



### **3.0 INFRASTRUCTURE, UTILITIES, AND PUBLIC SERVICES**

Infrastructure, Utilities, and Public services serve as the backbone for any community. Careful planning and engineering of public water, sewer, storm drainage systems, and utilities provide the necessities of life for the development of a planned community.

The City's Infrastructure, Utilities, and Public Services Element is an optional element of the General Plan. The Infrastructure, Utilities, and Public Services Element is a comprehensive review of the existing services and facilities within the City. The element identifies and evaluates existing infrastructure, as well as the needs and concerns that are associated with the current and projected population. This element applies to public services and utilities when not preempted by California Public Utilities Commission regulations.

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

***Policy:*** *To work with utilities and other service providers to ensure adequate and safe public infrastructure and public services for City residents, including upgrading and expansion of existing deficient systems.*

#### **3.1 INFRASTRUCTURE**

Public services and infrastructure are provided in the Santa Clarita Valley, by both public and private utility companies, through a number of special districts, and by the County of Los Angeles. Inadequate or insufficient infrastructure is a major factor relating to the amount and pace of new development. In addition, service providers are constrained by the availability of financial resources to improve and expand existing facilities and services.

Public facilities include such infrastructure as a circulation system, water services, wastewater disposal services, and storm water drainage system.

***Policy:*** *To ensure that all public infrastructure improvements are compatible with surrounding and nearby development and will accommodate future growth per the City General Plan.*



### 3.1.1 Circulation

The Circulation Plan illustrates the general alignments, classifications, location, and design of cross-sections for public and private streets within the Area of the Specific Plan. The Circulation Plan is consistent with the City of Santa Clarita General Plan Circulation Element. The Circulation Element of the General Plan is a comprehensive plan for vehicular and non-vehicular circulation and transportation within and surrounding the City of Santa Clarita.

The City's Circulation Element identifies and regulates a hierarchy of transportation corridors with specific development standards prescribed for each classification of roadway. The element also identifies and regulates other transportation facilities and issues including intersection design, bikeway paths, equestrian trails, railways, parking, transit operations, and pedestrian activities.

***Policy:*** *To identify major circulation and transportation resources within and adjacent to the City of Santa Clarita, address potential issues and present a plan to meet and accommodate present and projected circulation and transportation needs; including vehicular and non-vehicular transportation resources.*

The City of Santa Clarita is located in the northern portion of the County of Los Angeles, and is served by an existing network of roadways and intersections. Situated just north of the San Fernando Valley, access to Santa Clarita is limited to two primary freeway corridors. The two regional freeway facilities which service the City accommodate significant commuter traffic volumes as well as provide regional access to the general Santa Clarita area. Interstate 5 (I-5), with eight (8) travel lanes, traverses the general area in the north/south direction along the western boundary of the City. State Route 14 (SR-14) traverses the City in a northeasterly direction, along the southeastern boundary of the City, and accommodates between 4 and 10 travel lanes including High Occupancy Vehicle (HOV) lanes.

Interstate 5 provides an important link between the southern and northern portions of California, and also serves as a vital link for commuter traffic between the cities of Santa Clarita and Los Angeles. SR-14 is also utilized by a substantial amount of commuter traffic, and provides a regional link between the Los Angeles basin area and the high desert communities of Palmdale and Lancaster.



Secondary regional access is provided to motorists via Magic Mountain Parkway also referred to as State Route 126 (SR-126). Magic Mountain Parkway or SR-126 traverses the western portion of the Planning Area in an east/west direction and currently extends west to the City of Ventura and the Pacific Ocean.

### Roadway Description

The circulation system for the Specific Plan Area consists of a number of roadway types. The major and secondary highways provide through access to large volumes of traffic between major activity locations and generators, while direct and indirect access into residential and community areas is provided from collector, and local streets (refer to Exhibit 6 and 6B). All local streets in the Project Area shall have tree-lined landscaped parkways and sidewalks.

#### *a. Highways*

**Newhall Ranch Road** is designated as a Major Arterial Highway. The ultimate roadway is proposed to be 160 feet or greater with two 50-foot travelways and a 24-foot landscaped center median. 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 (refer to Exhibit 7, Sections A and AA). Also trail undercrossings for the Newhall Ranch Road Bridge on both sides of the creek, the east (existing) and the west will be included.

A permanent Class I (off-street) bike trail will be located parallel and adjacent to Newhall Ranch Road, between Copper Hill Drive and McBean Parkway on the north and south sides of the street. A Class I bike trail bridge crossing will be provided over San Francisquito Creek on the south side and a future extension of the Class I bike trail may occur on the north side.

**McBean Parkway** is designated as a Major Arterial Highway. It is currently constructed with a 100-foot wide right-of-way with a raised 14-foot wide landscaped center median, two 35-foot travelways, and an 8-foot parkway area adjacent to the pavement. The existing configuration of McBean Parkway is not depicted on Exhibit 6 or 7. The ultimate roadway design will include a 112-foot wide right-of-way with an 8-foot meandering paseo system, which extends along the east side, south of Decoro Drive and along the west side north of Decoro Drive. The existing pedestrian bridge (just South of Decoro Drive) is the point at which the meandering paseo switches to the west side of McBean Parkway. The ultimate roadway will also include a 10-foot meandering paseo along the west side from Newhall Ranch Road to Decoro Drive, and a 8-foot paseo on the west side from Decoro Drive to Copper Hill Drive. Consistent with the Circulation Element, a parallel and adjacent Class I bike trail will be located along the eastside of San Francisquito Creek. The ultimate roadway design section will include access to the roadway through driveways, cross streets, and crosswalks (refer to Exhibit 7, Section B).

EXHIBIT KEY

--- Sub-Area Boundary

--- Planning Area Boundary

🏠 Proposed School

🌉 Proposed Bridge  
(Section DDD for Decoro Bridge)  
(Section AAA for Newhall Ranch Road Bridge)

🚶 Pedestrian Bridge (Existing)

🚶 Pedestrian Bridge (Proposed)

●●● 160' ROW or var (Section A) Existing

○●○ 160' ROW or var (Section A and AA) Proposed

●●● 112' ROW (Section B) Existing

▤ 126' ROW (Section CC) Proposed Outside of Specific Plan

▤ 146' ROW or var (Section C) Proposed

●●● 100' ROW (Section CCC) Outside of Specific Plan

●●● 84' ROW (Section E) Existing

○●○ 88' ROW (Section E) Proposed

●●● 94' ROW (Section DD) Proposed

▤ 88' ROW (Section D) Proposed

●●● 91.5' ROW (Section F) Proposed

▤ 60' ROW (Section G) Proposed

▤ 64' ROW (Section FF) Proposed

60' ROW (Section H) Proposed - Not Shown

58' ROW (Section HH) Proposed - Not Shown

24' ROW (Section I) Proposed - Not Shown

⊕ Right In / Right Out

⊕ Full Access Intersection

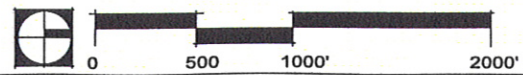
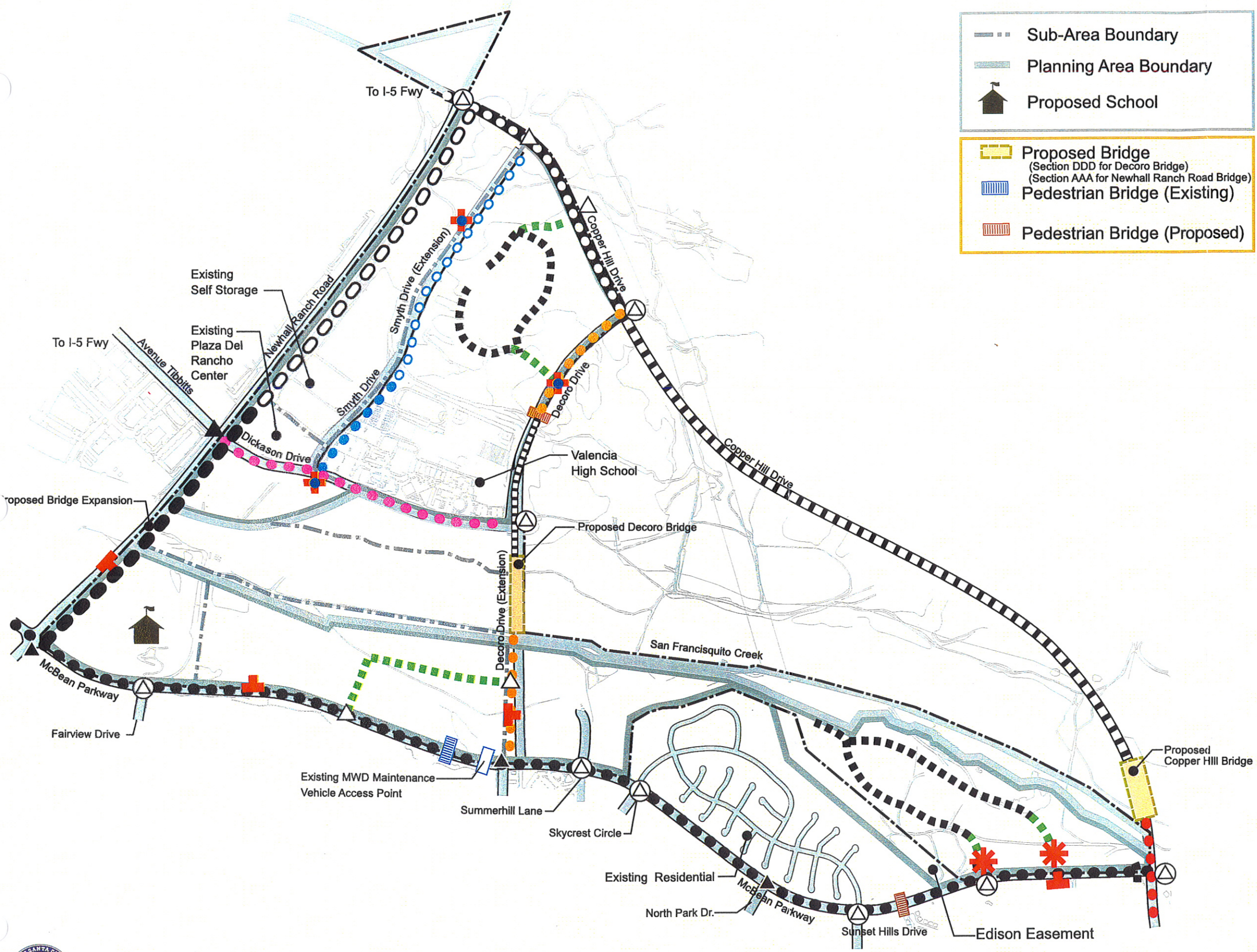
⊕ Right In / Right Out / Left In

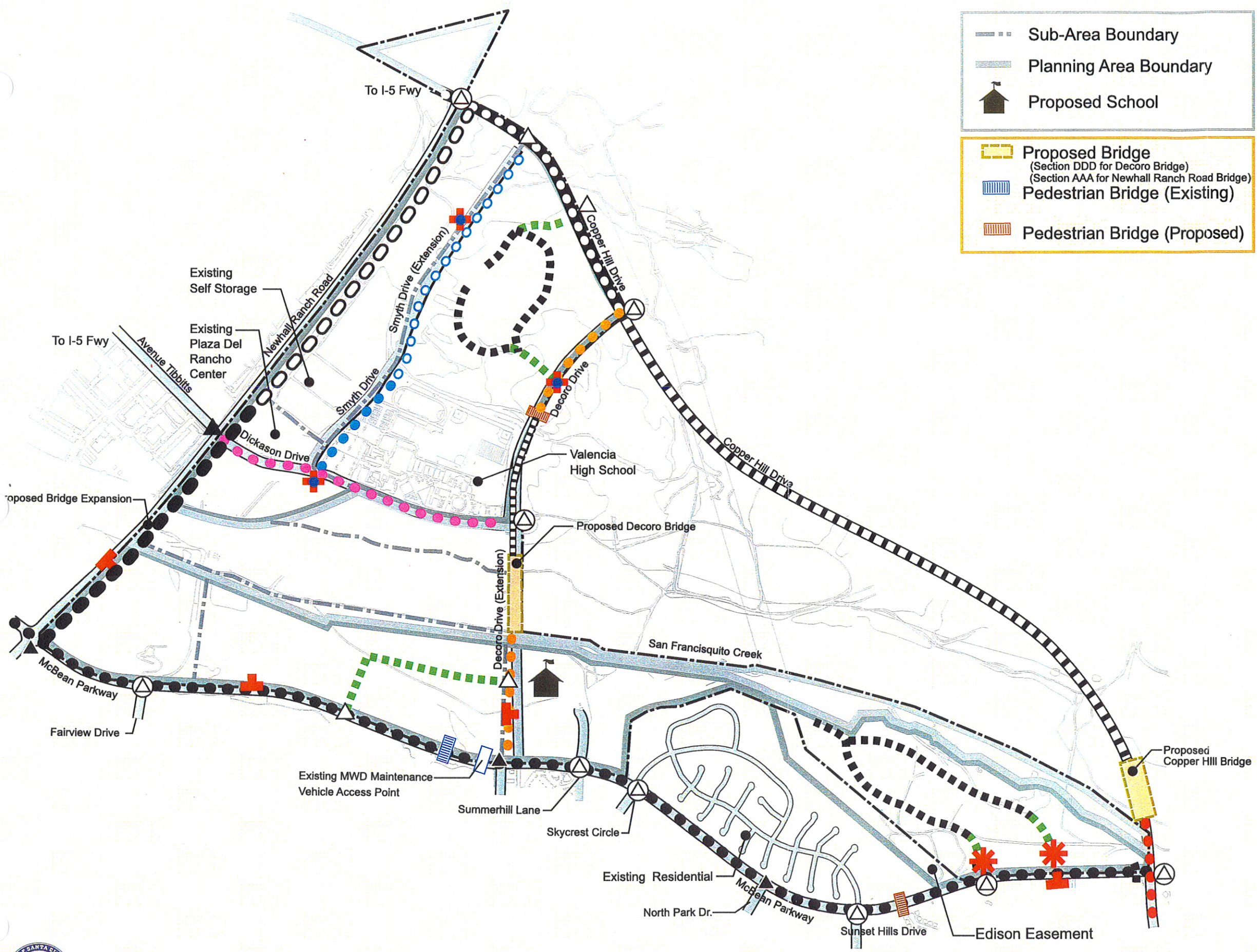
⊕ Potential Gated Access

▲ Traffic Signal (Existing)

