

4.0 CUMULATIVE IMPACTS

EXECUTIVE SUMMARY

Cumulative impacts refer to the combined effects of project impacts with the impacts of other past, present, and reasonably foreseeable future projects. Both the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines* require that cumulative impacts be analyzed in an environmental impact report (EIR). As set forth in the *State CEQA Guidelines*,¹ the discussion of cumulative impacts must reflect the severity of the impacts, as well as the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone. As stated in CEQA, “a project may have a significant effect on the environment if the possible effects of a project are individually limited but cumulatively considerable.”²

According to the *State CEQA Guidelines*,

“Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable and which compound or increase other environmental impacts.

- (a) The individual effects may be changes resulting from a single project or a number of separate projects.*
- (b) The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonable foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*³

In addition, the *State CEQA Guidelines* require

Either:

A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside control of the agency, or

A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such

¹ California Public Resources Code, Title 14, Division 6, Chapter 3, Section 15130(b).

² California Public Resources Code, Title 14, Division 6, Chapter 3, Section 21083(b).

³ California Public Resources Code, Title 14, Division 6, Chapter 3, Section 15355.

*planning document shall be referenced and made available to the public at a location specified by the lead agency.*⁴

CUMULATIVE IMPACT ANALYSIS METHODOLOGY

The list method is based on a list of past, present, and probable future projects producing related cumulative impacts. Where the list method is utilized, the contents of the list are dictated by the nature of the environmental resources being examined, as well as the location and type of project considered for inclusion in the list.⁵ The geographic scope of the area used for this cumulative effect analysis is defined and explained below.⁶ This EIR utilizes the list method to analyze potential cumulative impacts in the resource categories.

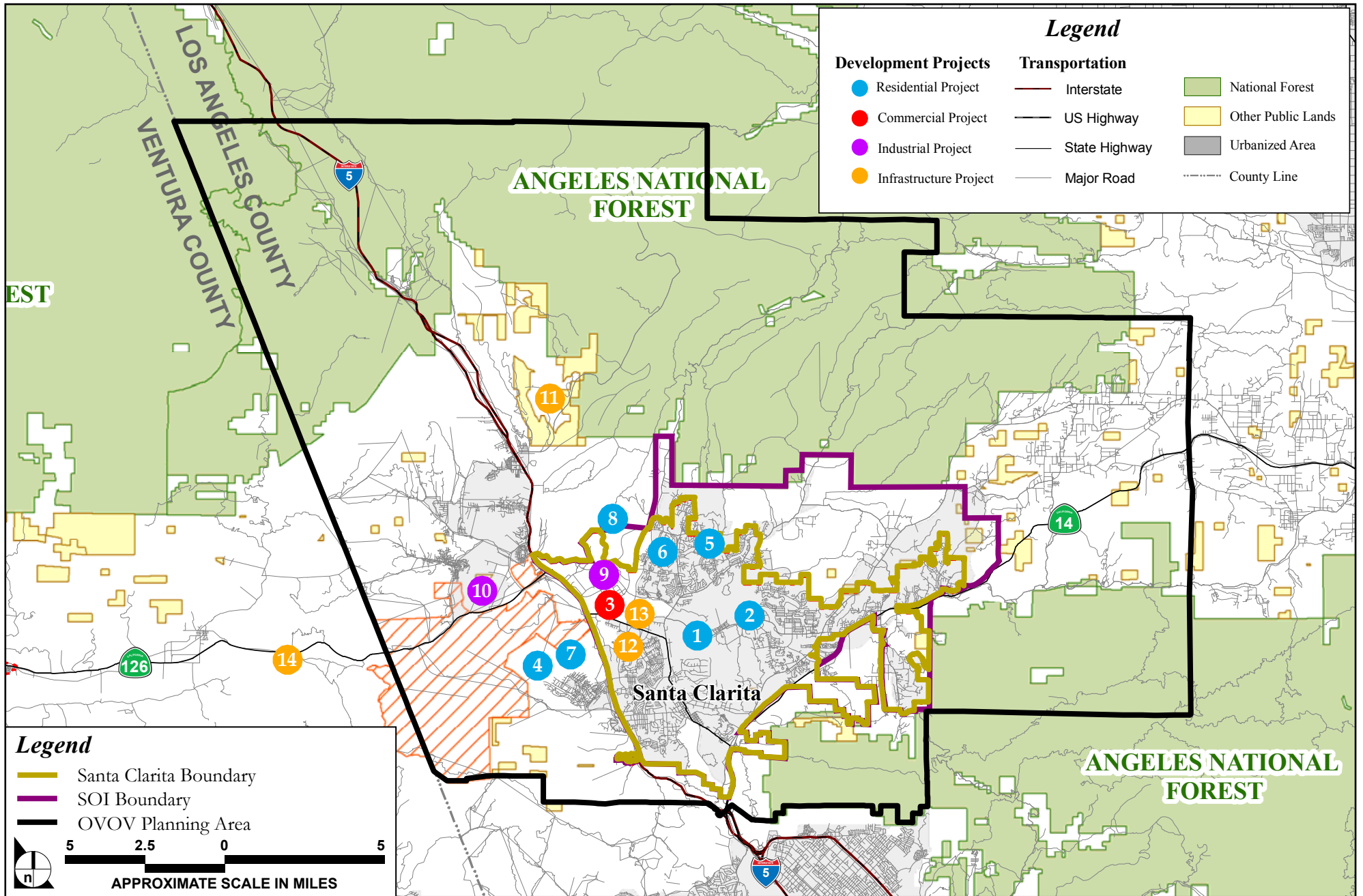
The preparation of this cumulative impacts analysis included the consideration of City and County land development projects from the City of Santa Clarita, Los Angeles County, and Caltrans highway projects. For local land development, infrastructure, and highway projects (projects of the type more common to cumulative impacts analyses generally) the approach to cumulative impacts analysis was dictated by the magnitude of the proposed General Plan and the proximity of cumulative projects to the One Valley One Vision (OVOV) Planning Area. The proposed General Plan covers approximately 56,615.4 acres. Small- to moderate-sized projects would not have impacts that are similar in magnitude to the proposed General Plan, and thus, those projects are discussed in a consolidated manner. Similarly, projects located far away from the OVOV Planning Area would generally be unlikely to have impacts that would cumulate with those of the proposed General Plan. The consolidated analysis is provided below. The consolidated projects are grouped according to the following jurisdictions: the City of Santa Clarita and unincorporated areas of Los Angeles County.

In order to present a reasonable cumulative impacts analysis, the local development, infrastructure, and highway projects lists were reduced and consolidated according to the following parameters: (1) projects outside the geographic scope (described below), and (2) projects within the OVOV Planning Area were reviewed and were identified on a map for ease of reference, **Figure 4.0-1, Cumulative Individual Project Location Map.**

⁴ California Public Resources Code, Title 14, Division 6, Chapter 3, Section 15130(a)(1).

⁵ California Code Regulations, Title 14, Section 15130(b)(2).

⁶ California Code Regulations, Title 14, Section 15130(b)(3).



SOURCE: Impact Sciences, Inc., Newhall Ranch Resource Management and Development Plan and the Spineflower Conservation Plan EIR/EIS - May 2009.

FIGURE 4.0-1

Cumulative Individual Project Location Map

The geographic scope of the cumulative impacts analysis for most resource areas is shown on **Figure 4.0-1**.⁷ Under Section 15130 of the *State CEQA Guidelines*, the lead agency should provide a reasonable explanation of the geographic limitation used in the cumulative impacts analysis. For each resource area, the analysis determined the area that would be affected by the project, the resources within that area that could be affected by the proposed General Plan, and determined the reasonable geographic area occupied by those resources outside of the project impact zone that should be considered for cumulative impact purposes.

