

CITY OF SANTA CLARITA
PLANNING COMMISSION MEETING

Tuesday, June 2, 2015
6:00 p.m.
City Council Chambers
23920 Valencia Boulevard
Santa Clarita, CA 91355

AGENDA

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Planning Division at (661) 255-4330. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28CFR 35.102-35.104 ADA Title II)

CALL TO ORDER

FLAG SALUTE

ROLL CALL

APPROVAL OF AGENDA

APPROVAL OF MINUTES OF THE APRIL 7, 2015, REGULAR MEETING

COMMISSION SECRETARY ANNOUNCEMENT

A. MINUTE ACTION

ITEM 1 DRAFT FISCAL YEAR 2015-2016 CAPITAL IMPROVEMENT PROGRAM

Presented By: Saron Vivanco, Interim Assistant to the City Manager

Applicant: City of Santa Clarita

Location: Citywide

Request: The Planning Commission receive the Draft Fiscal Year 2015-2016 Capital Improvement Program.

Recommendation: Staff recommends that the Planning Commission make a finding, by minute action, that the Draft Fiscal Year 2015-2016 Capital Improvement Program is consistent with the City's General Plan.

B. PUBLIC HEARING

ITEM 2 MASTER CASE NO. 15-049, TENTATIVE PARCEL MAP 69116

Case Planner: Mike Ascione, Assistant Planner II

Applicant: Spirit Properties, Ltd.

Location: 26501 Carl Boyer Dr. (APN 2836-016-044)

Request: The applicant is requesting a tentative parcel map to subdivide an existing commercial shopping center, Soledad Crossings, into eight lots. The subject property is located in the Centre Pointe Business Park.

Recommendation: Staff recommends that the Planning Commission adopt Resolution P15-06, approving Master Case 15-049, Tentative Parcel Map 69116, to allow for the subdivision of one lot into eight lots, located at 26501 Carl Boyer Drive (APN 2836-016-044) subject to the attached conditions of approval (Exhibit "A").

ITEM 3 MASTER CASE NO. 15-070, TEMPORARY USE PERMIT 15-018

Case Planner: Patrick Leclair, Associate Planner

Applicant: Saugus Holdings, LLC and TMC Hollis, LLC

Location: The project site is located on the northeast corner of Railroad Avenue and Oak Ridge Drive (APN: 2836-006-053, and 2836-006-054).

Request: The applicant is requesting the approval for a 12-month Temporary Use Permit to allow for the temporary operation of a vehicle storage area, recreational vehicle (RV) storage area, and two contractor storage yards on the 23-acre project site.

Recommendation: Staff recommends that the Planning Commission adopt Resolution P15-05, approving Master Case 15-070 consisting of Temporary Use Permit 15-018 to allow for temporary vehicle and RV storage, along with two temporary contractor yards, at 25466 Springbrook Avenue (APN: 2836-006-053 and 2836-006-054), in the City of Santa Clarita, subject to the attached conditions of approval.

ITEM 4 MASTER CASE NO. 15-035, CONDITIONAL USE PERMIT 15-002

Case Planner: Mike Ascione, Assistant Planner II

Applicant: Golden Stop Market

Location: 25810 Sierra Highway (APN 2842-036-064)

Request: The applicant is requesting approval of a Conditional Use Permit to allow for the sales of liquor and spirits at a convenience store in a 2,304 square-foot tenant space in a 9,982 square-foot multi-tenant commercial center.

Recommendation: Staff recommends that the Planning Commission adopt Resolution P15-07, approving Master Case 15-035, Conditional Use Permit 15-002, to allow for the sales of liquor/spirits of up to 10% within a 2,304 square-foot convenience store at 25810 Sierra Highway in the Community Commercial zone, subject to the attached conditions of approval (Exhibit "A").

ITEM 5

MASTER CASE NO. 15-034, REVISION TO VESTING TENTATIVE TRACT MAP 060258, CONDITIONAL USE PERMIT 15-001, AND DEVELOPMENT REVIEW 15-004

Case Planner: Patrick Leclair, Associate Planner

Applicant: Ermine Street, LLC

Location: The proposed project site is located within the Five Knolls project currently under construction, generally located to the northeast of Golden Valley Road and Newhall Ranch Road, west of Ermine Street, north of the Santa Clara River, and south of the intersection of Golden Valley Road and Plum Canyon. More specifically, the project site is located south of the future Golden Valley Road extension at the future Five Knolls Drive on lots 127 and 128 of Vesting Tentative Map 060258. (APNs: 2801-001-005, -023, -024, -025, -026, 2805-001-001, -009, -011, -023 and 2812-009-003).

Request: The applicant is requesting approval to revise lots 127 and 128 of Tentative Tract Map 060258 to include 154 age-restricted, single-family detached condominiums, a new senior center, and an expansion to the YMCA building approved with Master Case 03-358 on approximately 23 acres within the Five Knolls (formerly "The Keystone") development.

Recommendation: Staff recommends that the Planning Commission recommend the City Council adopt an addendum to the certified Keystone Final Environmental Impact Report, adopt a new Statement of Overriding Considerations in accordance with the addendum prepared for the revised Five Knolls project, and approve Master Case 15-034 to revise Vesting Tentative Tract Map (VTTM) 060258, including directing staff to execute and record all necessary documents to release the "public benefit" covenant from lot 129, and further approve a Conditional Use Permit (CUP) and Development Review (DR) for the construction of 154 age-restricted, single-family detached condominiums, a senior center, and an expansion to the previously approved YMCA on the project site known as the Five Knolls Development, in the


City of Santa Clarita, subject to the attached conditions of approval (Exhibit "A"), the attached VTTM 060258 (Exhibit "B"), and the attached addendum to the Certified Final Environmental Impact Report prepared for the revised Five Knolls project.

- C. PLANNING MANAGER'S REPORT**
- D. PLANNING COMMISSIONERS' REPORTS**
- E. PUBLIC BUSINESS FROM THE FLOOR**
- F. ADJOURNMENT**

Complete packets are available for public inspection at the City Clerk's front counter and the Permit Center front counter. Any writings or documents distributed to a majority of the members of the Planning Commission regarding any open session item on this agenda will be made available for public inspection in the Permit Center located at 23920 Valencia Boulevard, Suite 140, during normal business hours. These writings or documents will also be available for review at the meeting. Thank you for attending your City Planning Commission meeting. If you have any questions or wish to know more about the City or the Community Development Department, please call (661) 255-4330 Monday through Thursday, 7:30 a.m. to 5:30 p.m. and Fridays 8:00 a.m. to 5:00 p.m.

CERTIFICATION

I, Jeff W. Hogan, do hereby certify that I am the duly appointed and qualified Planning Manager for the City of Santa Clarita, and that on May 29, 2015, between the hours of 9:00 a.m. and 5:00 p.m., the foregoing agenda was posted at City Hall, Valencia Library, and the Santa Clarita Sheriff's Station.



Jeff W. Hogan, AICP
Planning Manager
Santa Clarita, California

**MINUTES OF THE
REGULAR MEETING OF THE PLANNING COMMISSION
OF THE CITY OF SANTA CLARITA**

**Tuesday
April 7, 2015
6:00 p.m.**

CALL TO ORDER

The meeting of the Planning Commission of the City of Santa Clarita was called to order by Chair Trautman at 6:00 p.m. in the City Council Chambers, 23920 Valencia Boulevard, Santa Clarita, California.

FLAG SALUTE

Vice Chair Ostrom led the flag salute.

ROLL CALL

Chair Trautman, Vice Chair Ostrom, and Commissioners Eichman, Burkhart, and Heffernan were present.

APPROVAL OF AGENDA

A motion was made by Commissioner Burkhart and seconded by Vice Chair Ostrom to approve the agenda. Said motion was approved by a vote of 5-0.

APPROVAL OF THE MINUTES OF THE FEBRUARY 17, 2015, REGULAR MEETING

A motion was made by Vice Chair Ostrom and seconded by Commissioner Burkhart to approve the minutes of the February 17, 2015, regular meeting. Said motion was approved by a vote of 5-0.

PUBLIC HEARING

**ITEM 1 MASTER CASE NO. 15-007, UNIFIED DEVELOPMENT CODE AMENDMENT
15-001 (LOW IMPACT DEVELOPMENT (LID) ORDINANCE)**

Travis Lange, Environmental Services Manager, gave the staff report and computer slide presentation.

The public hearing was opened at 6:17 p.m.

There were no speakers for this item and no written comment cards were received.

The public hearing was closed at 6:17 p.m.

A motion was made by Commissioner Heffernan and seconded by Commissioner Burkhart to adopt Resolution P15-02, which recommends that the City Council approve Master Case Number 15-007, consisting of Unified Development Code Amendment 15-001.

**ITEM 2 MASTER CASE NO. 14-198, CONDITIONAL USE PERMIT NO. 14-017,
DEVELOPMENT REVIEW NO. 14-017**

Mike Ascione, Assistant Planner II, gave the staff report and computer slide presentation.

The public hearing was opened at 6:26 p.m.

Vance Pomeroy, the applicant, spoke in support of the project and was available for questions.

Sabrina Randall, Yadira Martinez, and Karen Verkouteren spoke in opposition to the project.

One written comment card was received.

The public hearing was closed at 6:52 p.m.

The main issue brought up by the parents in attendance was that the Sulphur Springs School District did not notice the PTA or parents of the proposed wireless facility.

The Commission discussed these issues and unanimously voted to continue the item to a date uncertain so that the District can hold more outreach meetings with parents.

PLANNING MANAGER'S REPORT

Jeff Hogan, Planning Manager, informed the Commissioners that their next meeting will be a Joint Budget Study Session on May 5, 2015, and a regular Planning Commission meeting on June 2, 2015. He also informed the Commission that the Planning Division will be assisting with the City's Municipal Code Updates, which will be presented to the City Council on April 28, 2015.

PLANNING COMMISSIONERS' REPORTS

Chair Trautman spoke about the Planning Commissioners Academy that she attended from March 4-6.

PUBLIC BUSINESS FROM THE FLOOR

There were no public comments.

ADJOURNMENT

A motion was made by Vice Chair Ostrom and seconded by Commissioner Heffernan to adjourn the meeting. Said motion was approved by a vote of 5-0, and the meeting was adjourned at 6:58 p.m.




Jeff W. Hogan AICP, Planning Manager
Community Development



Diane Trautman, Chair
Planning Commission

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CITY OF SANTA CLARITA
INTEROFFICE MEMORANDUM

TO: Chairperson Trautman and Members of the Planning Commission
FROM: Jeff Hogan, Planning Manager 
BY: Sarona Vivanco, Interim Assistant to the City Manager
DATE: June 2, 2015
SUBJECT: DRAFT Fiscal Year 2015-2016 Capital Improvement Program

RECOMMENDED ACTION

Planning Commission make a finding, by minute action, that the Draft Fiscal Year 2015-2016 Capital Improvement Program is consistent with the City's General Plan.

BACKGROUND

Every year, the City undergoes a budget process to develop the annual budget and the Capital Improvement Program. Preparation of the draft budget and Capital Improvement Program is a six-month process that begins in January and culminates in June with the adoption of a balanced annual budget.

The Planning Commission received a presentation on the recommended budget and the Capital Improvement Program on May 5, 2015, during a Joint City Council and Commission meeting.

As part of the budget, it is necessary for the Planning Commission to review the Draft Capital Improvement Program to make a finding that it is consistent with the City's General Plan.

ATTACHMENT:

Five Year Capital Improvements Program for 2015-2016 Fiscal Year

JH:FLF:kl
S/CD/Planning Commission/Budget Memo 2015

Agenda Item: 1



City of Santa Clarita
Capital Improvement Program
FY 2015 – 2016

Marsha McLean
Mayor

Bob Kellar
Mayor Pro Tem

Dante Acosta
Councilmember

TimBen Boydston
Councilmember

Laurene Weste
Councilmember

Presented By:
Kenneth W. Striplin
City Manager



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Capital Improvement Program Overview

The 2015-16 Capital Improvement Program (CIP) Budget is a decision-making tool that provides the City Council, staff, and residents with an opportunity to identify and prioritize significant infrastructure needs for the community.

Santa Clarita's CIP budget is a component of the annual budget process that addresses the City's short- and long-term capital needs. As in previous years, the CIP budget includes potential capital projects that reflect the desires of the community, as well as projects that address operational and maintenance needs.

As the budget process unfolds, the City Engineer analyzes each potential project in order to develop cost estimates for each project, while the City Treasurer reviews the City's financial position in order to determine potential revenues available to fund proposed projects. Once the fiscal analysis is completed by the City Treasurer, the Capital Budget Planning Team meets for further discussion and review of the proposed projects. After these initial recommendations are made, staff forwards the recommended CIP Budget to the City Manager for presentation to the City Council for their review, consideration, and approval.

Throughout this entire process, several key factors are utilized in prioritizing projects including:

- Relation to goals and other significant development and/or planning efforts.
- Projects previously budgeted in the City's CIP.
- Projects that reduce ongoing operational costs.

- Projects that have committed outside grant funds that are specifically tied to a particular proposal.

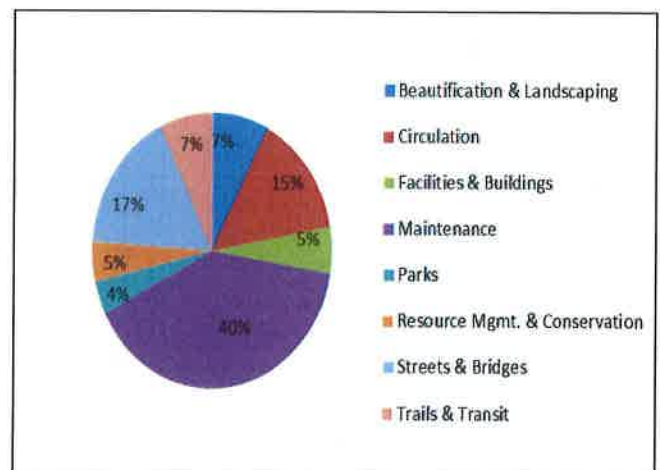
The City of Santa Clarita finances its capital projects through a combination of revenues. The proposed resources that will be used to support the Fiscal Year 2015-16 Budget are outlined in the CIP Summaries section of this document.

The proposed CIP consists of improvements and projects totaling \$31,694,200 and is distributed among the following project categories:

• Beautification & Landscaping	\$ 2,391,350
• Circulation	4,610,600
• Facilities & Buildings	1,730,315
• Maintenance	12,648,772
• Parks	1,225,150
• Resource Mgmt. & Conservation	1,484,800
• Streets & Bridges	5,316,721
• Trails & Transit	<u>2,286,492</u>

Total Program **\$31,694,200**

**Fiscal Year 2015-16
Capital Projects by Category**



2015-16 Capital Budget Summary

Beautification & Landscaping

B3010	2013-14 Public Art Program	\$	30,000
B2016	Jan Heidt Newhall Metrolink Station Improvement - Public Art Piece		45,000
B2015	Newhall Avenue Beautification - SCRRRA Rail Line to Sierra Highway		90,000
B2013	Newhall Avenue Roundabout - Public Art		45,000
B1015	Orchard Village Road Median Turf Removal - Conceptual Plan		50,000
B1012	Rye Canyon Road Median Landscape - Design		8,000
B3014	Sierra Highway Beautification Ph II & Intersection Improvements		160,000
B3005	Sierra Highway Median Installation/Renovation - Friendly Valley Parkway to Via Princessa to Soledad		93,350
B3015	Soledad Canyon Road Utility Undergrounding - Design		300,000
B1014	Valencia Boulevard Median Refurbishment		1,570,000
			<hr/> 2,391,350

Circulation

C0043	2013-14 Highway Safety Improvement Program		666,100
C1009	2013-14 Intersection Improvement Program - Orchard/Wiley and Sand Canyon/State Route 14		100,000
C0046	2015-16 Circulation Improvement Program		102,500
C1010	2015-16 Intersection Improvement Program		145,000
C0047	2015-16 Median Modification Program		90,000
C4013	Bouquet Canyon Road/Haskell Canyon Road Intersection Improvements		105,000
I0009	Intelligent Transportation Systems & Signal Synchronization Ph IV		3,202,000
C4012	Seco Canyon Road/Pamplico Drive Signal Modification - Design		200,000
			<hr/> 4,610,600

Facilities & Buildings

F3020	Canyon Country Community Center - Design		\$1,600,000
F1021	City Hall Access Improvements		105,315
F1020	Valencia Library Parking Lot Expansion - Public Art		25,000
			<hr/> 1,730,315

Maintenance

M0101	2014-15 Bridge Preventive Maintenance Program		\$279,947
M0102	2014-15 Overlay and Slurry Seal Program		150,000
M0103	2014-15 Sidewalk Repair Program		63,325
M0108	2015-16 Bridge Preventive Maintenance Program - Design		100,000
M0109	2015-16 Overlay and Slurry Seal Program		9,500,000
M1018	2015 -16 Paseo Bridge Maintenance Program		250,000
M1019	2015 -16 Paseo Bridge Painting Ph 1		204,000
M0111	2015-16 Rubberized Playground Surface Replacement Program		60,000
M0110	2015-16 Sidewalk and Storm Water Flow Line Repair Program		1,285,000
M3024	2015-16 Trail Fence Replacement Program		90,000
M2005	Business Incubator Roof Replacement		85,000
M3025	Canyon Country Park Play Equipment Replacement		155,000
M2006	Main Street Electrical Connections Upgrade - Design		25,000

2015-16 Capital Budget Summary

Maintenance - Continued

M3026	Santa Clarita Sports Complex Aquatics Center Scoreboard	\$ 272,000
M3027	Santa Clarita Sports Complex HVAC Replacement Program Ph IV	89,500
M0112	Sport Court Resurfacing	40,000
		<hr/> 12,648,772

Parks

P2012	2015-16 Play Area Shade Program - Creekview Park	\$65,000
P1007	College of the Canyons Soccer Field - FieldTurf Installation	300,000
P4015	Copper Hill Park Restroom and Play Area	607,650
P2011	Gateway Ranch Open Space Access Improvements	50,000
P1006	Old Orchard Park - Design - Implementation of Master Plan Re-Evaluation	202,500
		<hr/> 1,225,150

Resource Management & Conservation

R4001	Bouquet Canyon Creek Restoration	\$4,800
R0015	Community Reforestation Program	150,000
R0014	Electric Vehicle Charging Stations & Support for Fast-Fill	30,000
R1004	Santa Clara River Arundo & Tamarisk Removal - Expansion Effort Ph II	100,000
R3004	Vista Canyon Ranch CNG Station - Design and Construction	1,200,000
		<hr/> 1,484,800

Streets & Bridges

S3023	Dockweiler Drive/Lyons Avenue - Environmental	21,450
S3028	Golden Valley Road/State Route 14 Bridge Widening	712,974
S3029	Lost Canyon Road Bridge Widening	54,450
S1037	McBean Parkway Bridge Widening over the River	240,000
S1043	McBean Parkway Pedestrian Bridge - Design	150,000
S1039	Newhall Ranch Road Bridge Widening over San Francisquito Creek	760,000
S3034	Sand Canyon Road and Via Princessa Guardrails	247,800
S3030	Sierra Highway Bridges over the Santa Clara River	204,537
S3031	Sierra Highway/Golden Valley Road Pedestrian Bridge and Street Improvements	2,925,510
		<hr/> 5,316,721

Trails & Transit

T0047	2015-16 Access Ramp Construction Program	\$ 250,000
T0049	ADA Crosswalk Improvements	25,000
T0048	ADA Sidewalk Access Ramps	25,000
T4005	Haskell Canyon Open Space Access Improvements	50,000
T3018	Sand Canyon Trail Ph III	250,550
T3019	Sand Canyon Trail Ph IV Through Ph VI - Design	255,000
T0046	Sidewalk Gap Closures	20,000
T2007	Soledad Canyon Road/Golden Valley Bike Path - North	75,000
T3020	Vista Canyon Ranch Metrolink Station - Conceptual Design	500,000
T3021	Vista Canyon Ranch Regional Transit Center - Design	835,942
		<hr/> \$ 2,286,492

Total FY 2015-16 CIP: \$ 31,694,200

Five-Year CIP Summary Listing

By Type of Project

Project	Source of Funds	Account No.	Prior Years	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Cost
Beautification & Landscaping									
2013-14 Public Art Program	LMD Zone 2008-1	B3010357		30,000 30,000					30,000 30,000
Jan Heidt Newhall Metrolink Station Improvement - Public Art Piece	FTA Grant 5307	B2016700		45,000 45,000					45,000 45,000
Newhall Avenue Beautification - SCRRRA Rail Line to Sierra Highway	Developer LMD Zone 2008-1	B2015306 B2015357	56,776 2,598,823 2,655,599	90,000 90,000					56,776 2,688,823 2,745,599
Newhall Avenue Roundabout - Public Art	LMD Zone 2008-1	B2013357		45,000 45,000					45,000 45,000
Orchard Village Road Median Turf Removal - Conceptual Plan	LMD Zone 2008-1	B1015357		50,000 50,000					50,000 50,000
Rye Canyon Road Median Landscape - Design	LMD Zone 2008-1	B1012357	75,350 75,350	8,000 8,000					83,350 83,350
Sierra Highway Beautification Ph II and Intersection Improvements	Gas Tax LMD Zone 2008-1	B3014230 B3014357	340,000 1,050,000 1,390,000	160,000 160,000					500,000 1,050,000 1,550,000
Sierra Highway Median Installation/Renovation - Friendly Valley Parkway to Via Princesa to Soledad	LMD Zone 2008-1	B3005357	677,312 677,312	93,350 93,350					770,662 770,662

Five-Year CIP Summary Listing

By Type of Project

Project	Source of Funds	Account No.	Prior Years	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Cost
Beautification & Landscaping - Continued									
Soledad Canyon Road Utility Undergrounding Developer		B3015306		300,000 300,000					300,000 300,000
Valencia Boulevard Median Refurbishment		B1014	114,000 114,000	1,570,000 1,570,000					1,684,000 1,684,000
Circulation									
2013-14 Highway Safety Improvement Program		C0043229		565,200					565,200
Federal HSIP Grant		C0043233		100,900					100,900
TDA Article 8				666,100					666,100
2013-14 Intersection Improvement Program - Orchard/Wiley and Sand Canyon/State Route 14		C1009230	100,000 100,000	100,000 100,000					200,000 200,000
2015-16 Circulation Improvement Program		C0046601		102,500					102,500
General Fund - Capital Unfunded				102,500	70,000 70,000	70,000 70,000	70,000 70,000	70,000 70,000	280,000 382,500
2015-16 Intersection Improvement Program		C1010601		145,000					145,000
General Fund - Capital Unfunded				145,000	70,000 70,000	70,000 70,000	70,000 70,000	70,000 70,000	280,000 425,000
2015-16 Median Modification Program		C0047601		90,000					90,000
General Fund - Capital Unfunded				90,000	60,000 60,000	60,000 60,000	60,000 60,000	60,000 60,000	240,000 330,000
Bouquet/Haskell Canyon Road Intersection Improvements		C4013601		105,000					105,000
General Fund - Capital				105,000					105,000

Five-Year CIP Summary Listing

By Type of Project

Project	Source of Funds	Account No.	Prior Years	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Cost
Circulation - Continued									
Intelligent Transp. Systems & Signal Synchronization PH IV	AQMD - AB2766	I0009232		487,154					487,154
	Gas Tax	I0009230		100,000					100,000
	Prop. C 25% Grant	I0009265	543,914	2,487,954					3,031,868
	Prop. C Local	I0009260	156,104	126,892					282,996
			700,018	3,202,000					3,902,018
Seco Canyon Road/Pamplico Drive Signal Modification - Design									
	Gas Tax	C4012230	100,000	200,000					300,000
			100,000	200,000					300,000
Total:				4,610,600	200,000	200,000	200,000	200,000	6,310,618
Facilities & Buildings									
Canyon Country Community Center - Design									
	Facilities Replacement	F3020723		1,600,000					1,600,000
				1,600,000					1,600,000
City Hall Access Improvements									
	CDBG	F1021203	110,005	10,000					120,005
	General Fund - Capital	F1021601	80,680	95,315					175,995
			190,685	105,315					296,000
Valencia Library Parking Lot Expansion - Public Art									
	Facilities Replacement	F1020723	441,071	25,000					466,071
	General Fund - Capital	F1020601	6,462						6,462
	Library Funds	F1020309	24,800						24,800
			472,333	25,000					497,333
Total:				1,730,315	-	-	-	-	2,393,333
Maintenance									
2014-15 Bridge Preventive Maintenance Program									
	Developer Fees	M0101306		14,000					14,000
	Federal HBP grant	M0101229	44,265	247,837					292,102
	Gas Tax	M0101230	5,735	-					5,735
	General Fund - Capital	M0101601	50,000	18,110					18,110
				279,947					329,947

Five-Year CIP Summary Listing

By Type of Project

Project	Source of Funds	Account No.	Prior Years	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Cost
Maintenance - Continued									
2014-15 Overlay and Slurry Seal Program	Gas Tax	M0102230	818,857	150,000					968,857
	Measure R Local	M0102264	2,724,022						2,724,022
	TDA Article 8	M0102233	6,938,476	150,000					6,938,476
			10,481,355						10,631,355
2014-15 Sidewalk Repair Program	TDA Article 8	M0103233	936,675	63,325					1,000,000
			936,675	63,325					1,000,000
2015-16 Bridge Preventive Maintenance Program - Design	Federal HBP Grant	M0108229		88,531					88,531
	General Fund - Capital	M0108601		11,469					11,469
				100,000					100,000
2015-16 Overlay and Slurry Seal Program	General Fund - Capital	M0109601		667,592					667,592
	STP-L	M0109202		905,959					905,959
	TDA Article 8	M0109233		7,926,449					7,926,449
	Unfunded			23,100,000					23,100,000
				23,100,000					23,100,000
2015 -16 Paseo Bridge Maintenance Program	LMD Zone 19	M1018357		13,200					13,200
	LMD Zone T-46	M1018357		236,800					236,800
				250,000					250,000
2015 -16 Paseo Bridge Painting Ph 1	LMD Zone 18	M1019357		24,000					24,000
	LMD Zone T-46	M1019357		149,500					149,500
	LMD Zone T-47	M1019357		15,000					15,000
	LMD Zone T-7	M1019357		15,500					15,500
				204,000					204,000
2015-16 Rubberized Playground Surface Replacement	Park Dedication	M0111305		60,000					60,000
	Unfunded			120,000					120,000
				120,000					120,000
				120,000					120,000
				120,000					120,000
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Five-Year CIP Summary Listing

By Type of Project

Project	Source of Funds	Account No.	Prior Years	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Cost
Maintenance - Continued									
2015-16 Sidewalk and Storm Water Flow Line Repair Program	General Fund - Capital	M0110601		612,023					612,023
	LMD T1 Ad Valorem	M0110357		250,000					250,000
	Storm Water Utility	M0110356		285,000					285,000
	TDA Article 3	M0110238		137,977					137,977
	Unfunded			1,285,000	1,250,000	605,000	605,000	605,000	3,065,000
				1,285,000	1,250,000	605,000	605,000	605,000	4,350,000
2015-16 Trail Fence Replacement Program	General Fund - Capital	M3024601		90,000					90,000
				90,000	100,000	100,000			200,000
				90,000	100,000	100,000			290,000
Business Incubator Roof Replacement	LMD All Zones	M2005357		85,000					85,000
				85,000					85,000
Canyon Country Park Play Equipment Replacement	Park Dedication	M3025305		155,000					155,000
				155,000					155,000
Main Street Electrical Connections Upgrade - Design	LMD Zone 28	M2006357		25,000					25,000
				25,000					25,000
				25,000					25,000
Santa Clarita Sports Complex Aquatics Center Scoreboard and Timing System Replacement	General Fund - Capital	M3026601		172,000					172,000
	General Fund - WSHD	M3026601		100,000					100,000
				272,000					272,000
Santa Clarita Sports Complex HVAC Replacement Program Ph IV	General Fund - Capital	M3027601		89,500					89,500
				89,500					89,500

Five-Year CIP Summary Listing

By Type of Project

Project	Source of Funds	Account No.	Prior Years	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Cost
Maintenance - Continued									
Sport Court Resurfacing	General Fund - Capital	M0112601		40,000 40,000					40,000 40,000
Total:			11,468,030	12,648,772	24,570,000	17,125,000	17,025,000	17,025,000	99,861,802
Parks									
2015-16 Play Area Shade Program - Creekview Park	LMD Zone 28	P2012357		58,500					58,500
Park Dedication		P2012305		6,500	65,000	65,000	65,000	65,000	266,500
Total:				65,000	65,000	65,000	65,000	65,000	325,000
College of the Canyons Soccer Field - FieldTurf Installation	Park Dedication	P1007305		300,000					300,000
Total:				300,000					300,000
Copper Hill Park Restroom and Play Area	Park Dedication	P4015305		607,650					607,650
Total:				607,650					607,650
Gateway Ranch Open Space Access Improvements	OSP Assessment Rev.	P2011358		50,000					50,000
Total:				50,000					50,000
Old Orchard Park - Design - Implementation of Master Plan Re-Evaluation	LMD Zone T-2	P1006357	50,000	182,250					232,250
Park Dedication		P1006305	50,000	20,250					20,250
Total:			50,000	202,500					252,500
Resource Management & Conservation									
Bouquet Canyon Creek Restoration	DBAA	R4001351	37,155	4,800					41,955
Dev. Fees (SCOPE)		R4001306	25,000						25,000
General Fund - Capital		R4001601	10,468						10,468
RWQCB SEP Grant		R4001259	62,525						62,525
Total:			135,148	4,800					139,948