△ Traffic Signal (Proposed)

⊕ Traffic Signal (Installation Conditioned on Separate Project)





- - - Sub-Area Boundary  
 - - - Planning Area Boundary  
 🏠 Proposed School  
 🌉 Proposed Bridge (Section DDD for Decoro Bridge, Section AAA for Newhall Ranch Road Bridge)  
 🚶 Pedestrian Bridge (Existing)  
 🚶 Pedestrian Bridge (Proposed)

**EXHIBIT KEY**

- 160' ROW or var (Section A) Existing
- 160' ROW or var (Section A and AA) Proposed
- 112' ROW (Section B) Existing
- ▬▬▬ 126' ROW (Section CC) Proposed Outside of Specific Plan
- ▬▬▬ 146' ROW or var (Section C) Proposed
- 100' ROW (Section CCC) Outside of Specific Plan
- 84' ROW (Section E) Existing
- 88' ROW (Section E) Proposed
- 94' ROW (Section DD) Proposed
- ▬▬▬ 88' ROW (Section D) Proposed
- 91.5' ROW (Section F) Proposed
- ▬▬▬ 60' ROW (Section G) Proposed
- ▬▬▬ 64' ROW (Section FF) Proposed
- ▬▬▬ 60' ROW (Section H) Proposed - Not Shown
- ▬▬▬ 58' ROW (Section HH) Proposed - Not Shown
- ▬▬▬ 24' ROW (Section I) Proposed - Not Shown
- ⊕ Right In / Right Out
- ⊕ Full Access Intersection
- ⊕ Right In / Right Out / Left In
- ⊛ Potential Gated Access
- ▲ Traffic Signal (Existing)
- △ Traffic Signal (Proposed)
- ⊕ Traffic Signal (Installation Conditioned on Separate Project)



**Copper Hill Drive** is classified as a Major Arterial Highway to the west of McBean Parkway. Its ultimate right-of-way including the LMD area is proposed to be a 126 feet wide (North of Decoro Drive) and 146 feet (South of Decoro Drive) with a raised 14-foot wide planted median, two 47-foot travelways, a 7-foot landscape area along the east side adjacent to the travelway, a 5-foot sidewalk, a 10-foot Class I bike trail, and an additional 2 feet of landscaping on the east side. The sidewalk and bike trail may meander within the parkway provided a minimum parkway width of 5 feet is maintained. The west side of the roadway will be built per previous approvals (refer to Exhibit 7, Section C).

Copper Hill Drive, located within the northwest portion of the project boundary, is conditioned as a part of other projects to be extended west and south to interconnect with Rye Canyon Road. Local collector roadways will provide internal access to the Decoro South Planning Area from Copper Hill Drive. This roadway extension will provide access from the Project Area to the Valencia Industrial Center.

**Decoro Drive** west from McBean Parkway through the Specific Plan Area to Copper Hill Drive is classified as a secondary highway. The ultimate right-of-way from McBean Parkway to the Decoro Bridge is proposed to be 94 feet (with the Decoro Bridge section being 87 feet) and from the Decoro Bridge to the pedestrian bridge, the right-of-way is proposed to be 88 feet wide with directional travelways totaling 64 feet in width and a 10-foot paseo (with a minimum of 2 feet of turf on both sides) along the north side of the roadway. Additionally, a 5-foot walk exists on the south side (east of the pedestrian bridge to Dickason Drive) and a 6-foot walk exists on the south side (east of the Decoro Bridge). There will be trail connections between the paseo and sidewalk along Decoro Drive and the river trail on both the east and west sides of the creek. Landscaping areas are also proposed along both sides of the roadway (refer to Exhibit 7B, Sections D, DD<sup>2</sup>, and DDD).



The Decoro Drive ultimate right-of-way from west of the pedestrian bridge to Copper Hill Drive is proposed to be 94 feet wide with directional travelways totaling 64 feet in width and a 10-foot (with 4 feet turf or graded) paseo system along the south side of the roadway and a 6-foot walk on the northside. Landscaping areas are also proposed along both sides of the roadway (refer to Exhibit 7B, Section DD).

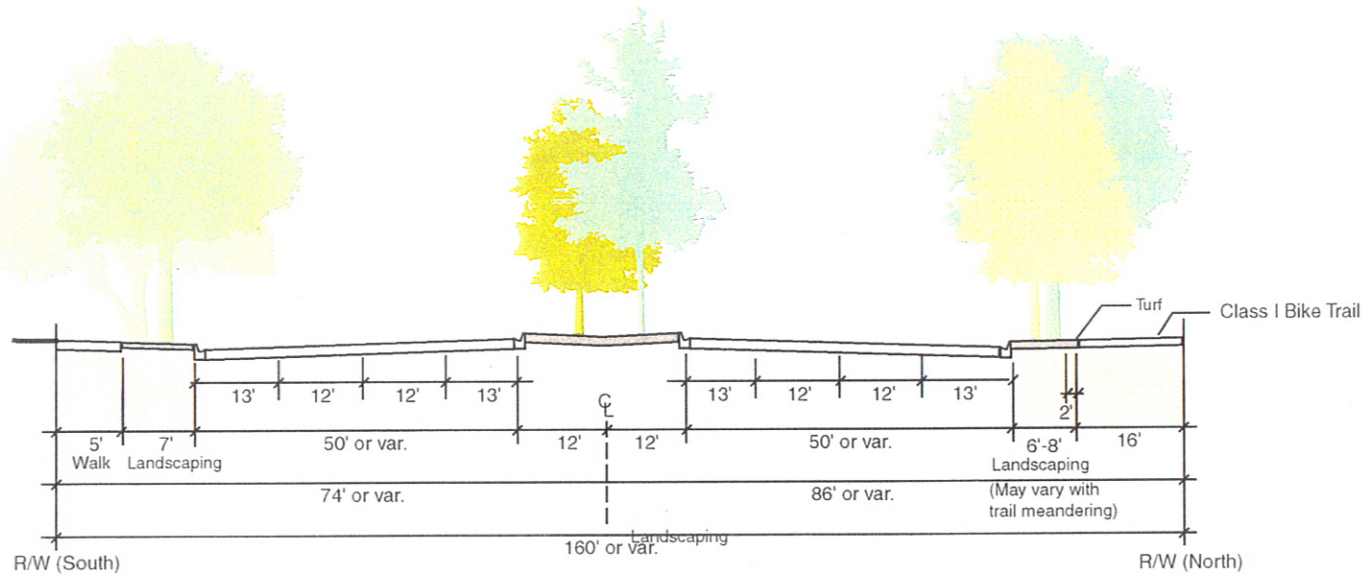
Decoro Drive will bisect the Specific Plan Area from McBean Parkway on the east and from Copper Hill Drive on the west. A permanent bridge (87 feet wide) along Decoro Drive (with 4 travel lanes; 2 in each direction) will be constructed over the San Francisquito Creek and will accommodate a pedestrian walkway system. Access from internal collector streets will be provided into the new community commercial center and various residential projects. Access to the Valencia High School will also be provided through an intersection with Dickason Drive.

**b. Collector Streets**

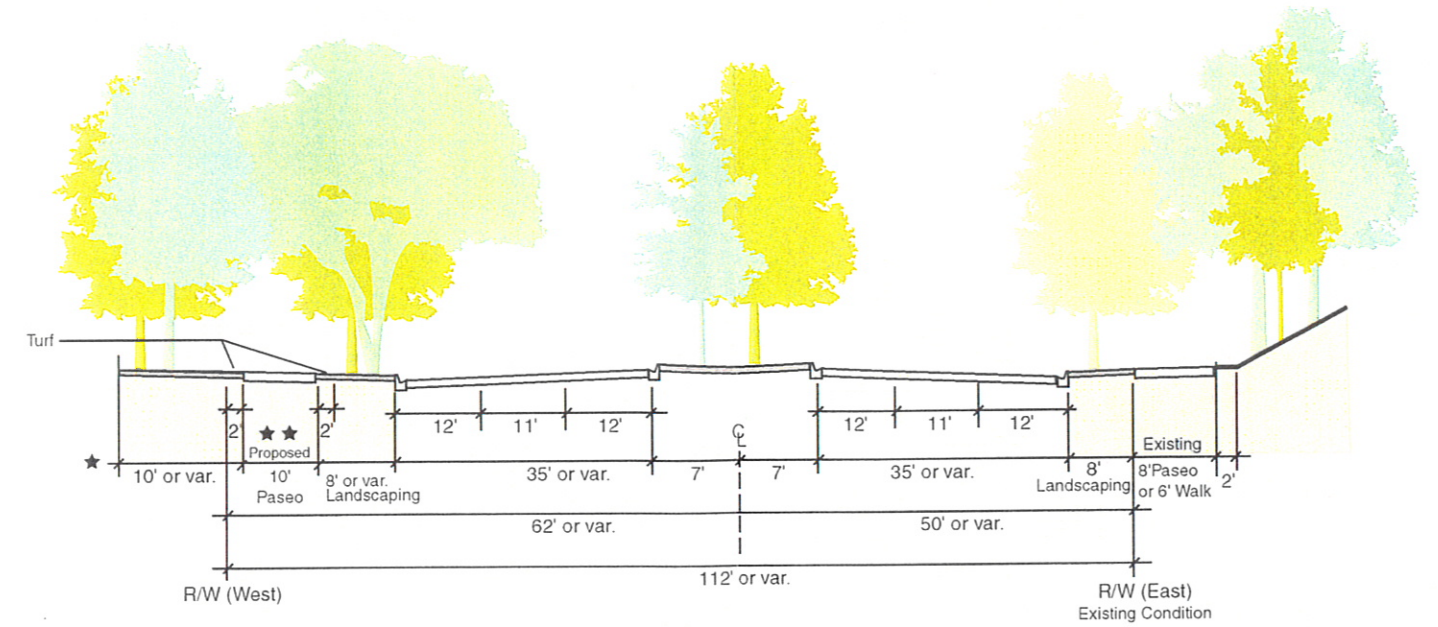
A collector road classification is given to those roadways which have an ultimate design of two travel lanes. The roadway usually is undivided and will not accommodate left turn pockets at intersections. It is the intent of all collector roadways to service all local traffic from residential, commercial, and industrial uses and to provide access to the arterial roadway system (major, secondary, and limited secondary highways).

**Industrial Collector (88-foot ROW)**

**Smyth Drive** is located in the Decoro South Planning Area, and is classified as an industrial collector. These roadways are delineated to accommodate business related traffic into and out of designated industrial areas. The ultimate right-of-way is proposed to be 88 feet wide with a 64-foot travelway, in order to accommodate large size vehicles (refer to Exhibit 7C, Section E).