Some of the proposed General Plan effects are localized or site specific in nature and do not contribute to cumulative impacts (e.g., geologic hazards). Other effects of the proposed General Plan potentially contribute to cumulative impact conditions, including impacts on air quality, biological resources, wetlands, hydrology, traffic, groundwater quality and supply, surface water quality, land use, and visual resources. The geographic scope used to generate the list of past, present, and probable future projects is based on the characteristics of these various resource areas and concepts of reasonableness. For the purposes of this cumulative analysis, those projects within the OVOV Planning Area boundary or adjacent to its boundary were included in the analysis. These projects would have the greatest potential to result in impacts that could compound or increase impacts in conjunction with the proposed General Plan.⁸

Cumulative Impact Analysis Study Area

The City's Planning Area consists of its incorporated boundaries and adopted Sphere of Influence (SOI). The County's Planning Area consists of unincorporated land outside the City's boundaries and adopted SOI but within the OVOV Planning Area boundaries. Both the County and City Planning Areas comprise the OVOV Planning Area. The OVOV Planning Area is located in Southern California in the northern portion of Los Angeles County (North County) (**Figure 2.0-1, Regional Location Map**, and **Figure 2.0-2, Vicinity Map**). It is situated at the convergence of Los Angeles and Ventura counties, approximately 35 miles northwest of downtown Los Angeles. The OVOV Planning Area includes the City and its four communities of Canyon Country, Newhall, Saugus, and Valencia and the County communities of Stevenson Ranch, Castaic, Val Verde, Agua Dulce, and the future Newhall Ranch (**Figure 2.0-3, Community Locations**.)

⁷ This scope was used for analysis of the following resource categories: Hydrology, Water Quality, Cultural Resources, Paleontological Resources, Geology and Soils, Land Use and Planning, Aesthetics, Parks and Recreation, Hazards and Hazardous Materials, Public Services, , and Utilities - Solid Waste.

⁸ Impact Sciences, Inc., *Newhall Ranch Resource Management and Development Plan and the Spineflower Conservation Plan EIR/EIS*, 2009.

Several mountain ranges frame the OVOV Planning Area boundary including the San Gabriel Mountains, Santa Susana Mountains, and the Sierra Pelona Mountains. At its western most edge, the OVOV Planning Area extends from a point south of Pyramid Lake on the Ventura County border southeast to Oat Mountain and extends into the Angeles National Forest to the east. The easternmost boundary includes the community of Agua Dulce. From this point, it continues to the northwest, parallel to the southern boundary of the City of Palmdale through the Angeles National Forest, and proceeds northward approximately 5 miles north of the uppermost portion of Castaic Lake. In addition to the major ridgelines forming the boundaries of the Valley, prominent scenic resources include the Santa Clara River Valley, creeks, canyons, and forestlands. The Angeles National Forest surrounds much of the OVOV Planning Area to the south and the north (Figure 2.0-2).

City of Santa Clarita Consolidated Projects

Table 4.0-1, City of Santa Clarita Consolidated Projects, contains the City of Santa Clarita consolidated projects analysis.

**Table 4.0-1
City of Santa Clarita Consolidated Projects**

Name	Location	Units	Commercial/ Industrial (sf)	Acres ¹	Status
Residential/Mixed Use Projects					
Golden Valley Ranch (TR 52414)	Newly annexed area southeast of SR-14 and north of Placerita Canyon Road	498	618,759	1,259 (974 open space)	Under Construction
Whittaker Bermite/Porta Bella Project (TR 51599)	Map ID #1 - West of Golden Valley Road, south of Soledad Canyon Road, and east of San Fernando Road.	2,911	609,832	996 (407 open space)	On Hold Pending Remediation Activities and Bankruptcy Proceedings
River Park (TR 53425)	Map ID #2 - Located at the eastern terminus of Newhall Ranch Road, east of Bouquet Canyon Road, and north of Soledad Canyon Road and the Santa Clara River	1,089	16,000	695	Under Construction
North Valencia Specific Plan No. II (MC 04-205)	Two miles east of the Newhall Ranch Specific Plan along the east side of San Francisquito Creek, north of Newhall Ranch Road, south of Decoro Drive, east of Rye Canyon Road, and west of McBean Parkway	1,900	210,000	596	Complete

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Name	Location	Units	Commercial/ Industrial (sf)	Acres ¹	Status
Keystone/Synergy Project (TR 60258)	South of Bouquet Canyon Road, adjacent to the RiverPark project	499	30,476	246 (137 open space)	Approved 2006
Stonecrest Annexation	Annexation of existing developed area on the far east side of the City of Santa Clarita, north of Soledad Canyon Road, and east of Shadow Pines Boulevard.	631	0	427	Annexed 2006; Existing Development
Downtown Newhall Specific Plan	Redevelopment of downtown Newhall area (along Railroad Avenue)	1,092	1,017,000	320	Approved
North Newhall Specific Plan	Redevelopment along Railroad Avenue in Newhall	673	660,500 (Comm.) 261,000 (Elem. School)	213	Pending
Stetson Ranch (TR 49621)	East of Sand Canyon Road at the northern terminus of Gary and Marilyn Drives	265	0	176	Under construction
Sand Canyon Joint Venture (TT 53255, 53074)	The northeast corner of Soledad Canyon Road and Sand Canyon Road	87	110,000	89	Approved
DR Horton (TR 48892)	Northeast corner of Sierra Highway and Golden Valley Road	148	0	61	Completed
Centex Homes (TR 61811)	Located north of Golden Valley Road, west of Sierra Highway	52	0	14	Complete
Soledad Village Project (MC 04-444)	North of Soledad Canyon Road, south of Santa Clara River, approximately 1 mile east of Bouquet Canyon Road	407	8,000	30	Approved 2006
Friendly Valley Association 11 (TR 52385)	Generally located north of Sierra Highway and east of Via Princessa	43	0	22	Completed
Valle de Oro (TR 53419)	Located at the northwest corner of Sierra Highway and Golden Valley Road	111	0	21	Under Construction
Soledad Circle Estates	South of Soledad Canyon Road at Penlon Court	147	0	20	Approved
Flying Tiger	North of Via Princessa and east of Sierra Highway	200	0	13	Completed
Total Santa Clarita Residential/Mixed Use		10,939	3,542,367	5,433	

Name	Location	Units	Commercial/ Industrial (sf)	Acres ¹	Status
Commercial/Industrial Projects					
Rye Canyon Business Park (TR 23916, 51826)	At the northeast corner of Rye Canyon Road and Newhall Ranch Road	0	4,400,000	376	Complete
Gate King (TR 50283)	Southern Santa Clarita, west of SR-14 and Sierra Highway, south of San Fernando Road	0	4,200,000	682	Approved
Centre Pointe Business Park (TR 42670)	South of Soledad Canyon road, east of Bouquet Canyon Road, west of Golden Valley Road	0	2,300,000	45	Near Buildout
North Valencia Specific Plan No. I	Map ID #3 – South of Newhall Ranch Road, north of Magic Mountain Parkway, east of Rye Canyon Road, west of Bouquet Canyon Road	2,000	803,000	707 (365 open space)	Completed
Valencia Town Center Expansion	Northeast corner of Valencia Boulevard and McBean Parkway	0	491,860	10	Under Construction
Bridgeport Market Place	Northeast corner of McBean Parkway and Newhall Ranch Road	0	160,000	32	Completed
Henry Mayo Newhall Memorial Master Plan (MC 04-325)	23845 West McBean Parkway	0	600,000	31	Approved
Tourney North	Magic Mountain Parkway east of The Old Road and I-5	0	450,000	100	Completed
Tourney South	Wayne Mills Place east of I-5	0	165,000	12	Completed
Aspen Investment Company (MC 02-273)	North of Soledad Canyon Road and west of Valley Center Drive	0	109,000	6	Proposed
Chinque Terra Office Park	On Sierra Highway between Dockweiler Drive and Newhall Avenue	0	90,900	6	Approved
Facey Medical Building	26357 McBean Parkway	0	79,000	4	Completed
HH Seco II LLC (MC 01-317)	Southwest corner of Seco Canyon Road and Copperhill Drive	0	40,000	2	Completed
VTC Square	Northwest corner of McBean Parkway and Valencia Boulevard	10	37,000	1	Pending
Rodgers Development Master Case 02-232	Northeast corner of Bouquet Canyon Road and Plum Canyon Road	0	34,000	4	Completed
Total Santa Clarita Commercial/Industrial		2,010	14,043,760	2,011	