Five-Year CIP Summary Listing

By Type of Project

Project	Source of Funds	Account No.	Prior Years	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Cost
Streets & Bridges - Continued									
Lost Canyon Road Bridge Widening	Federal HBP Grant	S3029229	1,299,807	43,880					1,343,687
	Gas Tax	S3029230	28,603	10,570					39,173
	TDA Article 3	S3029238	4,222						4,222
	TDA Article 8	S3029233	172,549						172,549
			1,505,181	54,450					1,559,631
McBean Parkway Bridge Widening over the River	B&T - Valencia	S1037303	4,403,242	240,000					4,643,242
	General Fund - Capital	S1037601	78,500						78,500
	LMD zone 2008-1	S1037357	424,062						424,062
	Prop. C 25% Grant	S1037265	3,984,002						3,984,002
	TDA Article 3	S1037238	85,647						85,647
	TDA Article 8	S1037233	1,306,363						1,306,363
			10,281,816	240,000					10,521,816
McBean Parkway Pedestrian Bridge - Design									
Paseo Bridge Replacement Program	LMD Zone T-7	S1043357		75,000					75,000
	LMD Ad Valorem T-1	S1043357		75,000					75,000
				150,000	1,425,000				1,425,000
					1,425,000				1,575,000
Newhall Ranch Road Bridge Widening over San Francisquito Creek	B&T - Valencia	S1039303		400,000					400,000
	Federal HBP Grant	S1039229	1,161,351	318,708					11,420,965
	Gas Tax	S1039230	148,209	41,292					189,501
	TDA Article 8	S1039233	2,256						2,256
	Unfunded			760,000					1,295,000
			1,311,816	760,000	9,940,906				13,307,722
Sand Canyon Road and Via Princessa Guardrails	Federal HSIP Grant	S3034229		208,600					208,600
	TDA Article 8	S3034233	20,000	39,200					59,200
			20,000	247,800					267,800

Five-Year CIP Summary Listing

By Type of Project

Project	Source of Funds	Account No.	Prior Years	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Cost
Streets & Bridges - Continued									
Sierra Highway Bridges over the Santa Clara River									
B&T - East Side		S3030301	150,659						150,659
Federal HBP Grant		S3030229	196,537			10,591,755			10,788,292
Gas Tax		S3030230	68,403	4,537					72,940
TDA Article 8		S3030233		200,000					200,000
Unfunded			415,599	204,537		1,444,330			1,444,330
						12,036,085			12,036,085
Sierra Highway/Golden Valley Road Pedestrian Bridge and Street Improvements									
Developer		S3031306	303,588	1,523,510					1,827,098
Federal ATP Grant		S3031229	303,588	1,402,000					1,402,000
				2,925,510					3,229,098
		Total:	25,911,170	5,316,721	15,660,906	12,036,085	9,423,210	56,500,000	124,848,092
Trails & Transit									
2015-16 Access Ramp Construction Program									
CDBG		T0047203		250,000					250,000
Unfunded				250,000	1,922,500	1,086,600	1,086,600	1,086,600	5,432,300
				250,000	1,922,500	1,086,600	1,086,600	1,086,600	5,432,300
ADA Crosswalk Improvements									
CDBG		T0049203		25,000					25,000
				25,000					25,000
ADA Sidewalk Access Ramps									
CDBG		T0048203		25,000					25,000
				25,000					25,000
Haskell Canyon Open Space Access Improvements									
OSPD Assessment Rev.		T4005358		50,000					50,000
				50,000					50,000
Sand Canyon Trail Ph III									
Park Dedication		T3018305		250,550					250,550
TDA Article 8		T3018233	55,000						55,000
			55,000						305,550

Five-Year CIP Summary Listing

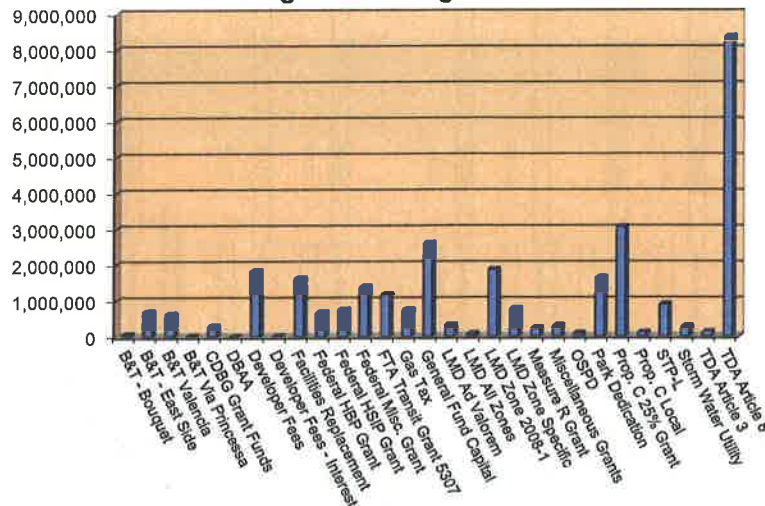
By Type of Project

Project	Source of Funds	Account No.	Prior Years	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Cost
Trails & Transit - Continued									
Sand Canyon Trail Ph IV Through Ph VI - Design Park Dedication		T3019305		255,000					255,000
				255,000					255,000
Sidewalk Gap Closures		T0046233	580,000	20,000					600,000
			580,000	20,000					600,000
Soledad Canyon Road/Golden Valley Bike Path - North B&T - Bouquet		T2007300	16,162	75,000					91,162
			16,162	75,000					91,162
Vista Canyon Ranch Metrolink Station - Conceptual Design FTA Grant 5307 Measure R Grant		T3020700 T3020700		250,000					250,000
				250,000					250,000
				500,000					
Vista Canyon Ranch Regional Transit Center - Design AQMD - AB 2766 Prop. C 25% Grant		T3021232 T3021265		259,142					259,142
				576,800					576,800
				835,942					
Total:			651,162	2,286,492	1,922,500	1,086,600	1,086,600		8,119,954
Grand Total:			44,690,807	31,694,200	42,668,406	30,762,685	28,049,810	75,126,600	252,992,508

FY 2015-16 Capital Projects Program Funding

FUND NUMBER	FUNDING SOURCE	AMOUNT	% OF BUDGET
232	AQMD	\$ 746,296	2.35%
300	B&T - Bouquet	75,000	0.24%
301	B&T - East Side	712,974	2.25%
303	B&T Valencia	640,000	2.02%
302	B&T Via Princessa	21,450	0.07%
203	CDBG Grant Funds	310,000	0.98%
351	DBAA	4,800	0.02%
306	Developer Fees	1,823,510	5.75%
306	Developer Fees - Interest	14,000	0.04%
723	Facilities Replacement	1,625,000	5.13%
229	Federal HBP Grant	698,956	2.21%
229	Federal HSIP Grant	773,800	2.44%
229	Federal Misc. Grant	1,402,000	4.42%
700	FTA Transit Grant 5307	1,195,000	3.77%
230	Gas Tax	766,399	2.42%
601	General Fund Capital	2,618,509	8.26%
357	LMD Ad Valorem	325,000	1.03%
357	LMD All Zones	85,000	0.27%
357	LMD Zone 2008-1	1,886,350	5.95%
357	LMD Zone Specific	794,750	2.51%
700	Measure R Grant	250,000	0.79%
259	Miscellaneous Grants	300,000	0.95%
358	OSPD	100,000	0.32%
305	Park Dedication	1,654,950	5.22%
265	Prop. C 25% Grant	3,064,754	9.67%
260	Prop. C Local	126,892	0.40%
202	STP-L	905,959	2.86%
356	Storm Water Utility	285,000	0.90%
238	TDA Article 3	137,977	0.44%
233	TDA Article 8	8,349,874	26.35%
TOTAL 2015-16 CIP:		\$ 31,694,200	100.00%

**2015-16 Capital Improvement
Program Funding Levels**



Five-Year CIP Summary Listing of Revenue and Expenditures by Fund

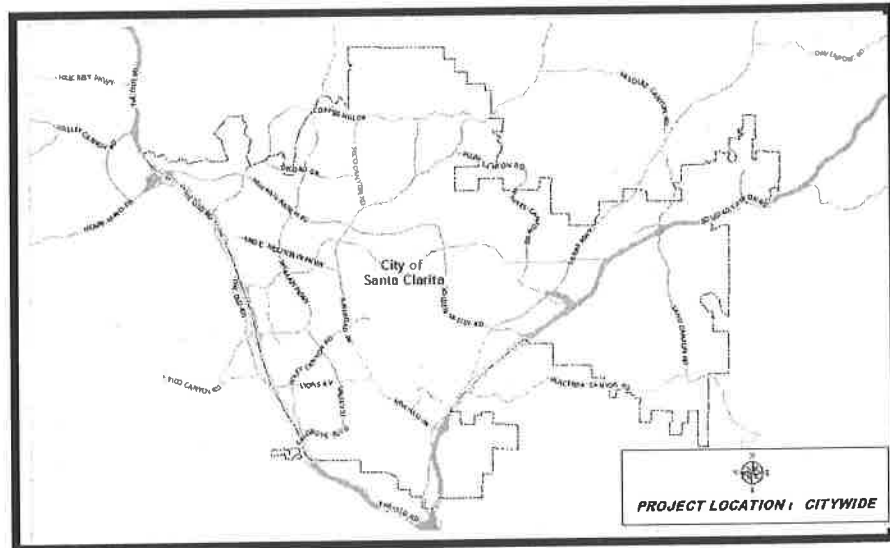
Fund/Project(s)	Prior Years		FY 2015-16		FY 2016-17		FY 2017-18		FY 2018-19		FY 2019-20		Total Exp. By Fund
	Revenues	Expenditures	Revenues	Expenditures	Revenues	Expenditures	Revenues	Expenditures	Revenues	Expenditures	Revenues	Expenditures	
Landscape Maint. District 2008-1 (257) - Continued													
Newhall Avenue Beautification - SCRRA to Sierra Highway		2,598,823	90,000										2,688,823
Newhall Avenue Roundabout - Public Art			45,000										45,000
Orchard Village Road Median Turf Removal - Conceptual Plan			50,000										50,000
Rye Canyon Road Median Landscape - Design		75,350	8,000										83,350
Sierra Highway Beautification PH II and Intersection Improvements		1,050,000											1,050,000
Sierra Highway Median Installation/Restoration		677,312											770,662
Valencia Boulevard Median Refurbishment		114,000											1,684,000
Total Revenues/Expenditures:	5,190,244	5,150,344	1,886,350	1,896,350									7,006,994
Landscape Maintenance District AD Valium T-1 (257)													
McBean Parkway Pedestrian Bridge Phase - Design			325,000										325,000
Passo Bridge Replacement Program													75,000
2015-16 Sidewalk and Storm Water Flow Line Repair Program													250,000
Total Revenues/Expenditures:			325,000	325,000									650,000
Landscape Maintenance District - Zone Specific (257)													
2015-16 Paseo Bridge Maintenance Program (Zones 19, and T-46)		50,000											50,000
2015-16 Paseo Bridge Painting Ph I (Zones 18, T-46, T-47, and T-7)			250,000										250,000
2015-16 Play Area Shade Program (Zone 28)			204,000										204,000
McBean Parkway Pedestrian Bridge Paseo - Design			58,500										58,500
Paseo Bridge Replacement Program (Zones T-7)			75,000										75,000
Main Street Electrical Connections Upgrade - Design (Zone 28)			25,000										25,000
Old Orchard Park - Design													
Implementation of Master Plan Re-Evaluation - Zone T-2			182,250										182,250
Total Revenues/Expenditures:	50,000	50,000	794,750	794,750									844,750
Library Funds (209)													
Valencia Library Parking Lot Expansion		24,800											24,800
Total Revenues/Expenditures:	24,800	24,800											24,800
Miscellaneous Grants (200)													
Vista Canyon Ranch Microlink Station - Conceptual Design			250,000										250,000
Total Revenues/Expenditures:			250,000	250,000									250,000
Miscellaneous Grants (259)													
2014-15 Overlay and Shury Seal Program		2,724,022											2,724,022
Total Revenues/Expenditures:	2,724,022	2,724,022											2,724,022
Miscellaneous Grants (259)													
Bouquet Canyon Creek Restoration		62,525											62,525
Vista Canyon Ranch CNG Station - Design & Construction			300,000										300,000
Total Revenues/Expenditures:	62,525	62,525	300,000	300,000									362,525
Open Space Preservation Dist. - Assessment Revenue (358)													
Gateway Ranch Open Space Access Improvements			50,000										50,000
Haskell Canyon Open Space Access Improvements			50,000										50,000
Total Revenues/Expenditures:			100,000	100,000									100,000
Park Dedication (Quimby) (205)													
2015-16 Play Area Shade Program - Creekview Park			6,500										6,500
2015-16 Rubberized Playground Surface Replacement			60,000										60,000
Canyon County Park Playground Equipment Replacement			155,000										155,000
College of the Canyons Soccer Field - Field Turf Installation			300,000										300,000
Copper Hill Park Restroom and Play Area			207,650										207,650
Old Orchard Park, Ph. II			250,550										250,550
Sand Canyon Trail, Ph. II			250,550										250,550
Sand Canyon Trail Ph. IV Through Ph. VI - Design			255,000										255,000
Total Revenues/Expenditures:			1,654,950	1,654,950									1,654,950

Five-Year CIP Summary Listing of Revenue and Expenditures by Fund

Fund/Project(s)	Prior Years		FY 2015-16		FY 2016-17		FY 2017-18		FY 2018-19		FY 2019-20		Total Exp. By Fund
	Revenues	Expenditures	Revenues	Expenditures	Revenues	Expenditures	Revenues	Expenditures	Revenues	Expenditures	Revenues	Expenditures	
Prop. C 15% Grant (265)	8,792,365	3,064,734											11,857,119
Golden Valley Road/SP-14 Bridge Widening	4,264,449												4,264,449
Intelligent Transportation Systems and Signal Synchronization Ph IV	543,914	2,487,954											3,031,868
McBean Parkway Bridge Widening over the River	4,984,002												4,984,002
Vista Canyon Ranch Regional Transit Center		576,800											576,800
Total Revenues/Expenditures:	8,792,365	3,064,734											11,857,119
Prop. C Local (260)	156,104	126,892											6,272,989
Inelligent Transportation Systems and Signal Synchronization Ph IV	156,104	126,892											6,272,989
Total Revenues/Expenditures:	156,104	126,892											6,272,989
STP-L Funds (302)		905,959											905,959
2014-15 Overlay and Slurry Seal Program		905,959											905,959
Total Revenues/Expenditures:		905,959											905,959
Storm Water Utility (350)		285,000											285,000
2015-16 Sidewalk and Storm Water Replacement Program		285,000											285,000
Total Revenues/Expenditures:		285,000											285,000
UDA Article 3 (238)	144,869	137,977											282,846
2015-16 Sidewalk and Storm Water Flow Line Repair Program		137,977											137,977
Lost Canyon Road Bridge Widening	4,222												4,222
McBean Parkway Bridge Widening over the River	85,647												85,647
Sand Canyon Trail Ph III - Design	35,000												35,000
Total Revenues/Expenditures:	144,869	137,977											282,846
UDA Article 8 (233)	9,556,319	8,349,874											18,306,193
2013-14 Highway Safety Improvement Program		100,900											100,900
2014-15 Safety Shultry Seal Program		6,938,476											6,938,476
2014-15 Sidewalk and Storm Water Program		956,675											1,000,000
2015-16 Overlay and Slurry Seal Program		7,526,449											7,526,449
Lost Canyon Road Bridge Widening	172,549												172,549
McBean Parkway Bridge Widening over the River	1,306,363												1,306,363
Northall Ranch Road Bridge Widening													
over San Francisco Creek - Design	2,256												2,256
Sand Canyon Road and Via Princess Guardrails	20,000												20,000
Sidewalk Gap Closures	580,000												580,000
Sterra Highway Bridges over the Santa Clara River		200,000											200,000
Total Revenues/Expenditures:	9,556,319	8,349,874											18,306,193
Unfunded List													
Annual Access Ramp Construction Program		1,922,500											1,922,500
Annual Circulation Improvement Program		70,000											70,000
Annual Intersection Improvement Program		70,000											70,000
Annual Median Modification Program		60,000											60,000
Annual Overlay and Slurry Seal Program		16,300,000											16,300,000
Annual Play Area Shade Program		65,000											65,000
Annual Trail Fence Replacement Program		100,000											100,000
Community Sidewalk and Storm Water Flow Line Repair Program		1,250,000											1,250,000
Community Restoration Program		150,000											150,000
Dockweiler Drive/Lyons Avenue - Environmental		3,000,000											3,000,000
McBean Parkway Pedestrian Bridge - Paso Bridge Replacement		1,425,000											1,425,000
Northall Ranch Road Bridge Widening		1,985,000											1,985,000
over San Francisco Creek - Design		120,000											120,000
Rubbed Playground Surfaces Replacement		100,000											100,000
Santa Clara River Pedestrian and Bicycle Expansion Effort Ph. D		1,444,330											1,444,330
Sterra Highway Bridges over the Santa Clara River		20,170,500											20,170,500
Total Revenues/Expenditures:		33,727,500											33,727,500
Grand Totals:	41,698,807	44,690,807	31,674,200	31,674,200	9,940,906	10,571,725	10,571,725	10,571,725	5,989,993	5,989,993	18,306,193	18,306,193	101,252,711



Project Location:
Canyon Country
community.



Description: This effort will provide for the creation of an art work in the Canyon Country community at a location to be determined. The art work selection process will involve a "Call to Artists" for preliminary conceptual submittals, followed by several rounds of a selection process which will include public and Commission input.

Justification: The 1972 Act funds allow for the construction and maintenance of ornamental structures, and the City has embarked on an Arts in Public Places Program installing over eleven art pieces in public places. Installation of public art beautifies and enriches the community.

Project Status: In progress. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Ingrid Hardy

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0
Construction	0	30,000	0	0	0	0	30,000
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	0	0	0	0	0	0
Total Costs:	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000

Project Funding:

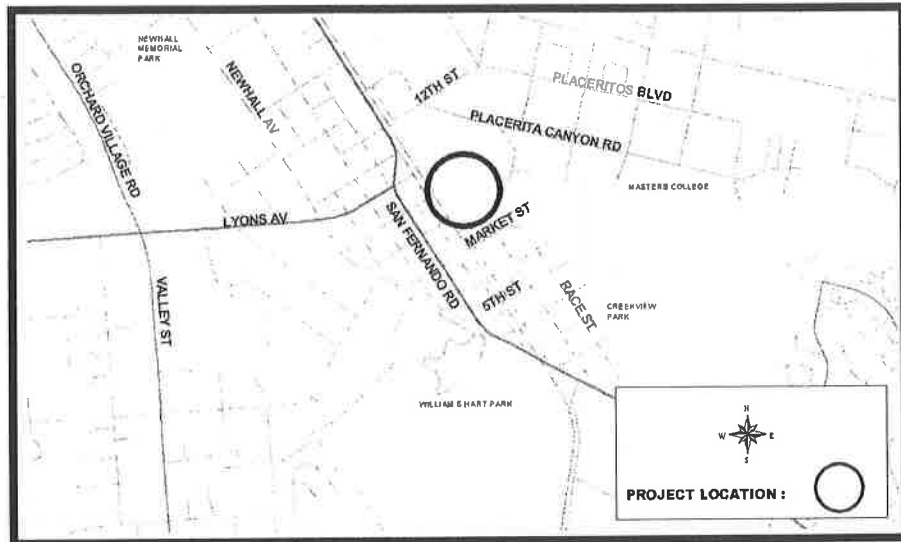
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
LMD Zone 2008-1	0	30,000	0	0	0	0	30,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000

Impact On Operations: Undetermined at this time.

JAN HEIDT NEWHALL METROLINK STATION IMPROVEMENT PUBLIC ART PIECE

Project Number B2016

Project Location:
Jan Heidt Newhall
Metrolink Station,
24300 Railroad Avenue



Description: This project will re-purpose the existing fountain area at the Jan Heidt Newhall Metrolink Station to accommodate an art piece in the existing fountain area along Railroad Avenue.

Justification: The station was opened for service in 2000 with a fountain along the highly visible Railroad Avenue frontage. After nearly 14 years of continual operation, the fountain is no longer functioning and is unsightly, creating a negative impression of the City to passengers using the Metrolink train. Improving the fountain area with an art piece for the community to enjoy supports the City's commitment to well-maintained facilities, and promotes a positive image of the City.

Project Status: In progress. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Ingrid Hardy

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0
Construction	0	41,000	0	0	0	0	41,000
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	4,000	0	0	0	0	4,000
Total Costs:	\$0	\$45,000	\$0	\$0	\$0	\$0	\$45,000

Project Funding:

<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
FTA Grant 5307	0	45,000	0	0	0	0	45,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$45,000	\$0	\$0	\$0	\$0	\$45,000

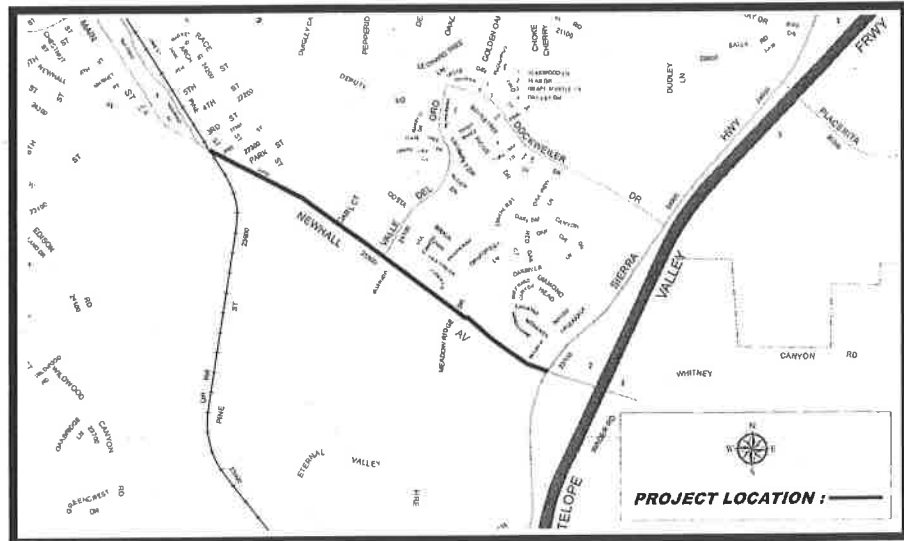
Impact On Operations: Undetermined at this time.

NEWHALL AVENUE BEAUTIFICATION SCRRRA RAIL LINE TO SIERRA HIGHWAY

Project Number: B2015

Project Location:

Newhall Avenue from the SCRRRA rail line to Sierra Highway.



Description: This project will design and construct raised landscaped medians along Newhall Avenue from the Southern California Regional Rail Association (SCRRRA) rail line to the existing median at Sierra Highway. The planned improvements will include the installation of hardscape, trees, irrigation, shrubs, and ground cover consistent with the City's standard median design.

Justification: This project represents the final phase of the beautification of the transportation corridors leading to and from Main Street and the downtown Newhall area. This beautification project enhances the aesthetic quality of this transportation corridor and will complement the recently completed sidewalk project along Newhall Avenue, and Main Street.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	20,000	0	0	0	0	0	20,000
Design/Plan Review	248,597	0	0	0	0	0	248,597
Right-of-Way	0	0	0	0	0	0	0
Construction	1,573,376	0	0	0	0	0	1,573,376
Inspection & Admin	507,650	90,000	0	0	0	0	597,650
Contingency	305,976	0	0	0	0	0	305,976
Total Costs:	\$2,655,599	\$90,000	\$0	\$0	\$0	\$0	\$2,745,599

Project Funding:

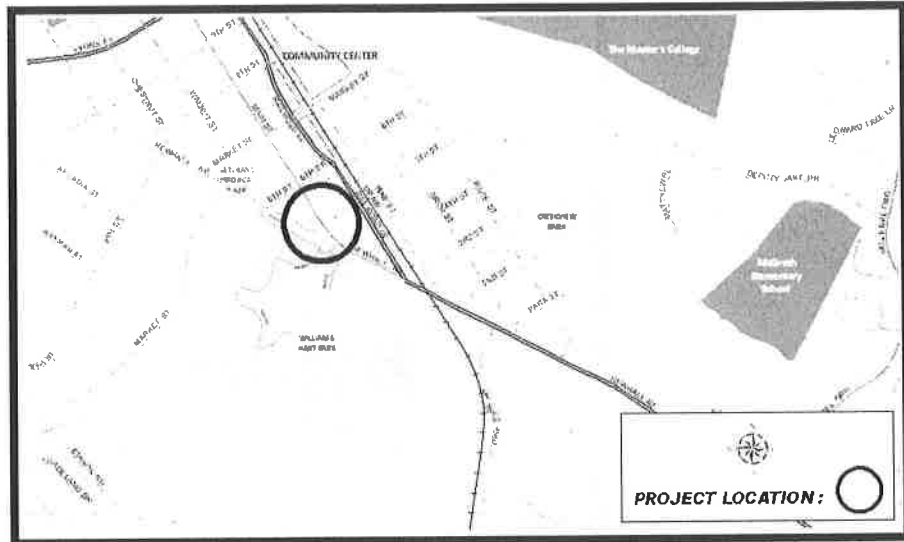
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Developer	56,776	0	0	0	0	0	56,776
LMD Zone 2008-1	2,598,823	90,000	0	0	0	0	2,688,823
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$2,655,599	\$90,000	\$0	\$0	\$0	\$0	\$2,745,599

Impact On Operations: Estimated annual operational cost of \$65,000 to be absorbed via Landscape Maintenance District 2008-1.

NEWHALL AVENUE ROUNDABOUT - PUBLIC ART

Project Number B2013

Project Location:
5th Street and Newhall Avenue.



Description: This project will allow for a public art piece to be designed and showcased in the center of the roundabout. The roundabout will serve as a significant gateway feature to monument the entrance to Main Street and Old Town Newhall.

Justification: The Downtown Newhall Specific Plan calls for the reconfiguration of Main Street and Newhall Avenue. The future roundabout at this location presents an opportunity to create a focal point for the display of public art for the community to enjoy.

Project Status: In progress. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Ingrid Hardy

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0
Construction	0	45,000	0	0	0	0	45,000
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	0	0	0	0	0	0
Total Costs:	\$0	\$45,000	\$0	\$0	\$0	\$0	\$45,000

Project Funding:

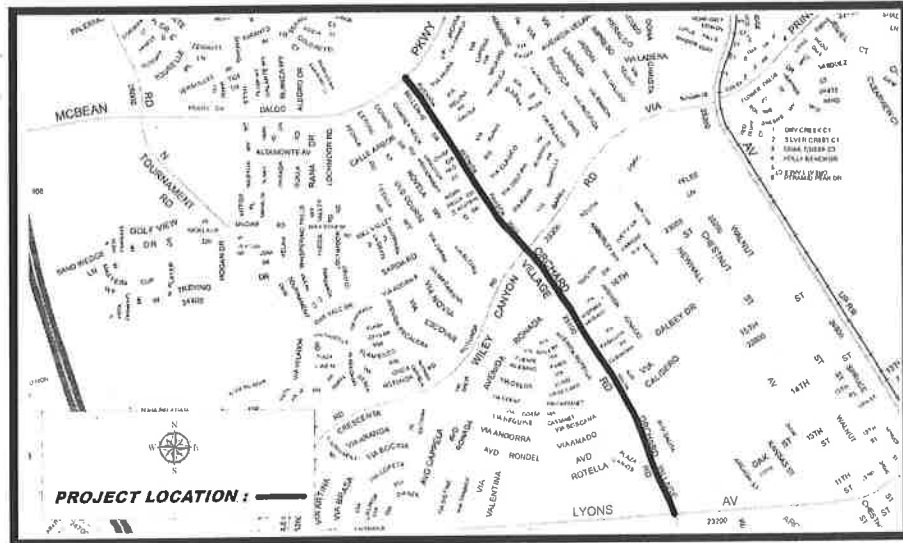
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
LMD Zone 2008-1	0	45,000	0	0	0	0	45,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$45,000	\$0	\$0	\$0	\$0	\$45,000

Impact On Operations: Undetermined at this time.

ORCHARD VILLAGE ROAD MEDIAN TURF REMOVAL CONCEPTUAL PLAN

Project Number: B1015

Project Location:
Orchard Village Road
medians between
Lyons Avenue and
McBean Parkway.



Description: This project will provide a conceptual plan for the medians on Orchard Village Road. The plan will include options for the removal of 142,386 square-feet of turf to be replaced with landscape that requires low to no water. The plan will also evaluate alternative uses of this passive space of nearly 3.2 acres. This area of space is comparable in size to North Oaks Park (2.3 acres). The project will include a public outreach program to gauge and receive community input.

Justification: This project supports the City's goal to reduce the number of existing turf medians and supports the City's progressive approach on the environmental issues facing Santa Clarita and the State of California. The project also supports three of the six Santa Clarita 2020 objectives: Sustain Public Infrastructure, Community Beautification, and Building and Creating Community.