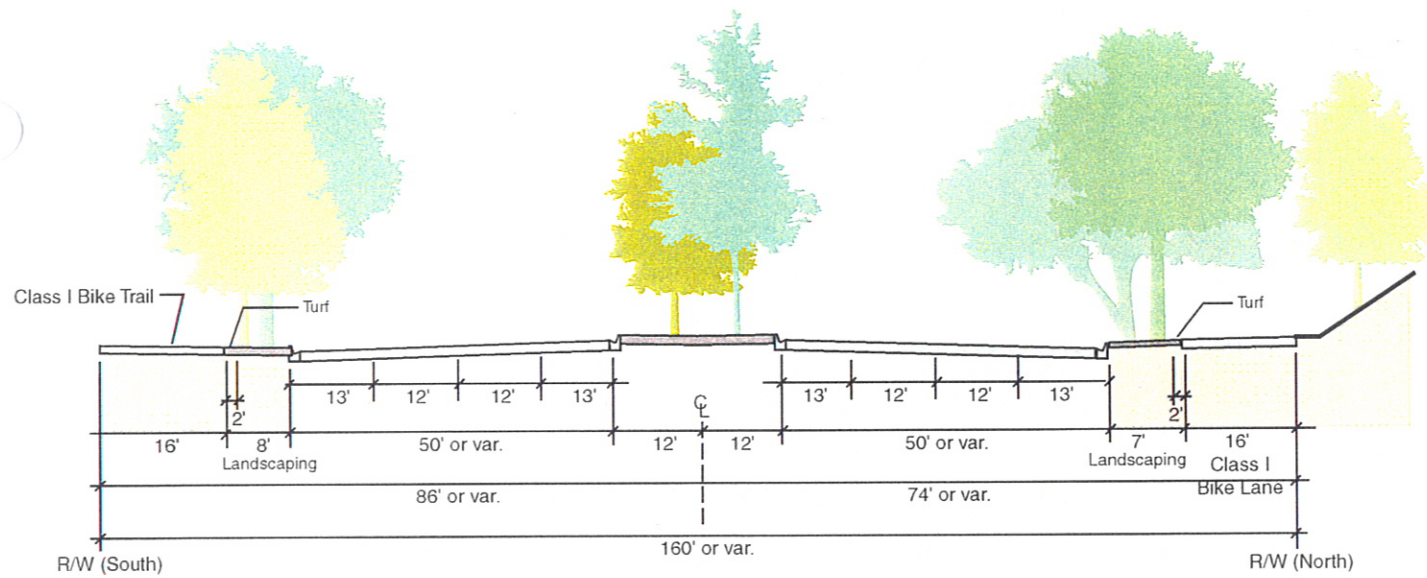


**A** Major Arterial Highway  
Newhall Ranch Road  
(McBean Parkway to Bridge)

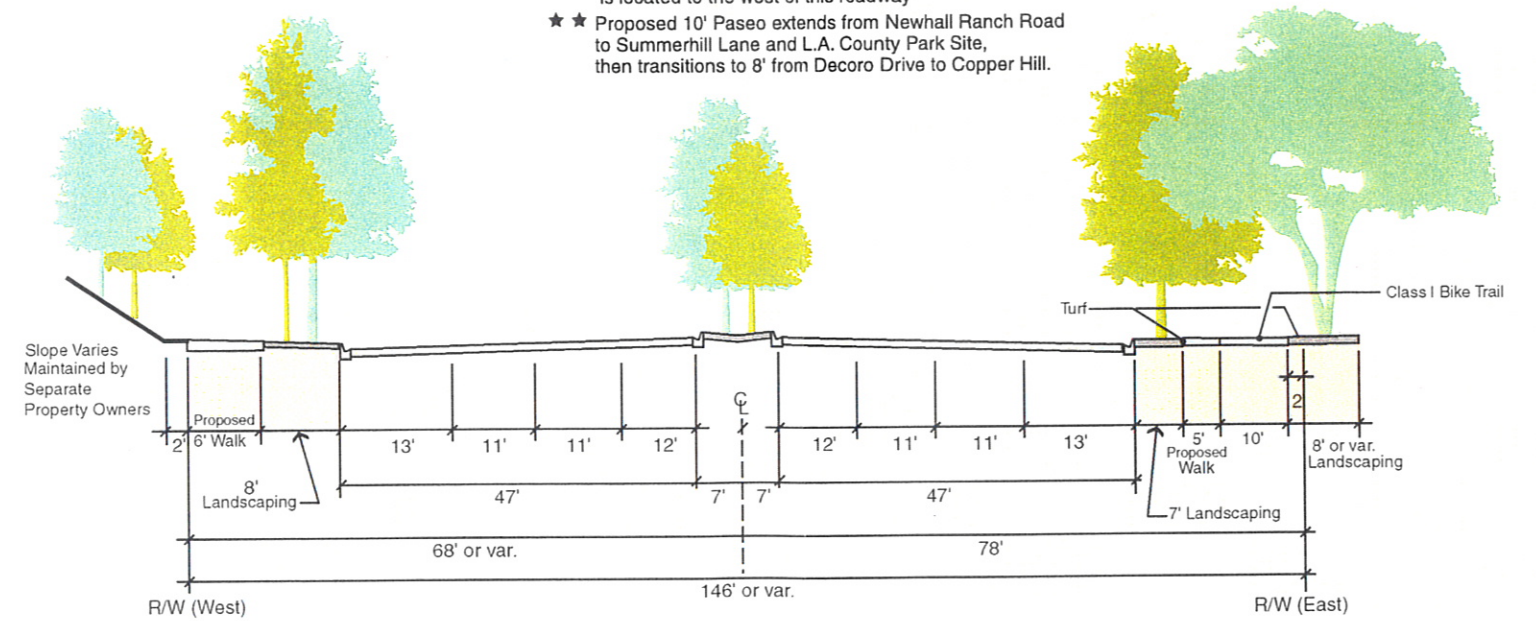


**B** Major Arterial Highway  
McBean Parkway  
(Newhall Ranch Road to Copper Hill Drive)

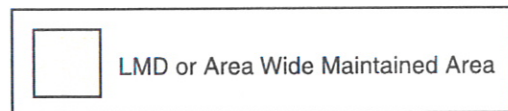
- ★ A Class I Bike Trail along the San Francisquito Creek is located to the west of this roadway
- ★★ Proposed 10' Paseo extends from Newhall Ranch Road to Summerhill Lane and L.A. County Park Site, then transitions to 8' from Decoro Drive to Copper Hill.



**AA** Major Arterial Highway  
Newhall Ranch Road  
(Bridge to Copper Hill Drive)



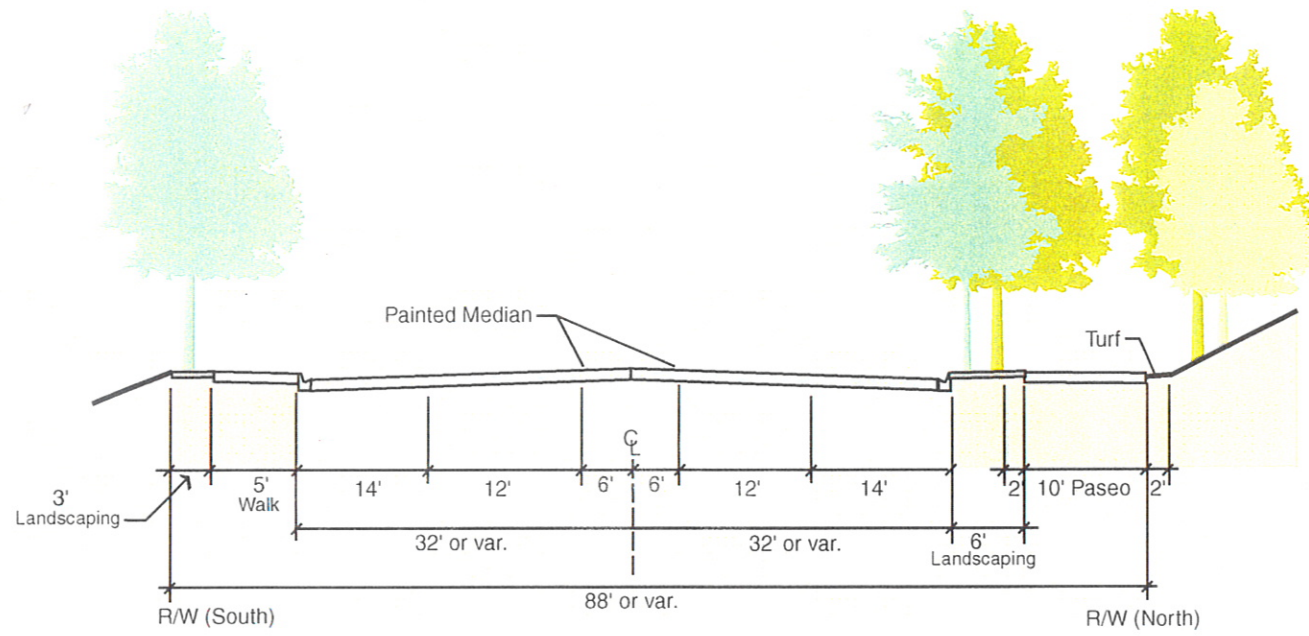
**C** Major Arterial Highway  
Copper Hill Drive  
(South of Decoro Drive)



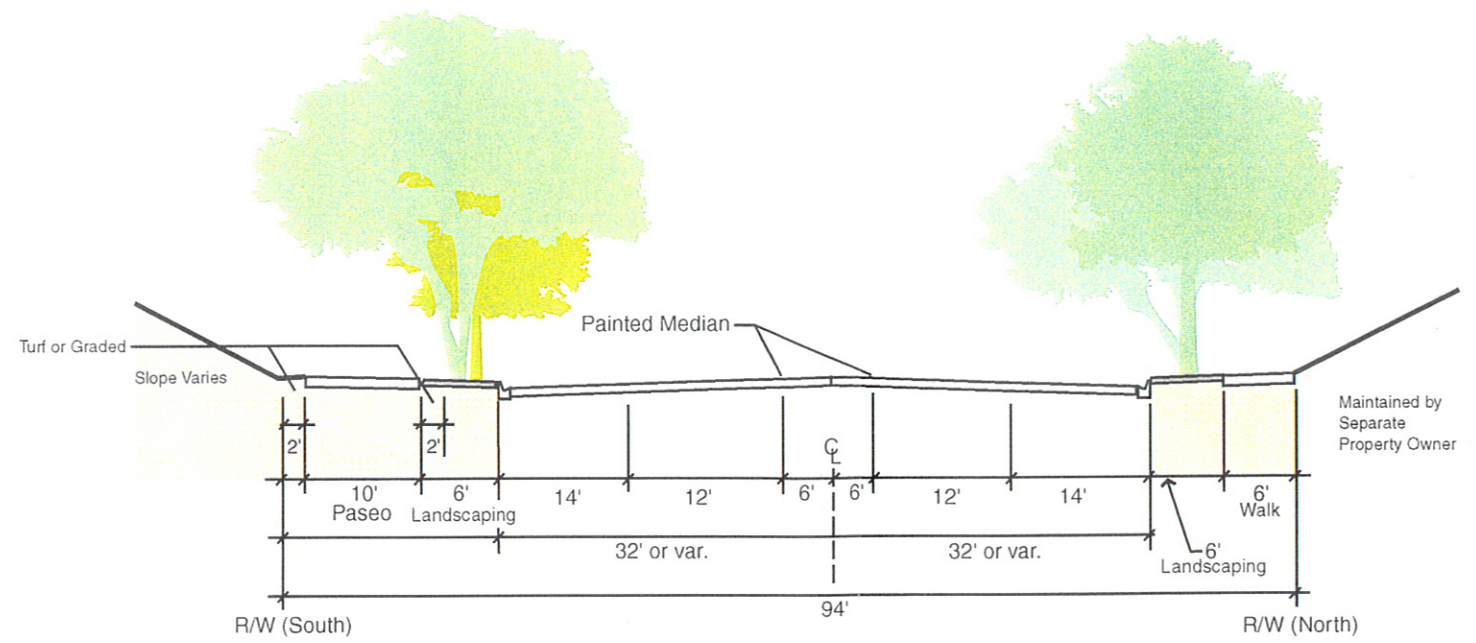
Note: Slopes outside R/W may vary



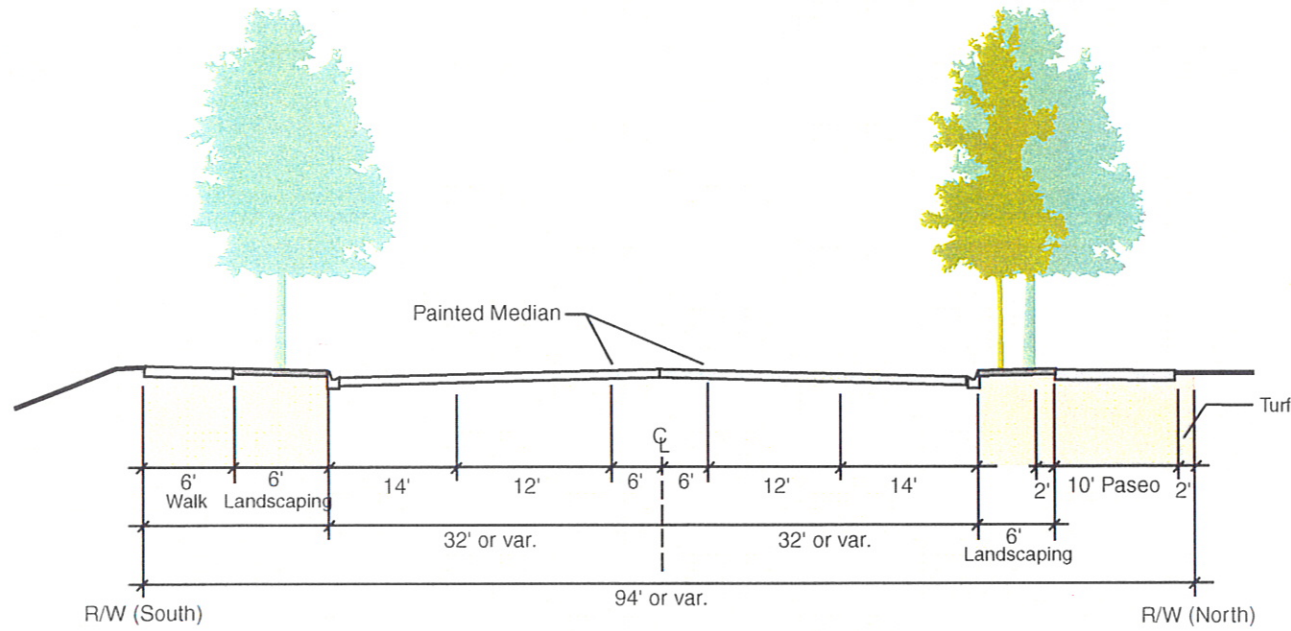




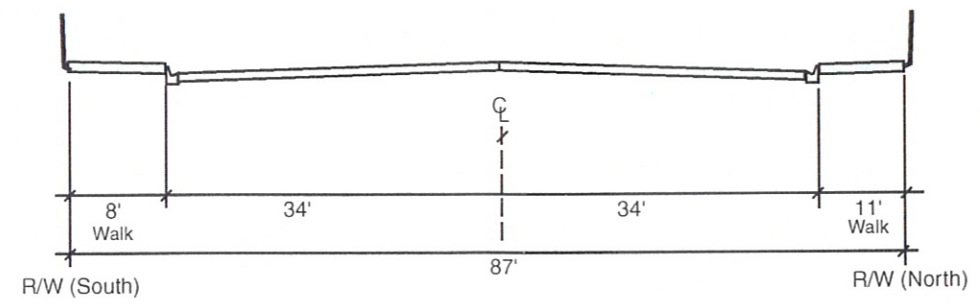
D Secondary Arterial Highway  
Decoro Drive  
(East of Pedestrian Bridge to Decoro Bridge)



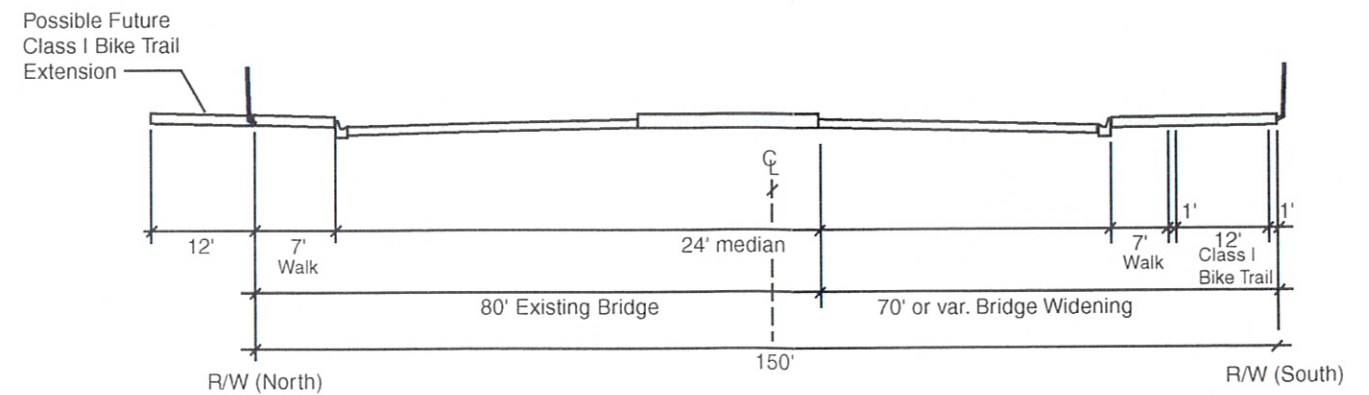
DD Secondary Arterial Highway  
Decoro Drive  
(West of Pedestrian Bridge to Copper Hill Drive)



