.4.2 Community Park

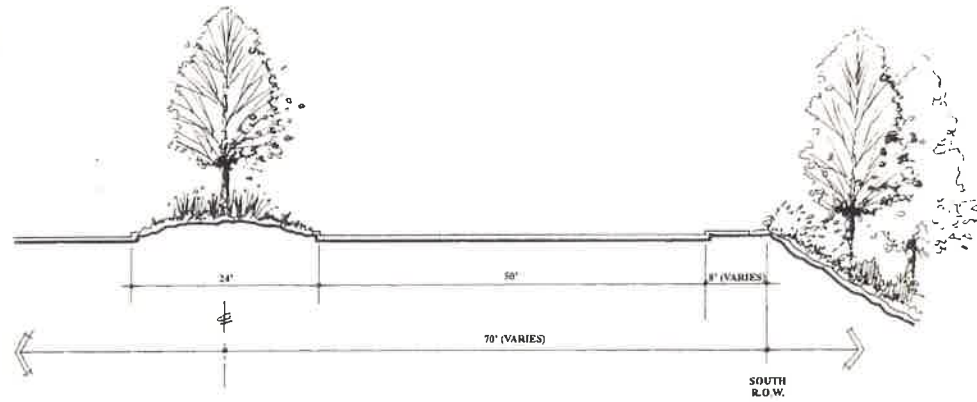
The community park is a major recreational element within Lago De Valencia. The community park is designed for active recreation and may include baseball, softball, and soccer.

Located within Lago De Valencia adjacent to the proposed school site is a 12.4 acre community park. (See Exhibit 14). An additional 6.0 acres is located outside the Specific Plan within the MWD easement area and may be available to allow the park to expand to 18.4 acres.

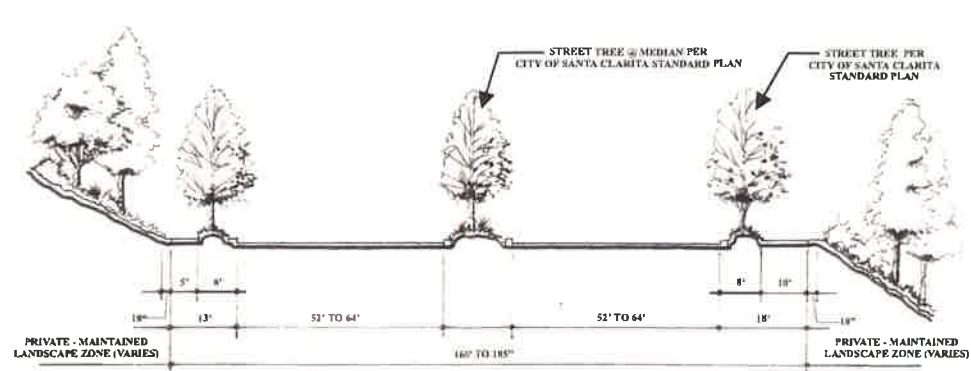
Safe access is provided for the residential areas north of Newhall Ranch Road to the proposed community park via a pedestrian bridge across Newhall Ranch Road.

4.5 SCHOOL

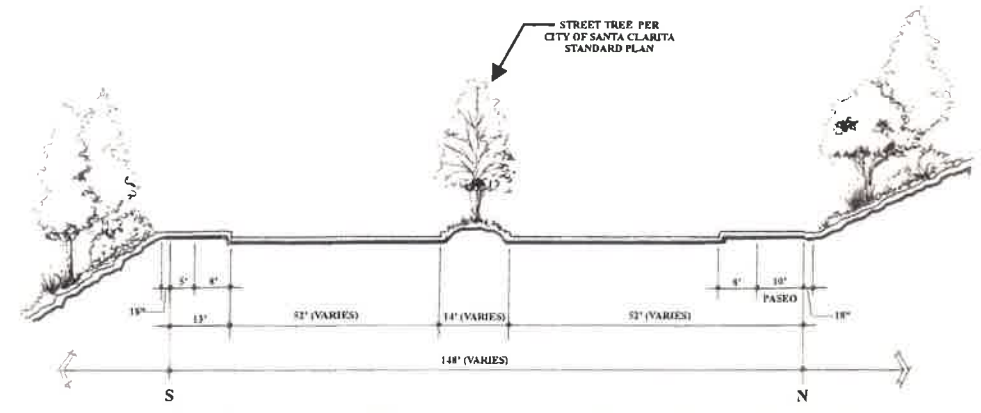
The 6.5 acre school site is located within Lago De Valencia and will function as an elementary school. The school site is centrally located and integrated into the trail and paseo system so that safe, convenient access for children in adjacent neighborhoods and planning areas is provided. The school will have a shared use agreement for use of the adjacent community park for physical education programming.