Project Status: Proposed. **Department:** Administrative Services **Project Supervisor:** Dennis Luppens

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	50,000	0	0	0	0	50,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	0	0	0	0	0	0
Total Costs:	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000

Project Funding:

<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
LMD Zone 2008-1	0	50,000	0	0	0	0	50,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000

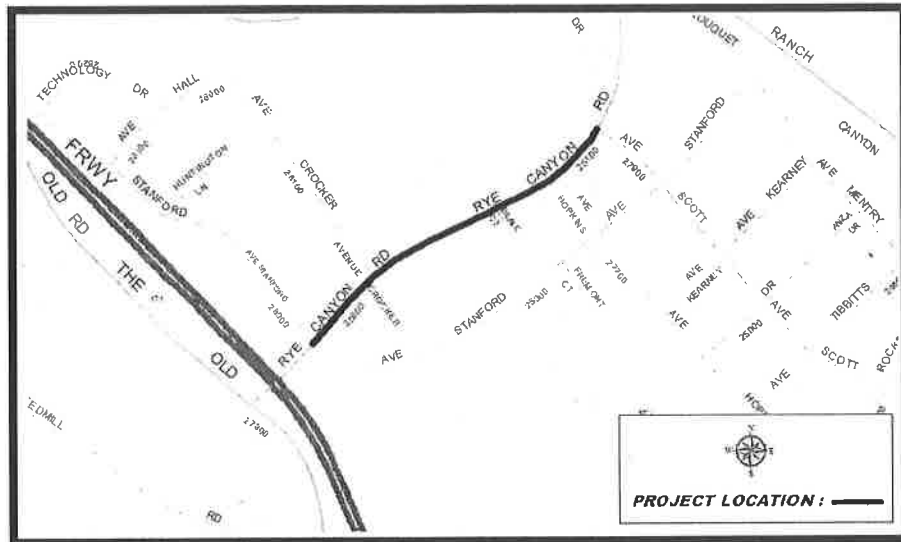
Impact On Operations: None at this time.

RYE CANYON ROAD MEDIAN LANDSCAPE - DESIGN

Project Number: B1012

Project Location:

In Valencia, on Rye Canyon Road from Avenue Stanford to Avenue Scott.



Description: This project will include the removal of existing asphalt in raised median and the design and installation of hardscape, trees, irrigation, shrubs and ground cover consistent with the City's standard median design. Irrigation will be prepared for recycled water when it becomes available from the water retailer. FY 2013-14 provided for design only. Project to be constructed at a later date.

Justification: This project was added to the Fiscal Year 2013-14 Landscape Improvement Plan (LIP) based on feedback from the Valley Industrial Association. This is the only major road in the Valencia Industrial Center where medians are not landscaped.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

Expenditure/Category:	Prior Years	2015-16	2016-17	2017-18	2018-19	2019-20	Total
Environ/NPDES	0	0	0	10,000	0	0	10,000
Design/Plan Review	58,639	8,000	0	0	0	0	66,639
Right-of-Way	0	0	0	0	0	0	0
Construction	0	0	0	594,575	0	0	594,575
Inspection & Admin	10,847	0	0	5,000	0	0	15,847
Contingency	5,864	0	0	40,000	0	0	45,864
Total Costs:	\$75,350	\$8,000	\$0	\$649,575	\$0	\$0	\$732,925

Project Funding:

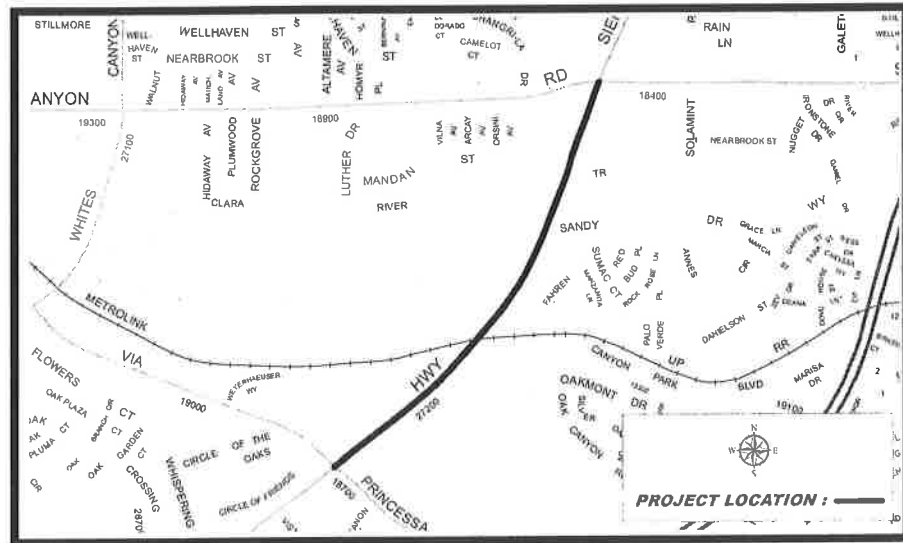
Funding Source:	Prior Years	2015-16	2016-17	2017-18	2018-19	2019-20	Total
LMD Zone 2008-1	75,350	8,000	0	0	0	0	83,350
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$75,350	\$8,000	\$0	\$0	\$0	\$0	\$83,350

Impact On Operations: None at this time. The improvements will have comparatively low impact on total operational costs for medians.

SIERRA HIGHWAY BEAUTIFICATION PH II AND INTERSECTION IMPROVEMENTS

Project Number: B3014

Project Location:
Sierra Highway from
Via Princessa to
Soledad Canyon Road.



Description: This project will install landscape, hardscape, and irrigation to the existing medians along Sierra Highway between Via Princessa and Soledad Canyon Road. It will also modify the existing median on the south leg of Sierra Highway at Soledad Canyon Road to accommodate triple left-turns for northbound traffic. Construction of the improvements will be coordinated with the Sierra Highway bridges over the Santa Clara River project.

Justification: This project enhances the aesthetics of this major transportation corridor in the Canyon Country community, and supports the City's commitment to beautify its major corridors. This intersection experiences congestion during peak traffic volume hours. The provision of an additional left-turning lane onto east bound Soledad Canyon Road will address this need and reduce emissions, improving the quality of life for residents.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0
Construction	1,238,000	20,000	0	0	0	0	1,258,000
Inspection & Admin	140,000	80,000	0	0	0	0	220,000
Contingency	12,000	60,000	0	0	0	0	72,000
Total Costs:	\$1,390,000	\$160,000	\$0	\$0	\$0	\$0	\$1,550,000

Project Funding:

<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Gas Tax	340,000	160,000	0	0	0	0	500,000
LMD Zone 2008-1	1,050,000	0	0	0	0	0	1,050,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$1,390,000	\$160,000	\$0	\$0	\$0	\$0	\$1,550,000

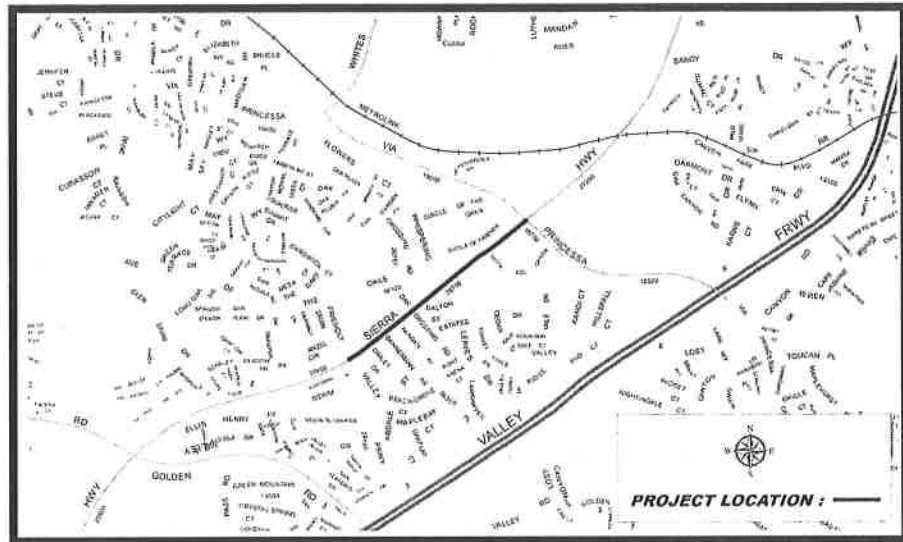
Impact On Operations: Increases for landscape improvements will be absorbed via Landscape Maintenance District.

SIERRA HIGHWAY MEDIAN INSTALLATION/RENOVATION FRIENDLY VALLEY PARKWAY TO VIA PRINCESSA TO SOLEDAD

Project Number: B3005

Project Location:

Sierra Highway from
Friendly Valley Parkway
to Via Princessa to
Soledad Canyon Road.



Description: This project previously addressed improvements to the existing median along Sierra Highway from Friendly Valley Parkway to Via Princessa consistent with the City's standard median design for plants, irrigation and stamped colored concrete. The project scope was expanded to include design of improvements from Via Princessa to Soledad Canyon Road. Construction will be coordinated with Sierra Highway Beautification Ph II and Intersection Improvements.

Justification: This beautification project enhances the aesthetic quality of this major transportation corridor in the Canyon Country community. The project will complement the landscaped median on Sierra Highway near Golden Valley Road, and continues the beautification of this corridor to Soledad Canyon Road.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	100	0	0	0	0	0	100
Design/Plan Review	98,084	25,000	0	0	0	0	123,084
Right-of-Way	0	0	0	0	0	0	0
Construction	520,000	50,350	0	0	0	0	570,350
Inspection & Admin	59,128	8,500	0	0	0	0	67,628
Contingency	0	9,500	0	0	0	0	9,500
Total Costs:	\$677,312	\$93,350	\$0	\$0	\$0	\$0	\$770,662

Project Funding:

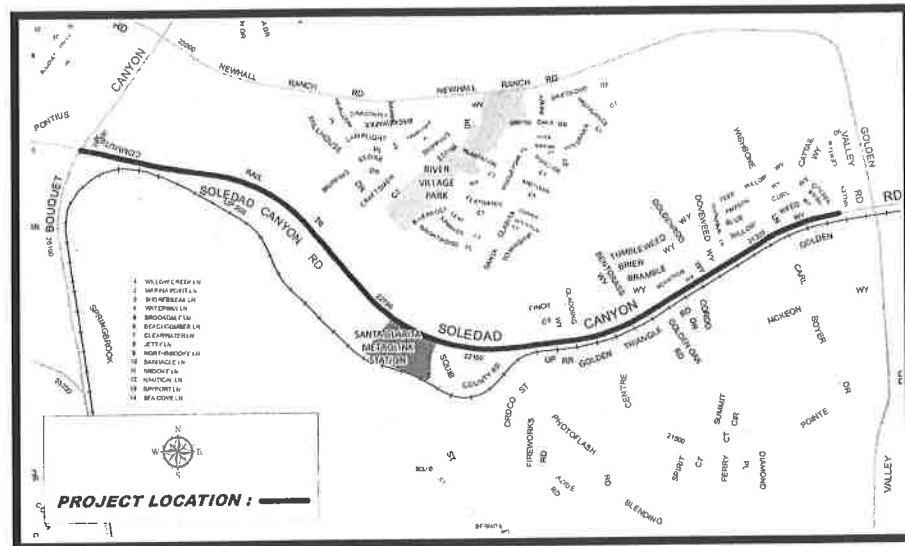
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
LMD Zone 2008-1	677,312	93,350	0	0	0	0	770,662
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$677,312	\$93,350	\$0	\$0	\$0	\$0	\$770,662

Impact On Operations: Future annual ongoing maintenance costs to be absorbed via Landscape Maintenance District 2008-1.

SOLEDAD CANYON ROAD UTILITY UNDERGROUNDING - DESIGN

Project Number: B3015

Project Location:
Soledad Canyon Road
from Bouquet Canyon
Road to Valley Center
Drive.



Description: This effort will provide for engineering and design to relocate existing overhead utility lines.

Justification: This project will meet the community beautification efforts of the City to create and maintain an aesthetically and visually pleasing community. This effort supports the City of Santa Clarita's 2020 Quality of Life Theme of Community Beautification to underground existing overhead utilities.

Project Status: Proposed **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):								
<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>	
Environ/NPDES	0	0	0	0	0	0	0	0
Design/Plan Review	0	300,000	0	0	0	0	300,000	
Right-of-Way	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	
Inspection & Admin	0	0	0	0	0	0	0	
Contingency	0	0	0	0	0	0	0	
Total Costs:	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	

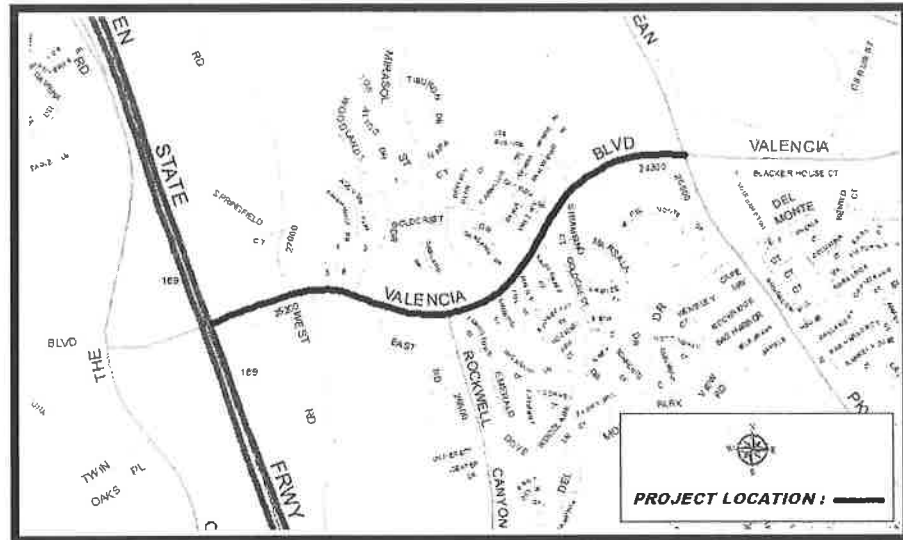
Project Funding:								
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>	
Developer	0	300,000	0	0	0	0	300,000	
	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	
Priority Unfunded	0	0	0	0	0	0	0	
Total Costs:	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	

Impact On Operations: None.

VALENCIA BOULEVARD MEDIAN REFURBISHMENT

Project Number: B1014

Project Location:
Valencia Boulevard
between Tourney Road
and Magic Mountain
Parkway.



Description: This effort will develop design plans for landscape and median modifications to remove turf and improve the existing medians on Valencia Boulevard between Magic Mountain Parkway and Tourney Road. In addition to median landscape design, the project will include six median modifications deemed necessary by City traffic engineers. Project scope will also provide for the installation of recycled water pipes, preparing the medians to use recycled water when it becomes available from the water purveyor.

Justification: This project will improve water management practices by removing existing turf and replacing it with shrubs that require less water. It will also replace the existing irrigation system with a more durable and efficient system that will eliminate existing water run-off from turf medians, resulting in reduced water consumption. It is anticipated that the project will meet water conservation standards set by AB 1881.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	30,000	0	0	0	0	30,000
Design/Plan Review	114,000	0	0	0	0	0	114,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	1,310,000	0	0	0	0	1,310,000
Inspection & Admin	0	97,000	0	0	0	0	97,000
Contingency	0	133,000	0	0	0	0	133,000
Total Costs:	\$114,000	\$1,570,000	\$0	\$0	\$0	\$0	\$1,684,000

Project Funding:

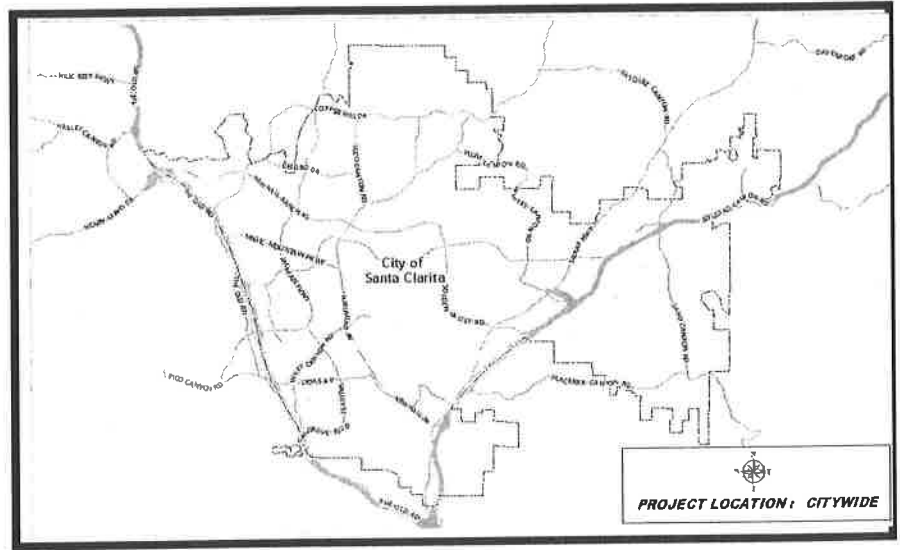
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
LMD Zone 2008-1	114,000	1,570,000	0	0	0	0	1,684,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$114,000	\$1,570,000	\$0	\$0	\$0	\$0	\$1,684,000

Impact On Operations: This project will result in a projected 40% net reduction in landscape water use and cost savings in landscape maintenance including turf replacement.

2013-14 HIGHWAY SAFETY IMPROVEMENT PROGRAM

Project Number: C0043

Project Location:
Citywide.



Description: This grant-funded construction-only effort will make modifications to the intersections of Orchard Village Road at Wiley Canyon Road, Seco Canyon Road at Pamplico Drive, and State Route 14 at Sand Canyon Road. Modifications will include the implementation of protected left-turn signal phasing, the extension of left-turn pockets, and other street and signal improvements.

Justification: An analysis of these locations demonstrates a need to address circulation issues. The proposed improvements for these intersections are currently in design. City staff successfully secured a construction grant for these improvements which will address circulation needs and improve safety at these locations.

Project Status: Design. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0
Construction	0	599,300	0	0	0	0	599,300
Inspection & Admin	0	50,000	0	0	0	0	50,000
Contingency	0	16,800	0	0	0	0	16,800
Total Costs:	\$0	\$666,100	\$0	\$0	\$0	\$0	\$666,100

Project Funding:

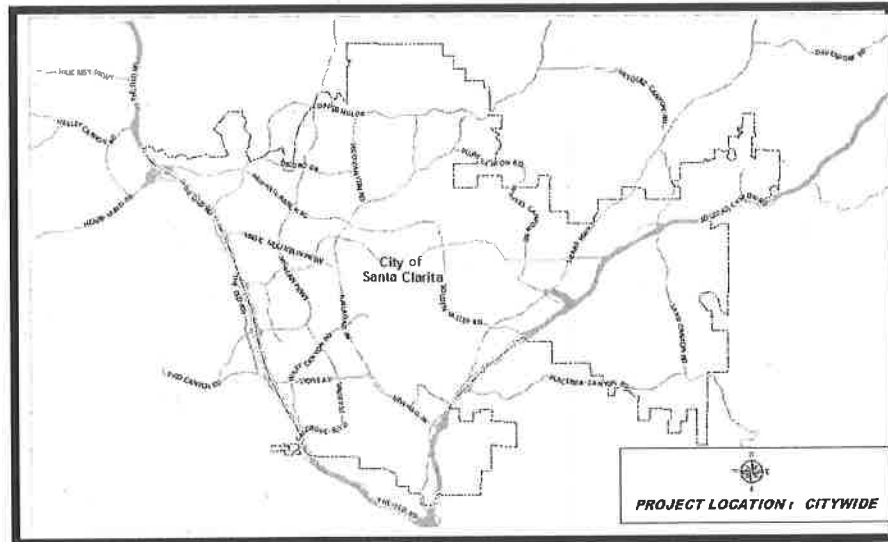
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Federal HSIP Grant	0	565,200	0	0	0	0	565,200
TDA Article 8	0	100,900	0	0	0	0	100,900
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$666,100	\$0	\$0	\$0	\$0	\$666,100

Impact On Operations: None.

**2013-14 INTERSECTION IMPROVEMENT PROGRAM
ORCHARD/WILEY AND SAND CANYON/STATE ROUTE 14**

Project Number: C1009

Project Location:
City limits in the Valencia and Canyon Country communities.



Description: This effort will design signal and roadway modifications for the extension of the south approach left-turn pocket on Orchard Village Road at Wiley Canyon to increase vehicle capacity. Design will include modifications to the signal and mast arms to allow for a protected left-turn phasing operation at this location and at the intersection of Sand Canyon Road at State Route 14, which was added to this effort.

Justification: Each year, the City dedicates a portion of its capital budget to projects that address intersection and safety issues. Improvements to this intersection will include protected left-turn enhancements to the signal and median modifications. Based on traffic volume and annual accident analysis, this location has demonstrated a need to provide protected left-turns and a median modification to increase capacity for northbound left-turning traffic.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Andrew Yi

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	100,000	0	0	0	0	0	100,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	100,000	0	0	0	0	100,000
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	0	0	0	0	0	0
Total Costs:	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$200,000

Project Funding:

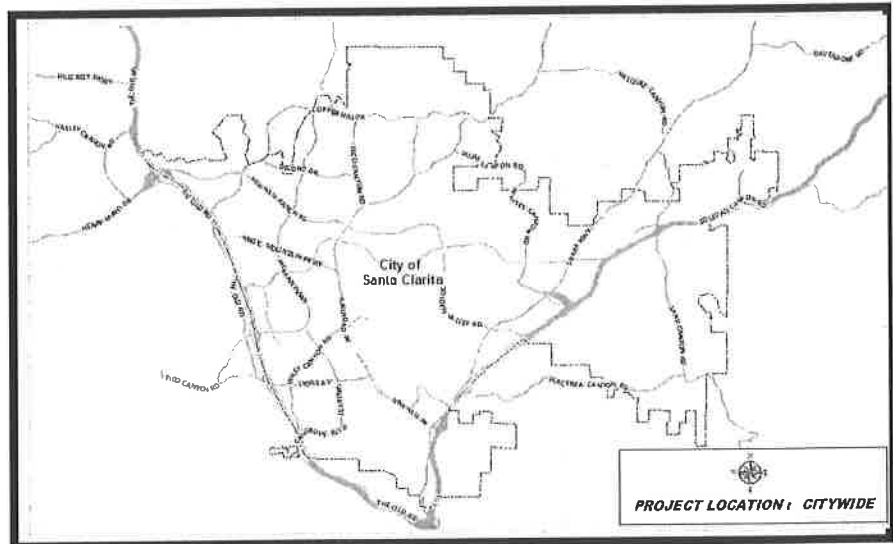
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Gas Tax	100,000	100,000	0	0	0	0	200,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$200,000

Impact On Operations: None.

2015-16 CIRCULATION IMPROVEMENT PROGRAM

Project Number: C0046

Project Location:
Soledad Canyon Road
and Bouquet Canyon
Road.



Description: This effort will modify the existing raised median to extend the left-turn pocket length at the westbound approach to the intersection of Soledad Canyon Road at Bouquet Canyon Road to improve traffic circulation. These improvements will also include modifications to existing landscape, irrigation and striping.

Justification: The east leg intersection has demonstrated a need for increased left-turn lane capacity. By extending the left-turn median length, circulation at this location will improve, providing motorists an opportunity to access the triple left-turn lane during peak-hour times.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Andrew Yi

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	0	10,000	10,000	10,000	10,000	40,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	72,000	50,000	50,000	50,000	50,000	272,000
Inspection & Admin	0	15,000	5,000	5,000	5,000	5,000	35,000
Contingency	0	15,500	5,000	5,000	5,000	5,000	35,500
Total Costs:	\$0	\$102,500	\$70,000	\$70,000	\$70,000	\$70,000	\$382,500

Project Funding:

<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
General Fund - Capital	0	102,500	0	0	0	0	102,500
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	70,000	70,000	70,000	70,000	280,000
Total Costs:	\$0	\$102,500	\$70,000	\$70,000	\$70,000	\$70,000	\$382,500

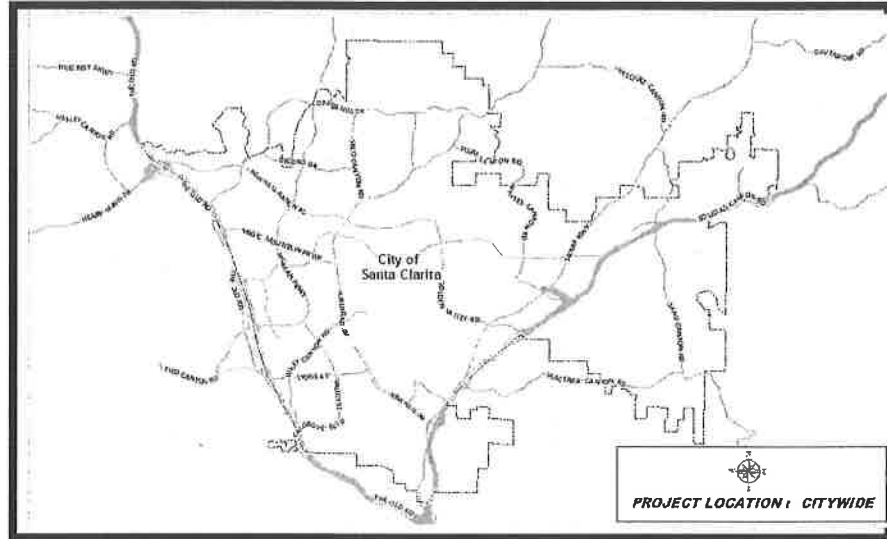
Impact On Operations: None.

2015-16 INTERSECTION IMPROVEMENT PROGRAM

Project Number: C1010

Project Location:

Decoro Drive at
Grandview Drive and
Decoro Drive at
Hillsborough Parkway.



Description: This effort will make modifications and improvements to these intersections by upgrading the traffic signal to provide protected left-turn phasing. This project will improve the overall safety at these locations.

Justification: This location has demonstrated a need for protected left-turn phasing based on traffic volume analysis and geometry of the intersection. The improvements will reduce congestion at these locations.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Andrew Yi

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	0	10,000	10,000	10,000	10,000	40,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	130,000	50,000	50,000	50,000	50,000	330,000
Inspection & Admin	0	15,000	5,000	5,000	5,000	5,000	35,000
Contingency	0	0	5,000	5,000	5,000	5,000	20,000
Total Costs:	\$0	\$145,000	\$70,000	\$70,000	\$70,000	\$70,000	\$425,000

Project Funding:

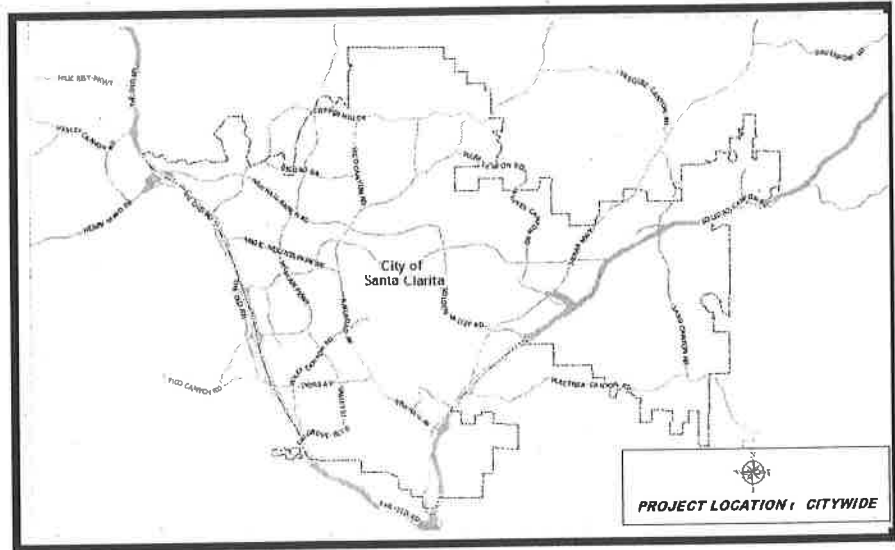
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
General Fund - Capital	0	145,000	0	0	0	0	145,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	70,000	70,000	70,000	70,000	280,000
Total Costs:	\$0	\$145,000	\$70,000	\$70,000	\$70,000	\$70,000	\$425,000

Impact On Operations: None.

2015-16 MEDIAN MODIFICATION PROGRAM

Project Number: C0047

Project Location:
Citywide.



Description: This annual effort will modify the raised concrete medians at one of three locations to address circulation concerns. Identified locations include Copper Hill Drive at Copperstone Drive, McBean Parkway at Summerhill Lane, or Soledad Canyon Road at Gailxy Avenue.

Justification: Each year the City dedicates a portion of the capital budget for this effort. This annual commitment improves traffic circulation by addressing necessary modifications to raised medians where traffic flow is impeded by left-turning vehicles or where other circulation concerns exist.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Andrew Yi

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	2,000	1,000	1,000	1,000	1,000	6,000
Design/Plan Review	0	11,000	9,000	9,000	9,000	9,000	47,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	55,000	39,000	39,000	39,000	39,000	211,000
Inspection & Admin	0	12,000	5,000	5,000	5,000	5,000	32,000
Contingency	0	10,000	6,000	6,000	6,000	6,000	34,000
Total Costs:	\$0	\$90,000	\$60,000	\$60,000	\$60,000	\$60,000	\$330,000

Project Funding:

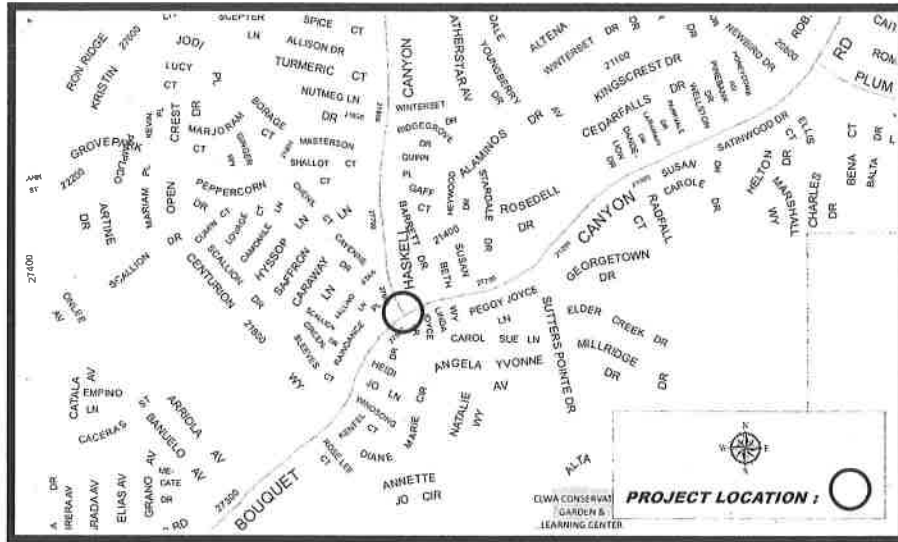
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
General Fund - Capital	0	90,000	0	0	0	0	90,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	60,000	60,000	60,000	60,000	240,000
Total Costs:	\$0	\$90,000	\$60,000	\$60,000	\$60,000	\$60,000	\$330,000

Impact On Operations: None.