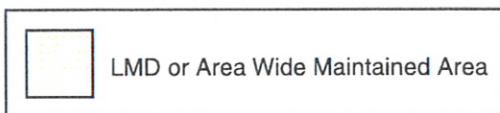
DD<sup>2</sup> Secondary Arterial Highway  
Decoro Drive  
(East of Decoro Bridge)



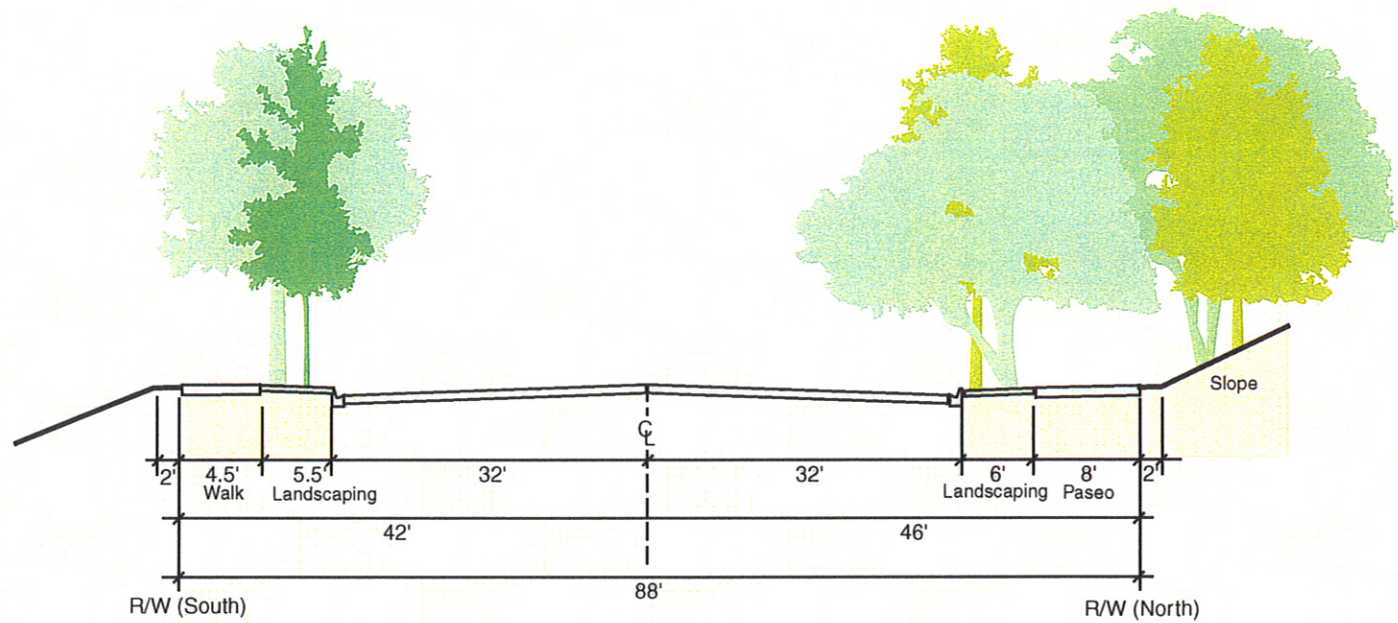
DDD Secondary Arterial Highway Bridge  
Decoro Bridge



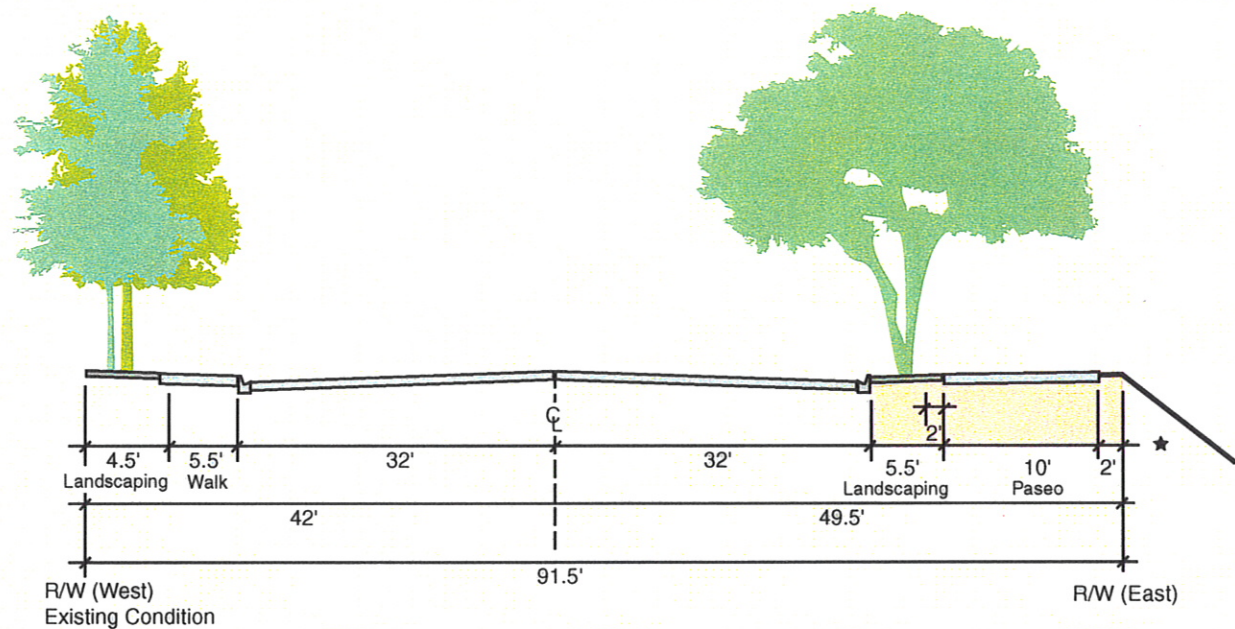
AAA Major Arterial Highway Bridge  
Newhall Ranch Road Bridge



Note: Slopes outside R/W may vary

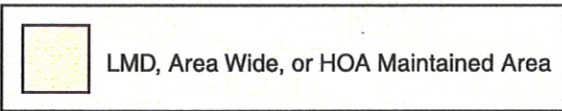


**(E) Industrial Collector  
Smyth Drive**

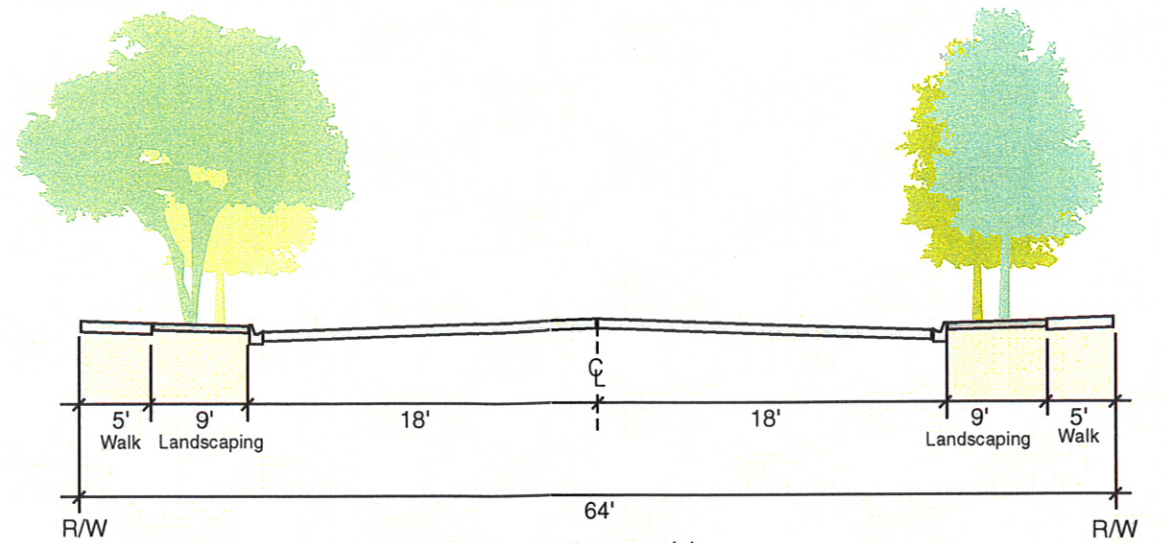


**(F) Non-Residential Collector  
Dickason Drive  
(adjacent to commercial)**

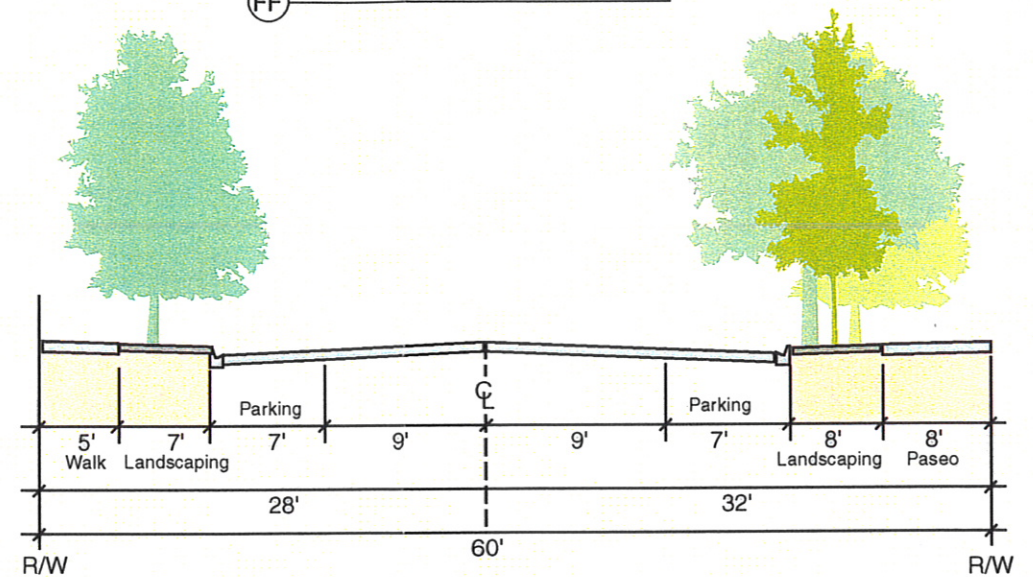
★ A 4' walk will be provided on the east side beyond the commercial.



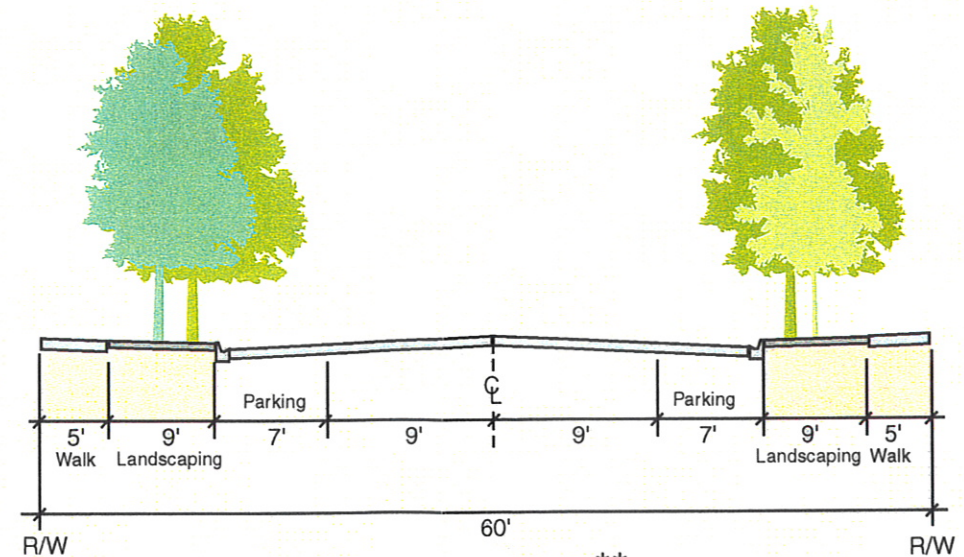
Note: Slopes outside R/W may vary



**(FF) Residential Collector \*\***



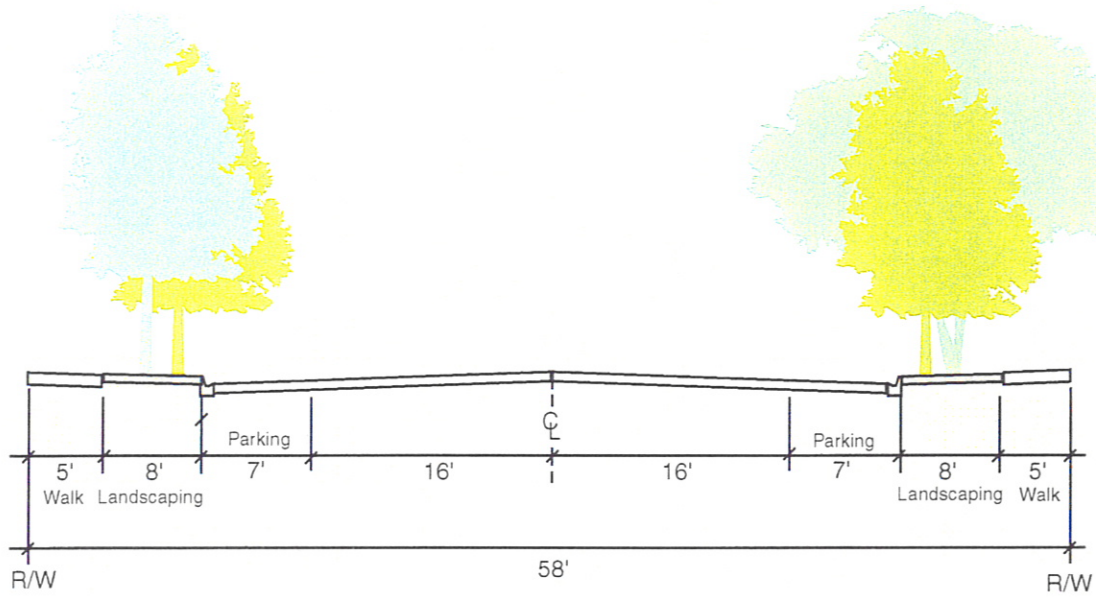
**(G) Residential Street with paseo \*\***



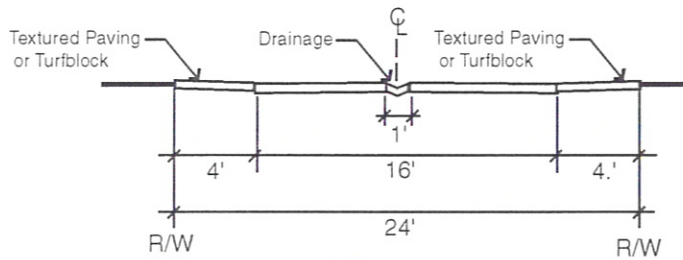
**(H) Residential Local \*\***




\*\*Paving widths may vary, per Fire Department requirements.  
Parking restrictions may apply in locations of minimal paving widths, per Fire Department requirements.