Name	Location	Units	Commercial/ Industrial (sf)	Acres ¹	Status
Institutional Projects					
College of the Canyons Expansion	South of Valencia Boulevard and west of Rockwell Canyon Road	n/a	180,000	5	Under Construction
Master's College Master Plan and TM 66503	21726 Placerita Canyon Road	54	0	95	Approved
UCLA Film Archives	North of McBean Parkway and west of Rockwell Canyon Road	n/a	368,730	65	Under Construction
Total Santa Clarita Institutional		54	548,730	165	
Infrastructure Projects					
Sand Canyon Road Bridge Widening	Tentative Tract Map No. 52004 filed with City of Santa Clarita, Robinson Ranch Golf Course project. Crosses the Santa Clara River where riverbed is dry. Two new lanes are proposed for an existing bridge.	n/a	n/a	n/a	Approved
Wiley Canyon Road/Via Princessa Bridge (South fork)	1,100-foot bridge, crosses South Fork of Santa Clara River near City of Santa Clarita	n/a	n/a	n/a	Complete
Saugus Water Reclamation Plant	Near Bouquet Canyon Road, discharges to Santa Clara River	n/a	n/a	n/a	Completed
City of Santa Clarita General Plan Circulation Element Amendment	City of Santa Clarita.	n/a	n/a	n/a	City General Plan Circulation Element
Total Santa Clarita Infrastructure		n/a	n/a	n/a	
Total Santa Clarita		13,003	18,134,857	7,609	(includes at least 1,883 acres of open space)

¹ Open space acreage information was not available for all projects, but is provided where available.

Source: Impact Sciences, Inc., Newhall Ranch Resource Management and Development Plan and the Spineflower Conservation Plan EIR/EIS, 2009.

Unincorporated Los Angeles County Consolidated Projects

Table 4.0-2, North Los Angeles County Consolidated Projects, contains the Los Angeles County consolidated projects analysis.

**Table 4.0-2
North Los Angeles County Consolidated Projects**

Name	Location	Units	Commercial/ Industrial (sf) ¹	Acres ²	Status
Residential/Mixed Use Projects					
Fair Oaks Ranch (TR 47200, 52833, 52938)	East of SR-14, northeast of Via Princessa, and west of Sand Canyon Road	1,476	19 acres (827,640 sf)	839 (497 open space)	Under Construction
Stevenson Ranch Phase IV (PD #2528; TR 52796, 43896)	West of I-5 and southwest of Magic Mountain Parkway.	1,130	0	488 (113 open space)	Built out
Plum Canyon (TR 46018)	East of Bouquet Canyon Road and north of the northern terminus of Whites Canyon Road.	4,051	150,000	603	Under Construction
Skyline Ranch (TR 060922)	East of Whites Canyon Road, west of Sierra Highway	1,325	0	2,196 (1,604 open space)	Pending
Plum Canyon (SunCal) (TR 31803)	South of Plum Canyon Road, east of Bouquet Canyon Road	499	0	209 (90 open space)	Under Construction
Legacy Village (formerly Stevenson Ranch V)	Map ID #4 – Adjacent to/southeast of the Newhall Ranch Specific Plan area.	3,425	840,200	1,759	Pre-Application
Tesoro del Valle (TR 51644)	Map ID #5 – West side of San Francisquito Creek, north of Copperhill Drive.	1,791	0	1,793	Under Construction
West Creek/West Hills Valencia Project (TR 52445)	Map ID #6 – West side of San Francisquito Creek, north of Newhall Ranch Road and south of the Copperhill Drive bridge	2,545	180,000	966	Under Construction
Westridge Project (TR 45433 & MP 19050)	Map ID #7 – Just west of I-5, north of Stevenson Ranch, and directly south of Six Flags Magic Mountain Amusement Park	1,939	192,000	794	Under Construction
Northlake (TR 51852)	Near Castaic Lake	1,698	388,775	1,330 (312 open space)	Pending
Tapia Ranch (TR 53822)	Map ID #8 – Tapia Canyon Road, west of Tesoro Residential Development. Access to the site currently <i>via</i> Parker Road exit from I-5	405	0	1167	Pending

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Name	Location	Units	Commercial/ Industrial (sf) ¹	Acres ²	Status
Spring Canyon (TR 48086)	East of City of Santa Clarita boundary, south of Sierra Highway, north of SR-14 and Soledad Canyon Road	542	0	548 (279 open space)	Approved
Bee Canyon (TR 54020)	East of City of Santa Clarita boundary, south of SR-14.	556	0	211 (76 open space)	On Hold
Tick Canyon/Park Place (TR 060259)	Along Shadow Pines Boulevard just east of City of Santa Clarita boundary, north of Stonecrest Annexation area and SR-14	492	0	523 (272 open space)	Pending
Hasley Golf Course (TR 52584)	North of Hasley Canyon Road, west of I-5	209	0	438 (67 open space)	Approved
Meadow Peak Project (TT 47760)	South of the Angeles National Forest, north of the City of Santa Clarita boundary, and northeast of the intersection of Copperhill Drive and Haskell Canyon Road	495	0	454	Pending
Tincher (TR 060319)	Located at The Old Road and Villa Canyon Road	36	0	8	Pending
G. H. Palmer and Associates (TR 45023)	North of Fair Oaks Ranch, east of SR-14	752	0	8	Map Recorded
North Park (TR 46389)	West of Seco Canyon Road, east of Mc Bean Parkway, north of Decoro Drive	744	0	350	Map Recorded
Pacific Bay Homes (TR 36943)	East of City of Santa Clarita boundary and Stonecrest Annexation area, north of Highway 14	636	0	213	Completed
Stevenson Ranch III (TR 33608)	North of Pico Canyon Road, west of The Old Road	972	0	112	Built Out
Fair Oaks Ranch (TR 44492)	East of Sierra Highway, north of Via Princessa	634	0	37	Map Recorded
Centex Homes Bouquet Canyon (TR 46908)	South of the Angeles National Forest, north of Copperhill Drive, west of the Meadow Peak project	594	0	381	Completed
Ion Communities, Castaic (Tract 46443)	West of I-5 in Castaic	95	0	159	Pending
Johannes Van Tiburge (TR 43570)	West of I-5, east of Hasley Golf Course	540	0	8	Map Recorded