BOUQUET CANYON ROAD/HASKELL CANYON ROAD INTERSECTION IMPROVEMENTS

Project Number: C4013

Project Location:
Bouquet Canyon Road
at Haskell Canyon
Road.



Description: This project will upgrade the existing traffic signal substructure by installing new conduit and wiring throughout the intersection. Efforts will also include an upgrade of the existing traffic signal service to enhance signal operation.

Justification: This effort will also include upgrades of signal facilities to prevent signal malfunction due to the existing deteriorated infrastructure. Improvements may also include the installation of new ADA pedestrian ramps throughout the intersection to enhance pedestrian access to sidewalks.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Andrew Yi

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0
Construction	0	70,000	0	0	0	0	70,000
Inspection & Admin	0	20,000	0	0	0	0	20,000
Contingency	0	15,000	0	0	0	0	15,000
Total Costs:	\$0	\$105,000	\$0	\$0	\$0	\$0	\$105,000

Project Funding:

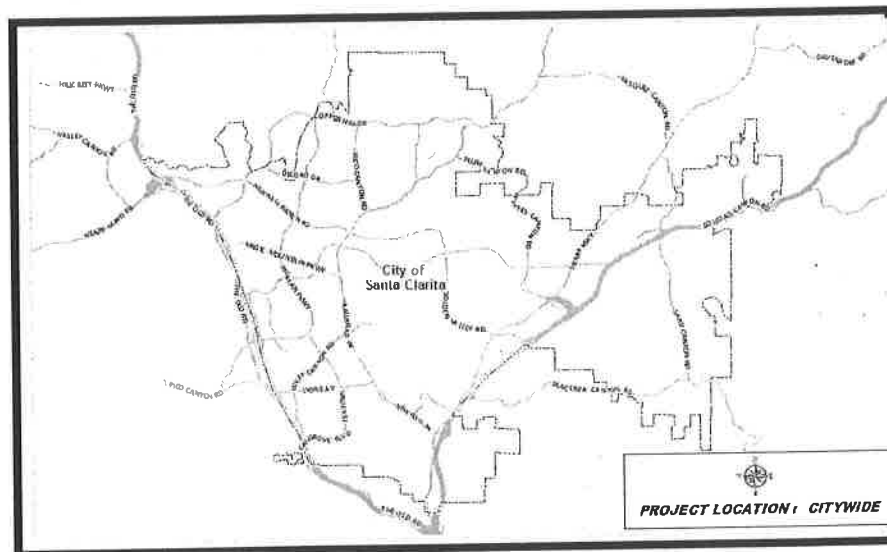
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
General Fund - Capital	0	105,000	0	0	0	0	105,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$105,000	\$0	\$0	\$0	\$0	\$105,000

Impact On Operations: None.

INTELLIGENT TRANSPORTATION SYSTEMS AND SIGNAL SYNCHRONIZATION PH V

Project Number: 10009

Project Location:
Citywide.



Description: This effort will start designing the Intelligent Transportation Systems (ITS) Phase IV project. The project will install fiber optic wiring at locations where gaps in the wiring currently exist. The effort will create a continuous communication system, an adaptive signal system, and additional system detection to expand the City's ability to actively manage traffic.

Justification: The City has taken a proactive stance on congestion management due to heavy growth and the increasing cut through traffic across the City. The project should result in an overall improvement in mobility, which would reduce costs associated with moving people and goods, pollution, and other congestion-related factors.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):							
<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	24,730	0	0	0	0	24,730
Design/Plan Review	0	407,400	0	0	0	0	407,400
Right-of-Way	0	0	0	0	0	0	0
Construction	0	2,655,911	0	0	0	0	2,655,911
Inspection & Admin	0	150,000	0	0	0	0	150,000
Contingency	0	663,977	0	0	0	0	663,977
Total Costs:	\$0	\$3,902,018	\$0	\$0	\$0	\$0	\$3,902,018

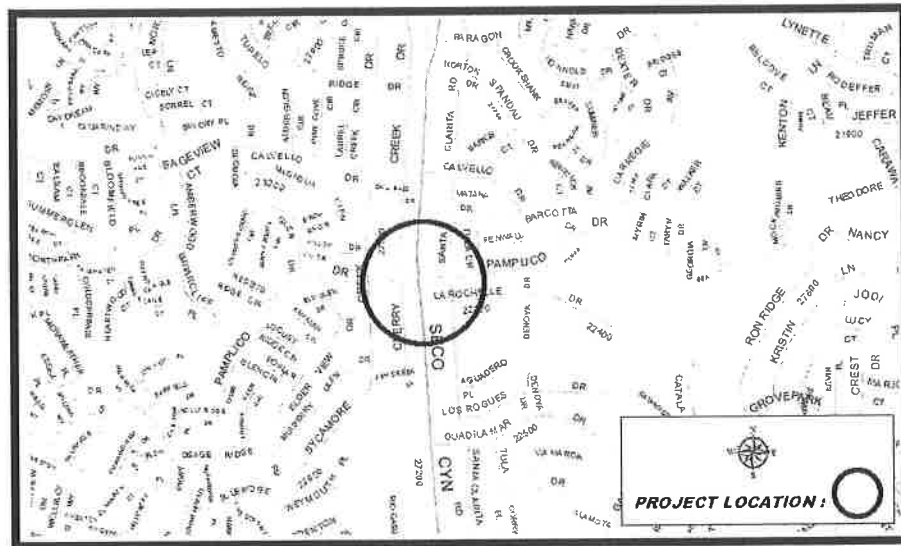
Project Funding:							
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
AQMD - AB2766	0	487,154	0	0	0	0	487,154
Gas Tax	0	100,000	0	0	0	0	100,000
Prop. C 25% Grant	543,914	2,487,954	0	0	0	0	3,031,868
Prop. C Local	156,104	126,892	0	0	0	0	282,996
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$700,018	\$3,202,000	\$0	\$0	\$0	\$0	\$3,902,018

Impact On Operations: None.

SECO CANYON ROAD/PAMPLICO DRIVE SIGNAL MODIFICATION - DESIGN

Project Number: C4012

Project Location:
Seco Canyon Road at
Pamplico Drive.



Description: This effort will design several modifications to this intersection. Improvements to the existing traffic signal operation will include changing the signal phasing; upgrades to the signal infrastructure; protected left-turn operation; pedestrian ramps compliant with the Americans with Disabilities Act (ADA); and the design improvements to the adjacent road to remove dips in the intersection as well as address a drainage issue by connecting to an existing storm drain.

Justification: This location has demonstrated a need for protected left-turn phasing based on an analysis of traffic volumes, and geometry of the intersection. The recommended improvements will improve traffic circulation in this area.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	100,000	0	0	0	0	0	100,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	180,000	0	0	0	0	180,000
Inspection & Admin	0	10,000	0	0	0	0	10,000
Contingency	0	10,000	0	0	0	0	10,000
Total Costs:	\$100,000	\$200,000	\$0	\$0	\$0	\$0	\$300,000

Project Funding:

<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Gas Tax	100,000	200,000	0	0	0	0	300,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$100,000	\$200,000	\$0	\$0	\$0	\$0	\$300,000

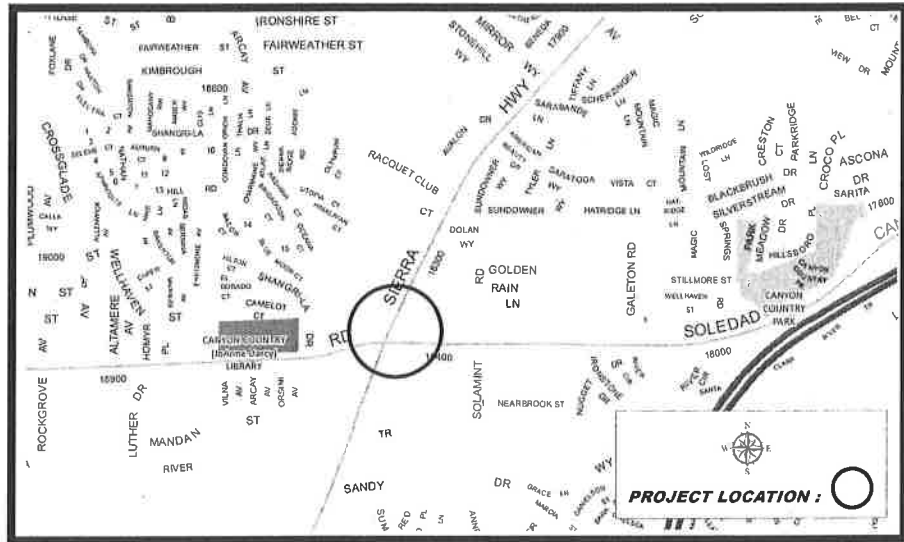
Impact On Operations: None.

CANYON COUNTRY COMMUNITY CENTER - DESIGN

Project Number: F3020

Project Location:

In the vicinity of Soledad Canyon Road and Sierra Highway.



Description: This effort will provide for architectural and engineering services to design a community center in Canyon Country, in the vicinity of Sierra Highway and Soledad Canyon Road. Design will also include civil design for the area surrounding the building.

Justification: The City has long recognized the need for a permanent facility to serve the youth in the Canyon Country community and has demonstrated its commitment to address this need by constructing a temporary facility in 2012 while maintaining its vision to construct a permanent facility. This permanent facility will provide positive programs for the youth and other community members. The construction of the Canyon Country Community Center is consistent with the Council-approved Park Master Plan, 2007 Parks, Recreation, & Community Services Commission priorities; and the Santa Clarita 2020 theme of Building and Creating Community.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

Expenditure/Category:	Prior Years	2015-16	2016-17	2017-18	2018-19	2019-20	Total
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	1,450,000	0	0	0	0	1,450,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	150,000	0	0	0	0	150,000
Total Costs:	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000

Project Funding:

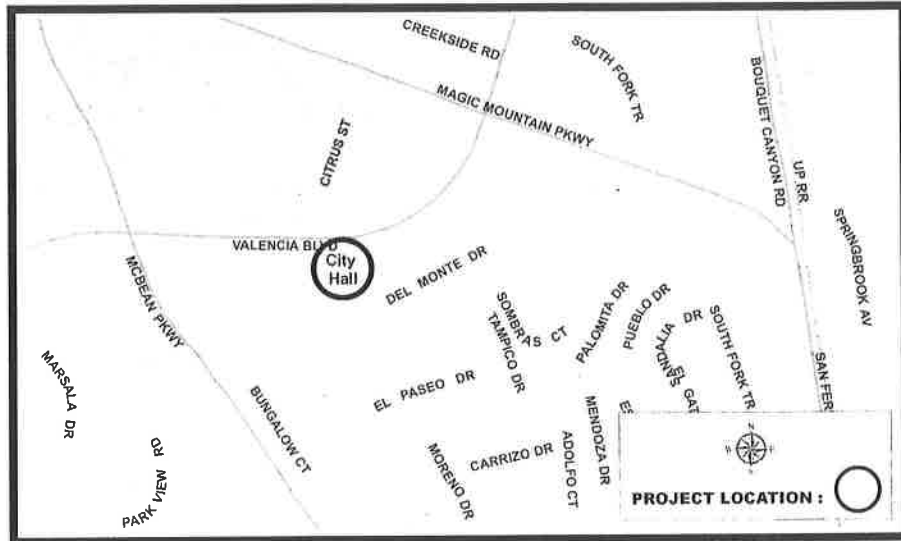
Funding Source:	Prior Years	2015-16	2016-17	2017-18	2018-19	2019-20	Total
Facilities Replacement	0	1,600,000	0	0	0	0	1,600,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000

Impact On Operations: None at this time.

CITY HALL ACCESS IMPROVEMENTS

Project Number: F1021

Project Location:
 City Hall building at
 23920 Valencia
 Boulevard.



Description: This effort will bring various features of City Hall into compliance with current Americans with Disabilities Act (ADA) standards. Interior improvements will be made in addition to site improvements being made at the entrances to the building.

Justification: The Americans with Disabilities Act (ADA) requires local government facilities that are newly constructed or altered, to be accessible to and usable by individuals with disabilities. The recently completed seismic retrofit of the City Hall building is triggering these improvements.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Cruz Caldera

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	5,000	0	0	0	0	5,000
Right-of-Way	0	0	0	0	0	0	0
Construction	157,072	80,000	0	0	0	0	237,072
Inspection & Admin	10,052	8,315	0	0	0	0	18,367
Contingency	23,561	12,000	0	0	0	0	35,561
Total Costs:	\$190,685	\$105,315	\$0	\$0	\$0	\$0	\$296,000

Project Funding:

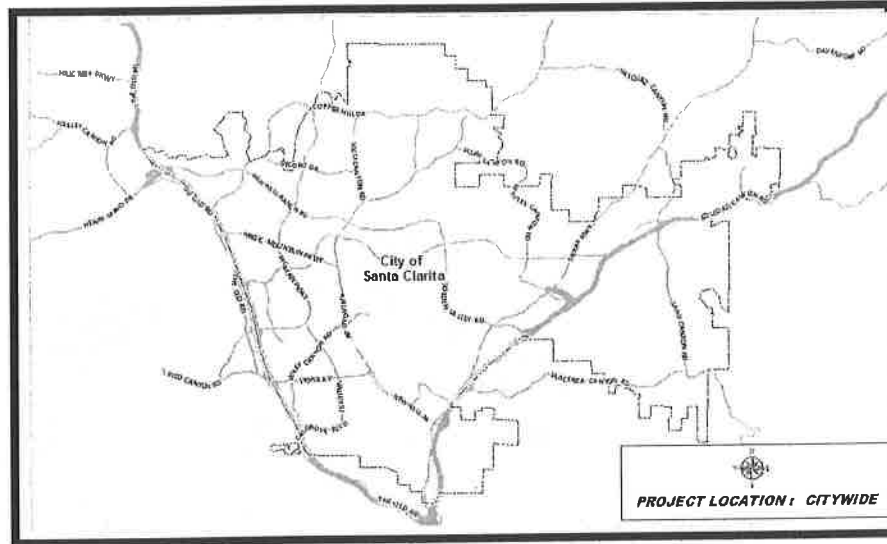
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
CDBG	110,005	10,000	0	0	0	0	120,005
General Fund - Capital	80,680	95,315	0	0	0	0	175,995
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$190,685	\$105,315	\$0	\$0	\$0	\$0	\$296,000

Impact On Operations: None.

**VALENCIA LIBRARY PARKING LOT EXPANSION
PUBLIC ART**

Project Number: F1020

Project Location:
Valencia Library at 23743
Valencia Boulevard.



Description: The parking lot expansion was completed in Fiscal Year 2013-14, and added 27 parking spaces to the existing lot. Improvements included lighting, irrigation, landscaping, and addressed parking lot circulation issues. The fiscal year 2015-16 effort will provide for a public art piece on the library grounds.

Justification: The Valencia Library is located in a joint-use civic area shared by the Los Angeles County Superior Court, Santa Clarita Sheriff Station, and the Los Angeles County Building & Safety Department. This shared usage creates a high demand for parking, which was addressed last year. The vision for the library improvements also included the procurement and installation of a public art piece to beautify the library grounds and enrich the experience of visiting the library. This effort is consistent with the City's Art in Public Places Program.

Project Status: In progress. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Ingrid Hardy

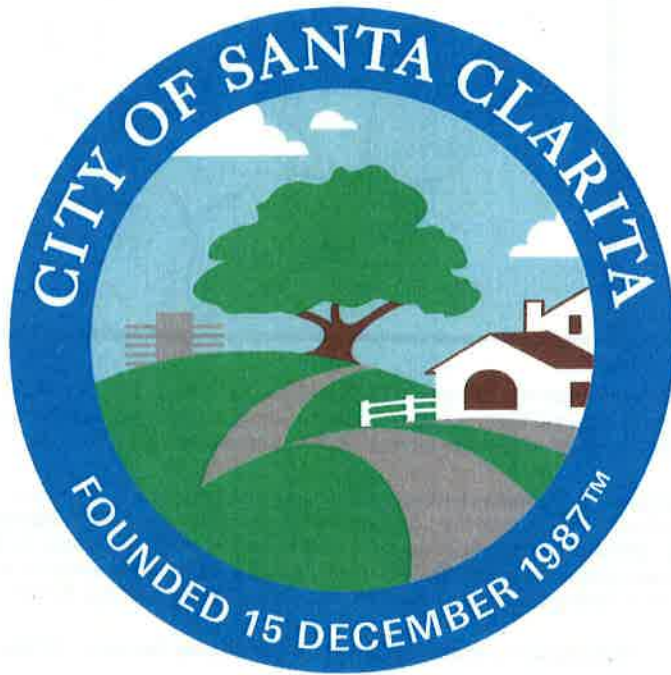
Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	5,000	0	0	0	0	0	5,000
Design/Plan Review	80,000	0	0	0	0	0	80,000
Right-of-Way	0	0	0	0	0	0	0
Construction	350,000	25,000	0	0	0	0	375,000
Inspection & Admin	37,333	0	0	0	0	0	37,333
Contingency	0	0	0	0	0	0	0
Total Costs:	\$472,333	\$25,000	\$0	\$0	\$0	\$0	\$497,333

Project Funding:

<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Facilities Replacement	441,071	25,000	0	0	0	0	466,071
General Fund - Capital	6,462	0	0	0	0	0	6,462
Library Funds	24,800	0	0	0	0	0	24,800
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$472,333	\$25,000	\$0	\$0	\$0	\$0	\$497,333

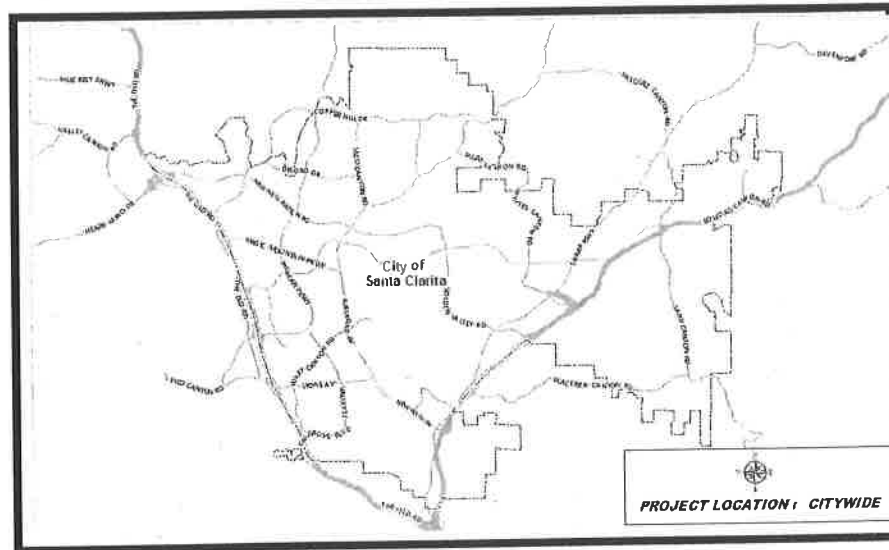
Impact On Operations: None anticipated at this time.



2014-15 BRIDGE PREVENTIVE MAINTENANCE PROGRAM

Project Number: M0101

Project Location:
Citywide.



Description: This effort will design improvements to address maintenance needs for the following bridges identified in the 2012 Bridge Preventive Maintenance Program and the 2014 Bridge Inspection Reports. Bridges included in this effort are: Centurion Way over the Bouquet Canyon Channel; Urbandale over the Bouquet Canyon Channel; Sierra Highway over the Union Pacific Rail Road; Valencia Boulevard over the Santa Clara River South Fork and Bouquet Canyon Road over the over the Santa Clara River.

Justification: The Bridge Preventative Maintenance Program is consistent with the City's commitment to address necessary repairs to maintain the integrity of the City's infrastructure. Making the necessary repairs will extend the useful life expectancy of the bridges.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):							
<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	9,947	0	0	0	0	9,947
Design/Plan Review	50,000	0	0	0	0	0	50,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	207,000	0	0	0	0	207,000
Inspection & Admin	0	36,000	0	0	0	0	36,000
Contingency	0	27,000	0	0	0	0	27,000
Total Costs:	\$50,000	\$279,947	\$0	\$0	\$0	\$0	\$329,947

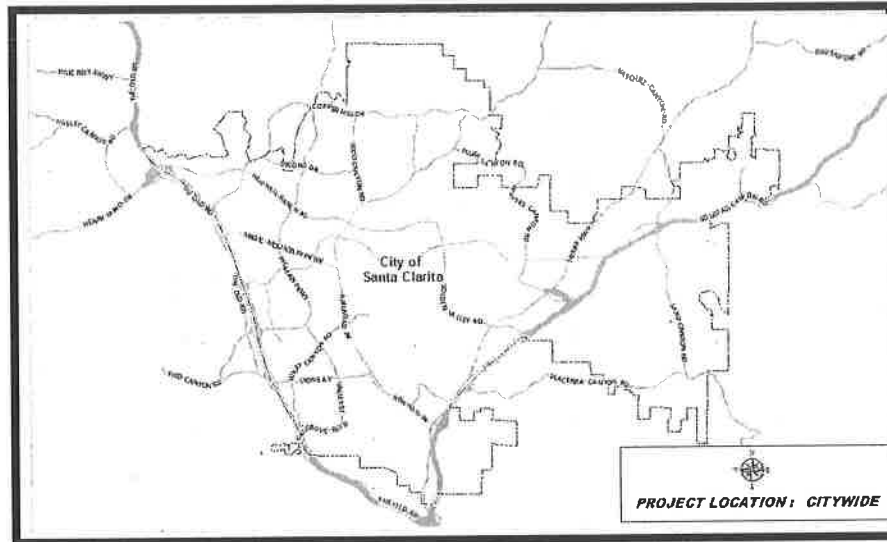
Project Funding:							
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Developer Fees - Int.	0	14,000	0	0	0	0	14,000
Gas Tax	5,735	0	0	0	0	0	5,735
General Fund - Capital	0	18,110	0	0	0	0	18,110
Federal HBP Grant	44,265	247,837	0	0	0	0	292,102
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$50,000	\$279,947	\$0	\$0	\$0	\$0	\$329,947

Impact On Operations: None at this time.

2014-15 OVERLAY AND SLURRY SEAL PROGRAM

Project Number: M0102

Project Location:
Citywide.



Description: The annual Overlay Program reflects the City's commitment to sound pavement management of the roadway infrastructure by overlaying streets in need of attention. Streets will be selected based on recommendations from the City's pavement management survey and field inspections.

Justification: This annual effort strives to maintain the quality and viability of the City street infrastructure.

Project Status: In progress.. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	600,000	0	0	0	0	0	600,000
Right-of-Way	0	0	0	0	0	0	0
Construction	8,750,000	0	0	0	0	0	8,750,000
Inspection & Admin	256,355	150,000	0	0	0	0	406,355
Contingency	875,000	0	0	0	0	0	875,000
Total Costs:	\$10,481,355	\$150,000	\$0	\$0	\$0	\$0	\$10,631,355

Project Funding:

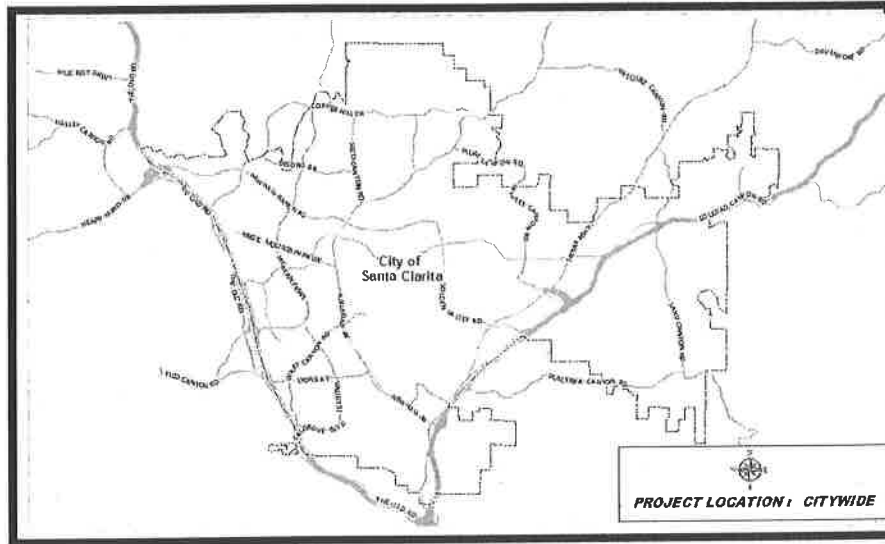
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Gas Tax	818,857	150,000	0	0	0	0	968,857
Measure R Local	2,724,022	0	0	0	0	0	2,724,022
TDA Article 8	6,938,476	0	0	0	0	0	6,938,476
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$10,481,355	\$150,000	\$0	\$0	\$0	\$0	\$10,631,355

Impact On Operations: None.

2014-15 SIDEWALK REPAIR PROGRAM

Project Number: M0103

Project Location:
Citywide.



Description: The annual Sidewalk Repair Program is an integral part of the City's pavement management system. It makes necessary repairs to City sidewalks damaged by tree roots and pavement settlement.

Justification: Making necessary repairs to damaged sidewalks is consistent with the City's commitment to sound pavement management and improves pedestrian passage by eliminating conditions that impede upon the pathway.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	21,960	0	0	0	0	0	21,960
Right-of-Way	0	0	0	0	0	0	0
Construction	770,470	0	0	0	0	0	770,470
Inspection & Admin	76,875	63,325	0	0	0	0	140,200
Contingency	67,370	0	0	0	0	0	67,370
Total Costs:	\$936,675	\$63,325	\$0	\$0	\$0	\$0	\$1,000,000

Project Funding:

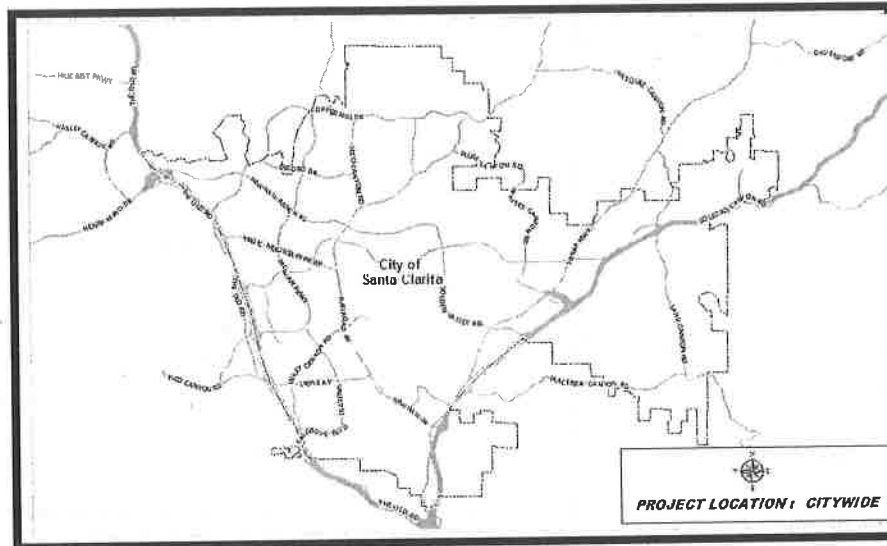
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
TDA Article 8	936,675	63,325	0	0	0	0	1,000,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$936,675	\$63,325	\$0	\$0	\$0	\$0	\$1,000,000

Impact On Operations: None.

2015-16 BRIDGE PREVENTIVE MAINTENANCE PROGRAM DESIGN

Project Number: M0108

Project Location:
Citywide.



Description: This effort will provide for design of necessary repairs to address maintenance needs to the following bridges: Bouquet Canyon Road over Bouquet Canyon Channel; Festividad over Dry Canyon Channel; Decoro Drive over Dry Canyon Channel; Haskell Canyon Road over Bouquet Canyon Channel; Soledad Canyon Road over Bouquet Canyon Channel; Soledad Canyon Road over Mint Canyon Wash; Atwood Boulevard over Santa Clara River; Rodgers Drive over Plum Canyon Channel.