Ⓜ Residential Local cul-de-sac\*\*



Ⓜ Residential Alley\*\*

 LMD or HOA Maintained Area

Note: Slopes outside R/W may vary

\*\* Paving widths may vary, per Fire Department requirements.  
 Parking restrictions may apply in locations of minimal paving widths,  
 per Fire Department requirements.

EXHIBIT 7d

# Roadway Sections

NORTH VALENCIA NO. 2 SPECIFIC PLAN

VALENCIA COMPANY





Collector Street (91.5-foot ROW)

**Dickason Drive** is located in the Decoro South Planning Area, and is classified as a collector street. These roadways are delineated to accommodate internal and destination access within the Specific Plan Area. Its ultimate right-of-way is proposed to be 91.5 feet wide with a 64-foot wide travelway. A proposed new paseo (10-foot paseo with a minimum of 2 feet of turf on both sides) is proposed along Dickason from Newhall Ranch Road to the High School / river trail. Additionally, there will be trail connections between the paseo on Dickason Drive and the bike-pedestrian section of the river trail. The ultimate right-of-way may vary due to potential traffic calming measures (refer to Exhibit 7C, Section F and Exhibit 8).

The City's ultimate circulation plans for this roadway (Avenue Tibbitts), south of the Specific Plan Area, are for it to extend to Magic Mountain and to provide a connection to the Interstate 5.

Residential Collector (64-foot ROW)

The purpose of the residential collector is to provide an entryway to residential neighborhoods and an efficient means of access to local residential streets. Residential driveways do not front on residential collector roadways and parking is restricted. The residential collector will have 36 feet of paving, 9-foot landscaped parkways, and 5-foot sidewalks on both sides. Sidewalks may meander within the parkways subject to the approval of the City Traffic Engineer, provided that parkways shall not be less than 5 feet wide (Refer to Exhibit 7C Section FF). Paving widths may vary, per fire department requirements. Parking restrictions may apply in locations of minimal paving widths, per fire department requirements.

*c. Local Streets*

These local street classifications are given to roadways which must be accessed through the use of any of the previously identified roadway types. Typical streets, which are classified as local streets, include residential streets, private streets, service roads, and public alleys. A goal of the Specific Plan is to ensure that local streets have tree-lined landscaped parkways. Paving widths may vary, per fire department requirements. Parking restrictions may apply in locations of minimal paving widths, per fire department requirements.



Residential Local and Residential Street with Paseo

The proposed residential local and residential street with paseos are both classified as local streets within the Specific Plan. These roadways are delineated to accommodate internal access within Eastcreek and Decoro South. The ultimate right-of-way is proposed to be 60 feet wide with 32 feet of paving including parking on both sides. For the residential local, the right-of-way will include a 9-foot landscaped parkway and a 5-foot sidewalk on both sides. For the residential street with paseo, the right-of-way will include a 7-foot landscaped parkway and a 5-foot sidewalk on one side of the street, and an 8-foot landscaped parkway and 8-foot paseo on the other. "The ultimate right-of-way may vary due to potential traffic calming methods (Refer to Exhibit 7C, Section G and H). Paving widths may vary, per fire department requirements. Parking restrictions may apply in locations of minimal paving widths, per fire department requirements.

Residential Local Cul-de-Sac (58-foot ROW)

The purpose of the residential local cul-de-sac is to provide access to limited numbers of residential units where through access is not desired. The residential local cul-de-sac will have 32 feet of paving, 8-foot landscaped parkways, and 5-foot sidewalks on both sides (Refer to Exhibit 7d, Section HH). Paving widths may vary, per fire department requirements. Parking restrictions may apply in locations of minimal paving widths, per fire department requirements.

*d. Alleys*

Residential Alley (24-foot ROW)

This alley design is proposed for selected residential locations in combination with cluster housing projects. The roadway design combines a 15-foot wide travelway rolled curb with a 4-foot area on either side, composed of driveable landscaping or a decorative hardscape material which can serve as an expanded street section for emergency vehicle purposes; parking would be restricted (refer to Exhibit 7D, Section I). Paving widths may vary, per fire department requirements. Parking restrictions may apply in locations of minimal paving widths, per fire department requirements.



Access Points

The access points that are depicted on Exhibit 6 are located on secondary arterial and collector roadways. They fall into four categories:

- ▶ Signalized intersections;
- ▶ Non-signalized, right-in / right-out intersections;
- ▶ Non-signalized right-in / right-out / left-in intersections;
- ▶ Non-signalized full access intersections.

The signalized intersections are further divided into existing and proposed. Primary access to the residential areas will be taken from collector streets. 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.

*Existing Signalized Intersections*

Eastcreek Planning Area:

- ▶ McBean Parkway and Newhall Ranch Road
- ▶ McBean Parkway and Decoro Drive
- ▶ McBean Parkway and North Park Drive (3-way)

Decoro South Planning Area:

- ▶ Newhall Ranch Road and Avenue Tibbitts / Dickason Drive

*Proposed Signalized Intersections (\* indicates signal has been previously approved / conditioned)*

Eastcreek Planning Area:

- ▶ McBean Parkway and Fairview Drive\*
- ▶ McBean Parkway and North River (NR) 117 (3-way), (Sub-Area Two)
- ▶ McBean Parkway and Summerhill Lane\*
- ▶ McBean Parkway and SkyCrest Circle\*
- ▶ McBean Parkway and Sunset Hills Drive\*
- ▶ McBean Parkway and Collector (Sub-Area Four)\*
- ▶ McBean Parkway and Copper Hill Drive\*



Decoro South Planning Area:

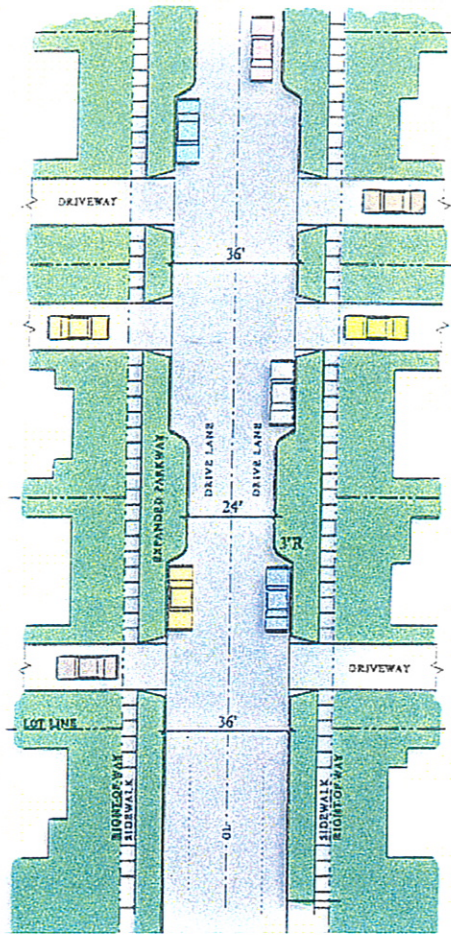
- ▶ Newhall Ranch Road and Copper Hill Drive\*
- ▶ Copper Hill Drive and Smyth Drive (3-way)
- ▶ Copper Hill Drive and Boskovich Drive
- ▶ Copper Hill Drive and Decoro Drive\*
- ▶ Decoro Drive and Dickason Drive\*

*Non-signalized intersections (\*\* indicates intersection to be evaluated in the traffic impact assessment)*

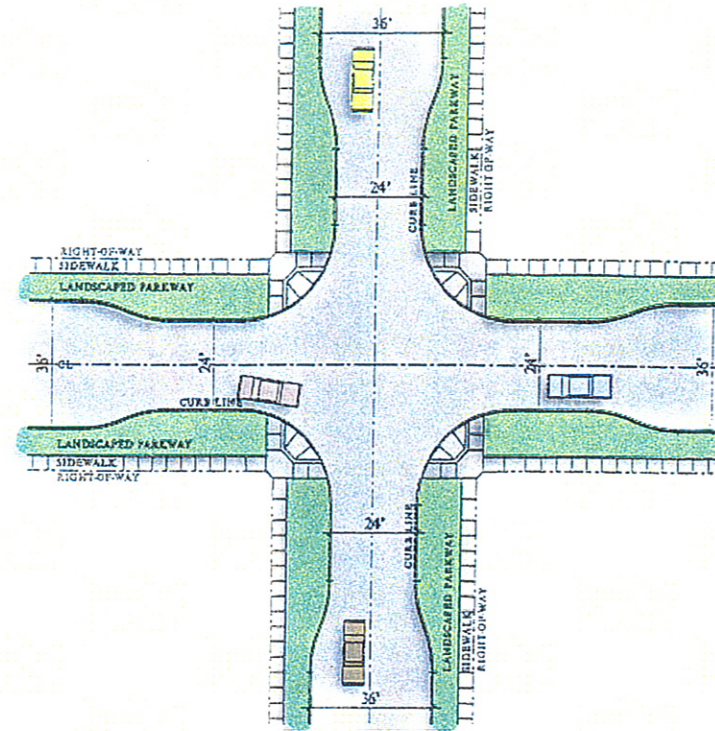
- ▶ Newhall Ranch Road and Community Park (Sub-Area One), right-in / right-out
- ▶ McBean Parkway and Collector (Sub-Area Two), right-in / right-out
- ▶ McBean Parkway and Collector (Sub-Area Four), right-in / right-out only
- ▶ Decoro Drive and community center (Sub-Area Three), right-in / right-out
- ▶ Smyth Drive and Apartments site (Sub-Area Six), full access\*\*
- ▶ Decoro Drive and Collector (Sub-Area Six), full access\*\*

**Traffic Calming Features**

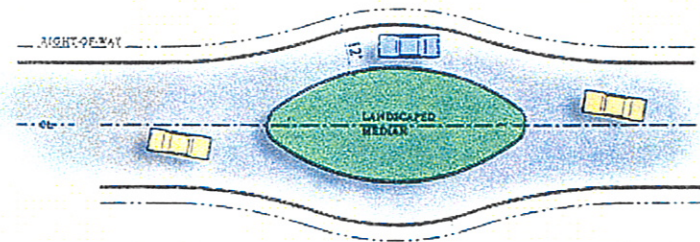
Traffic calming features may be used selectively to reduce speeds on local streets and encourage drivers to return to arterial streets (refer to Exhibit 8). These measures can be used for most local streets which are not designed for speed, or through traffic. Traffic calming measures may be included along residential 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. Paving widths may vary, per fire department requirements. Parking restrictions may apply in locations of minimal paving widths, per fire department requirements.



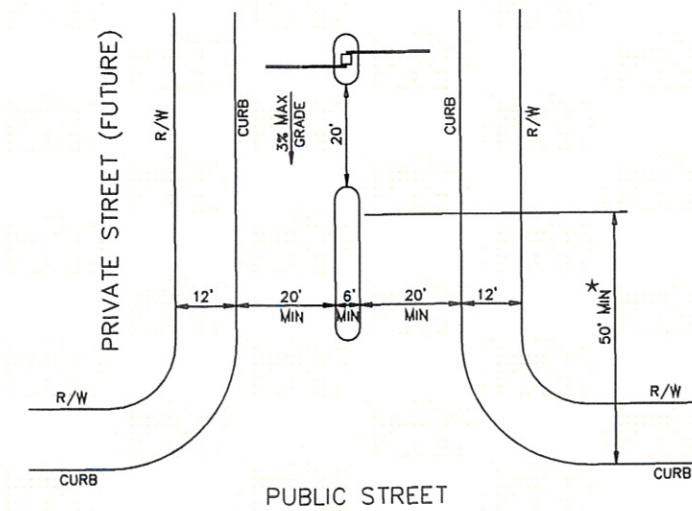
**A** Typical Tapered Street\*\*



**C** Typical Tapered Intersection\*\*



**B** Typical Raised Median\*\*



**D** Typical Gate Detail\*\*

Note: Pedestrian Access will be provided to the public street

\*The minimum stacking shall be to the discretion of the City's Traffic Engineer



\*\* Paving widths may vary, per Fire Department requirements.  
Parking restrictions may apply in locations of minimal paving widths, per Fire Department requirements.





### **3.1.2 Water Services**

The Specific Plan Area is located within the wholesale water service area of the Castaic Lake Water Agency (CLWA), and is partially within the retail water service area of the Valencia Water Company (VWC). Currently, the Area is mostly undeveloped and water consumption is limited. Proposed uses in the Project Area will increase water demand, but will not require any major extension of the water service infrastructure which currently exists in the streets adjacent to the Specific Plan.

The project total water demand for the proposed Specific Plan Area is 1,244 acre-feet per year (AFY), while Option B would generate a demand for 1,195 AFY of potable water.

Current water demand within the VWC service area is 22,000 acre-feet per year and existing water supply is 45,000 acre-feet per year. According to the VWC, adequate water supplies are currently available to serve both existing water demand in the VWC service area and the Specific Plan Area.

### **3.1.3 Wastewater Disposal**

The proposed Specific Plan project would generate approximately .50 million gallons of wastewater on a daily basis, which would be treated at both the Valencia Water Reclamation Plant (County Sanitation District 32) and the Saugus Water Reclamation Plant (District 26). Development Option B would generate approximately .49 million gallons of wastewater daily, and would receive treatment at both of the plants listed above. The property is located within the jurisdictional boundaries of District 32.

A number of sewer mains are planned as part of the ongoing sewer master planning effort for the Northriver community. Planned lines that will serve this project include a 15" line that will generally extend along the eastside of San Francisquito Creek from Decoro Drive to a planned main that stubs at Newhall Ranch Road. The planned 15" sewer line which is proposed to run along the east side of San Francisquito Creek shall be located outside the Upland Preserve Zone, or shall be encased in concrete. This 15" line may need to provide relief for the existing main on McBean Parkway south of Newhall Ranch Road to Avenue Scott. This project will also construct a 10" line within the planned Decoro Drive extension as a relief for the existing line in McBean Parkway. Effluent within the Decoro South property will discharge into a 10" line planned for Copper Hill Drive that will ultimately connect to a 21" line in Rye Canyon at Avenue Scott. These lines have been designed to accommodate buildout of the Northriver Community, which includes development of the proposed project. Given the existing combined treatment capacity of District 26 and 32 of 19.1 million gallons per day (mgd) and existing



demand of 15 mgd, wastewater from the proposed project could be treated at both the Valencia and Saugus WRPs with no significant impacts to the wastewater treatment system.