Name	Location	Units	Commercial/ Industrial (sf) ¹	Acres ²	Status
Curtis Development Corporation (TR 47657)	North of Haskell Canyon Road and Copperhill Drive	223	0	63	Map Recorded
G. H. Palmer and Associates (TR 45287)	On Sandy Drive and Jakes Way, between Sierra Highway and SR-14, south of the Santa Clara River	463	0	23	Map Recorded
Davidon Homes (TR 35783)	North of Copperhill Drive and east of Seco Canyon Road	419	0	149	Map Recorded
Green Valley Ranch Residential (TR 62000, 60257, and 062275)	Located south of Del Valle Road near Cromwell Avenue. The property is located approximately 0.5 mile west of the intersection of Hasley Canyon Road and Del Valle Road, and approximately one and one-half miles north of SR-126	233	30,000	224 (25 open space)	Pending Approval
Newhall Land (TR 44429)	Along Ridge Route Road, east of I-5 in Castaic	293	0	113	Map Recorded
Valencia Company (TR 48202)	Northeast corner of Decoro Drive and Copperhill Drive	458	3.5 acres [152,460 sf]	9	Map Recorded
Valencia Company (TR 45084)	Corner of Commerce Center Drive and Hasley Canyon Road	294	0	150	Completed
Valencia Company (TR 36668)	West of The Old Road, north of Commerce Center Drive	359	one lot	134	Completed
Curtis Development Corporation (TR 45958)	West of I-5 in Castaic	296	0	357	Map Recorded
Gerald Nordeman (TR 44373)	Along Hillcrest Parkway, west of I-5, north of Hasley Golf Course	1,114	4 acres [174,240 sf]	376	Map Recorded
Vista Canyon Ranch	Along Lost Canyon Road and the Santa Clara River, east of the Fair Oaks Ranch community, south of the 14 Freeway and west of Sand Canyon Road	1,600	1,500,000	217 (80 open space)	Pending
Davidon Homes (TR 46183)	West of Haskell Canyon Road, north of Copperhill Drive	213	0	80	Completed
Forest Edge Project (Western Pacific Housing, TR 51789)	West of Haskell Canyon Road, north of Copperhill Drive	194	0	79 (30 open space)	Map Recorded
Bouquet Canyon Land Fund 8, LLC (TR 52193)	Located west of Bouquet Canyon Road near the intersection of Bouquet and Vasquez Canyon Road	179	20,000	260	Pending

Name	Location	Units	Commercial/ Industrial (sf) ¹	Acres ²	Status
Westshire (Pardee Homes, TR 063483)	Located immediately south of SR-14, southwest of Via Princessa and north of Lost Canyon Road	190	0	13 (3 open space)	Pending
Overland National Land Fund (TR 52192)	Southwest of the intersection of Bouquet Canyon Road and Vasquez Canyon Road	155	0	204	Pending
Condo III Development, Larwin Company, Val Verde (TR 51995)	West of I-5, south of Hillcrest Parkway	114	0	15	Map Recorded
Forecast Homes (TR 46353)	Located in Mint Canyon just southeast of Sierra Highway and west of Sand Canyon Road, just north of the City of Santa Clarita boundary	110	0	65	Map Recorded
Golden Valley Ranch (TR 52535)	West of I-5 in Castaic	80	0	260	Pending
Decoro Drive Residential (TR 45440)	West of McBean, east of San Francisquito Creek	182	0	99	Completed
Dierckman & Mayh (PM 19784) (TR 42537)	West of Commerce Center Drive, north of SR-126 West of I-5 in Castaic	115 95	0 0	288 553	Map Recorded Approved
Sierra Way Estates (TR 47573) (TR 47807)	Located northeast of the intersection of Sierra Highway and Vasquez Canyon Road West of Sloan Canyon Road and I-5 in Castaic	75 77	0 0	246 197 (179 open space)	Pending Approved
SunCal Burnam Project (TR 53189)	Along San Francisquito Creek, west of McBean Parkway and north of Copperhill Drive	60	0	186	Pending
Hasley Ranch Co. Greystone Homes Inc. (TR 45645)	Hasley Canyon Road and Romero Canyon Road, west of the Hasley Canyon Golf Course and I-5	67	0	160	Approved
Arciero and Sons, Inc. (TR 53725)	West of Hasley Canyon Golf Course and I-5	42	0	139	Pending
Del Valle Project (TR 060665)	South of Hasley Canyon Golf Course	111	0	134	Pending
Tract 52475	North of Hasley Canyon Road, west of Del Valle Road	46	0	70	Pending
Sterling Gateway (TR 60030)	Located east of Chiquita Canyon Road, just north of the Project area	21	1,300,000	108	Pending
Total Los Angeles County Residential/Mixed Use		42,659	5,755,315	30,413	

Name	Location	Units	Commercial/ Industrial (sf) ¹	Acres ²	Status
Industrial/Commercial Projects					
Castaic Junction (PM 26574)	North of Henry Mayo Drive, west of The Old Road, north of the I-5 and SR-126 interchange	0	1,879,500	114	Under Construction
Valencia Industrial Center	Map ID #9 - East of I-5, south of Newhall Ranch Road, north of Magic Mountain Parkway	0	12,900,000	1,840	Approved
PM 18654	Northwest of The Old Road and Magic Mountain Parkway, near Six Flags Magic Mountain Amusement Park	0	200,000	9	Approved
Curtis Sand and Gravel Mine and Aggregate Plant	Upper Santa Clara River, about 10 miles upstream from Newhall Ranch Specific Plan area.	0	n/a	185	Operating since 1955
Transit Mix (CEMEX) Soledad Canyon Mine	East of City of Santa Clarita boundary, at the entrance to Soledad Canyon	0	n/a	300	Suspended pending federal legislation
Chiquita Canyon Landfill Expansion	Map ID #10 - West of I-5, north of SR-126, at Henry Mayo Drive and Wolcott Drive	0	n/a	98	Pending
Industrial/Commercial Subtotal		0	14,879,500	2,546	
Institutional Projects					
Castaic High School	North of Lake Hughes Road, east of Ridge Route Road	0	500,000	50	Pending
Total Los Angeles County Institutional		0	500,000	50	

Name	Location	Units	Commercial/ Industrial (sf) ¹	Acres ²	Status
Infrastructure Projects					
CLWA Reclaimed Water Master Plan (Santa Clara River)	Map ID #11 – Los Angeles County and City of Santa Clarita	n/a	n/a	n/a	Pending
Bouquet Canyon Bridge Widening	Adding one lane in each direction on Bouquet Canyon Bridge at Santa Clara River	n/a	n/a	n/a	Completed
Copperhill Drive Bridge	Upper San Francisquito Creek, 565-foot bridge, six lanes	n/a	n/a	n/a	Completed
Commerce Center Drive Extension	Extension of Commerce Center Drive and Bridge over Castaic Creek	n/a	n/a	n/a	Completed
Cross Valley Connector	Two-mile extension of Newhall Ranch Road to east of Bouquet Canyon Road, including approximately 120-foot-wide bridge over Santa Clara River, connecting with Golden Valley Road.	n/a	n/a	n/a	Completed
Santa Clarita Valley Joint Sewerage Facilities Plan	Map ID #12 – Los Angeles County.	n/a	n/a	n/a	Approved
DPW Channel maintenance (South Fork)	70 acres of channel excavation, center of Santa Clara River, South Fork.	n/a	n/a	n/a	Provisional Corps permit in 1997
Natural River Management Plan (NRMP)	Map ID #13 – Natural River Management Plan for 1,200 acres along the Santa Clara River.	n/a	n/a	n/a	Approved in 1998; half built out
Santa Clara River Enhancement and Management Plan	Map ID #14 – Santa Clara River from Acton to Pacific Ocean, in Los Angeles and Ventura Counties.	n/a	n/a	n/a	Approved
I-5 and SR-126	I-5/SR-126 interchange	n/a	n/a	n/a	Completed
I-5/Hasley Canyon Road	Within Valencia Commerce Center, I-5 at the I-5/Hasley Canyon Road interchange	n/a	n/a	n/a	Completed
I-5/Magic Mountain Parkway Interchange Project	Modify the I-5/Magic Mountain Parkway interchange, reconstruct the Santa Clara River Bridge, realign The Old Road, and realign and widen Magic Mountain Parkway from six to eight lanes;	n/a	n/a	n/a	Completed
Valencia Water Reclamation Plant	Immediately downstream of the I-5 bridge, discharges to the Santa Clara River	n/a	n/a	n/a	Completed

Name	Location	Units	Commercial/ Industrial (sf) ¹	Acres ²	Status
I-5 Santa Clara River Bridge Replacement	Santa Clara River and I-5	n/a	n/a	n/a	Completed
Castaic Junction Project	I-5/SR-126 interchange improvement project	n/a	n/a	n/a	Under Construction
Soledad Canyon Road Trail (Santa Clara River)	South side of Santa Clara River from Metro Link Station to west side of Bouquet Canyon Bridge, continuing along the west side of Valencia Boulevard across South Fork at the Valencia Bridge	n/a	n/a	n/a	Pending
Infrastructure Subtotal		n/a	n/a	n/a	
Total		65,659	21,134,815	44,709	(includes at least 3,627 acres of open space)

Note: The Las Lomas Project (PM 060792) application was denied, and thus, it was not included in this list because it is currently not reasonably foreseeable.