Justification: The Bridge Preventive Maintenance Program is consistent with the City's commitment to address necessary repairs to maintain the integrity of the City's infrastructure. Making the necessary repairs will extend the useful life expectancy of the bridges.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	10,000	0	0	0	0	10,000
Design/Plan Review	0	75,000	0	0	0	0	75,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
Inspection & Admin	0	15,000	0	0	0	0	15,000
Contingency	0	0	0	0	0	0	0
Total Costs:	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000

Project Funding:

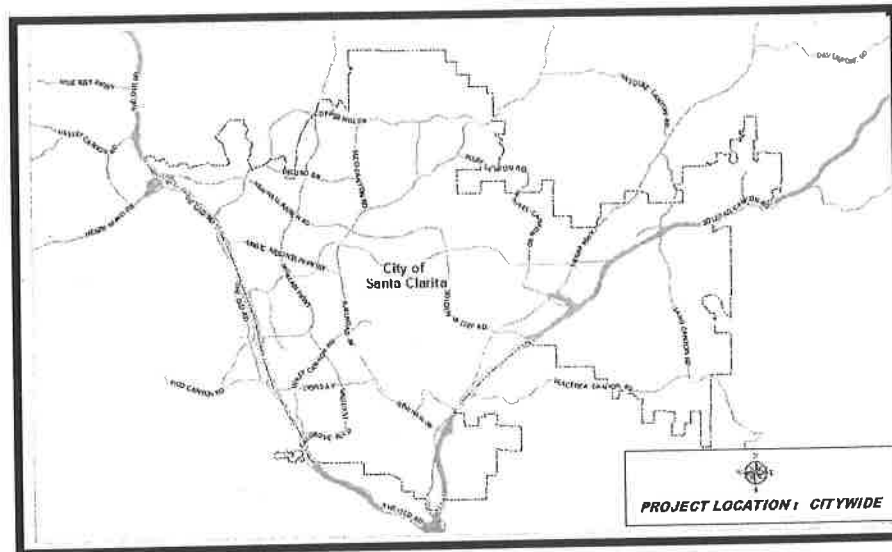
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Federal HBP Grant	0	88,531	0	0	0	0	88,531
General Fund - Capital	0	11,469	0	0	0	0	11,469
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000

Impact On Operations: None.

2015-16 OVERLAY AND SLURRY SEAL PROGRAM

Project Number: M0109

Project Location:
Citywide.



Description: The annual Overlay Program reflects the City's commitment to sound pavement management of the roadway infrastructure by overlaying streets in need of attention. Streets will be selected based on recommendations from the City's pavement management survey and field inspections.

Justification: This effort strives to maintain the quality and viability of the City's streets. To maintain the current rating of City streets, \$16,300,000 must be committed annually to the overlay program. This financial commitment will avoid further overall roadway deterioration.

Project Status: Proposed.

Department: Public Works

Project Supervisor: Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	30,000	65,000	50,000	50,000	50,000	245,000
Design/Plan Review	0	400,000	600,000	500,000	500,000	500,000	2,500,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	7,750,000	19,750,000	13,500,000	13,500,000	13,500,000	68,000,000
Inspection & Admin	0	570,000	900,000	750,000	750,000	750,000	3,720,000
Contingency	0	750,000	1,785,000	1,500,000	1,500,000	1,500,000	7,035,000
Total Costs:	\$0	\$9,500,000	\$23,100,000	\$16,300,000	\$16,300,000	\$16,300,000	\$81,500,000

Project Funding:

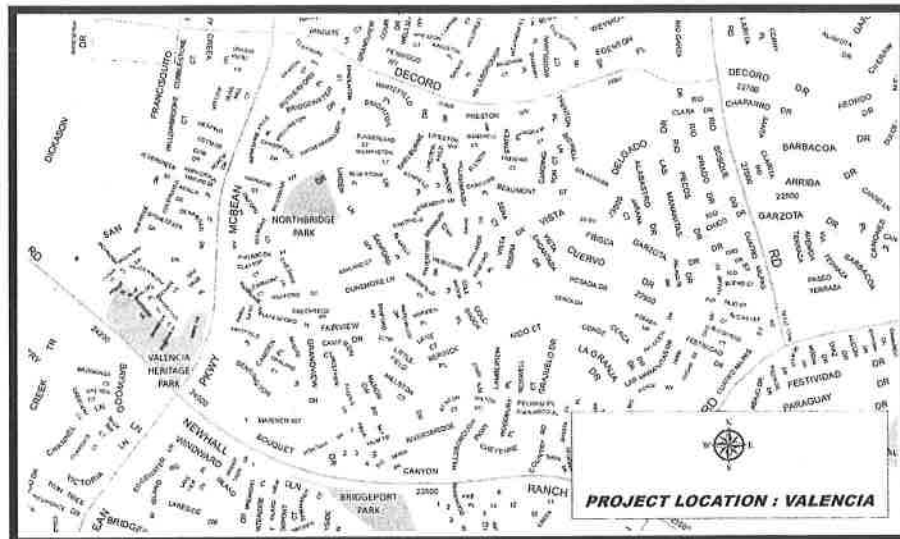
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
General Fund - Capital	0	667,592	0	0	0	0	667,592
STP-L	0	905,959	0	0	0	0	905,959
TDA Article 8	0	7,926,449	0	0	0	0	7,926,449
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	23,100,000	16,300,000	16,300,000	16,300,000	72,000,000
Total Costs:	\$0	\$9,500,000	\$23,100,000	\$16,300,000	\$16,300,000	\$16,300,000	\$81,500,000

Impact On Operations:

2015-16 PASEO BRIDGE MAINTENANCE PROGRAM

Project Number: M1018

Project Location:
Citywide.



Description: The annual Paseo Bridge Maintenance Program is an integral part of the City's sound infrastructure program. It makes necessary repairs to paseo bridges to maintain them in good serviceable condition. The following bridges are need in of new joint seals, elastomeric bearing pads, bearing assemblies, and deck sealing: Grandview I, II and III; Fairview; Hillsborough I and II; Decoro east of McBean Parkway; McBean Parkway south of Newhall Ranch Road.

Justification: This effort strives to maintain the quality and viability of the paseo system. By addressing the necessary repairs, the useful life expectancy of these bridges is extended, demonstrating the City's commitment to maintaining a safe and sound infrastructure.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	30,000	0	0	0	0	30,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	162,500	0	0	0	0	162,500
Inspection & Admin	0	25,000	0	0	0	0	25,000
Contingency	0	32,500	0	0	0	0	32,500
Total Costs:	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000

Project Funding:

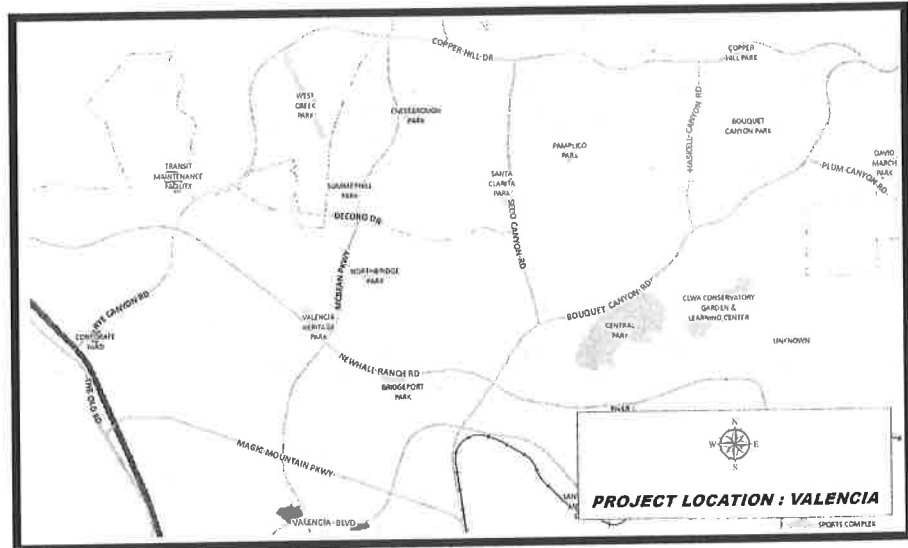
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
LMD Zone 19	0	13,200	0	0	0	0	13,200
LMDZone T-46	0	236,800	0	0	0	0	236,800
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000

Impact On Operations: None.

2015-16 PASEO BRIDGE PAINTING PH I

Project Number: M1019

Project Location:
The Valencia community.



Description: This effort will paint several bridges within the City's paseo system to help keep them in good serviceable condition. The following bridges require cleaning, priming, and painting areas that have rust and peeling paint: McBean Parkway near the Town Center Mall; Grandview I, II and III; Fairview; Hillsborough II; McBean Parkway south of Decoro; Copper Hill Drive east of McBean Parkway.

Justification: This effort strives to maintain the quality and viability of the paseo system. Painting the bridges improves their aesthetic appearance, and provides added protection from the elements, thus extending their useful life expectancies. By dedicating a portion of the capital budget to this effort, the City demonstrates its commitment to maintaining a safe and sound infrastructure.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):							
<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	1,000	0	0	0	0	1,000
Design/Plan Review	0	24,500	0	0	0	0	24,500
Right-of-Way	0	0	0	0	0	0	0
Construction	0	131,750	0	0	0	0	131,750
Inspection & Admin	0	20,250	0	0	0	0	20,250
Contingency	0	26,500	0	0	0	0	26,500
Total Costs:	\$0	\$204,000	\$0	\$0	\$0	\$0	\$204,000

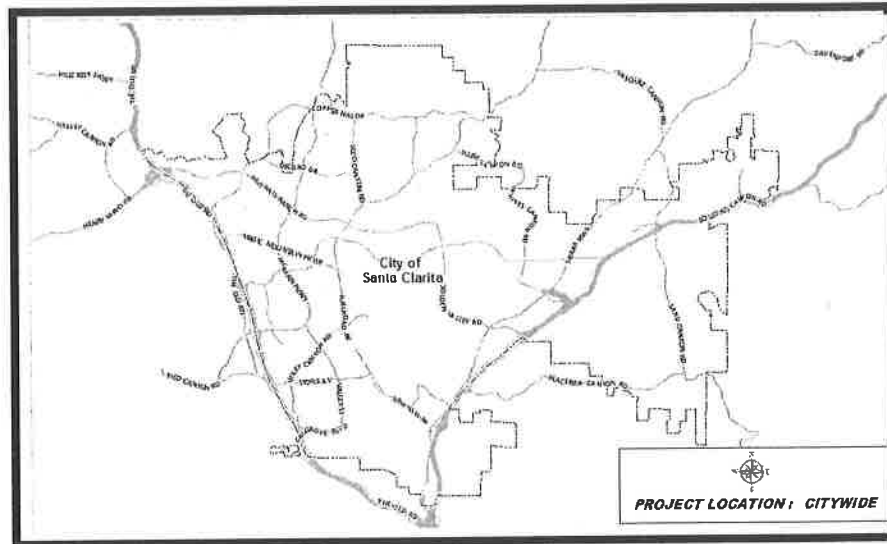
Project Funding:							
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
LMD Zone 18	0	24,000	0	0	0	0	24,000
LMD Zone T-7	0	15,500	0	0	0	0	15,500
LMD Zone T-46	0	149,500	0	0	0	0	149,500
LMD Zone T-47	0	15,000	0	0	0	0	15,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$204,000	\$0	\$0	\$0	\$0	\$204,000

Impact On Operations: None.

**2015-16 RUBBERIZED PLAYGROUND
SURFACE REPLACEMENT PROGRAM**

Project Number: M0111

Project Location:
Almendra, Bouquet
Canyon, Creekview, and
Valencia Meadows Parks.



Description: This project includes removing and replacing the existing worn rubber play area surfacing at Creekview and Valencia Meadows parks.

Justification: Over time, poured-in-place rubber play area surfacing begins to lose its protective qualities and does not cushion falls appropriately. Replacing the existing deteriorating rubberized surfacing ensures the City maintains compliance with safety surfacing guidelines. These parks are identified on the Facility/Equipment Inventory List and is consistent with the Sustaining Public Infrastructure action item.

Project Status: Proposed. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Chris Price

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0
Construction	0	55,000	110,000	110,000	110,000	110,000	495,000
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	5,000	10,000	10,000	10,000	10,000	45,000
Total Costs:	\$0	\$60,000	\$120,000	\$120,000	\$120,000	\$120,000	\$540,000

Project Funding:

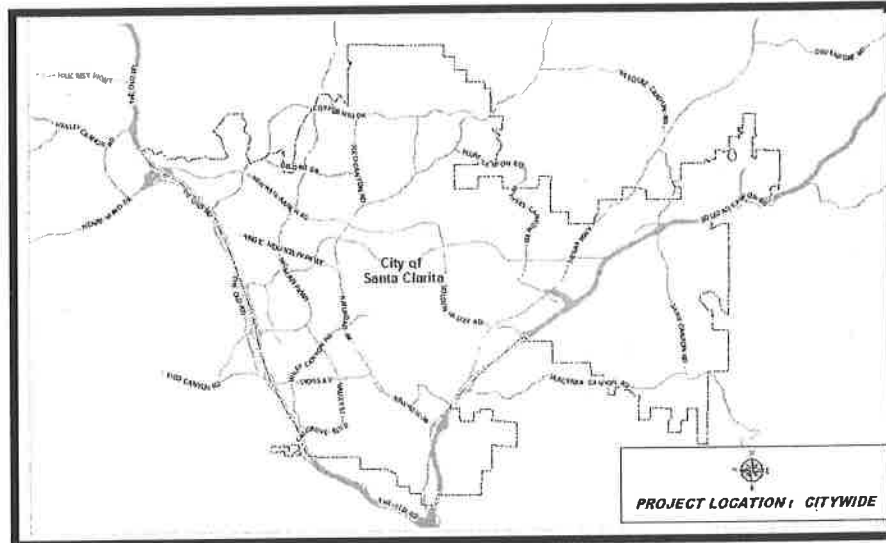
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Park Dedication	0	60,000	0	0	0	0	60,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	120,000	120,000	120,000	120,000	480,000
Total Costs:	\$0	\$60,000	\$120,000	\$120,000	\$120,000	\$120,000	\$540,000

Impact On Operations: None.

2015-16 SIDEWALK AND STORM WATER FLOW LINE REPAIR PROGRAM

Project Number: M0110

Project Location:
Citywide.



Description: The sidewalk and storm water flow line repairs are integral to the City's pavement management system. The effort addresses necessary repairs to sidewalks damaged by tree roots and pavement settlement; and repairs damaged curb and gutter flow lines. The repairs will be made at various locations throughout the City. This year's effort will include a substantial effort to repair the flow line along Eric Court in the Canyon Country community.

Justification: This effort strives to maintain the quality and viability of the City's sidewalks and flow lines. Each year the City dedicates a portion of its capital budget to repair damaged locations. By making the necessary repairs, the City demonstrates its commitment to maintaining a safe and sound infrastructure.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	7,000	4,000	2,000	2,000	2,000	17,000
Design/Plan Review	0	13,000	10,000	5,000	5,000	5,000	38,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	1,095,000	1,075,500	500,000	500,000	500,000	3,670,500
Inspection & Admin	0	85,000	60,000	48,000	48,000	48,000	289,000
Contingency	0	85,000	100,500	50,000	50,000	50,000	335,500
Total Costs:	\$0	\$1,285,000	\$1,250,000	\$605,000	\$605,000	\$605,000	\$4,350,000

Project Funding:

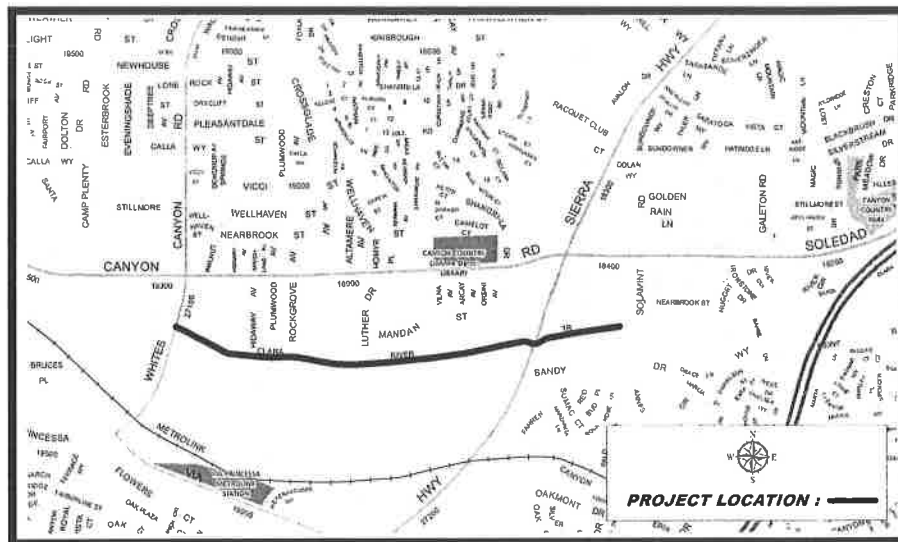
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
General Fund - Capital	0	612,023	0	0	0	0	612,023
LMD T-1 Ad Valorem	0	250,000	0	0	0	0	250,000
Storm Water Utility	0	285,000	0	0	0	0	285,000
TDA Article 3	0	137,977	0	0	0	0	137,977
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	1,250,000	605,000	605,000	605,000	3,065,000
Total Costs:	\$0	\$1,285,000	\$1,250,000	\$605,000	\$605,000	\$605,000	\$4,350,000

Impact On Operations: None.

2015-16 TRAIL FENCE REPLACEMENT PROGRAM

Project Number M3024

Project Location:
 Santa Clarita River Trail (SCRT) between Mint Canyon and Whites Canyon Road.



Description: This project replaces the deteriorating existing fence lines on major trail sections with lodge pole fence. This request will address a portion of trail fencing on the Santa Clarita River Trail (SCRT) between Mint Canyon and Whites Canyon Road.

Justification: Staff currently spends significant time repairing and replacing the old rail fencing along the trail system. The existing fence is old, deteriorating, and is easily vandalized and not aesthetically pleasing. Replacing the existing fence with a more durable product is part of the City's 2020 Vision of Sustaining Public Infrastructure.

Project Status: Proposed. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Chris Price

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	1,000	1,000	1,000	0	0	3,000
Design/Plan Review	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0
Construction	0	80,500	95,000	95,000	0	0	270,500
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	8,500	4,000	4,000	0	0	16,500
Total Costs:	\$0	\$90,000	\$100,000	\$100,000	\$0	\$0	\$290,000

Project Funding:

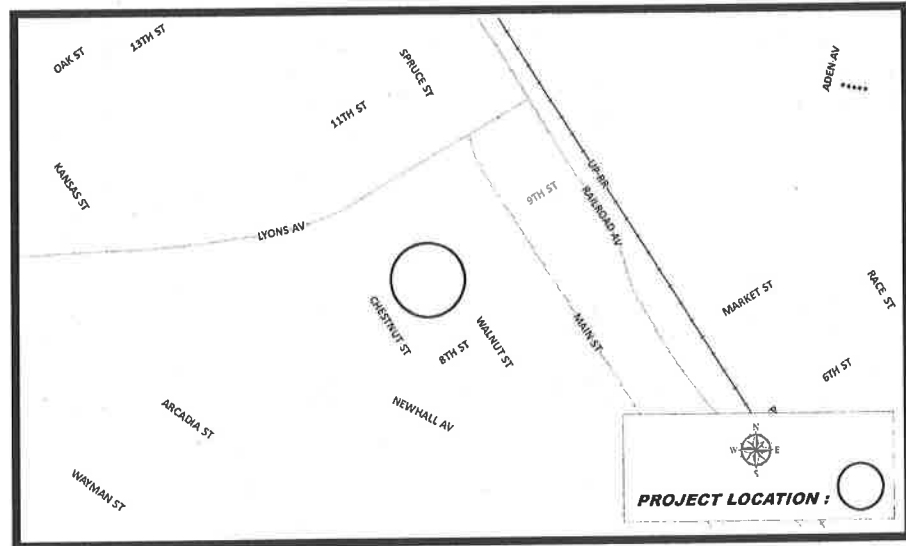
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
General Fund - Capital	0	90,000	0	0	0	0	90,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	100,000	100,000	0	0	200,000
Total Costs:	\$0	\$90,000	\$100,000	\$100,000	\$0	\$0	\$290,000

Impact On Operations: None.

BUSINESS INCUBATOR ROOF REPLACEMENT

Project Number: M2005

Project Location:
22704 9th Street.



Description: This project will replace the aged and deteriorated roof on the recently renovated City of Santa Clarita Business Incubator.

Justification: Prior to the transition of library services in 2011, Facilities staff completed an evaluation of the roof at the Business Incubator (the former Newhall Library) on 9th Street. The roof was deemed in need of replacement due to its poor overall condition. Recent renovations to this building did not include roof replacement. Replacement is recommended at this time to protect the City's investment and private business-owned equipment inside the building.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):							
<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	4,000	0	0	0	0	4,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	70,000	0	0	0	0	70,000
Inspection & Admin	0	4,000	0	0	0	0	4,000
Contingency	0	7,000	0	0	0	0	7,000
Total Costs:	\$0	\$85,000	\$0	\$0	\$0	\$0	\$85,000

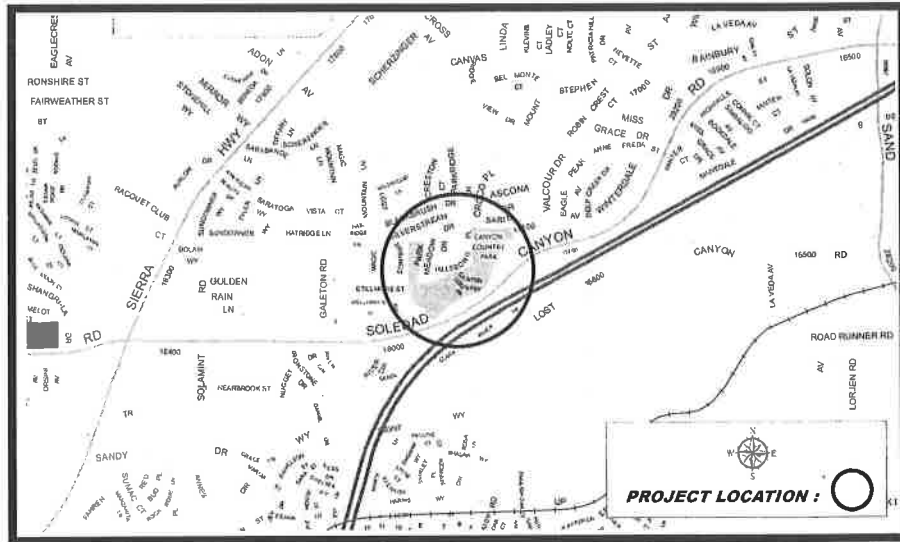
Project Funding:							
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
LMD All Zones	0	85,000	0	0	0	0	85,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$85,000	\$0	\$0	\$0	\$0	\$85,000

Impact On Operations: None.

CANYON COUNTRY PARK PLAYGROUND EQUIPMENT REPLACEMENT

Project Number M3025

Project Location:
Canyon Country Park
(17615 W. Soledad
Canyon Road).



Description: This project will remove and replace the play equipment located in the upper park area which was installed as part of the original park improvements in 1989. The play equipment does not meet current safety and ADA access requirements.

Justification: Replacement of the equipment is necessary to bring the play area into compliance with Americans with Disabilities Act (ADA) requirements and bring the playground up to City standards. The improvements will also meet the standards published by the Federal Consumer Products Safety Commission, the governing body for playground safety.

Project Status: Proposed. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Wayne Weber

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	2,500	0	0	0	0	2,500
Right-of-Way	0	0	0	0	0	0	0
Construction	0	145,000	0	0	0	0	145,000
Inspection & Admin	0	1,000	0	0	0	0	1,000
Contingency	0	6,500	0	0	0	0	6,500
Total Costs:	\$0	\$155,000	\$0	\$0	\$0	\$0	\$155,000

Project Funding:

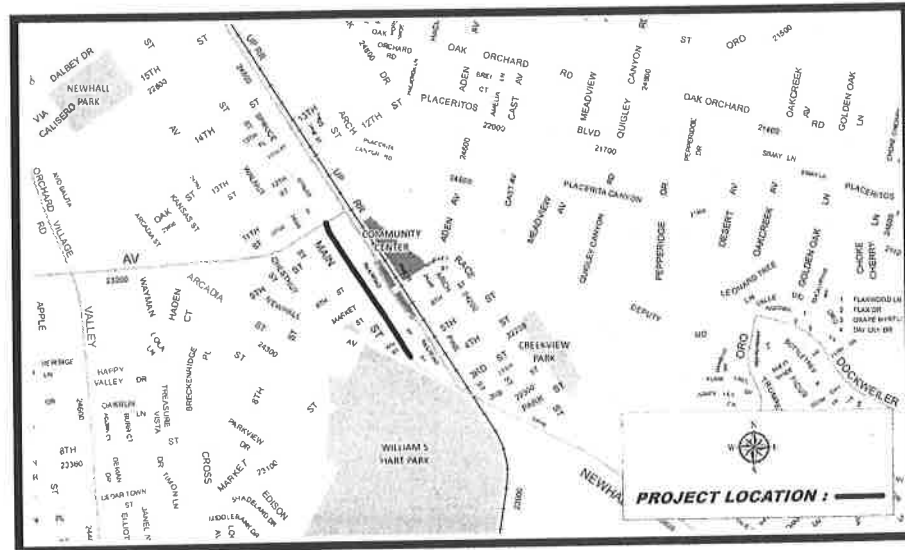
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Park Dedication	0	155,000	0	0	0	0	155,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$155,000	\$0	\$0	\$0	\$0	\$155,000

Impact On Operations: None.

MAIN STREET ELECTRICAL CONNECTIONS UPGRADE - DESIGN

Project Number: M2006

Project Location:
Main Street landscape parkway areas between Lyons Avenue and 5th Street.



Description: This project will design an upgrade to the existing electrical outlets which support the illuminated street trees and public events held on Main Street. The electrical upgrade will eliminate continuous failures of Ground Fault Interrupt (GFI) devices which occur due to the addition of concurrent equipment competing for limited amperage. The project will include technical designs and notes for bid specifications and provide an engineers' cost estimate.

Justification: Since the installation of the electrical connections on Main Street, the use of Main Street for public events continues to grow and evolve to levels not anticipated by the existing electrical system. As a result, there exists a competing need for outlets, and the amperage provided by them causes outages from the tripping of GFI devices. These disruptive events must be reset by hand, or the GFI devices require replacement as well as constant electrical repairs. Effort will also relocate the power outlets to more suitable locations.

Project Status: Proposed. **Department:** Administrative Services **Project Supervisor:** Kevin Tonoian

Project Cost Est. (\$):							
<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	25,000	0	0	0	0	25,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	0	0	0	0	0	0
Total Costs:	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000

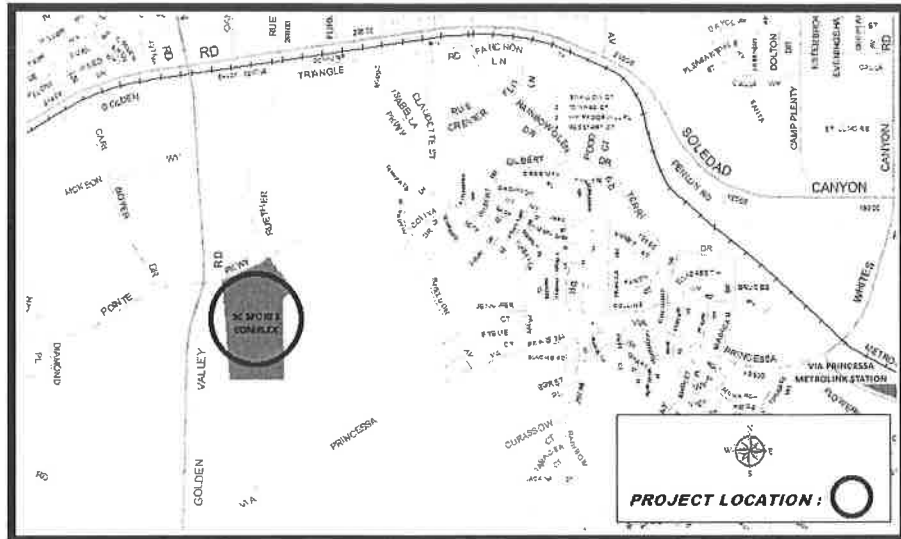
Project Funding:							
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
LMD Zone 28	0	25,000	0	0	0	0	25,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000

Impact On Operations: This is a design effort. There is no impact to the operational budget at this time.

SANTA CLARITA SPORTS COMPLEX AQUATICS CENTER SCOREBOARD AND TIMING SYSTEM REPLACEMENT

Project Number M3026

Project Location:
Santa Clarita Aquatic
Center (20850 Centre
Pointe Parkway).



Description: This project will replace the scoreboards and timing system at the Santa Clarita Sports Complex Aquatic Center. The scoreboards and timing system is utilized by City swimming programs, High School swim teams, and swim clubs throughout the City.

Justification: The Aquatic Center timing system and scoreboards are no longer supported by the manufacturer due to their age. In order to ensure that the timing system works properly and provides accurate information for City, school district, and club swim meets, it is recommended that a new system be installed. The timing system is identified on the Facility/Equipment Replacement List and would be part of the Sustaining Public Infrastructure action item.

Project Status: Proposed. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Wayne Weber

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0
Construction	0	248,000	0	0	0	0	248,000
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	24,000	0	0	0	0	24,000
Total Costs:	\$0	\$272,000	\$0	\$0	\$0	\$0	\$272,000

Project Funding:

<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
General Fund - Capital	0	172,000	0	0	0	0	172,000
General Fund - WSHD	0	100,000	0	0	0	0	100,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$272,000	\$0	\$0	\$0	\$0	\$272,000

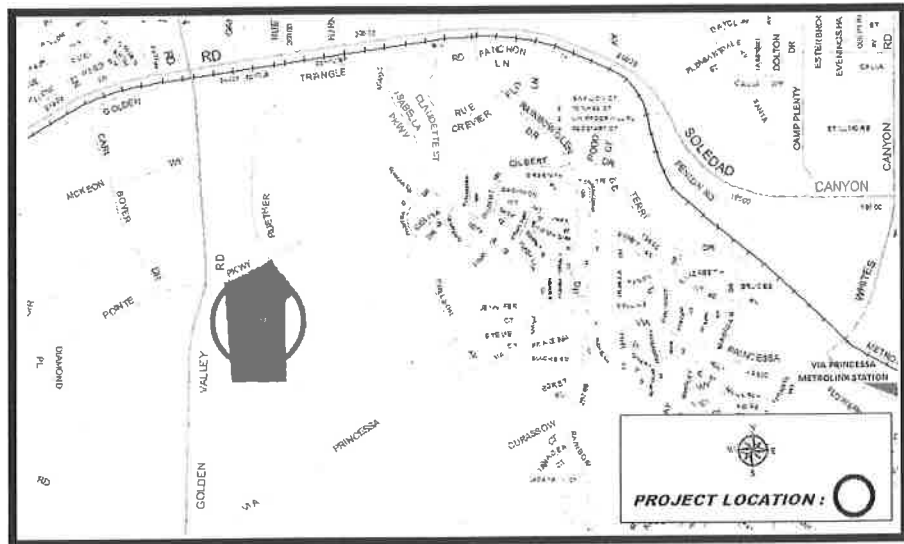
Impact On Operations: None.