### 3.1.4 Storm Water Drainage

The Specific Plan is located within the Santa Clara River basin and its 1,634 square mile watershed. The Specific Plan Area is part of the Santa Clara River watershed. Storm flow through the Area will utilize subsurface drainage conduits to channel storm runoff prior to discharge. In addition, the storm flow through the Area will largely follow existing drainage patterns and will be channeled in closed drainage systems and water quality filters. The Los Angeles County Department of Public Works (LACDPW), Flood Control Division will 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 will need to meet LACDPW standards in order for the County to maintain them. Other flood control or storm drainage facilities such as water quality filters, outlet structures, or buried bank stabilization will be maintained by the City unless accepted by LACDPW.

All proposed developments will need to meet the National Pollutant Discharge Elimination System (NPDES) requirements. Please refer to Section 4.2 of the EIR for a detailed discussion of the NPDES requirements.

## 3.2 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.

***Policy:*** *To allocate the cost of public services, facilities, and utilities on a fair and equitable basis based on service demand generated and benefits derived from services / improvements.*

### 3.2.1 Electricity

The Southern California Edison Company will service and maintain the Area electrical facilities. Southern California Edison (SCE) maintains overhead power lines which bisect the Specific Plan Area. New local serving electric lines will be placed underground.



**3.2.2 Natural Gas**

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

**3.2.3 Telephone**

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

**3.2.4 Cable Television Facilities**

Cable television is provided and maintained by the Media One Company. Cable television facilities will be located underground within public rights-of-way.

**3.2.5 Solid Waste Disposal**

Three private haulers are permitted 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. Currently, the City exports virtually all its wastes to the Chiquita Canyon Landfill. In February, 1997 a CUP was approved for an expansion to the Chiquita Canyon Landfill. This expansion allows for an additional 23 million tons of refuse which extends the landfill life by 23 years. The City has adopted recycling and greenwaste reduction efforts for residential, commercial and industrial uses.

Upon buildout and assuming no solid wastes from the Specific Plan Area will be recycled (a worst-case scenario), the Specific Plan Area will generate approximately 22,108 pounds of solid waste per day, which is equivalent to approximately 4,035 tons per year. The Specific Plan Area may also generate household-type hazardous wastes. Based on the 1989 base year, the City diverts 50 percent of its total waste stream from the landfill(s) which equates to a 50 percent reduction of total waste disposed of at the landfill(s).



### 3.3 PUBLIC SERVICES

Public services are planned as part of the overall Specific Plan Development Concept. Future residents will be able to live, shop, go to school, work, and relax all within the Project Area boundaries. Public services include libraries, parks, schools, fire protection, and police protection.

***Policy:*** *To ensure that all public services, utility systems, and facilities are designed and maintained as stated in the Goals and Policies Section of the City's Public Services, Facilities and Utilities Element to provide acceptable levels of safety and security.*

#### 3.3.1 Public Transit

##### *Santa Clarita Transit Service Overview*

Limited public transit service is provided in the Project Area (refer to Exhibits 9 and 9B) by a City owned and operated bus service. Santa Clarita Transit (SCT) operates eleven routes within the City's limits. Most local routes operate 7 days a week. Regional services are also provided by Santa Clarita Transit (SCT) on 7 commuter routes, which provide weekday service to and from Los Angeles, the San Fernando Valley, and the Antelope Valley. The service has various pick-up and drop-off points, and also services three park-n-ride facilities located in the southern portions of the City. Santa Clarita Transit also operates Dial-a-Ride demand-response service in the Santa Clarita Transit Service Area.

##### *Metrolink Service Overview*

The Metrolink (commuter train) provides weekday and Saturday service to downtown Los Angeles, the San Fernando Valley, and the Antelope Valley. The two (2) existing stations within the City are: 1) the Princessa Station in Canyon Country, and 2) the Santa Clarita Station on Soledad Canyon Road in Saugus. A third station will be completed in the late 1999 and will be centrally located in downtown Newhall.

##### *Current Transit Service*

The Specific Plan Area is currently serviced by SCT local routes 10, 20, 45 and 55 (refer to Exhibits 9 and 9B). Routes 10 and 20 operate from the Santa Clarita Metrolink Station to Castaic and Val Verde via Soledad Canyon Road, Valencia Boulevard, Magic Mountain Parkway, McBean Parkway, Newhall Ranch Road, serving the Industrial Center via Avenue Tibbits, Avenue Scott, and Avenue Stanford. Routes 10 and 20 operate seven days a week, with at least half-hourly service throughout the day.



Route 10 and 20 would provide service to the southern tip of the Project Area only.

Route 45 operates from the Santa Clarita Metrolink Station to McBean and Copperhill, via Soledad Canyon Road, Bouquet Canyon Road, Newhall Ranch Road, and McBean Parkway. Currently, route 45 operates a limited Monday through Friday service, with only a few peak-hour trips to provide connections with Metrolink trains.

Route 55 operates schooldays only, offering school "tripper" service, which is primarily geared toward transporting students to the various Santa Clarita schools. In the Project Area, one morning trip transports passengers from Copperhill, down McBean, eventually proceeding to both Hart High School and La Mesa Junior High School. Similar service in the opposite direction is provided on one trip in the afternoon. Currently, no direct service is provided to Valencia High School from the Project Area.

#### Transit Service Requests

The City of Santa Clarita's Transit Division receives many requests from existing Northpark and Northbridge residents for seven day a week, all-day, half-hourly service on the 45 route, which runs the length of McBean Parkway in the Project Area. Additional requests from residents are for bus service along the existing portion of Decoro Drive, and for direct school "tripper" service from the Project Area to Valencia High School. With the construction of the new roads, new residences, retail projects, and industrial uses associated with the North Valencia No. 2 Project, transit demand in the Project Area will increase.

#### Future Transit Service Needs

At this early state in the project review process, it is difficult to specify exactly what new public transit service will need to be provided as a result of the North Valencia No. 2 Specific Plan. During the EIR Process, transit trip generation rates will need to be identified. However, as with any new development, it is certain that the project will require the provision of some additional transit resources. These resources may include, but not be limited to, bus stop amenities (benches, shelters, trash cans), new hours of transit service on existing routes, expansion of existing routes, or the creation of new routes to serve the Project Area. Consistent with the standards of the City's Circulation Element of the General Plan, the Specific Plan will provide for the payment of transit impact fees, as well as physical improvements (at future stops) to support bus service in the Project Area.



### Pedestrian Connections

Future development shall be designed in a manner which removes barriers for pedestrians and encourages walking and the use of public transit. These design provisions shall include: (1) thru block transit connections, (2) cul-de-sac connections, and (3) commercial parking connections (refer to Exhibit 9C).

### 3.3.2 *Schools*

Public elementary, junior school and high school education in the Project Area are currently provided by the Castaic Union School District, Saugus Union School District, and the William S. Hart Union High School District. The Castaic and Saugus Union School Districts currently provide elementary school (K through 6) service to the Project Area while the William S. Hart Union High School District provides junior high (7 and 8), and high school (9 through 12) service.

It is estimated that 567 new elementary students, 156 new junior high students, and 271 new high school students would be generated in the Saugus and Hart Districts by the project at buildout. Through the December 16, 1997 School Facilities Funding Agreement between the William S. Hart Union High School District and the Newhall Land and Farming Company, would provide land of sufficient size to construct one junior high school on the site that would accommodate more than the estimated number of junior high students generated by the project.

Project applicant compliance with the February 1997 School Facilities Funding Agreement between the Saugus Union School District and the Newhall Land and Farming Company, and the October 1998 School Facilities Funding Agreement between the William S. Hart Union High School District and the Newhall Land and Farming Company would mitigate all project impacts to these districts to less than significant.

Although a portion of the project site is currently within the boundaries of the Castaic Union School District, the project would be completely annexed into the Saugus Union School District and would pay fees to that district. The project would not have an impact on the Castaic District.



### 3.3.3 *Library Services*

Library services for the Specific Plan 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, and would according to County Library planning standards, create a demand for 2,002 square feet of library space with 11,438 items (books, periodicals, audio cassettes, videos, etc.). Recommended payment of the permanent library impact fee of \$569.87 per new residential dwelling unit for new library construction and book purchases would reduce this impact to less than significant levels. In addition, 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.



**EXHIBIT KEY**

- Proposed Transit Service
- ▬▬▬ Limited Existing Transit Service
- ▬▬▬ Existing Transit Service
- E Bus Stop (Existing)
- P Bus Stop (Proposed)

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- Planning Area Boundary
- Specific Plan Boundary
- Proposed School

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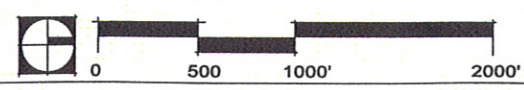
**Specific Plan Zones**

- Commercial
- Residential
- Mixed Use
- Business Park

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**Open Space**

- Conservation & Upland Preserve Zone
- ✱ Park / Recreation



Note: Additional ROW may be needed at proposed bus stop locations

October, 1999





**EXHIBIT KEY**

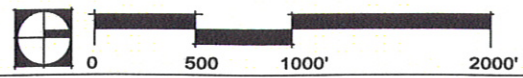
- █ Proposed Transit Service
- Limited Existing Transit Service
- Existing Transit Service
- E Bus Stop (Existing)
- P Bus Stop (Proposed)
- Planning Area Boundary
- Specific Plan Boundary
- Proposed School

**Specific Plan Zones**

- Commercial
- Residential
- Mixed Use
- Business Park

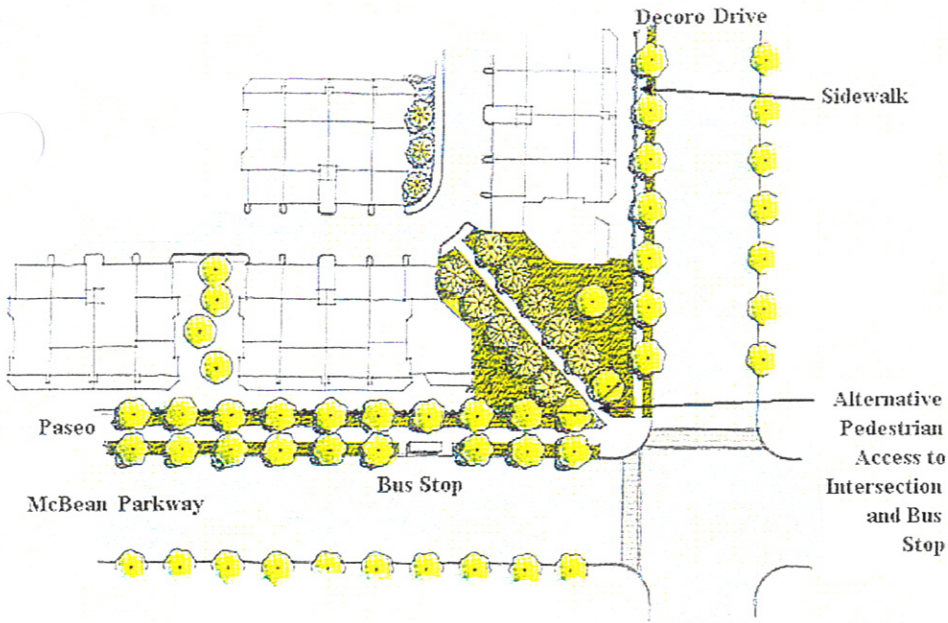
**Open Space**

- Conservation & Upland Preserve Zone
- \* Park / Recreation

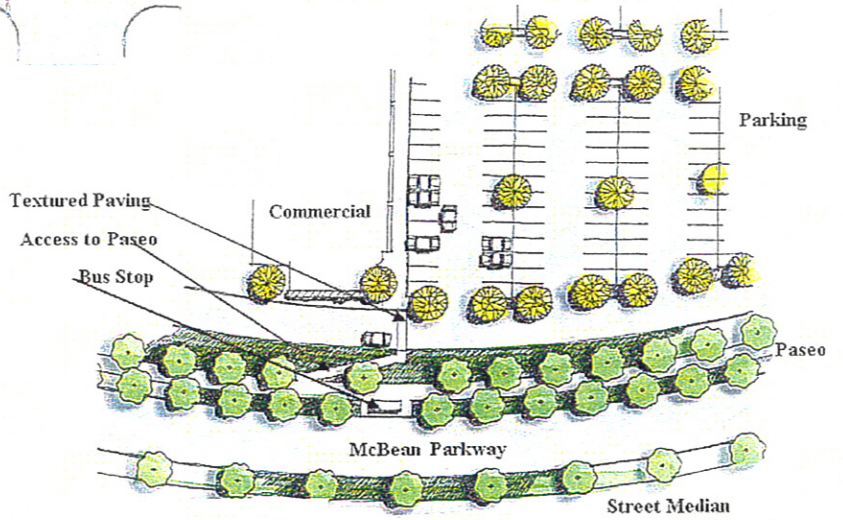


Note: Additional ROW may be needed at proposed bus stop locations

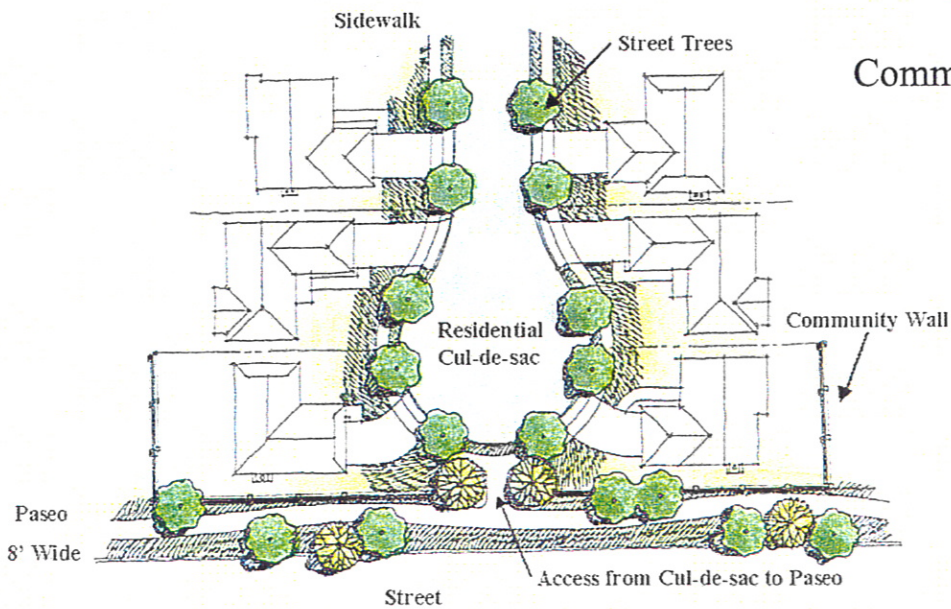
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Thru Block Transit Connection



Commercial Parking Extension



Cul-de-Sac Plan





### 3.3.4 Parks

To provide usable open space for recreational and passive activities, the Specific Plan proposes the development and dedication of new public and private parks throughout the Project Area. A total of 20.0 acres of new park land/recreational use area is provided throughout Specific Plan. Park land is located within both the Eastcreek and Decoro South Planning Areas. Additional community park expansion may be possible outside the Specific Plan within the MWD right-of-way. In addition, staging areas will be provided for access to the proposed trails along the San Francisquito Creek.