¹ In some instances, commercial/industrial square footage was not available but an acreage for such uses was provided. That acreage was converted to square footage [shown in brackets] to provide an estimated basis for aggregating square footage totals.

² Open space acreage information was not available for all projects, but is provided where available.

Source: Impact Sciences, Inc., Newhall Ranch Resource Management and Development Plan and the Spineflower Conservation Plan EIR/EIS, 2009.

Consolidated Projects Overview

Table 4.0-3 contains a summary of the consolidated project information from Tables 4.0-1 and 4.0-2, above.

Table 4.0-3
Summary of Total County/City/Caltrans Consolidated Projects

Agency	Units	Comm./Ind. (sf) ¹	Total Acres/ Open Space Acres ²
Santa Clarita	13,003	18,134,857	7,609/1,883
Unincorporated Los Angeles County	65,659	21,134,815	44,709/3,627
Total	78,662	39,269,672	52,318/5,510

¹ Includes some instances where commercial/industrial acreages were converted to square footage [shown in brackets in Tables 4.0-1 to 4.0-2] to provide an estimated basis for aggregating square footage totals.

² Open space acreage information was not available for all projects; therefore, the "Open Space Acres" number represents the minimum open space that is planned for the projects in Tables 4.0-1 to 4.0-2.

Source: Tables 4.0-1, and 4.0-2.

IMPACT ANALYSIS

This section includes discussions of potential cumulative impacts for each resource category analyzed in this EIR. For each resource category the analysis is structured as follows:

- Summary of potential impacts and mitigation for the proposed General Plan
- Discussion of potential cumulative impacts
- Discussion of the incremental contribution of the proposed General Plan to the cumulative impacts and whether that contribution is cumulatively considerable
- Discussion of cumulative mitigation measures, if needed
- Summary of cumulative impacts and mitigation

Due to the broad project objectives associated with the implementation of the proposed General Plan, the cumulative analysis presented in this programmatic EIR does not evaluate the site-specific impacts of individual projects. Project-level analysis will be prepared by implementing agencies on a project-by-project basis. The proposed General Plan addresses cumulative growth anticipated to occur in the OVOV Planning Area resulting from build out of the proposed General Plan. Growth in neighboring counties and cities would likely cause secondary effects in the OVOV Planning Area, such as increased regional population, traffic, housing, and pollution; therefore, this section will present the anticipated population growth of surrounding counties located within the Southern California Association of Governments (SCAG) planning region.

The cumulative impact analysis is based on the anticipated population growth within the OVOV Planning Area and surrounding SCAG region. Population growth is a major factor contributing to direct impacts on habitat, housing, job markets, transportation, and development. Additionally, these direct impacts can cause secondary impacts on biological resources, air quality, density, and the overall quality of life within the OVOV Planning Area. For this reason, using population growth as a measure to determine cumulative impacts is highly applicable when examining a large project area such as a county. It is important to note that to evaluate impacts, future conditions (without the project) are compared to existing conditions to identify cumulative impacts (i.e., impacts that would occur whether or not the project were implemented).

The OVOV General Plan for City and County reduces the overall number of residential units at buildout of the Santa Clarita Valley when compared to the projected buildout of the existing general planning documents. While some residential densities are increasing in the City, a greater number of units are

decreasing in the more environmentally sensitive areas adjacent to the City. In an effort to meet the requirements of Senate Bill 375 (SB 375) and the City's Regional Housing Needs Assessment (RHNA) obligations, the City must provide the General Plan and Zoning necessary to accommodate a minimum of 9,598 units. Consequently, the OVOV planning effort has designated specific areas in the City to receive increased residential density. This is done in the form of a) creating a Mixed Use category along transit hubs, transit corridors and at outdated strip commercial centers; and b) the designation for suitable sites that could accommodate a range of income levels.

The OVOV General Plan proposes to increase the amount of residential units by 1,930 units over the buildout of the City and Sphere of Influence when compared to the City's existing General Plan. This increase in residential density is abated by the reduction of units and sprawl in rural areas surrounding the City. Many of these units are accommodated in the Mixed Use category and are located along urbanized transit corridors, in transit hub areas and in the higher density commercial core of the City. These units and specifically, the Mixed Use units are not located on the City's periphery in the form of large single family homes that would create impacts to more sensitive environmental habitats and on vacant pristine lands and hillsides. Rather, the increase in residential units, in the more dense environs of the City, helps the City to meet the objectives of SB 375 and to become a model city for SCAG by creating a community that is more walkable, more transit oriented, and with creative opportunities for people to live, work and play in a variety of village environments throughout the planning area. It is also a mechanism for the revitalization of strip malls to better utilize disturbed urbanized lands with immediate access to infrastructure.

Furthermore, by locating higher density in transit hub areas and along transit corridors, fewer vehicle trips are made. The Mixed Use concept encourages more walkability to services and commercial opportunities. The Mixed Use placement along transit corridors also encourages the use of both Metrolink and bus service. The OVOV General Plan proposes a dispersion of employment opportunities and hubs throughout the community, resulting in less Vehicle Miles Traveled (VMT) and shorter trips to and from employment centers and a corresponding reduction in Greenhouse Gas (GHG) emissions.

Without the designation of the suitable sites and the provision of the Mixed Use designation in core commercial areas, transit corridors and hubs resulting in dispersed employment centers in the Valley, the following is likely to occur:

- The length of vehicle trips would be longer.
- The number of vehicle trips would increase.

- Air quality would worsen.
- Impacts to sensitive habitats would be greater.
- GHG emissions would increase.
- The City would not meet its RHNA goals nor the objectives of SB 375.

Implementation of the proposed General Plan would provide a planning framework to channel and direct future population growth and development. Cumulative impacts relevant to specific issues are summarized as follows.

Cumulative Land Use

The proposed General Plan does not physically divide an established community. The proposed land use map defines the areas of land uses and provides for consistency and transition for the City's Planning Area. CEQA does not require analysis of potential cumulative impacts where the proposed General Plan itself does not result in any impacts.⁹ Therefore, no further analysis of cumulative impacts is required for potential land-use impacts.

Cumulative Transportation and Circulation Impacts

Projected increases to regional traffic are also incorporated into the traffic forecasts produced by the Santa Clarita Valley Consolidated Traffic Model (SCVCTM). In modeling terms, these regional trips are referred to as external trips since one or both tripends are external to the Santa Clarita Valley. There are two components to the external traffic forecasts, the first being trips generated within the Santa Clarita Valley (i.e., one tripend with the Santa Clarita Valley and the other tripend outside of the Santa Clarita Valley), and the second being external trips that pass through the Santa Clarita Valley (i.e., both tripends outside of the Santa Clarita Valley).

The year 2030 external trips in the baseline version of the SCVCTM represent an increase of approximately 85 percent over existing levels. The component of external trips generated within the Santa Clarita Valley increase by approximately 63 percent and the component of external trips that pass through the Santa Clarita Valley increase by approximately 123 percent (Source: Draft Santa Clarita Valley Consolidated Traffic Model 2004 Update and Validation, June 2004 – note: this is Reference 3 in the OVOV Traffic Study). In other words, the OVOV traffic study includes forecasts of regional traffic that passes through the Santa Clarita Valley, and which are projected to more than double by 2030.

⁹ 40 C.F.R. Sec. 1508.7; Cal. Code Regs., tit. 14, Sec. 15130, subd. (a)(1).