**SANTA CLARITA SPORTS COMPLEX
HVAC REPLACEMENT PROGRAM, PH IV**

Project Number M3027

Project Location:

Santa Clarita Sports Complex (Activities Center - 20880 Centre Pointe Parkway



Description: This project will replace roof-mounted HVAC units with new units, including compliance with 2010 Title 24 energy requirements. This represents year four of a planned four-year-program. This project will address several of the 14-year-old units on the Activities Center. Units generally have a 15-year life cycle.

Justification: The existing units are nearing the end of their useful life. Repairs are becoming more frequent with occasional system failures. New units are manufactured to comply with the latest Title 24 energy requirements, which increase overall efficiency, resulting in lower utility costs to the City.

Project Status: Proposed. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Wayne Weber

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	5,000	0	0	0	0	5,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	78,500	0	0	0	0	78,500
Inspection & Admin	0	1,000	0	0	0	0	1,000
Contingency	0	5,000	0	0	0	0	5,000
Total Costs:	\$0	\$89,500	\$0	\$0	\$0	\$0	\$89,500

Project Funding:

<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
General Fund - Capital	0	89,500	0	0	0	0	89,500
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$89,500	\$0	\$0	\$0	\$0	\$89,500

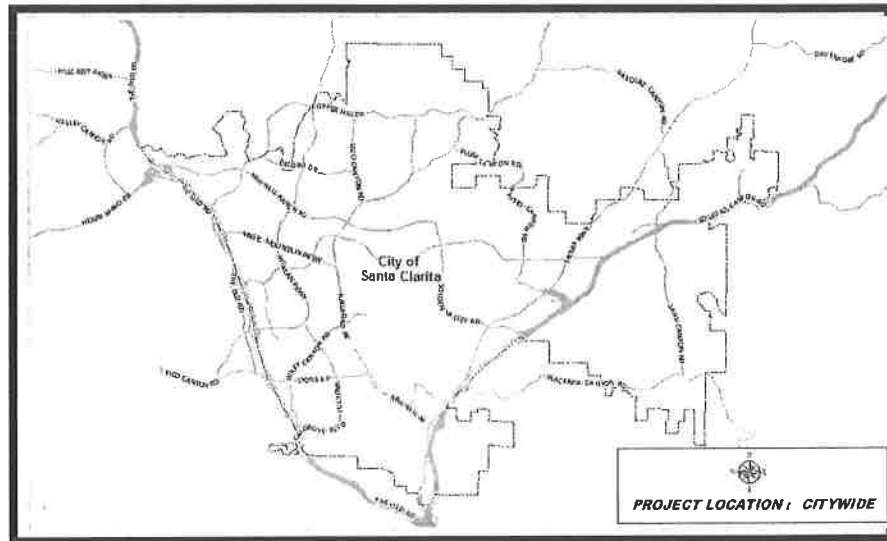
Impact On Operations: Ongoing energy savings.

SPORT COURT RESURFACING

Project Number: M0112

Project Location:

Bouquet Canyon Park (28127 Wellston Drive), Newhall Park (24907 Newhall Avenue), and Valencia Heritage Park (24155 Newhall Ranch Road).



Description: This project will resurface the sport court surfaces in three City parks. Repairs will be made to two tennis courts in Bouquet Canyon Park, one basketball court in Newhall Park, and two tennis courts in Valencia Heritage Park.

Justification: The sport court surfaces in these three parks have spalling and cracking concrete, flaking surface coating, and are becoming slippery for the recreating public. All sports courts are captured and tracked on the Facility/Equipment Replacement Inventory spreadsheet which is updated annually to track the condition of park assets. To maintain this asset in keeping with the Santa Clarita 2020 plan of Sustaining Public Infrastructure, these five surfaces need to be refurbished.

Project Status: Proposed. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Chris Price

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0
Construction	0	36,000	0	0	0	0	36,000
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	4,000	0	0	0	0	4,000
Total Costs:	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000

Project Funding:

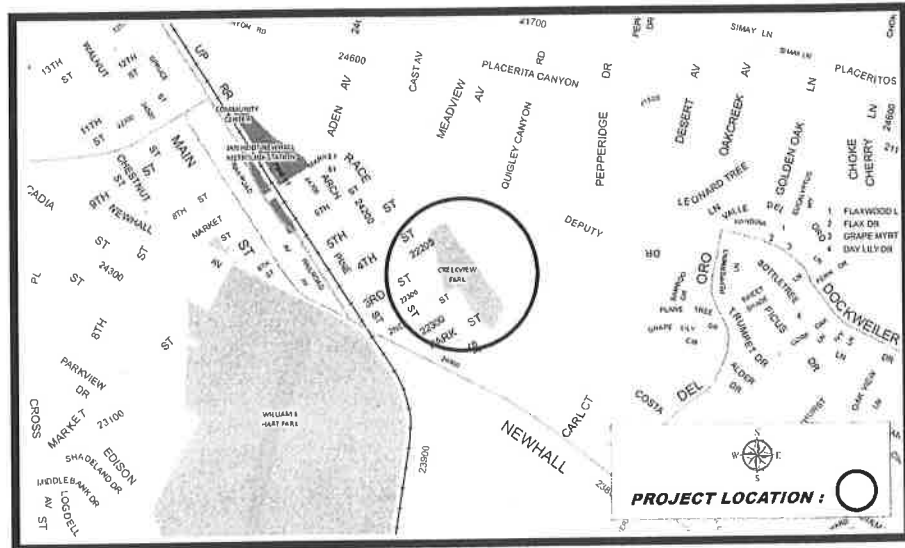
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
General Fund - Capital	0	40,000	0	0	0	0	40,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000

Impact On Operations: None.

2015-16 PLAY AREA SHADE PROGRAM CREEKVIEW PARK

Project Number P2012

Project Location:
Creekview Park (22200
Park Street).



Description: This effort will continue the work of several previous years to design and construct shade structures over the play areas at City parks, providing a comfortable environment for children and adults. The 2015-16 Fiscal Year effort will construct the improvement at Creekview Park.

Justification: In addition to providing a comfortable playground environment, the project will increase play area use during the day, which supports the Healthy Santa Clarita program by encouraging residents with children to spend time outdoors.

Project Status: Proposed. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Wayne Weber

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	1,100	1,100	1,100	1,100	1,100	5,500
Design/Plan Review	0	1,500	1,500	1,500	1,500	1,500	7,500
Right-of-Way	0	0	0	0	0	0	0
Construction	0	58,900	58,900	58,900	58,900	58,900	294,500
Inspection & Admin	0	1,000	1,000	1,000	1,000	1,000	5,000
Contingency	0	2,500	2,500	2,500	2,500	2,500	12,500
Total Costs:	\$0	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$325,000

Project Funding:

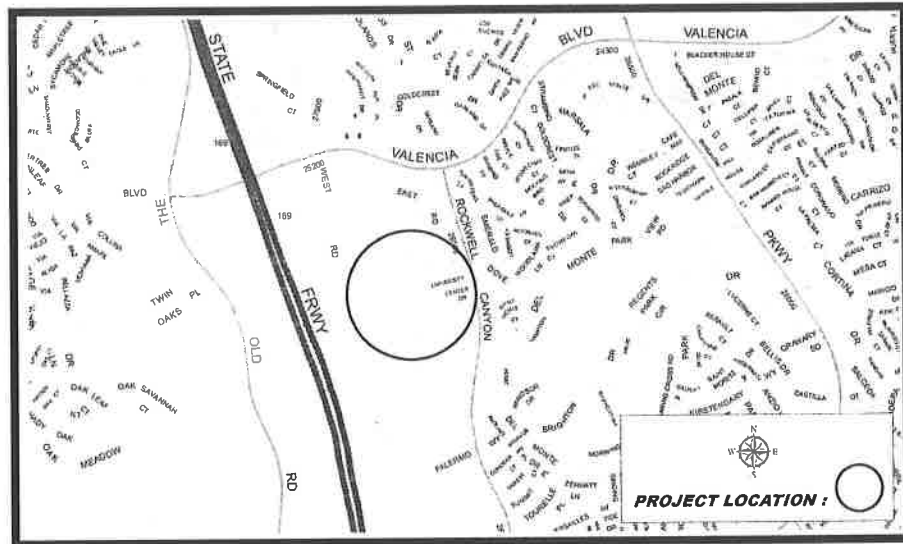
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
LMD Zone 28	0	58,500	0	0	0	0	58,500
Park Dedication	0	6,500	0	0	0	0	6,500
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	65,000	65,000	65,000	65,000	260,000
Total Costs:	\$0	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$325,000

Impact On Operations: This project has little or no impact to the operational budget.

**COLLEGE OF THE CANYONS SOCCER FIELD
FIELDTURF INSTALLATION**

Project Number P1007

Project Location:



Description: This effort is a joint venture with the Santa Clarita Community College District/College of the Canyons and the City of Santa Clarita to remove the existing turf on the upper soccer field and replace it with all-weather FieldTurf. Possible future improvements at this facility may provide amenities such as lighting and bleacher seating that would create an upscale playing field in the Santa Clarita Valley.

Justification: The Santa Clarita Community College District is taking a proactive step in water conservation to replace the turf at the upper soccer field at College of the Canyons with all-weather FieldTurf. The City of Santa Clarita would enter into a cooperative use agreement that would allow use of the field on weekends to accommodate City programs.

Project Status: Proposed **Department:** Parks, Recreation & Community Services **Project Supervisor:** Tom Reilly

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0
Construction	0	300,000	0	0	0	0	300,000
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	0	0	0	0	0	0
Total Costs:	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000

Project Funding:

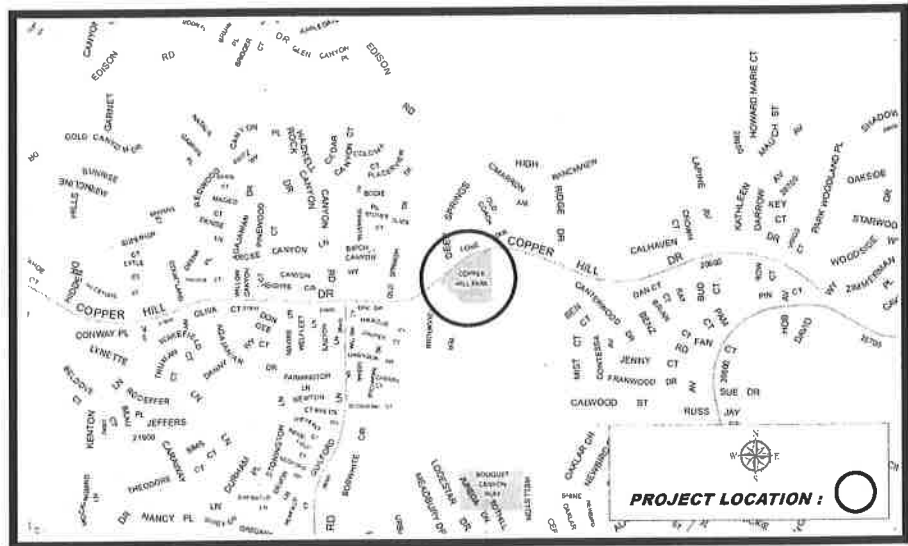
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Park Dedication	0	300,000	0	0	0	0	300,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000

Impact On Operations: Undetermined at this time.

COPPER HILL PARK RESTROOM AND PLAY AREA

Project Number P4015

Project Location:
Copper Hill Park (21380
Copper Hill Drive)



Description: This effort will design and construct a restroom building that will connect to an existing sewer lateral. Currently, the park offers a parking lot, perimeter walkway, and security lighting. The park master plan, prepared by the developer, calls for a play area and other park amenities. These amenities will be designed in conjunction with the restroom building.

Justification: The first phase of development on this 5-acre neighborhood park was completed just prior to the City's annexation of the park and the surrounding neighborhood. Addition of the restroom and play area will respond to community requests and bring the park up to City standards.

Project Status: Proposed. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Tom Reilly

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	2,500	0	0	0	0	2,500
Design/Plan Review	0	30,000	0	0	0	0	30,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	507,500	0	0	0	0	507,500
Inspection & Admin	0	14,500	0	0	0	0	14,500
Contingency	0	53,150	0	0	0	0	53,150
Total Costs:	\$0	\$607,650	\$0	\$0	\$0	\$0	\$607,650

Project Funding:

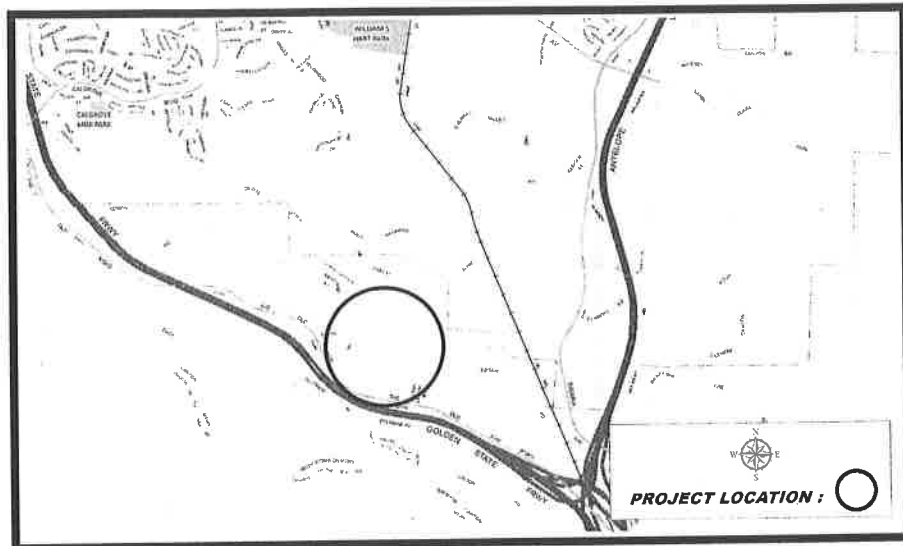
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Park Dedication	0	607,650	0	0	0	0	607,650
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$607,650	\$0	\$0	\$0	\$0	\$607,650

Impact On Operations: Annual increase of \$9,500 for janitorial, security, supplies and fixtures.

GATEWAY RANCH OPEN SPACE ACCESS IMPROVEMENTS

Project Number P2011

Project Location:
23110 The Old Road.



Description: This effort will demolish the existing 2,000-square-foot residence located on this recently-acquired open space property. The project will also improve access to the site from The Old Road by creating a parking area and trailhead.

Justification: The building has significant structural and cosmetic damage and is susceptible to vandalism and trespassing. An evaluation by both City staff and a licensed contractor has determined that the structure has no value without extensive structural and cosmetic repair. Removal of the structure down to the concrete slab will result in aesthetic enhancement and removal of a potential hazard to open space users.

Project Status: Proposed. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Tom Reilly

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	1,500	0	0	0	0	1,500
Design/Plan Review	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0
Construction	0	42,000	0	0	0	0	42,000
Inspection & Admin	0	2,000	0	0	0	0	2,000
Contingency	0	4,500	0	0	0	0	4,500
Total Costs:	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000

Project Funding:

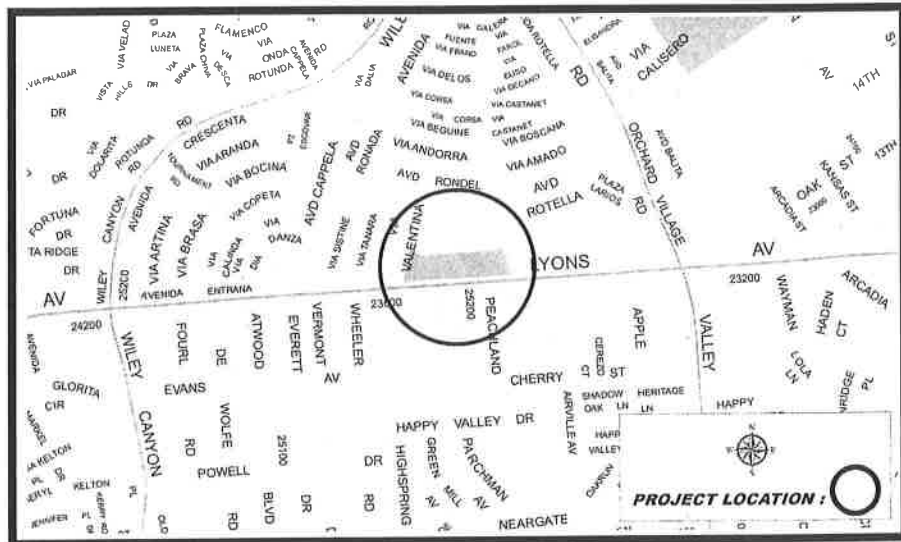
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
OSPD Assmnt. Rev.	0	50,000	0	0	0	0	50,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000

Impact On Operations: Slight reduction in operations and maintenance will result from reduced vandalism, however overall costs may increase slightly due to increased visitor usage.

OLD ORCHARD PARK - DESIGN IMPLEMENTATION OF MASTER PLAN RE-EVALUATION

Project Number P1006

Project Location:
Old Orchard Park -
25023 Avenida Rotella.



Description: A comprehensive re-master planning and public participation process identified areas of improvement to the park that would meet current needs. Improvements include a new restroom, walkway lighting, drainage, new play equipment, parking lot enhancements, irrigation, turf renovation, and amenities that meet Americans with Disabilities Act (ADA) compliance. This effort will design the improvements identified in the master plan.

Justification: The park was constructed in 1968 and its' facilities and infrastructure are nearing the end of their useful lives. Its' construction was heavily influenced by the County's operational needs at that time, which included a service yard, garage, a multi-use soccer/softball field and a small recreation room. The fields are primarily used as practice locations for various leagues, and the recreation room is not currently used for Parks' programming. Designing and constructing the improvements is consistent with the City's 2020 Quality of Life Theme of Sustaining Public Infrastructure.

Project Status: Proposed. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Tom Reilly

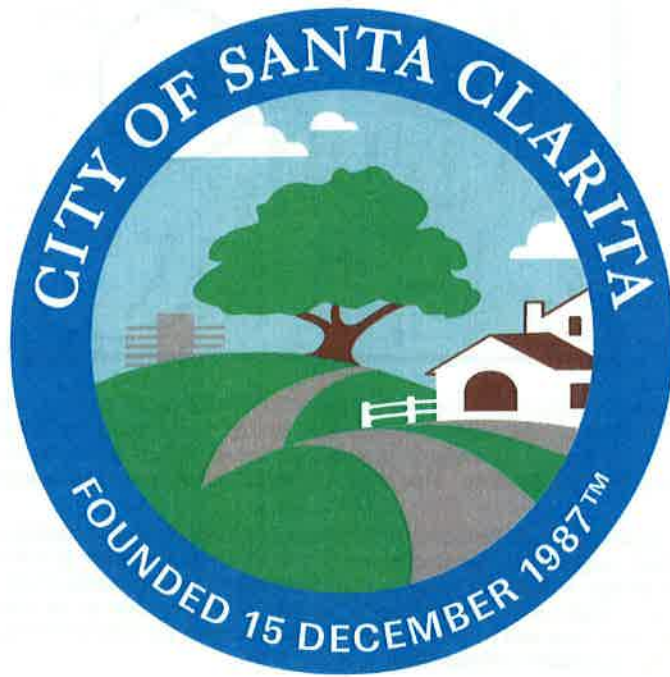
Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	2,500	0	0	0	0	2,500
Design/Plan Review	50,000	180,000	0	0	0	0	230,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	20,000	0	0	0	0	20,000
Total Costs:	\$50,000	\$202,500	\$0	\$0	\$0	\$0	\$252,500

Project Funding:

<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
LMD Zone T-2	50,000	182,250	0	0	0	0	232,250
Park Dedication	0	20,250	0	0	0	0	20,250
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$50,000	\$202,500	\$0	\$0	\$0	\$0	\$252,500

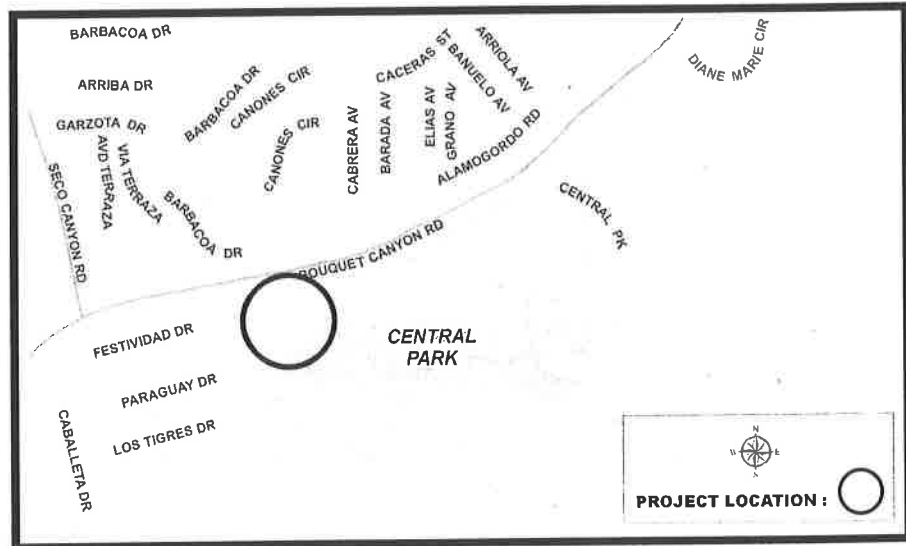
Impact On Operations: None at this time.



BOUQUET CANYON CREEK RESTORATION

Project Number: R4001

Project Location:
Bouquet Canyon Creek
adjacent to Central
Park.



Description: This effort acquired and restored a three-acre section of Bouquet Canyon Creek adjacent to Central Park to prevent erosion by providing improved vegetation sites to promote and maintain the natural value of this waterway.

Justification: The goal of this effort is to restore the creek's natural value. Additionally, the City was bound by an agreement with the Santa Clarita Organization for Planning the Environment (SCOPE) to acquire and restore this section of the waterway. Fiscal Year 2015-16 funding request will provide for administrative costs and plant replacement as needed.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Travis Lange

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	1,950	0	0	0	0	0	1,950
Design/Plan Review	15,869	0	0	0	0	0	15,869
Right-of-Way	25,000	0	0	0	0	0	25,000
Construction	92,329	4,800	0	0	0	0	97,129
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	0	0	0	0	0	0
Total Costs:	\$135,148	\$4,800	\$0	\$0	\$0	\$0	\$139,948

Project Funding:

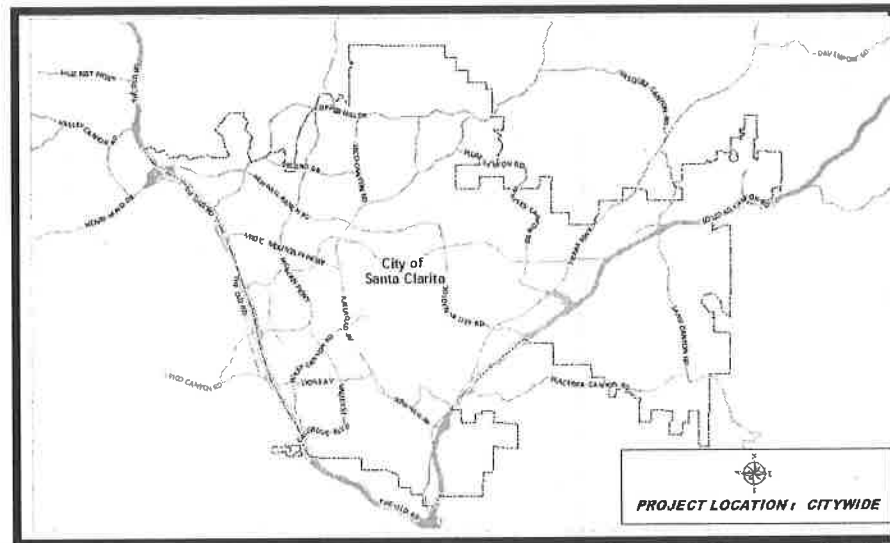
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
DBAA	37,155	4,800	0	0	0	0	41,955
Dev. Fees (SCOPE)	25,000	0	0	0	0	0	25,000
General Fund - Capital	10,468	0	0	0	0	0	10,468
RWQCB SEP Grant	62,525	0	0	0	0	0	62,525
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$135,148	\$4,800	\$0	\$0	\$0	\$0	\$139,948

Impact On Operations: None.

COMMUNITY REFORESTATION PROGRAM

Project Number: R0015

Project Location:
Citywide.



Description: This community reforestation program will install new trees in existing vacancies or remove and replace public trees throughout the City that are causing property damage or have exceeded their useful life. The program goal is to proactively address urban forestry needs by installing more appropriately selected and sized tree species.

Justification: Implementing this management plan removes trees which have reached their usable life or allowable size in small planting areas. These trees will be replaced with tree species more appropriately selected and sized to mitigate future property damage. Proactive management reduces sidewalk, curb, and gutter flow line damage caused by roots. This project supports the 2020 Community Beautification goal specific to developing and instituting a "Community Reforestation Program".

Project Status: Proposed. **Department:** Administrative Services **Project Supervisor:** Kevin Tonoian

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0
Construction	0	150,000	150,000	150,000	150,000	150,000	750,000
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	0	0	0	0	0	0
Total Costs:	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000

Project Funding:

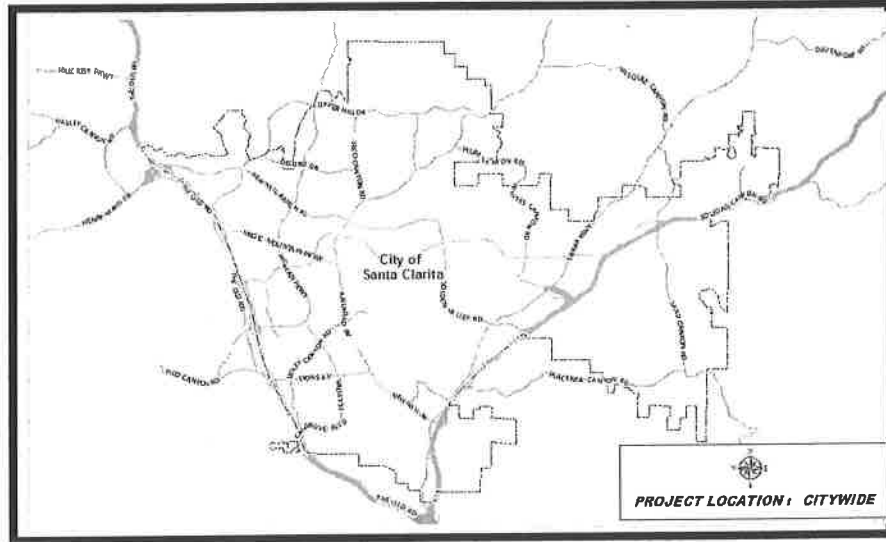
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
General Fund - Capital	0	150,000	0	0	0	0	150,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	150,000	150,000	150,000	150,000	600,000
Total Costs:	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000

Impact On Operations: Anticipate savings to the Streets and Stormwater divisions.

ELECTRIC VEHICLE CHARGING STATIONS AND SUPPORT FOR DC FAST FILL

Project Number: R0014

Project Location:
Locations within one mile of Interstate 5.



Description: This collaborative effort with NRG/Evgo will install fast fill at up to two locations within the City. Locations underconsideration are the McBean Transfer Station and the Newhall Community Center. The funding would support, if needed, the electric infrastructure needed for the charging stations to connect to.

Justification: Many residents from the community have contacted the City requesting additional electric vehicle charging stations in the Santa Clarita Valley. This would support the growing number of EV owners, improve air quality, and supports local energy instead of imported fuel.

Project Status: In progress.

Department: Public Works

Project Supervisor: Travis Lange

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0
Construction	0	29,000	0	0	0	0	29,000
Inspection & Admin	0	1,000	0	0	0	0	1,000
Contingency	0	0	0	0	0	0	0
Total Costs:	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000

Project Funding:

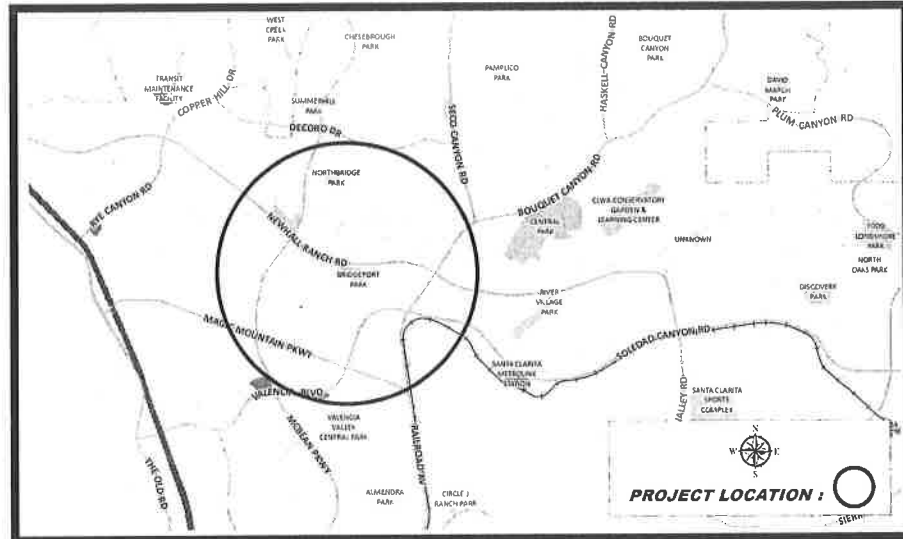
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
General Fund - Capital	0	30,000	0	0	0	0	30,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000

Impact On Operations: Potential additional staff time to work with to address maintenance and repair.