#### Public Parks

The public parks proposed are to be dedicated to the City of Santa Clarita and County of Los Angeles for future maintenance and operation. The private parks proposed will be maintained by the adjacent Homeowner Association. Proposed parks include:

- ❖ A 15.9 acre Public Community Park Facility, in Sub-Area One, adjacent to Newhall Ranch Road and McBean Parkway, or under Option B a 15.9 acre Public Community Park Facility, in Sub-Area Three, adjacent to Decoro Drive and McBean Parkway. The park is intended for active recreational activities. This Site is an opportunity to share facilities and space with the proposed Junior High School immediately adjacent. If a public school is not located within the Specific Plan Area, then the 15.9 acre public community park shall be located in Sub-Area Three outside the MWD easement area.
- ❖ A 3.5 acre Public County Park Facility, in Sub-Area Three, at Summerhill Lane and McBean Parkway. The total county park facility is 7.0 acres; however, 3.5 acres fall outside of the Specific Plan Area. The park will serve as a staging area for the new river trail system. The development and land dedication for this park was used to satisfy the Quimby Act as described in the North River Trail and Parks Agreement.

#### Private Recreation

Three private neighborhood recreation facilities have also been identified within two of the Planning Areas.

- ❖ A 1.6 acre private neighborhood recreation facility is proposed within the new residential area of Decoro South (Sub-Area Six), west of the Valencia High School.



- ❖ A 1.0 acre private neighborhood recreation facility is proposed within the new residential area of Eastcreek (Sub-Area Two), east of San Francisquito Creek.
- ❖ A 1.5 acre private neighborhood recreation facility is proposed within the new residential area of Eastcreek (Sub-Area Four), east of San Francisquito Creek.

In compliance with the State of California Quimby Act, the City of Santa Clarita requires the dedication of land or payment of fees for parks or recreational purposes. The Specific Plan proposes to comply with the Quimby Act by dedicating a portion of land (within Sub-Area One or Sub-Area Three depending on the Junior High School location) or within Sub-Area Three if no public school is located within the Specific Plan Area and developing private recreational facilities to serve the future residents.

Consistent with the standards of the City's Parks and Recreation Element of the General Plan, 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 20.0 acres of private and public park land, 15.9 acres are dedicated for the new community park facility in Sub-Area One. Based on the Specific Plan projected population of 5,719 residents, the Quimby requirement is 17.1 acres which can be met by a combination of land, improvements, and in-lieu fees.

### 3.3.5 Trails

The Santa Clarita Valley Trails Advisory Committee provided direction and guidance in the development of the trails system. The plan is for a regional trails corridor that will connect in Santa Clarita communities and County unincorporated areas with diverse recreational opportunities in both the Project Area and surrounding region. The trails system as proposed, will be accessible to equestrians, hikers, joggers, and bicyclists. A major portion of the overall trail system will be through the Project Area along the San Francisquito Creek.

The Specific Plan proposes new trails that incorporate a linkage to existing trails. The trails system as proposed, will be accessible to equestrians, hikers, joggers and bicyclists. Additional internal trails, paseos, and sidewalk segments and connections will be provided within the individual neighborhoods. These trails will be designed as extensions of the



community paseo and river trail network and complete an overall pedestrian system (refer to Exhibits 10 and 10B, Recreation and Trails Plan, and Exhibit 11, Typical Trail Sections).

In addition, all collector streets will be provided with off-street walkways and landscaped parkways. To expand upon the existing trails, the Specific Plan is proposing several new trails.

A **multi-purpose trail** (30 feet) is proposed to extend from the 16-foot existing LACFCD access road located on the west side of San Francisquito Creek, north to the future Decoro Drive Bridge. This trail will accommodate pedestrian, equestrian, and bicycle travel. An "equestrian only" (see discussion below) and a 16-foot wide river trail will also extend south to the northern boundary of the Valencia Industrial Center.

A **pedestrian paseo system** (8 feet and 10 feet) is proposed along Copper Hill Drive, Decoro Drive, and McBean Parkway and will extend southbound connecting to an 8 and 10-foot wide paseo system outside the Project Area. The proposed paseos provide access to pedestrian bridges over McBean Parkway, thus connecting to several paseos outside the Project Area.

Paseos are also proposed through private residential projects to school sites and community park locations, and ultimately connecting to pedestrian bridges and the river trail system. Paseos will be designed to follow the natural land forms and may include seating areas with benches and lighting for safety and security.

A **river trail** is at least 16-foot wide and serves two purposes. The first is the provision of jogging, hiking, and bicycle riding experiences within the natural rural settings area. Exhibit 10 and 10B depict the location of the river trail which shall extend from Newhall Ranch Road Bridge to Copper Hill Drive on the east side of the creek and from Newhall Ranch Road to Decoro Drive and to Dickason Drive on the west side of the creek.

The second purpose (which only occurs at one location within the Project Area) is to provide access for the LACFCD flood control maintenance. The river trail system will provide a direct, safe, and convenient route to other communities and neighborhoods of the City. Two-way cycling lanes and a walking lane will offer recreation options for walkers, joggers, skaters, and bicyclists.

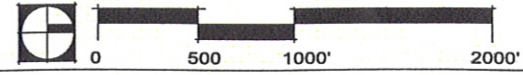
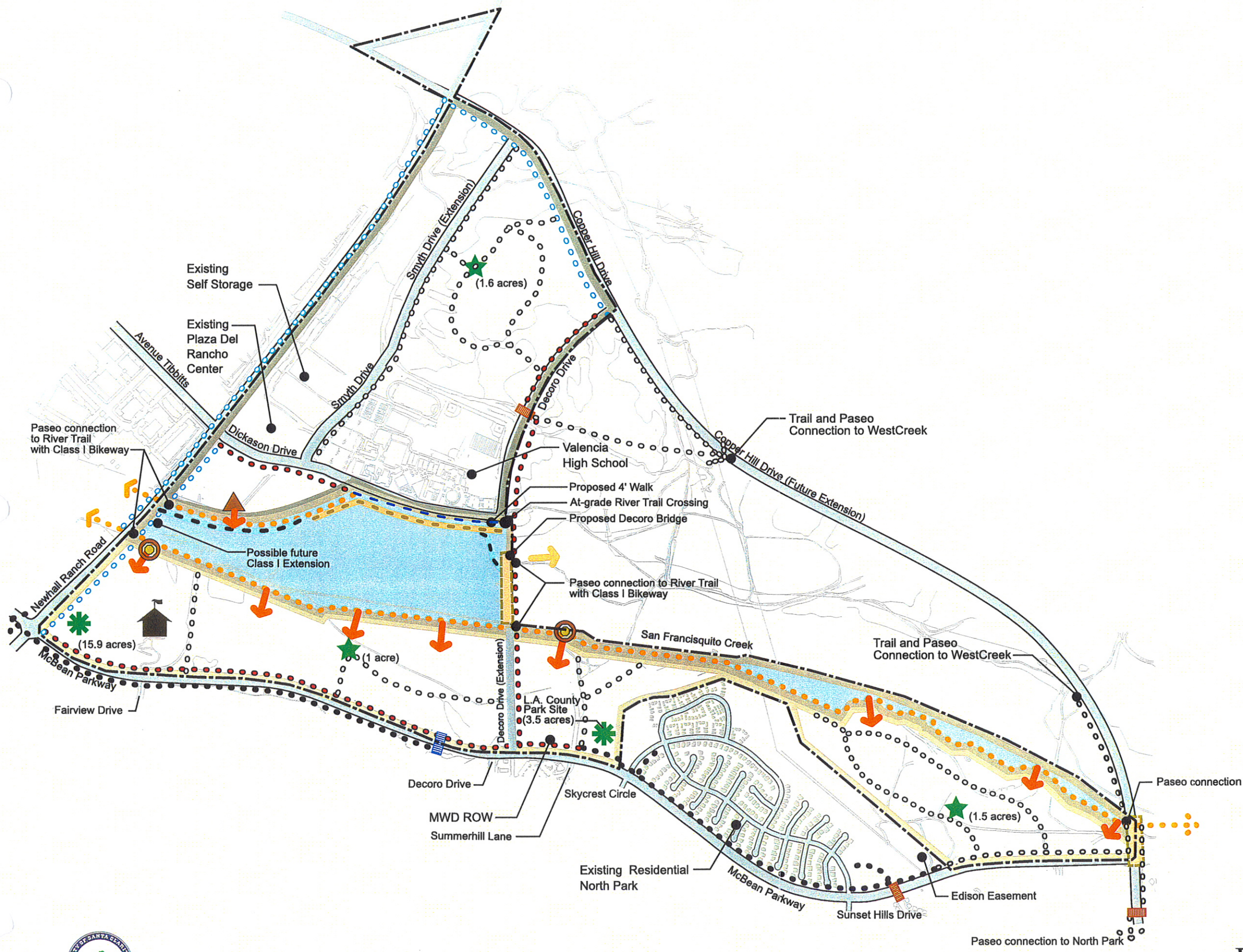
**Trailhead staging areas** will be developed and strategically and conveniently located to connect the internal paseo system with the river trail. These public trailhead staging areas (refer to Exhibits 10, 10B, 15, and 16B) will provide residents with easy access to City's network of trails. Additional opportunities to access the trail system will be through trail access points, to be located within the residential areas.

- Equestrian Trails**
- Equestrian Only
  - Multi-Purpose Trail

- Trails & Paseos**
- Paseo (Existing)
  - Paseo 8' (Proposed)
  - Paseo 10' (Proposed)
  - River Trail (With Class I Bike Trail)
  - Class I Bike Trail (Proposed)
  - Access Points (Proposed)
  - Trailhead (Proposed)
  - Equestrian Trailhead (Proposed)
  - Pedestrian Bridge (Existing)
  - Pedestrian Bridge (Proposed)

- Open Space**
- Conservation & Upland Preserve Zone
  - Public Park / Recreation
  - Private Park / Recreation