Buildout of the City's proposed General Plan in place of the existing General Plan would reduce traffic on the City's roadways, including those monitored by the Los Angeles County Congestion Management Program (CMP), and at principal intersections because buildout population of the proposed General Plan would be smaller than that of the existing General Plan and Area Plan. Implementation of the proposed General Plan would not result in a change in air traffic patterns, substantially increase hazards due to a design feature or incompatible uses, result in inadequate emergency access, or generate a parking demand that exceeds municipal code-required parking capacity. Furthermore, implementation of the proposed General Plan would promote policies, plans, and programs supporting alternative transportation, and remove hazards and barriers to pedestrians and bicyclists. Therefore, traffic and circulation impacts would be less than significant.

As per CEQA, due to the impacts on transportation and circulation considered less than significant, then any cumulative impacts associated with implementation of the proposed General Plan would be less than significant.

Cumulative Air Quality Impacts

Any past, present, or probable project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. As specified in the CEQA Air Quality Handbook, the ratio of a project's vehicle miles traveled (VMT) or average daily trips (ADT) to anticipated VMT or ADT in the city or county in which the project is located is compared to the ratio of the project population to the anticipated population in the same city or county.¹⁰ If the growth of VMT or ADT is less than the population growth, then a project is not considered to have a significant cumulative air quality impact. **Section 3.3** of this EIR addresses the first significance threshold, whether the proposed policies would conflict with or obstruct implementation of the applicable air quality plan, in an inherently cumulative fashion, because the conformity analysis takes into account all other basin emissions. That section concluded that the proposed General Plan and Area Plan would have smaller growth of ADT when compared to population than does the existing General Plan and Area Plan, which would not result in significant impacts under this threshold. Thus, the implementation of the proposed General Plan also does not contribute to a significant cumulative impact with respect to implementation of the air quality plan.

The implementation of the proposed General Plan would potentially increase mobile and stationary source emissions of pollutants that currently exceed state and/or federal standards, and for which the

¹⁰ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, p. A9-126, 1993.

project region is nonattainment. Therefore, air quality emissions would have a potentially significant cumulative impact.

The implementation of the General Plan would be designed to reduce emissions of toxic air contaminants (TACs) and the potential for CO hotspots, as well as reducing potential to exposure to TACs by sensitive receptors, and odor impacts associated with the proposed General Plan, however not to a level of less than significant. As per CEQA, since impacts on project air quality would be significant, any cumulative impacts associated with implementation of the proposed General Plan would be significant.

Cumulative Global Warming and Climate Change

The proposed policies are designed to reduce GHG emissions during construction, directly and indirectly reduce greenhouse gas emissions, and sequester carbon dioxide. Implementation of these policies would reduce potential General Plan air quality impacts under this criterion; however not to a level of less than significant.

Mitigation has been proposed to reduce the projects impacts to less than significant. However, even with mitigation impacts to project and cumulative GHG emissions would remain significant and unavoidable. Nonetheless, it should be noted that as AB 32's mandate is brought to fruition, through the adoption of regulations and additional legislation, additional GHG reduction measures would be implemented, and the proposed General Plan, and the residents and businesses that occupy buildout areas facilitated by the proposed General Plan, would be subject to those reduction measures.

Section 15130, subdivision (c), of the *State CEQA Guidelines* acknowledges that "[w]ith some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis." Global climate change is this type of issue, as the very causes and effects of global climate change are not determined on a local or regional scale. Therefore, given the uncertainties in identifying, let alone quantifying, the impact of any single project on global climate change, and the efforts made to design the proposed General Plan and development facilitated by it with sustainable development principles in mind, any further mitigation is best accomplished through California Air Resources Board (CARB) regulations implementing the mandated reduction goals of AB 32.

Cumulative Agricultural Resources

Implementation of the Land Use Policy Map would have a significant impact on agricultural land because it would convert some of the Important Farmland under the California Department of

Conservation (CDC) Farmland Mapping and Monitoring Program, to urbanized land uses. This potential conversion of Important Farmlands to urbanized land uses is considered significant under the *State California Environmental Quality Act (CEQA) Guidelines*.

Cumulative Aesthetic Impacts

This section describes those resources that define the visual character and quality of the City's Planning Area. Resources within the City's Planning Area as well as the County's Planning Area include a variety of natural and manmade elements as well as the viewsheds to those elements that serve as visual landmarks and contribute to the unique character of the OVOV Planning Area. Although specific scenic resources in the City's Planning Area are identified in **Section 3.6**, it is not intended to provide an exhaustive inventory, as the nature of these resources is somewhat subjective and not easily quantified. Implementation of the proposed General Plan would increase development within the OVOV Planning Area, which, if unregulated, would contribute to the obstruction of views, damage scenic resources, and generate substantial levels of light and glare. However, the proposed General Plan includes policies that would ensure the protection of scenic resources and corridors, promote quality construction that enhances the City Planning Area's urban form, increase open space and landscaping, and limit light overspill. For these reasons, implementation of the City's General Plan would result in a less than significant impact on aesthetics and therefore would not have cumulatively cumulative impacts.

Cumulative Biological Resources

The proposed policies do not provide a mechanism for the compensation of lost habitats when avoidance or minimization of impacts is considered to be infeasible, nor do they mitigate for the direct mortality of individuals of listed, proposed, or candidate species. In conjunction with the proposed General Plan policies, **MM 3.7-1** through **3.7-3** are proposed to reduce these impacts. However, special-status species are dependent on a variety of habitat types, including non-sensitive annual grassland and various common scrub and chaparral types, and habitat loss of these types would therefore not be compensated for under **MM 3.7-3**. Thus, the conversion of all types of currently undeveloped wildlife habitat to Residential, Commercial and Industrial uses permitted under the General Plan would result in impacts on special-status species that will remain significant at the plan level.

In conjunction with the proposed General Plan policies, **MM 3.7-1** through **3.7-3** are proposed to reduce impacts on riparian and other sensitive habitats to a level that is less than significant at the plan level. In combination with requirements for Section 404 permitting, the proposed policies would reduce impacts

resulting from implementation of the General Plan to a level that is less than significant at the plan level. Thus no significant impacts on jurisdictional wetlands are anticipated and no mitigation is proposed.

The proposed policies do not provide for the compensation of lost wildlife movement opportunities or nursery sites when avoidance or minimization of impacts is considered to be infeasible. Loss of connectivity between the two units of the Angeles National Forest could not be compensated for since the intervening habitats would be the only ones that could provide the necessary avenues of exchange. Therefore, this potential loss could not be adequately mitigated, and the impact of development would remain significant in the event that avoidance of impacts to habitat linkages arising from said development is considered infeasible. Therefore, cumulative biological impacts would occur.

Cumulative Cultural Resources

The proposed General Plan's contribution to the growth and urbanization of the City's Planning Area would result in the direct and/or indirect loss of historical resources, archeological resources, paleontological resources, and the possible disturbance of human remains. This loss would result from urban redevelopment and conversion of culturally and paleontologically sensitive landscapes to urban uses. The proposed General Plan area is comprised of large portions of undeveloped, open land that may contain cultural resources, paleontological resources, and human remains. However, implementation of the proposed policies in conjunction with mitigation measures **MM 3.8-1** to **MM 3.8-7** provided on a project by project basis would not cumulatively contribute to the potential loss of cultural resources.

Cumulative Geology, Soils, Seismicity

As described below, individual cumulative projects have the potential to result in significant impacts related to geology and geologic hazards under *State CEQA Threshold Guidelines*. Geologic hazard impacts, such as fault rupture, ground shaking, landslides, lateral spreading, subsidence, liquefaction, and slope stability tend to be location specific rather than cumulative in regard to project-related effects. Therefore, impacts under these criteria would not be cumulatively significant. Individual development projects are required to adopt site development and construction standards that are intended to minimize the effects of seismic and other geologic conditions that affect a project region. Because development projects must be consistent with Los Angeles County and Ventura County requirements and the California Building Code (CBC) as they pertain to protection against known geologic hazards, the geologic hazard impacts of cumulative development are considered less than significant, and implementation of the proposed General Plan would not result in a cumulatively considerable contribution to such impacts.