SANTA CLARA RIVER ARUNDO AND TAMARISK REMOVAL EXPANSION EFFORT PH II

Project Number: R1004

Project Location:
Santa Clara River and tributaries.



Description: This effort will continue arundo and tamarisk removal not associated with construction mitigation throughout the Santa Clara River and needed tributaries. This request also provides ongoing maintenance for areas previously cut but in need of respray on resprouting arundo, especially near Saugus Water Reclamation Plant where arundo grows quickly and densely.

Justification: Arundo and tamarisk are destructive plants that create fire hazards, use twice as much water as native habitat and form dense walls that provide screening for encampments and illegal activity, which produces trash and impairs water quality.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Travis Lange

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	5,000	5,000	5,000	5,000	5,000	25,000
Design/Plan Review	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0
Construction	0	80,000	80,000	80,000	80,000	80,000	400,000
Inspection & Admin	0	7,500	7,500	7,500	7,500	7,500	37,500
Contingency	0	7,500	7,500	7,500	7,500	7,500	37,500
Total Costs:	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000

Project Funding:

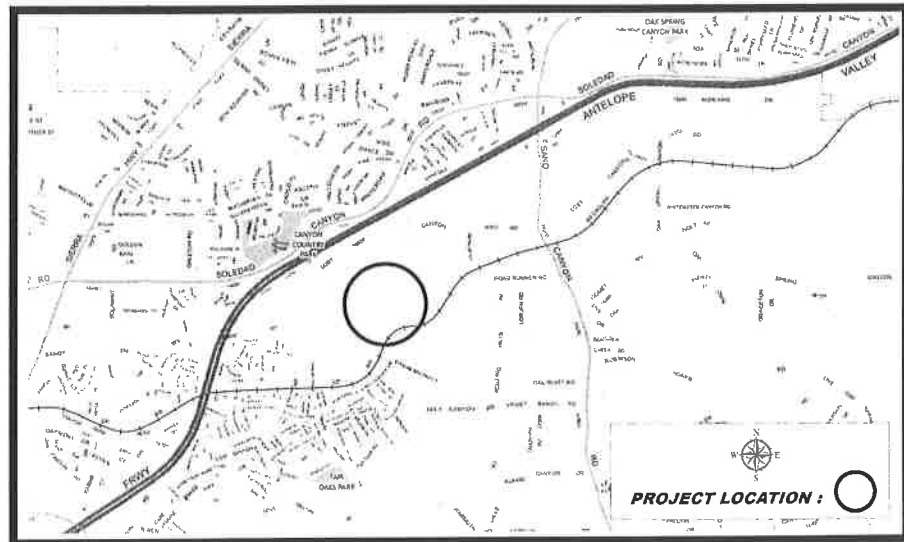
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
General Fund - Capital	0	100,000	0	0	0	0	100,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	100,000	100,000	100,000	100,000	400,000
Total Costs:	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000

Impact On Operations: Open Space maintenance.

VISTA CANYON RANCH CNG STATION DESIGN & CONSTRUCTION

Project Number: R3004

Project Location:
Future Vista Canyon
Ranch community.



Description: This project will provide for design and construct a compressed natural gas (CNG) public filling station in the future transit-oriented Vista Canyon Ranch development. The unattended self-service station will provide commercial, fast-fill capacity for up to four vehicles simultaneously.

Justification: The City owns and operates the only public CNG station in the Santa Clarita Valley. Construction of an additional public CNG station will alleviate existing congestion and long wait times at the current CNG station, provide a closer alternative to eastern Santa Clarita residents, and promote the use of alternative fuels. Vista Canyon Ranch is a transit-oriented, mixed use development adjacent to State Route 14 that will serve as a hub for commuter rail, local transit, and bicycle and pedestrian activity. Constructing the CNG station at this location will also serve residents who live east of the City.

Project Status: Proposed **Department:** Public Works **Project Supervisor:** Damon Letz

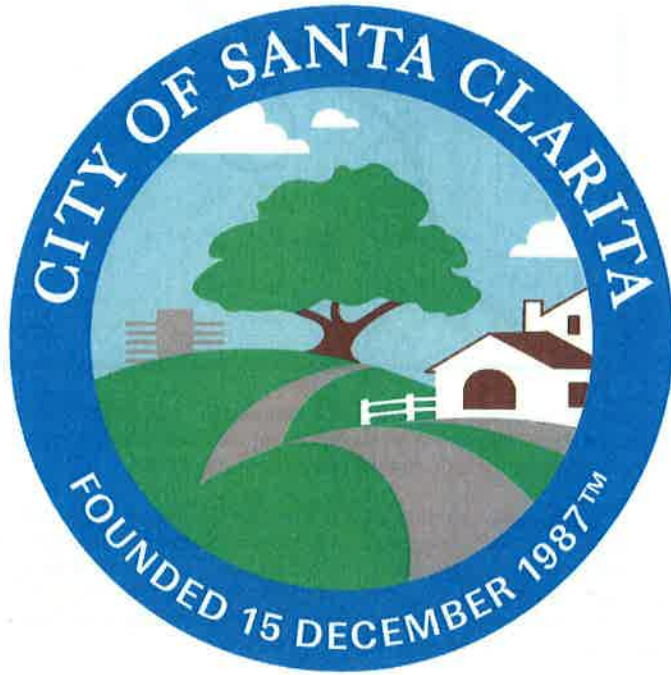
Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	25,000	0	0	0	0	25,000
Design/Plan Review	0	125,000	0	0	0	0	125,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	850,000	0	0	0	0	850,000
Inspection & Admin	0	75,000	0	0	0	0	75,000
Contingency	0	125,000	0	0	0	0	125,000
Total Costs:	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000

Project Funding:

<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
CAEC Grant	0	300,000	0	0	0	0	300,000
FTA Grant 5307	0	900,000	0	0	0	0	900,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000

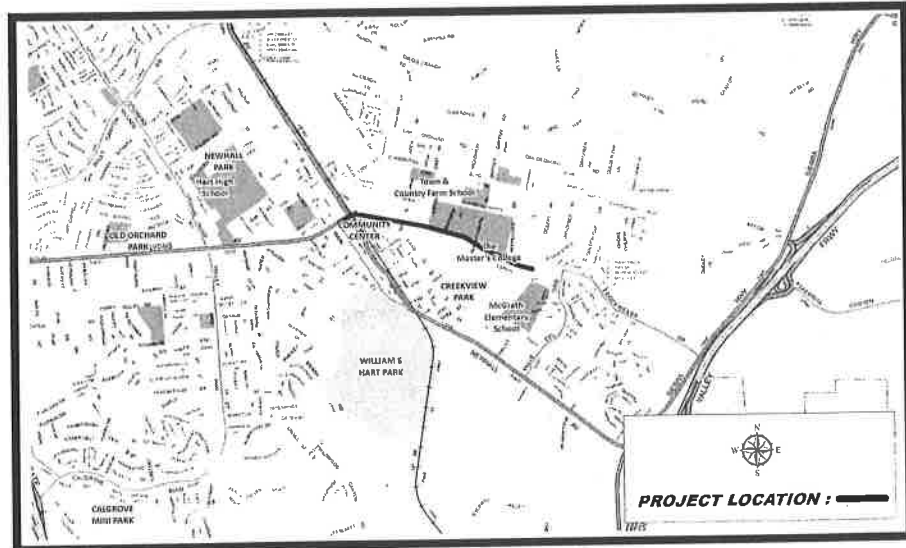
Impact On Operations: Undetermined at this time as impact will depend on usage.



DOCKWEILER DRIVE/LYONS AVENUE- ENVIRONMENTAL

Project Number: S3023

Project Location:
Dockweiler Drive and
Valle Del Oro to Lyons
Avenue.



Description: This effort will provide for the required environmental documentation needed to proceed with design for the extension of Dockweiler Drive to Lyons Avenue. Design and phased construction to occur in future years.

Justification: Construction of the roadway is consistent with the General Plan, and will improve traffic circulation in an area that will be impacted by future development. The alignment study, conducted in a prior year, determined the necessary right-of-way for the future roadway extension.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	724,560	21,450	0	0	50,000	450,000	1,246,010
Design/Plan Review	0	0	2,650,000	0	0	0	2,650,000
Right-of-Way	686,840	0	0	0	0	31,000,000	31,686,840
Construction	0	0	0	0	7,523,210	21,000,000	28,523,210
Inspection & Admin	0	0	50,000	0	850,000	1,550,000	2,450,000
Contingency	0	0	300,000	0	1,000,000	2,500,000	3,800,000
Total Costs:	\$1,411,400	\$21,450	\$3,000,000	\$0	\$9,423,210	\$56,500,000	\$70,356,060

Project Funding:

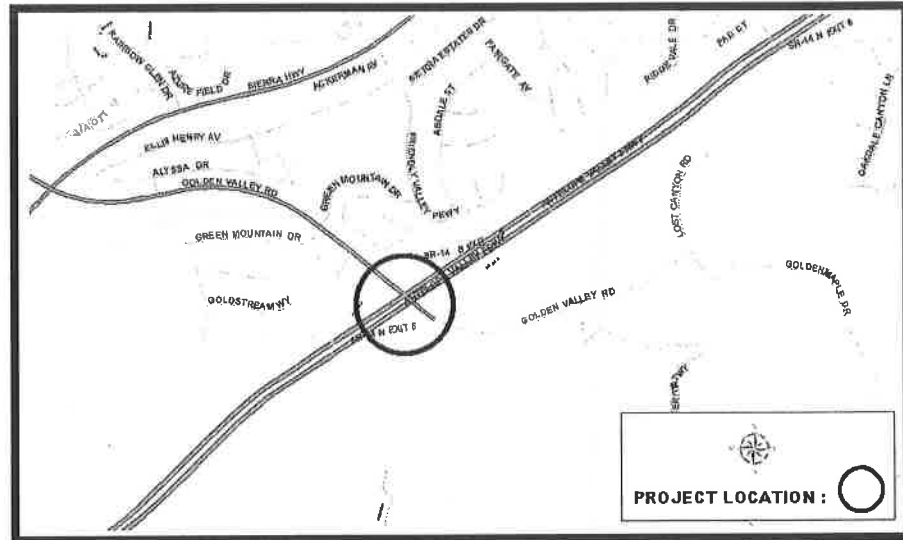
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
B&T - Via Princessa	1,411,400	21,450	0	0	0	0	1,432,850
Prop. C 25% Grant	0	0	0	0	5,989,993	0	5,989,993
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	3,000,000	0	3,433,217	56,500,000	62,933,217
Total Costs:	\$1,411,400	\$21,450	\$3,000,000	\$0	\$9,423,210	\$56,500,000	\$70,356,060

Impact On Operations: None at this time.

GOLDEN VALLEY ROAD/STATE ROUTE 14 BRIDGE WIDENING

Project Number: S3028

Project Location:
Golden Valley Road
and State Route 14
Interchange.



Description: This project will widen the bridge from one lane in each direction to a total of six lanes. Multi-modal amenities include the construction of a sidewalk on the north side of the bridge, and a shared sidewalk and bike path on the south side. It will also make modifications to on- and off-ramps, and add landscaped medians.

Justification: These improvements have been identified in the Eastside Bridge and Thoroughfare District Report as necessary to accommodate anticipated increases to traffic volumes based on future development.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	60,000	0	0	0	0	0	60,000
Design/Plan Review	1,194,055	0	0	0	0	0	1,194,055
Right-of-Way	0	0	0	0	0	0	0
Construction	6,437,715	0	0	0	0	0	6,437,715
Inspection & Admin	2,000,000	712,974	0	0	0	0	2,712,974
Contingency	970,000	0	0	0	0	0	970,000
Total Costs:	\$10,661,770	\$712,974	\$0	\$0	\$0	\$0	\$11,374,744

Project Funding:

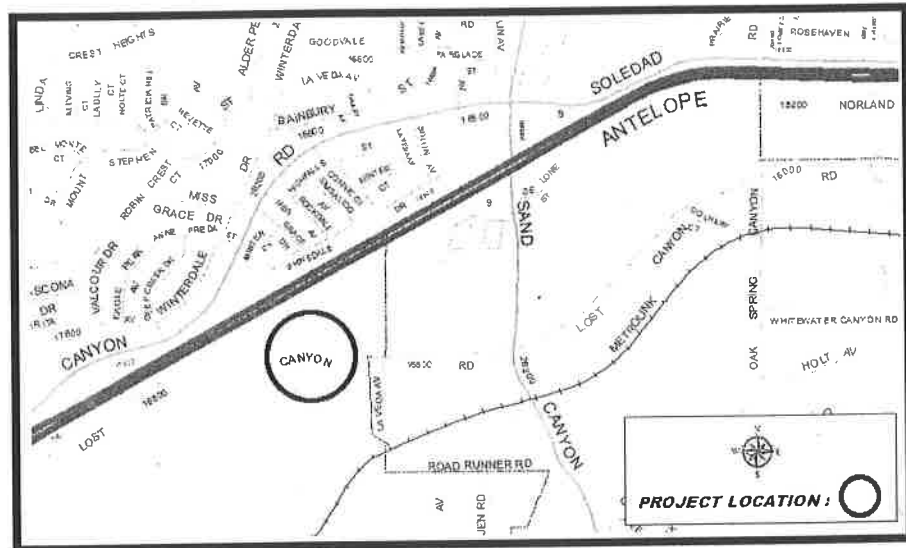
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
B&T - Eastside	6,186,624	712,974	0	0	0	0	6,899,598
LMD Zone 2008-1	210,697	0	0	0	0	0	210,697
Prop. C 25% Grant	4,264,449	0	0	0	0	0	4,264,449
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$10,661,770	\$712,974	\$0	\$0	\$0	\$0	\$11,374,744

Impact On Operations: Anticipate increase to electrical utility accounts upon construction.

LOST CANYON ROAD BRIDGE WIDENING

Project Number: S3029

Project Location:
Lost Canyon Road at
the Santa Clara River.



Description: This project will design and construct bridge widening improvements that will accommodate two 12-foot-wide travel lanes, 4-foot-wide shoulders, and a multi-use path on the north side of the bridge.

Justification: The existing bridge is functionally obsolete (FO). The deck is too narrow for the amount of traffic it carries. Widening the bridge to current standards will remove the FO status and improve circulation and pedestrian travel.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	70,000	0	0	0	0	0	70,000
Design/Plan Review	306,000	0	0	0	0	0	306,000
Right-of-Way	0	0	0	0	0	0	0
Construction	810,000	0	0	0	0	0	810,000
Inspection & Admin	219,181	54,450	0	0	0	0	273,631
Contingency	100,000	0	0	0	0	0	100,000
Total Costs:	\$1,505,181	\$54,450	\$0	\$0	\$0	\$0	\$1,559,631

Project Funding:

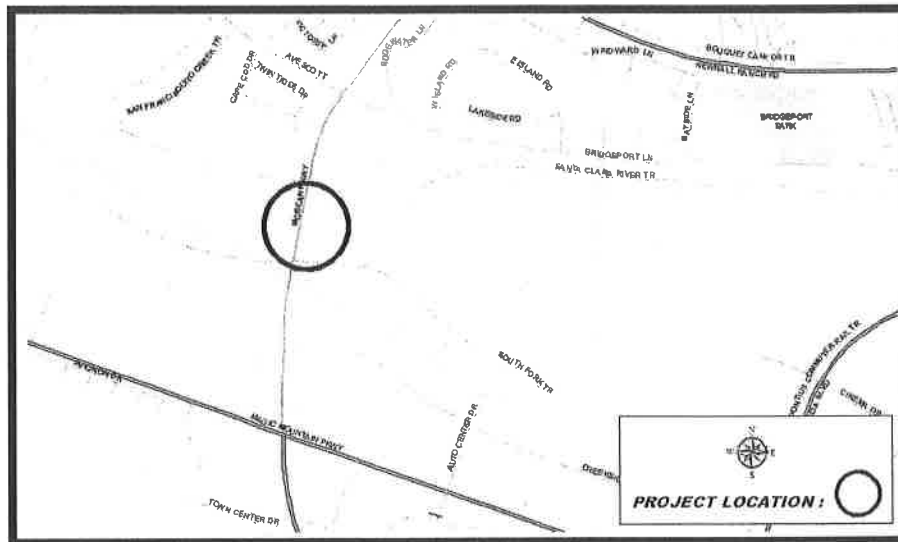
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Federal HBP Grant	1,299,807	43,880	0	0	0	0	1,343,687
Gas Tax	28,603	10,570	0	0	0	0	39,173
TDA Article 3	4,222	0	0	0	0	0	4,222
TDA Article 8	172,549	0	0	0	0	0	172,549
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$1,505,181	\$54,450	\$0	\$0	\$0	\$0	\$1,559,631

Impact On Operations: None.

MCBEAN PARKWAY BRIDGE WIDENING OVER THE RIVER

Project Number: S1037

Project Location:
 McBean Parkway at the
 Santa Clara River Trail.



Description: Funding request will provide for environmental monitoring and modification of the Los Angeles County debris basin. Prior effort widened the McBean Parkway Bridge over the Santa Clara River to eight lanes with a Class I bike path connecting McBean Parkway and the Santa Clara River Trail to create a multi-modal corridor. It also included a landscaped median from Avenue Scott to Magic Mountain Parkway.

Justification: This bridge widening project, which is included in the City's Circulation and Non-Motorized Plans, created a permanent impact to the Santa Clara River bed which necessitates extended environmental monitoring. The City is also obligated to modify the Los Angeles County debris basin.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	82,000	120,000	0	0	0	0	202,000
Design/Plan Review	1,705,000	10,000	0	0	0	0	1,715,000
Right-of-Way	0	0	0	0	0	0	0
Construction	7,150,000	70,000	0	0	0	0	7,220,000
Inspection & Admin	1,174,816	20,000	0	0	0	0	1,194,816
Contingency	170,000	20,000	0	0	0	0	190,000
Total Costs:	\$10,281,816	\$240,000	\$0	\$0	\$0	\$0	\$10,521,816

Project Funding:

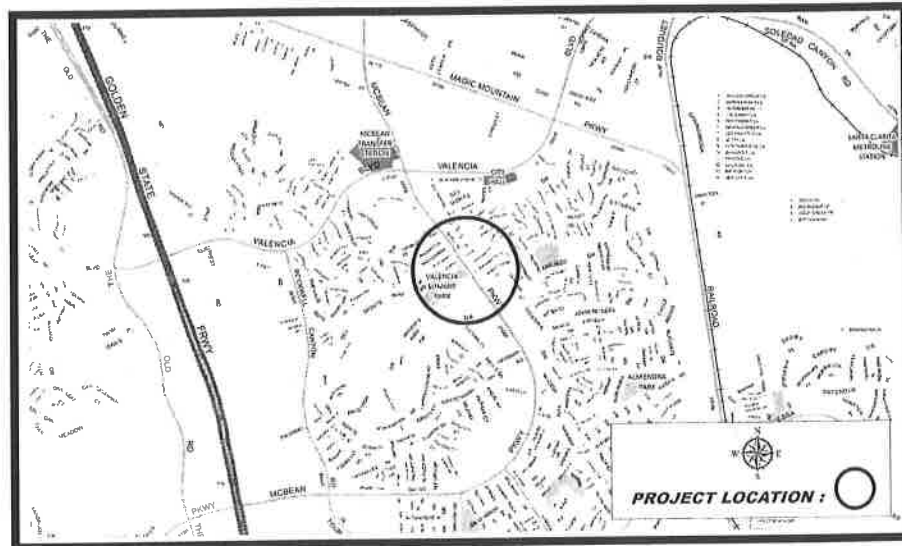
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
B&T - Valencia	4,403,242	240,000	0	0	0	0	4,643,242
General Fund - Capital	78,500	0	0	0	0	0	78,500
LMD Zone 2008-1	424,062	0	0	0	0	0	424,062
Prop. C 25% Grant	3,984,002	0	0	0	0	0	3,984,002
TDA Article 3	85,647	0	0	0	0	0	85,647
TDA Article 8	1,306,363	0	0	0	0	0	1,306,363
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$10,281,816	\$240,000	\$0	\$0	\$0	\$0	\$10,521,816

Impact On Operations: Increase to landscape maintenance and utility costs.

MCBEAN PARKWAY PEDESTRIAN BRIDGE - DESIGN PASEO BRIDGE REPLACEMENT PROGRAM

Project Number: S1043

Project Location:
McBean Parkway
between Del Monte
Drive and Arroyo Park
Drive (near the YMCA).



Description: This effort will provide for design specifications to replace the aging and decayed timber bridge at this location. The bridge at McBean Parkway between Del Monte Drive and Arroyo Park Drive is the next priority in the pedestrian bridge replacement program, per bridge priority reports.

Justification: This bridge was constructed in 1985 and has been in service for 30 years. Decay and delamination is present at various areas along the length of the glu-lam beams on each side of the bridge. This bridge has multiple joint seal failures. Additionally, the vertical post at the western bridge joint on the northern side of the bridge is in a state of decay.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	150,000	0	0	0	0	150,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	0	1,300,000	0	0	0	1,300,000
Inspection & Admin	0	0	50,000	0	0	0	50,000
Contingency	0	0	75,000	0	0	0	75,000
Total Costs:	\$0	\$150,000	\$1,425,000	\$0	\$0	\$0	\$1,575,000

Project Funding:

<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
LMD Zone T-7	0	75,000	0	0	0	0	75,000
LMD Ad Valorem T-1	0	75,000	0	0	0	0	75,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	1,425,000	0	0	0	1,425,000
Total Costs:	\$0	\$150,000	\$1,425,000	\$0	\$0	\$0	\$1,575,000

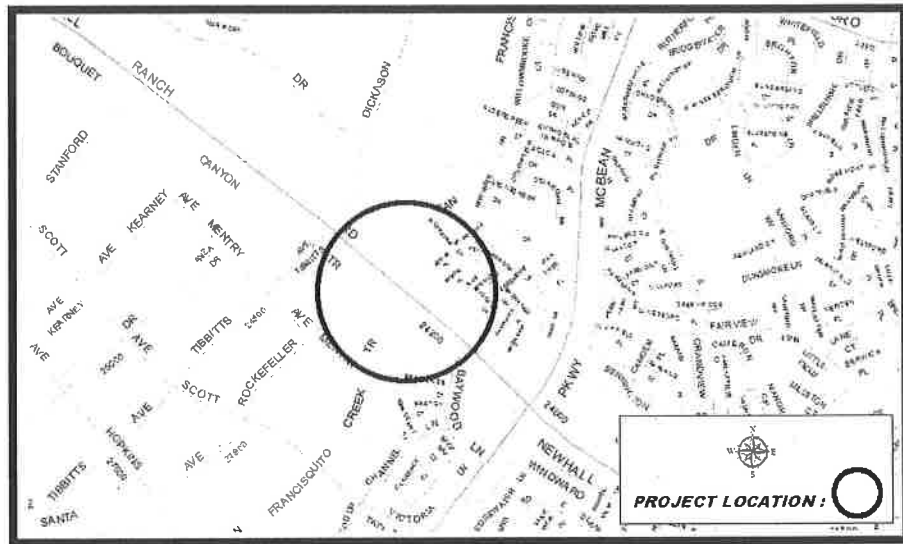
Impact On Operations: None at this time.

NEWHALL RANCH ROAD BRIDGE WIDENING OVER SAN FRANCISQUITO CREEK

Project Number: S1039

Project Location:

Newhall Ranch Road
Bridge at San
Francisquito Creek.



Description: This project will design the widening of the Newhall Ranch Road bridge over the San Francisquito Creek to eight lanes. The project scope will also include a multi-use path and necessary right-of-way. Construction of all improvements will occur in a future year.

Justification: This area currently experiences excessive traffic backup at peak hours. Widening the bridge and constructing a multi-use path for cyclists and pedestrians will allow direct access to the existing San Francisquito trail, and promote recreational and commuter use of the trail.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

Expenditure/Category:	Prior Years	2015-16	2016-17	2017-18	2018-19	2019-20	Total
Environ/NPDES	0	0	21,000	0	0	0	21,000
Design/Plan Review	1,311,816	360,000	0	0	0	0	1,671,816
Right-of-Way	0	400,000	0	0	0	0	400,000
Construction	0	0	9,334,128	0	0	0	9,334,128
Inspection & Admin	0	0	940,000	0	0	0	940,000
Contingency	0	0	940,778	0	0	0	940,778
Total Costs:	\$1,311,816	\$760,000	\$11,235,906	\$0	\$0	\$0	\$13,307,722

Project Funding:

Funding Source:	Prior Years	2015-16	2016-17	2017-18	2018-19	2019-20	Total
B&T Valencia (GFL)	0	400,000	0	0	0	0	400,000
Gas Tax	148,209	41,292	0	0	0	0	189,501
Federal HBP Grant	1,161,351	318,708	9,940,906	0	0	0	11,420,965
TDA Article 8	2,256	0	0	0	0	0	2,256
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	1,295,000	0	0	0	1,295,000
Total Costs:	\$1,311,816	\$760,000	\$11,235,906	\$0	\$0	\$0	\$13,307,722

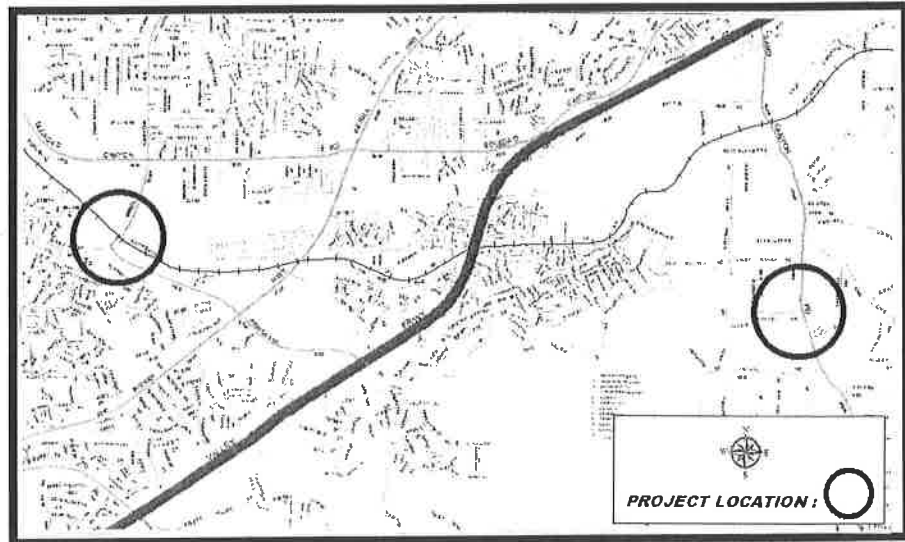
Impact On Operations: None at this time.

SAND CANYON ROAD AND VIA PRINCESSA GUARDRAILS

Project Number: S3034

Project Location:

Sand Canyon Road in the vicinity of Alamo Canyon Drive, and Via Princessa at Whites Canyon Road.



Description: Project will construct guardrails on Sand Canyon Road and on Via Princessa. Sand Canyon Road location effort will construct 100 feet of guardrail on the east side of the roadway, and relocate a utility pole. Striping and pavement work on the roadway will need to be shifted to the west to accommodate the guardrail. Via Princessa location effort will construct 450 feet of guardrail on the south side and 150 feet of guardrail on the north side of the street to join into existing guardrails.

Justification: These two locations have been identified as in need of mitigation to promote roadway safety and circulation. City of Santa Clarita staff has successfully petitioned for grant funds to construct the improvements.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Andrew Yi

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	20,000	0	0	0	0	0	20,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	185,400	0	0	0	0	185,400
Inspection & Admin	0	33,000	0	0	0	0	33,000
Contingency	0	29,400	0	0	0	0	29,400
Total Costs:	\$20,000	\$247,800	\$0	\$0	\$0	\$0	\$267,800

Project Funding:

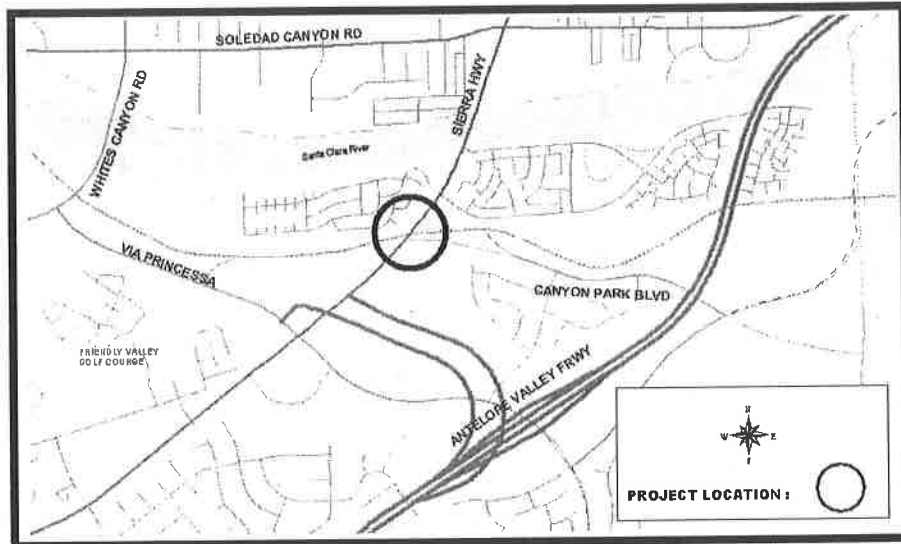
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Federal HSIP Grant	0	208,600	0	0	0	0	208,600
TDA Article 8	20,000	39,200	0	0	0	0	59,200
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$20,000	\$247,800	\$0	\$0	\$0	\$0	\$267,800

Impact On Operations: None.