- Planning Area Boundary
- Specific Plan Boundary
- Proposed School



October, 1999

EXHIBIT 10  
**Recreation and Trails Plan**

NORTH VALENCIA NO.2 SPECIFIC PLAN

VALENCIA COMPANY

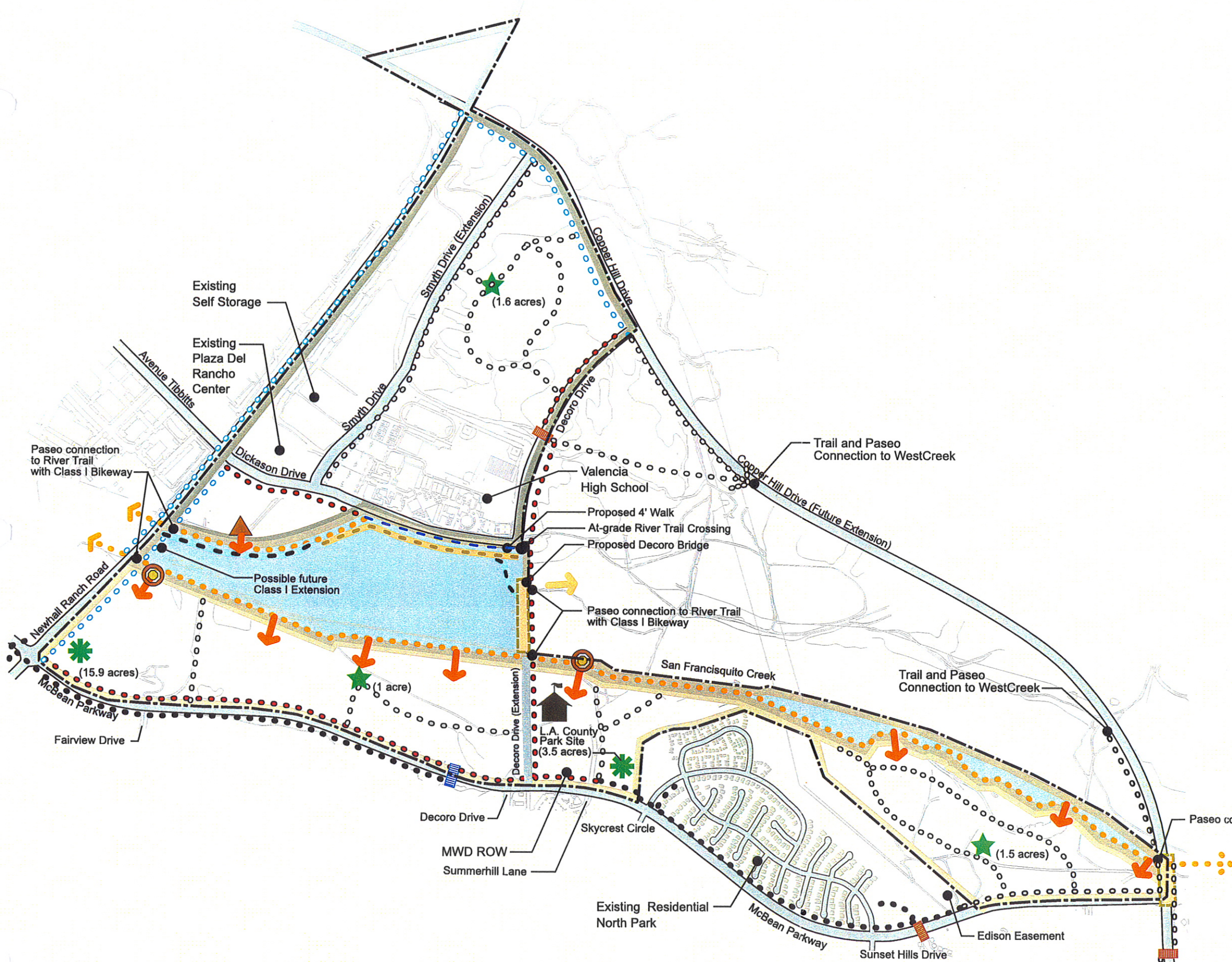
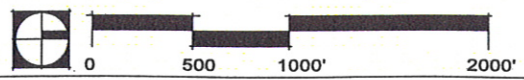
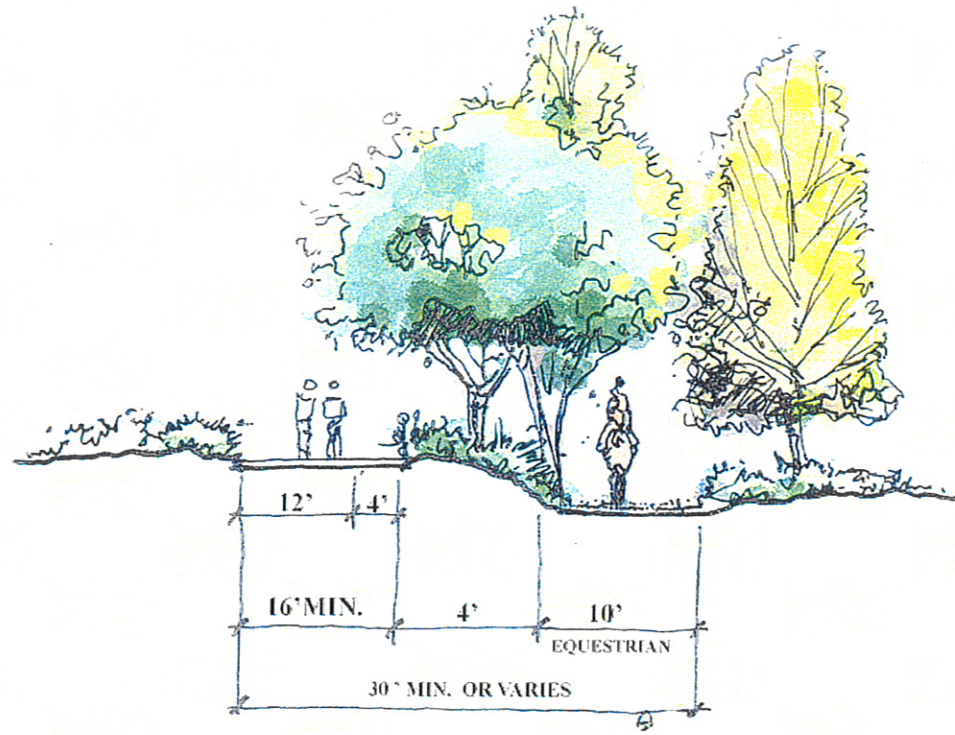


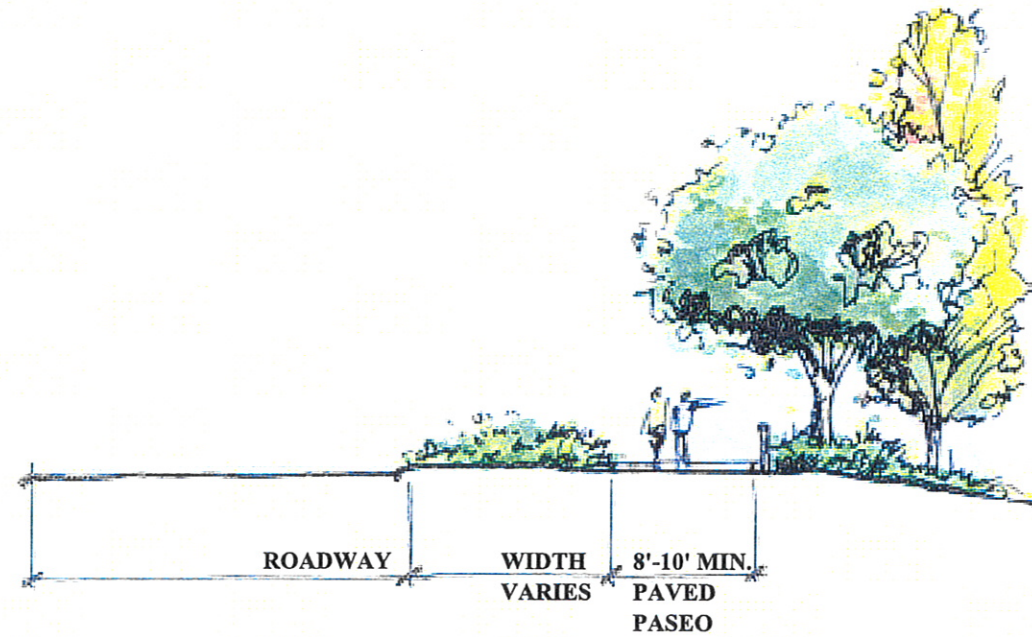
EXHIBIT KEY	
<b>Equestrian Trails</b>	
	Equestrian Only
	Multi-Purpose Trail
<b>Trails &amp; Paseos</b>	
	Paseo (Existing)
	Paseo 8' (Proposed)
	Paseo 10' (Proposed)
	River Trail (With Class I Bike Trail)
	Class I Bike Trail (Proposed)
	Access Points (Proposed)
	Trailhead (Proposed)
	Equestrian Trailhead (Proposed)
	Pedestrian Bridge (Existing)
	Pedestrian Bridge (Proposed)
<b>Open Space</b>	
	Conservation & Upland Preserve Zone
	Public Park / Recreation
	Private Park / Recreation
	Planning Area Boundary
	Specific Plan Boundary
	Proposed School



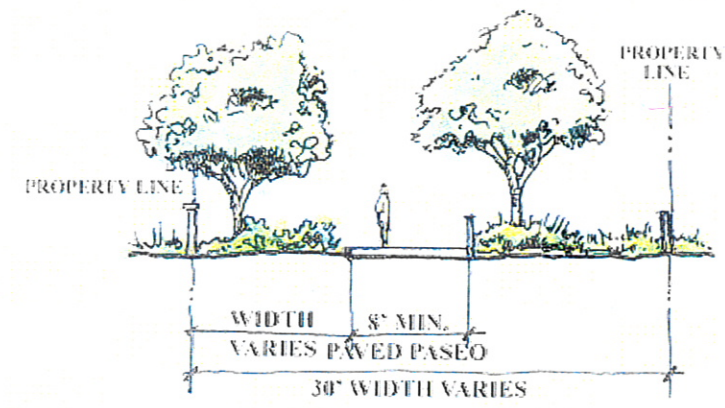
October, 1999



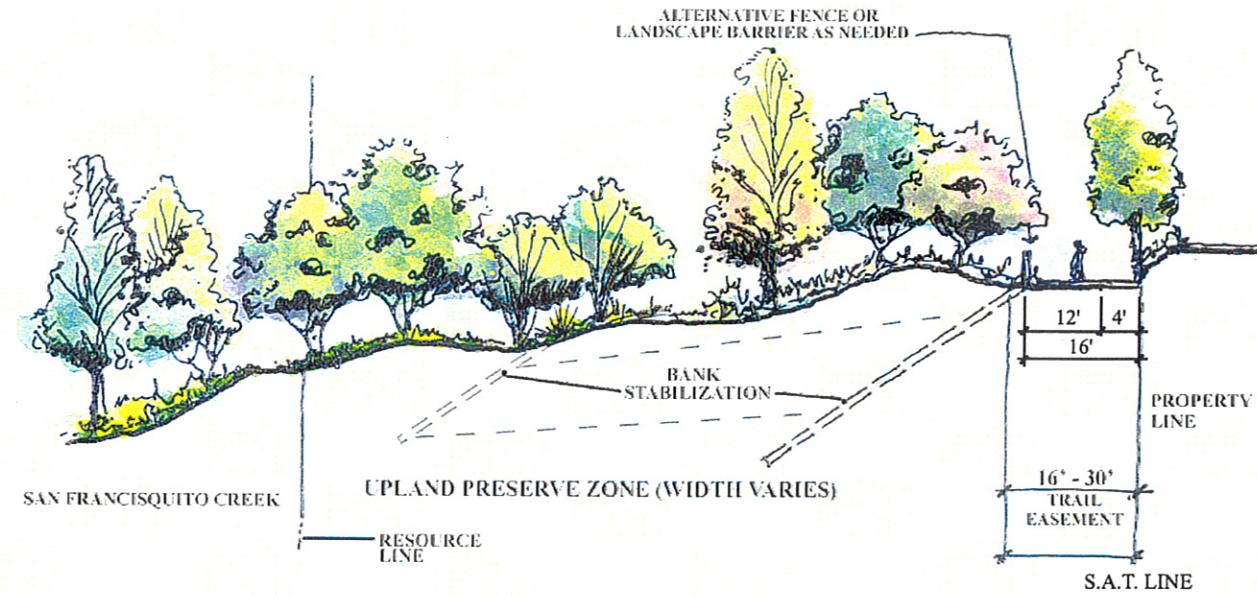
1. MULTI-PURPOSE TRAIL



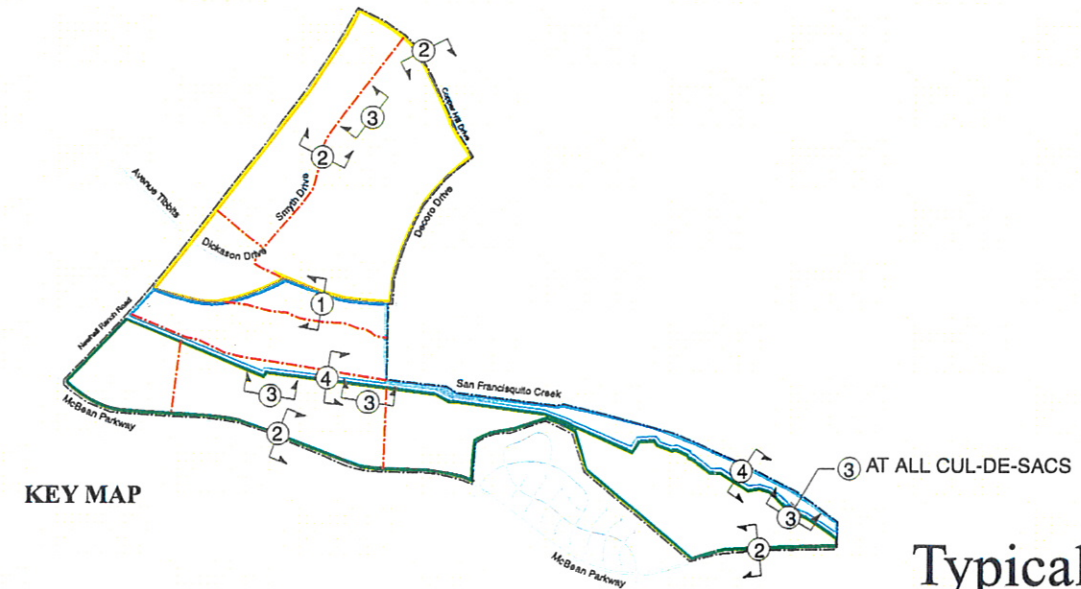
2. TYPICAL PASEO SECTION ALONG ROADWAY



3. TYPICAL INTERNAL GREENBELT/ PASEO CONDITION



4. TYPICAL CREEK EDGE CONDITION TREATMENT 1



KEY MAP



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

October, 1999

EXHIBIT 11

Typical Trail Sections

NORTH VALENCIA NO.2 SPECIFIC PLAN

VALENCIA COMPANY





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 Project Area will reflect the usage of water efficient, fast growing indigenous plant materials.

**Bike Trails** are vital components of any Circulation Element. Bike Trails are not only a significant transportation resource, but also can be instrumental in the implementation of an open space or park and recreation plan.

The Specific Plan proposes to incorporate Class I (off-street bicycle trails with a fully separate travel-way designated exclusively for bicycle and pedestrian use) bike trails as required by the City's Circulation Element.

Bike trails are located throughout the Specific Plan Project Area (refer to Exhibits 10, 10B and 11). Class I bike trails are proposed to be a minimum width of 16 feet. These standards may be modified to be satisfaction of the Director of Parks, Recreation, and Community Services.

An existing Class I bike trail is provided along the north side of Newhall Ranch Road, between McBean Parkway and Hillsborough Parkway. Portions of this bike trail are temporary and will be improved to permanent standards as part of the conditions of approval for VTTM 51931 (North Valencia). VTTM 51931 conditions included construction of a bike trail on the south side of Newhall Ranch Road between the east side of San Francisquito Creek to Avenue Tibbitts including a bike trail on the bridge.

As part of this project, new Class I bike trails will be constructed on the north side of Newhall Ranch Road between McBean Parkway and the Newhall Ranch Road Bridge, and on the south side of Newhall Ranch Road between Avenue Tibbitts and Copper Hill Drive. A new Class I bike trail will be constructed on the east side of Copper Hill Drive (15 feet with 2 feet of landscaping on each side) between Decoro Drive and Newhall Ranch Road. A future bike trail extension may be provided on the north side of Newhall Ranch Road Bridge, however, it is not part of this project.

An **equestrian trail** is proposed within the Specific Plan, on the west side of the creek and connects to the City's multi-purpose trail system which is located on a terrace outside of the creek within the Upland Preserve Zone. This trail will be identified and marked by flexible markers approximately every 1,300 feet (refer to Exhibit 11).



### **3.3.6 Fire Protection**

Fire protection and emergency medical response services for the Project Area are provided by the Los Angeles County Fire Department. Currently, 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 near 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 by the Los Angeles County Fire Department and a private ambulance company under contract with the City of Santa Clarita.

The Specific Plan Area will 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.

### **3.3.7 Police Protection**

Primary police protection service for the Specific Plan Area 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.