Cumulative projects or groups of projects would result in significant or potentially significant erosion-related impacts prior to mitigation, of which the combined effect has the potential to result in cumulative impacts on regional resources, such as the Santa Clara River. Prior to mitigation, the implementation of the proposed General Plan would result in a cumulatively considerable contribution to significant cumulative erosion impacts due to the potential future development related to buildout of the proposed General Plan, which would be mitigated by implementation of the applicable mitigation measures **MM 3.9-1 to MM 3.9-9**.

As discussed above, significant cumulative erosion-related impacts would occur. However, the implementation of the proposed General Plan and all cumulative projects in the OVOV Planning Area would be required to comply with National Pollutant Discharge Elimination System (NPDES) and other regulatory requirements set forth in **Section 3.12**. Such compliance ensures that each of the past, current, and probable project's erosion-related impacts are reduced to a less than cumulatively considerable level; any cumulative impacts would be less than significant, after mitigation.

Cumulative Mineral Resources

The proposed General Plan's contribution to the growth and urbanization of the City's Planning Area would result in the direct and/or indirect loss of mineral resources. The potential loss of mineral resources would result from urban development, redevelopment, and conversion of open space to urban uses. The City's Planning Area is comprised of large portions of undeveloped, open land containing mineral resource zones and the General Plan provides policies to protect these mineral resources. Therefore, implementation of the proposed General Plan would not have a significant cumulative impact on the loss of these areas and their resources.

Cumulative Hazards and Hazardous Materials

Hazards and hazardous materials impacts tend to be site specific and are assessed on a site-by-site basis. As described in **Section 3.11, Human Made Hazards**, the transport of hazardous materials is generally along major transportation routes, which would include Interstate 5 (I-5) and State Route 14 (SR-14). Major highways within the City's Planning Area are protected in regards to hazardous materials transportation through guidelines and policies of Caltrans, the agency that is responsible for transportation of hazardous waste on the state's freeway system. Any new development in the City's Planning Area where businesses use hazardous materials will be required to go through a review process to ensure that adequate setback and buffer features reduce possible contamination to residents and the environment. All new development businesses that would use hazardous waste within the City's

Planning Area would be required to verify their procedures for storage, use, and disposal of these materials to reduce exposure to residents and the environment. Additionally, the City of Santa Clarita will promote events to provide a correct means of disposing household hazardous waste. Implementation of these policies will therefore, reduce the possibility of exposure of hazardous materials to the public or environment through transportation, use and disposal, and impacts would be less than significant. CEQA does not require analysis of potential cumulative impacts where the proposed General Plan itself does not result in any impacts.¹¹ Therefore, no analysis of cumulative impacts is required for potential hazards and hazardous material related impacts.

Cumulative Hydrology and Water Quality Impacts

Development of the General Plan would increase runoff into the Santa Clara River from upland areas due to increased impervious surface areas (e.g., pavement, roads, and buildings). The drainage improvements associated with cumulative projects in Los Angeles County would be required to conform to the requirements of the Department of Public Works (DPW) to convey the capital flood event from the affected watersheds. In addition, similar flood control requirements exist for Ventura County as discussed below. Therefore, no significant cumulative flooding impacts are expected to occur within the watershed.

Additionally, the Ventura County Watershed Protection District, which covers the Ventura County areas of the Santa Clara River watershed, has requirements for flood design standards based on a 100-year flood. These regulatory requirements for the Ventura County Watershed Protection District would apply to development in Ventura County areas. Compliance with these regulatory programs by other projects in the watershed would minimize potential cumulative hydrology impacts related to flooding.

The proposed General Plan would not have a significant hydrology impact, even prior to mitigation; nonetheless this EIR includes additional mitigation measures (**MM 3.12-1** to **MM 3.12-5**) to further ensure that impacts remain less than significant. The proposed General Plan would not result in a cumulatively considerable contribution to any significant cumulative hydrology impacts. Other cumulative projects should be required to comply with regulatory requirements and measures similar to **MM 3.12-1** to **MM 3.12-5** that will further ensure that any potential hydrology impacts of those projects are minimized.

Future development within the City's Planning Area will comply with applicable regulatory requirements for both construction and post-development surface runoff water quality, which ensures that project-related development will not result in significant water quality impacts. These regulatory

¹¹ CEQA, Section 15130 (a)(1).

requirements include project design features (PDFs); Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit and Standard Urban Stormwater Mitigation Plan (SUSMP) requirements; Construction General Permit requirements; General Dewatering Permit requirements; and benchmark Basin Plan water quality objectives, California Toxics Rule (CTR) criteria, and total maximum daily load (TMDLs) issued by the Los Angeles Regional Water Quality Control Board (RWQCB) and Los Angeles County. Any future urban development occurring in the Santa Clara River watershed must also comply with these requirements. Therefore, cumulative impacts on surface water quality of receiving waters from the proposed General Plan and future urban development in the Santa Clara watershed would be addressed through compliance with the applicable regulatory requirements that are intended to be protective of beneficial uses of the receiving waters.

Based on compliance with these regulatory mitigation requirements, cumulative water quality impacts related to stormwater and nonstormwater runoff would be less than significant, and the proposed General Plan's contribution would be less than cumulatively considerable. Other cumulative projects will be required to comply with federal, state, and local water quality regulations, including implementation of best management practices (BMPs) and PDFs to minimize and mitigate each project's potential water quality impacts. In addition, the Newhall Ranch Water Reclamation Plant (WRP), like the existing Saugus and Valencia WRPs, is required to comply with the terms of its NPDES permit and water data reports, which would ensure that the Newhall Ranch WRP's contribution to cumulative impacts is rendered less than cumulatively considerable. Because each cumulative project will be subject to this rigorous regulatory regime, cumulative water quality impacts are considered to be less than significant, following mitigation measures (MM 3.9-7 to 3.9-9).

Implementation of the proposed General Plan would not increase the risk of dam failure and subsequent inundation hazards. Thus, the proposed General Plan would not contribute to a cumulative impact relating to dam inundation hazards.

Cumulative Water Service Impacts

Because cumulative water supplies exceed demand within the Castaic Lake Water Agency (CLWA) service area and the East Subbasin, cumulative development would not result in unavoidable significant cumulative impacts on water resources in this area. This includes potential impacts on groundwater resources related to recharge potential and perchlorate contamination. This is due to the fact that urbanization in the Santa Clarita Valley has been accompanied by long-term stability in pumping and groundwater levels, plus the addition of imported State Water Program (SWP) and non-SWP imported water to the OVOV Planning Area, which together have not created a reduction in recharge to

groundwater, nor depleted the amount of groundwater that is in storage within the OVOV Planning Area. In addition, evidence indicates that the perchlorate treatment and containment program presently being implemented in the Santa Clarita Valley is reducing perchlorate-related impacts to less than significant levels. Therefore, cumulative mitigation measures are not required and there would be a less than significant cumulative impact within the CLWA service area and East Subbasin.

Based on the available information, significant water supply impacts would result from OVOV Plan buildout in portions of the Planning Area outside of CLWA's service area boundary and the East Subbasin. For areas outside of the CLWA service area and East Subbasin, locations that are without access to imported SWP and non-SWP imported water, recycled water, or groundwater from the East Subbasin, groundwater resources are currently strained as private wells are, in some instances, running dry. Despite implementation of the mitigation measures provided in this EIR, cumulative impacts to water resources in this area would remain significant.