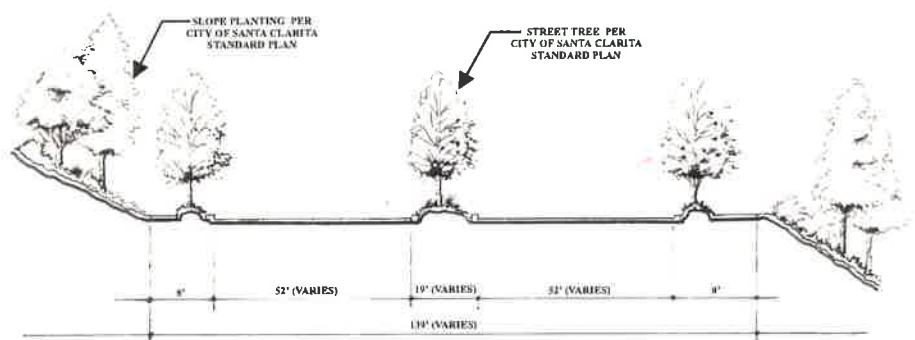
SECTION "A" - NEWHALL RANCH ROAD



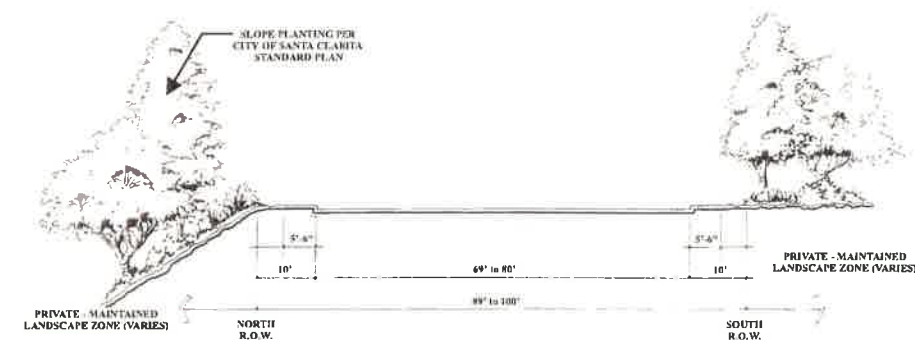
SECTION "B" - MAGIC MOUNTAIN PARKWAY (EAST OF "F" STREET)



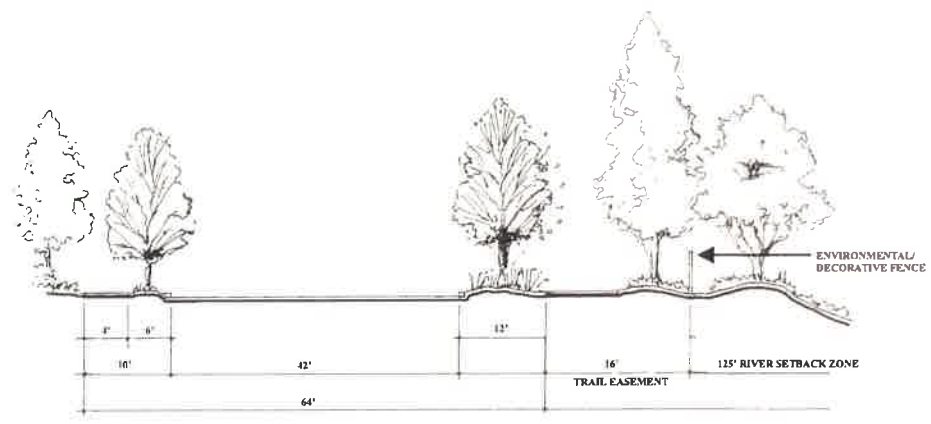
SECTION "C" - MAGIC MOUNTAIN PARKWAY (WEST OF "F" STREET)



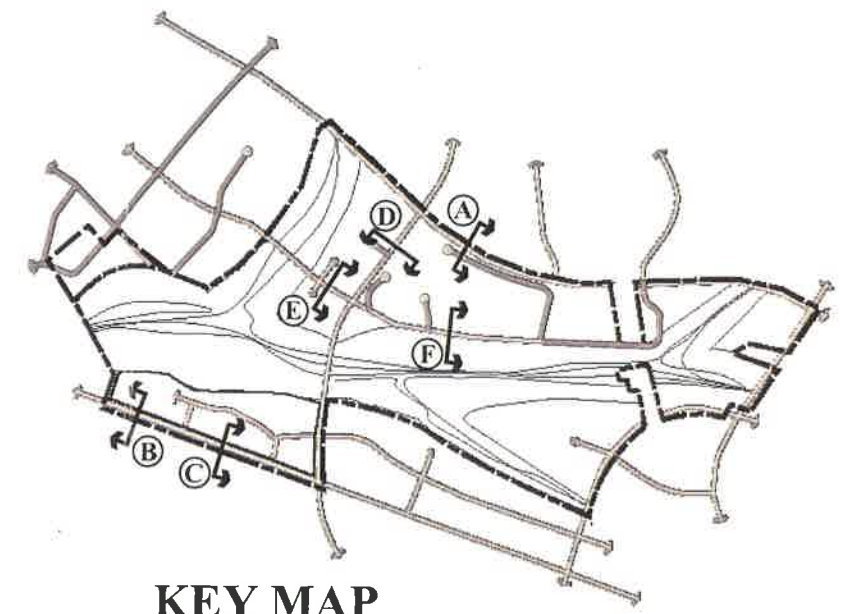
SECTION "D" - McBEAN PARKWAY



SECTION "E" - AVENUE SCOTT (WEST OF McBEAN PARKWAY)



SECTION "F" - "M" STREET (EAST OF McBEAN PARKWAY)



KEY MAP



Standards may be subject to modifications to the satisfaction of the Director of Parks and Recreation.

EXHIBIT 10
TYPICAL ROADWAY LANDSCAPE TREATMENTS

NORTH VALENCIA SPECIFIC PLAN
VALENCIA COMPANY