Cumulative Community Services Impacts

Discussion of Cumulative Community Service Impacts

Cumulative impacts of development with implementation of the proposed General Plan will be continually monitored through the environmental review process of proposed projects, and additional mitigation measures will be included as appropriate as part of the environmental analysis performed for individual projects as development occurs in the OVOV Planning Area. The Community Services section below analyzes senior and youth, cultural amenities, and homeless and emergency shelters.

Senior and Youth

The implementation of the proposed General Plan policies would provide the City, on a project-by-project basis, the opportunity to adequately designate areas for senior housing and facilities. The location of the senior housing and facilities should also consider accessibility of public transit. Implementation of the proposed General Plan would reduce the potential cumulative impacts on senior housing and/or activities to less than significant. Implementation of the proposed General Plan would provide the opportunity for youths to be able to participate in activities outside of school and would have a less than significant cumulative impact.

Cultural Amenities

Implementation of the proposed General Plan would enhance the access of cultural amenities to the City's Planning Area and would potentially allow for the joint use of facilities. Therefore, cumulative impacts would be less than significant.

Homeless and Emergency Shelters

Implementation of the proposed General Plan would help to ensure that there are adequate emergency shelters in the case of an emergency. The proposed General Plan would also encourage assistance to homeless persons through social service agencies and suitable shelters. Implementation of the General Plan would minimize potentially adverse cumulative impacts on homelessness and emergency shelter services to less than significant.

Cumulative Public Services Impacts

Cumulative impacts of development with implementation of the proposed General Plan will be continually monitored through the environmental review process of proposed projects, and additional mitigation measures will be included as appropriate as part of the environmental analysis performed for individual projects as development occurs in the OVOV Planning Area. The Public Services section below analyzes library services, health services, education services, fire protection, and sheriff protection.

Cumulative impacts would be contingent upon the level of demand for medical services and facilities. The level of demand would be determined based on the periodic medical needs assessments. The projected increase in the City's population will occur incrementally over approximately 20 years and will proportionally increase the demand for medical facilities and services. This would be an OVOV Planning Area service and facilities impact. Therefore, the increase in future residents resulting from the proposed General Plan would contribute to cumulative impacts that would remain significant. Implementation of the goals, objectives, and policies outlined in the proposed General Plan would reduce impacts on medical services and facilities to less than significant.

As stated in **Section 3.15**, the proposed General Plan would not result in significant direct, indirect, or secondary public service impacts with implementation of the previously adopted mitigation measures **MM 3.15-1** to **MM 3.15-4** and SB 50. Mitigation measure **MM 3.15-4** would further ensure that impacts on law enforcement services remain less than significant by requiring payment of the Los Angeles County Law Enforcement Facilities Mitigation Fee for North Los Angeles County prior to issuance of building permits. Aside from **MM 3.15-4**, however, no additional public services mitigation measures are recommended or required by this EIR.

Based on state and local regulatory requirements, cumulative projects can and should be required to include mitigation (SB 50) to set aside land for school facilities and contribute their fair share to school funding programs with the appropriate district mitigation similar to **MM 3.15-2** and **MM 3.15-3** to reduce fire protection impacts, mitigation similar to **MM 3.15-4** to minimize impacts on police services by designing projects to minimize response times by optimizing access and paying into the Los Angeles County Law Enforcement Facilities Mitigation Fee for North Los Angeles County, and mitigation similar to **MM 3.15-1** to fund or contribute to funding of additional libraries. Because state and local regulatory requirements will require implementation of this mitigation for cumulative projects, cumulative impacts to public services are considered to be less than significant after mitigation.

Cumulative Recreation Impacts

The proposed General Plan would not contribute to cumulative recreational facility impacts because it would dedicate parkland that would exceed what is required by the City pursuant to the Quimby Act. Additional recreation facilities would include trails consistent with City policies. Thus, the impacts of the proposed General Plan on cumulative parks and recreation resources would not be cumulatively considerable.

Cumulative Utilities and Infrastructure

Discussion of Utilities and Infrastructure

Cumulative impacts of development with implementation of the proposed General Plan will be continually monitored through the environmental review process of proposed projects, and additional mitigation measures will be included as appropriate as part of the environmental analysis performed for individual projects as development occurs in the OVOV Planning Area. The Utilities and Infrastructure section below analyzes wastewater, solid waste, electricity, natural gas, and telecommunication demands.

Wastewater

Implementation of the proposed General Plan policies related to wastewater would ensure adequate wastewater facilities as development occurs, thereby, reducing the effects of future development and avoiding exceedances of wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. The need for construction of new water or wastewater treatment facilities or expansion of existing facilities as buildout occurs would be determined by the Santa Clarita Valley Sanitation District. If new facilities were to be constructed, the project(s) would be required to undergo an environmental review per CEQA. Implementation of the proposed General Plan policies related to wastewater and the implementation of the objectives of the *Final 2015 Santa Clarita Valley Joint Sewerage System Facilities* would

ensure adequate wastewater capacity to serve the buildout of the City's Planning Area and would not be cumulatively considerable.

Solid Waste

The City's Planning Area uses three landfills within or near the OVOV Planning Area. They include the Chiquita Canyon Landfill, Antelope Valley Landfill, and the Sunshine Canyon Landfill. Landfills throughout the state have permitted maximum capacities (the amount of waste(s) in tons or cubic yards a permitted facility is allowed to receive, handle, process, store, or dispose of). In 2007, the amount of waste disposed by the City's Planning Area was 163,000 tons. The projected buildout amount of waste, generated by the City's Planning Area, would be 254,450 tons per year. Nearby landfills are approaching full capacity for waste disposal and the projected amount of landfill capacity, for the City's Planning Area, would be in a shortfall of 22,626 tons per day, six days per week in the year 2021. Therefore, the impacts from buildout to the solid waste system would be significant and unavoidable even with the incorporation of **MM 3.17-1** to **3.17-6**.

Electricity, Natural Gas, and Telecommunications

Future growth anticipated with build out of the proposed General Plan would include new development that will increase the demand for electricity, natural gas, and telecommunications and substantially contribute to a significant cumulative impact on the availability of all three resources before mitigation. Implementation of mitigation measures **MM 3.17-7** and **MM 3.17-8** would reduce impacts on the three resources to less than significant. Thus, the impacts of the proposed General Plan on cumulative electricity, natural gas, and telecommunications resources would not be cumulatively considerable.

Cumulative Noise Impacts

Build out of the proposed General Plan would result in potential cumulative noise level increases along major roadways and near industrial/commercial zones. Each of these noise impacts would be dealt with separately when new noise sensitive or noise generating developments are proposed. However, it is not always possible to reduce construction noise impacts to below standards set forth in the City's Noise Ordinance; therefore, short-term construction noise impacts are unavoidably significant for the duration of the construction activities. Short-term noise and vibration impacts from the pile driving would be unavoidably significant for the duration of the pile driving. Operational noise impacts would be considered significant and unavoidable. Implementation of the proposed General Plan would result in significant cumulative noise impacts that could not be mitigated with the implementation of the proposed General Plan policies and mitigation measures. Thus, the proposed General Plan will substantially contribute to cumulative noise impacts.

Cumulative Population and Housing Impacts

Upon build out of the proposed General Plan, the population of the City's Planning Area is estimated to be approximately 275,000 persons residing in approximately 88,803 residential dwelling units. SCAG estimates that the 2030 population of the City would consist of 229,023 residents, of which 41 percent of the projected growth is expected to be within the County's Planning Area. While future increases in population and housing would occur primarily within the City's SOI, the rate of growth is consistent with annual SCAG rates of growth. Development on a scale and intensity permitted under the proposed General Plan would result in consistent cumulative significant population increases within the OVOV Planning Area. CEQA does not require analysis of cumulative impacts where the proposed General Plan itself does not result in any impacts.¹²

¹² 40 C.F.R. Sec. 1508.7; Cal. Code Regs., tit. 14, Sec.15130, subd. (a)(1).