SIERRA HIGHWAY BRIDGES OVER THE SANTA CLARA RIVER

Project Number: S3030

Project Location:
Sierra Highway at the
Santa Clara River



Description: This effort will complete design for the eventual widening of the northbound bridge and replacement of the southbound bridge to eliminate its classification of structurally deficient and functionally obsolete. Both bridges will be constructed to accommodate a 44-foot travel width, with additional shoulders and sidewalk.

Justification: The bridges over the river do not adequately provide for motorist and pedestrian needs, and replacement of the southbound bridge is necessary to address its "functionally obsolete" classification. The widening and replacement effort is a joint County/City endeavor, with the County completing the final design effort with the City, and the City overseeing future construction. Current year effort will complete the design via LA County work order; and provide for land survey activities, resolve utility issues and right of way needs, and complete environmental requirements and permits, and obtain any necessary easements and right-of-way

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	10,000	0	0	10,000
Design/Plan Review	193,599	204,537	0	0	0	0	398,136
Right-of-Way	222,000	0	0	0	0	0	222,000
Construction	0	0	0	9,514,695	0	0	9,514,695
Inspection & Admin	0	0	0	1,417,200	0	0	1,417,200
Contingency	0	0	0	1,094,190	0	0	1,094,190
Total Costs:	\$415,599	\$204,537	\$0	\$12,036,085	\$0	\$0	\$12,656,221

Project Funding:

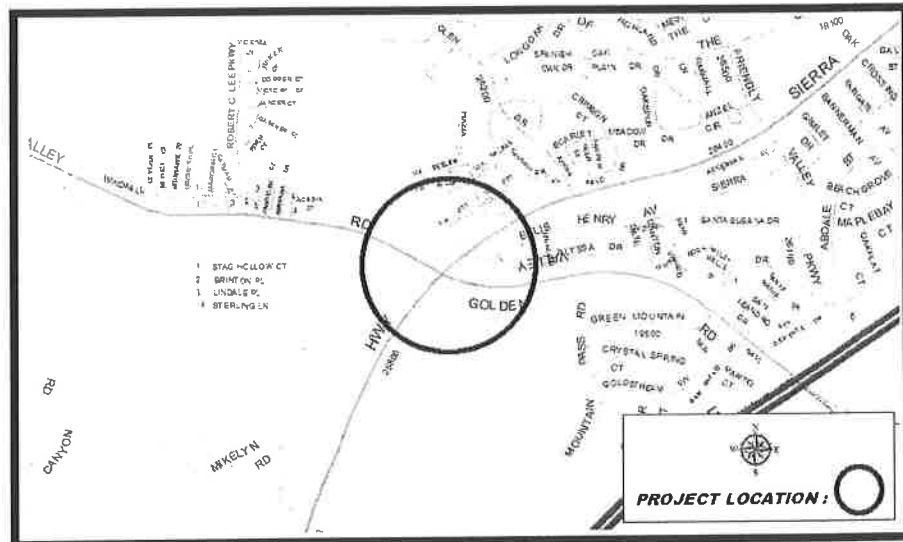
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
B&T - East Side	150,659	0	0	0	0	0	150,659
Federal HBP Grant	196,537	0	0	10,591,755	0	0	10,788,292
Gas Tax	68,403	4,537	0	0	0	0	72,940
TDA Article 8	0	200,000	0	0	0	0	200,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	1,444,330	0	0	1,444,330
Total Costs:	\$415,599	\$204,537	\$0	\$12,036,085	\$0	\$0	\$12,656,221

Impact On Operations: None at this time.

SIERRA HIGHWAY/GOLDEN VALLEY ROAD PEDESTRIAN BRIDGE AND STREET IMPROVEMENTS

Project Number: S3031

Project Location:
Sierra Highway and
Golden Valley Road.



Description: This effort will construct a pedestrian bridge over Sierra Highway, and street improvements on Sierra Highway including a southbound to westbound Golden Valley Road, median extension, landscaping, a bus shelter and pad; and signal modifications at the intersections of both Golden Valley Road and Rainbow Glen Drive. This section of Sierra Highway is Caltrans jurisdiction.

Justification: Construction of the pedestrian bridge will provide a designated passageway across this major arterial. The roadway improvements will improve traffic circulation in this heavily traveled intersection. Additionally, the landscape improvements will promote the City of Santa Clarita's (City) commitment to beautification of its major corridors.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):							
<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	5,000	0	0	0	0	5,000
Design/Plan Review	303,588	0	0	0	0	0	303,588
Right-of-Way	0	0	0	0	0	0	0
Construction	0	2,300,510	0	0	0	0	2,300,510
Inspection & Admin	0	275,000	0	0	0	0	275,000
Contingency	0	345,000	0	0	0	0	345,000
Total Costs:	\$303,588	\$2,925,510	\$0	\$0	\$0	\$0	\$3,229,098

Project Funding:							
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Developer	303,588	1,523,510	0	0	0	0	1,827,098
Federal ATP Grant	0	1,402,000	0	0	0	0	1,402,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$303,588	\$2,925,510	\$0	\$0	\$0	\$0	\$3,229,098

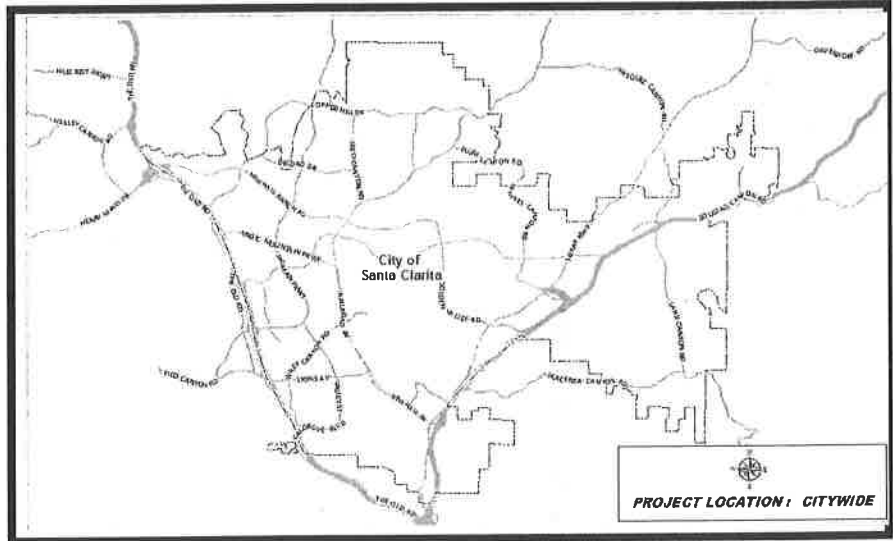
Impact On Operations: Increase to the City's Landscape Maintenance District operational budget.



2015-16 ACCESS RAMP CONSTRUCTION PROGRAM

Project Number: T0047

Project Location:
Citywide.



Description: This project will construct access ramps at locations where none currently exist. Ramps will be constructed to comply with current Americans with Disabilities Act (ADA) requirements.

Justification: Each year the City dedicates a portion of the capital budget for this effort. This annual financial commitment allows the City to move toward compliance with this federal requirement, and supports the City of Santa Clarita's 2020 theme of Sustaining Public Infrastructure to provide access at City facilities and within the public right-of-way.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	2,500	0	0	0	0	2,500
Design/Plan Review	0	10,000	0	0	0	0	10,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	210,000	0	0	0	0	210,000
Inspection & Admin	0	12,500	0	0	0	0	12,500
Contingency	0	15,000	0	0	0	0	15,000
Total Costs:	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000

Project Funding:

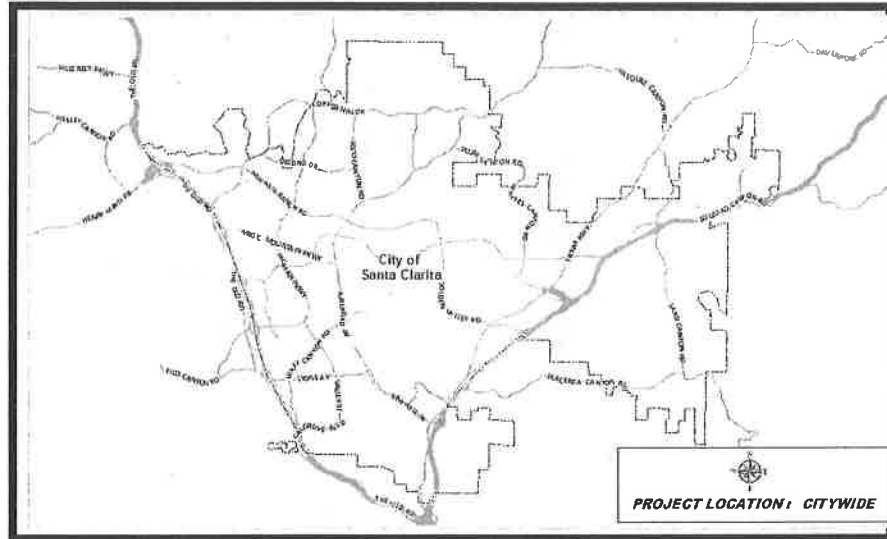
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
CDBG	0	250,000	0	0	0	0	250,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000

Impact On Operations: None.

ADA CROSSWALK IMPROVEMENTS

Project Number: T0049

Project Location:
Citywide.



Description: This project will make modifications to median noses that encroach into pedestrian crosswalks at selected signalized intersections in the City. The modifications will improve pedestrian passage of the roadway.

Justification: There are median noses throughout the City that impede pedestrian passage through designated crosswalks. By making the modifications the path of travel will be improved, especially for the disabled and elderly.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	250	0	0	0	0	250
Design/Plan Review	0	500	0	0	0	0	500
Right-of-Way	0	0	0	0	0	0	0
Construction	0	20,250	0	0	0	0	20,250
Inspection & Admin	0	2,000	0	0	0	0	2,000
Contingency	0	2,000	0	0	0	0	2,000
Total Costs:	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000

Project Funding:

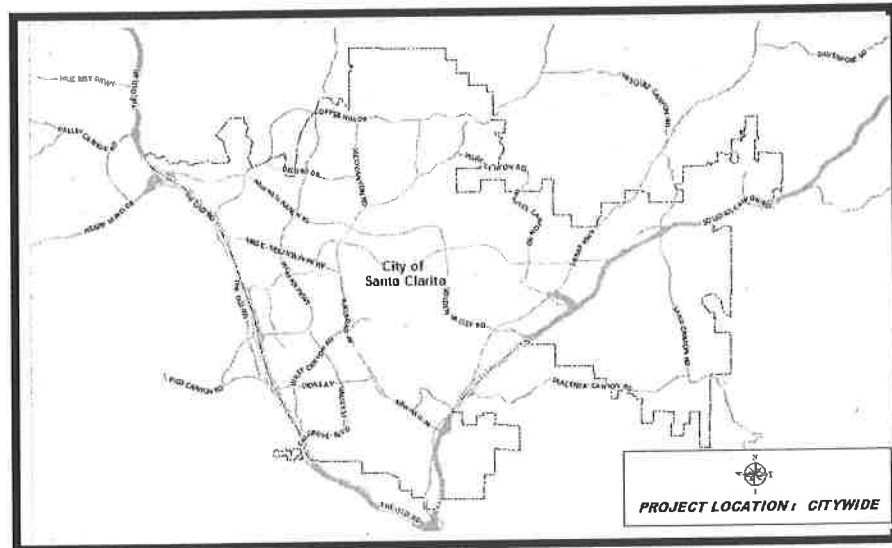
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
CDBG	0	25,000	0	0	0	0	25,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000

Impact On Operations: None.

ADA SIDEWALK ACCESS RAMPS

Project Number: T0048

Project Location:
Citywide.



Description: This project will construct access ramps at locations where none currently exist. Ramps will be constructed to comply with current Americans with Disabilities Act (ADA) requirements.

Justification: Each year the City dedicates a portion of the capital budget for this effort. This annual financial commitment allows the City to move toward compliance with this federal requirement, and supports the City of Santa Clarita's 2020 theme of Sustaining Public Infrastructure to provide access at City facilities and within the public right-of-way.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):							
<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	250	0	0	0	0	250
Design/Plan Review	0	500	0	0	0	0	500
Right-of-Way	0	0	0	0	0	0	0
Construction	0	20,250	0	0	0	0	20,250
Inspection & Admin	0	2,000	0	0	0	0	2,000
Contingency	0	2,000	0	0	0	0	2,000
Total Costs:	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000

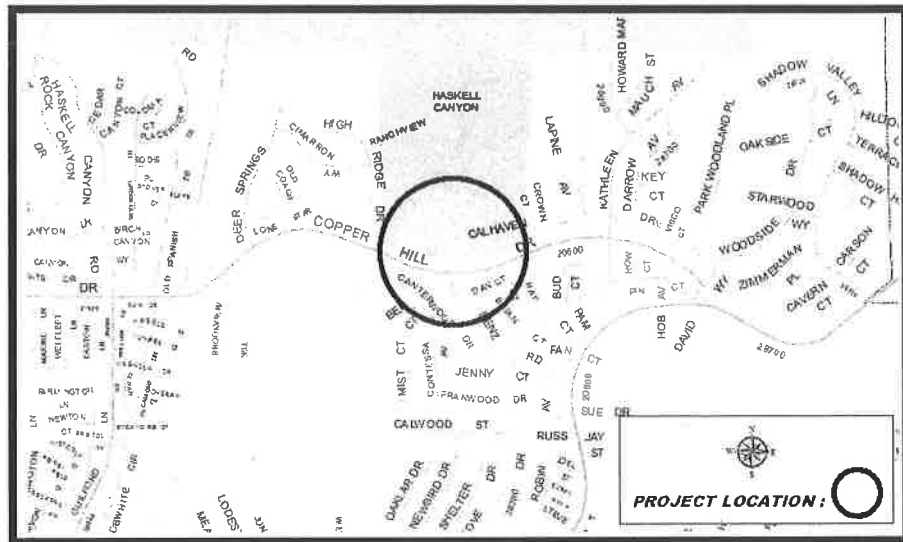
Project Funding:							
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
CDBG	0	25,000	0	0	0	0	25,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000

Impact On Operations: None.

HASKELL CANYON OPEN SPACE ACCESS IMPROVEMENTS

Project Number T4005

Project Location:
Haskell Canyon Open Space.



Description: This project will formalize the entrance to this open space area and give the 55-acre property a new identity visible from Copper Hill Drive. The entrance work will provide more secure control over access to the utility corridor, reducing instances of dumping and use by motorized vehicles. Improvements such as signage, trail markers, and benches added to existing paths and trails will encourage use by the public.

Justification: The project will enhance the visibility and therefore encourage more appropriate public use of the open space area. Expansion of trails will also increase access to the more remote, higher elevations of the area which are currently unknown to residents.

Project Status: In progress. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Tom Reilly

Project Cost Est. (\$):

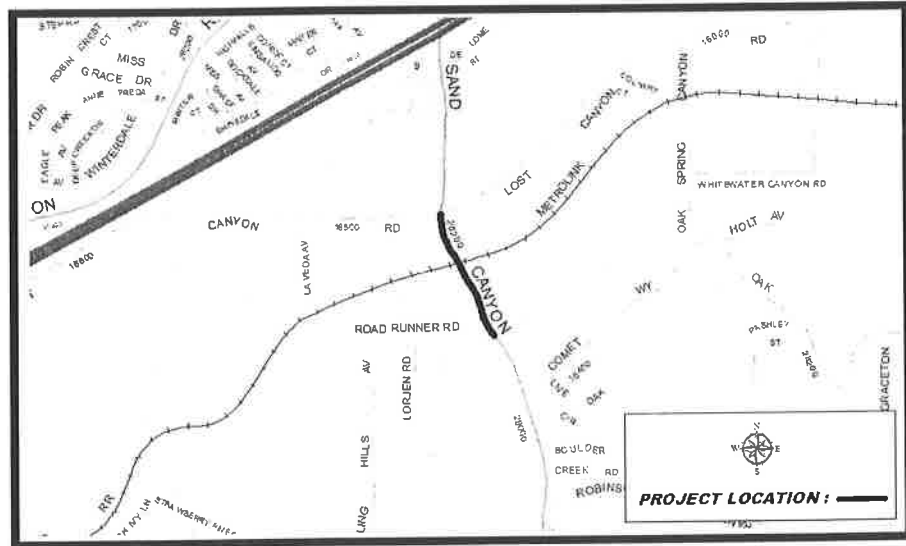
<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	2,000	0	0	0	0	2,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	45,000	0	0	0	0	45,000
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	3,000	0	0	0	0	3,000
Total Costs:	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000

Project Funding:

<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
OSPD Assmt. Rev.	0	50,000	0	0	0	0	50,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000

Impact On Operations: Increased need for patrol by rangers, security and maintenance.

Project Location:
Sand Canyon Road
from Lost Canyon Road
to Roadrunner Road.



Description: This effort will construct the segment of the Sand Canyon Trail from its current terminus at Roadrunner Road north to Lost Canyon Road. The project is currently in design and going through the permitting process with the Southern California Rail Road Association (SCRRA).

Justification: The completion of this trail segment will close a gap in the trail system, connecting it to the future roundabout and trail proposed by the developers of Vista Canyon Ranch.

Project Status: Proposed. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Tom Reilly

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	2,500	0	0	0	0	2,500
Design/Plan Review	40,000	0	0	0	0	0	40,000
Right-of-Way	10,000	0	0	0	0	0	10,000
Construction	0	213,000	0	0	0	0	213,000
Inspection & Admin	0	2,500	0	0	0	0	2,500
Contingency	5,000	32,550	0	0	0	0	37,550
Total Costs:	\$55,000	\$250,550	\$0	\$0	\$0	\$0	\$305,550

Project Funding:

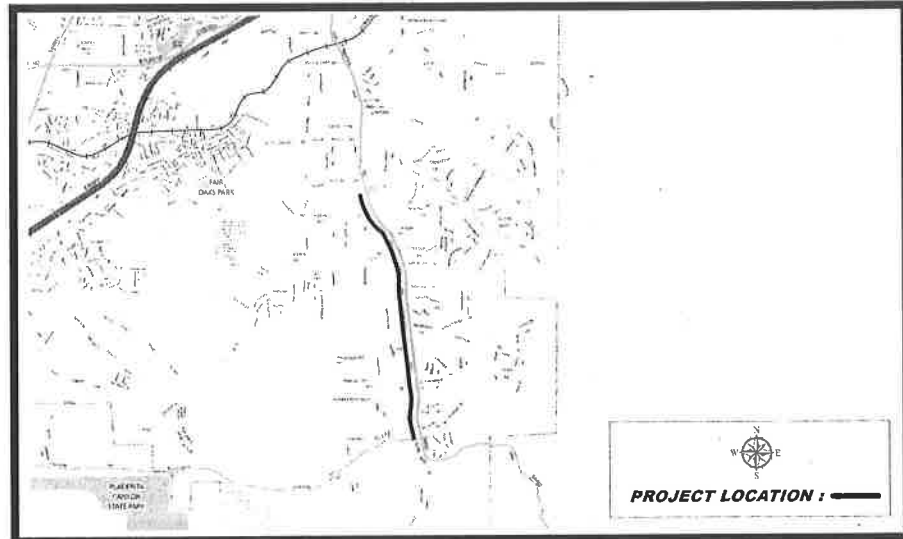
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
TDA Article 3	55,000	0	0	0	0	0	55,000
Park Dedication	0	250,550	0	0	0	0	250,550
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$55,000	\$250,550	\$0	\$0	\$0	\$0	\$305,550

Impact On Operations: Minor increase to operations and maintenance of trail surface and fencing.

SAND CANYON TRAIL PH IV THROUGH VI - DESIGN

Project Number T3019

Project Location:
Sand Canyon Trail
(between Sky Ranch
Road and Placerita
Canyon Road).



Description: This project will design phases IV, V and VI of the Sand Canyon Trail from Sky Ranch Road to Placerita Canyon Road, a distance of approximately 1.6 miles. Project scope will include preliminary design, public participation, right of way mapping, civil engineering, agency permits, and construction specifications.

Justification: The Sand Canyon Trail is identified in the City's Non-Motorized Plan, the City's Trails Master Plan, and the County Trails Plan. At build-out, the trail is anticipated to run from the Santa Clara River to Placerita Canyon Road. This effort is another step forward in the City's goal to develop a trail in the Sand Canyon community. Support for the trail has been expressed via an ongoing public participation process.

Project Status: Proposed. **Department:** Parks, Recreation & Community Services **Project Supervisor:** Tom Reilly

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	5,000	0	0	0	0	5,000
Design/Plan Review	0	190,000	0	0	0	0	190,000
Right-of-Way	0	35,000	0	0	0	0	35,000
Construction	0	0	0	0	0	0	0
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	25,000	0	0	0	0	25,000
Total Costs:	\$0	\$255,000	\$0	\$0	\$0	\$0	\$255,000

Project Funding:

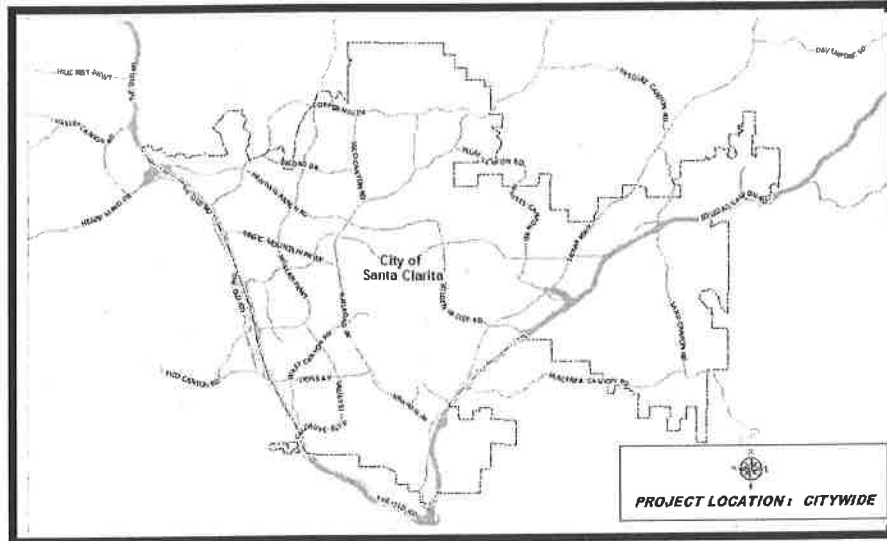
<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Park Dedication	0	255,000	0	0	0	0	255,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$255,000	\$0	\$0	\$0	\$0	\$255,000

Impact On Operations: None at this time.

SIDEWALK GAP CLOSURES

Project Number: T0046

Project Location:
Citywide.



Description: This effort will construct new sidewalks where gaps exist along major arterials with high-pedestrian usage. Project scope/locations will be determined contingent on funding allocation and demonstrated need. Improvements will include landscape and irrigation where possible.

Justification: City staff has identified various locations where there are gaps in sidewalks, affecting pedestrian passage. Closing the gaps by constructing new sidewalks to provide continuity will improve pedestrian travel for all citizens, especially for the elderly and the disabled.

Project Status: in progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	2,500	0	0	0	0	0	2,500
Design/Plan Review	25,000	0	0	0	0	0	25,000
Right-of-Way	0	0	0	0	0	0	0
Construction	462,500	0	0	0	0	0	462,500
Inspection & Admin	50,000	20,000	0	0	0	0	70,000
Contingency	40,000	0	0	0	0	0	40,000
Total Costs:	\$580,000	\$20,000	\$0	\$0	\$0	\$0	\$600,000

Project Funding:

<u>Funding Source:</u>	<u>PriorYears</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
TDA Article 8	580,000	20,000	0	0	0	0	600,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$580,000	\$20,000	\$0	\$0	\$0	\$0	\$600,000

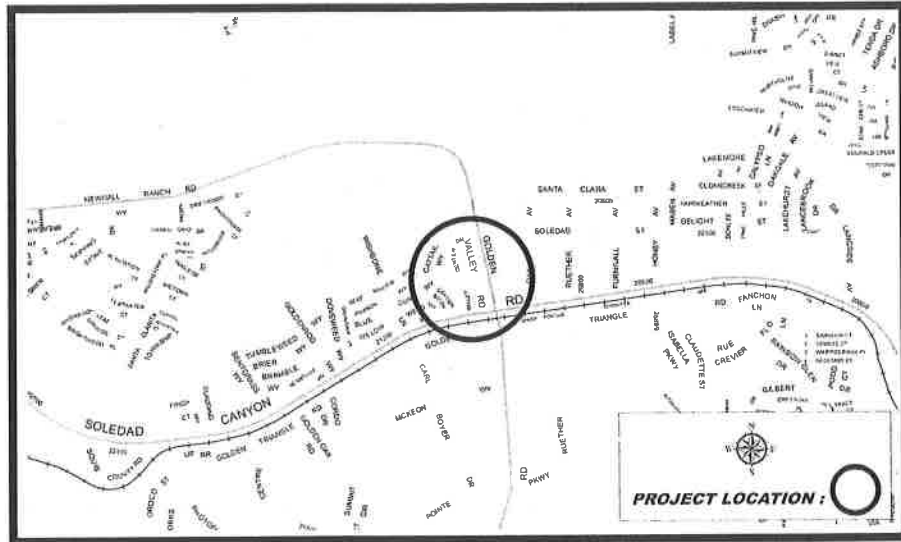
Impact On Operations: None at this time.

SOLEDAD CANYON ROAD/GOLDEN VALLEY ROAD BIKE PATH - NORTH

Project Number: T2007

Project Location:

Soledad Canyon Road at Golden Valley Road bridge.



Description: This project will design and construct approximately 510 feet of bike path north of Soledad Canyon Road. This bike path will make the connection (close the gap) from the existing Golden Valley Road Class I trail to the bike ramp at the bridge over the Santa Clara River.

Justification: The trail on Golden Valley Road does not connect to Soledad Canyon Road at this time. This improvement will allow cyclists and pedestrians to access Soledad Canyon Road from Golden Valley Road without having to exit the trail system.

Project Status: In progress. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	16,162	75,000	0	0	0	0	91,162
Right-of-Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	0	0	0	0	0	0
Total Costs:	\$16,162	\$75,000	\$0	\$0	\$0	\$0	\$91,162

Project Funding:

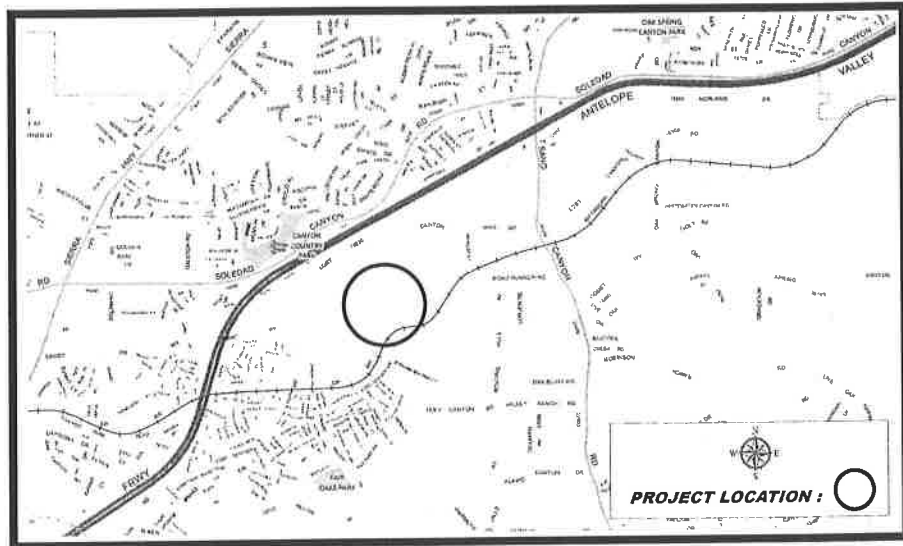
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
B&T - Bouquet	16,162	75,000	0	0	0	0	91,162
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$16,162	\$75,000	\$0	\$0	\$0	\$0	\$91,162

Impact On Operations: None.

VISTA CANYON RANCH METROLINK STATION CONCEPTUAL DESIGN

Project Number: T3020

Project Location:
Future Vista Canyon
Ranch community.



Description: This effort will provide for conceptual design of a 25,000 square foot Metrolink station with a grade-separated platform. Design will identify amenities such as canopies, light standards, restroom facilities, fencing, and the relocation of 3,500 feet of new railroad track. This effort will be coordinated with the Los Angeles Metropolitan Transit Authority (Metro).

Justification: Constructing a Metrolink station on the east side of town will allow the City to expand and enhance its local and commuter service between the future adjacent transit center and the local community. A Transit Impact Study indicated that a new station would generate an additional 1,430 daily Metrolink riders. A grant to request construction funds has been submitted to Metro via the 2015 Metro Call for Projects.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	500,000	0	0	0	0	500,000
Right-of-Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	0	0	0	0	0	0
Total Costs:	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000

Project Funding:

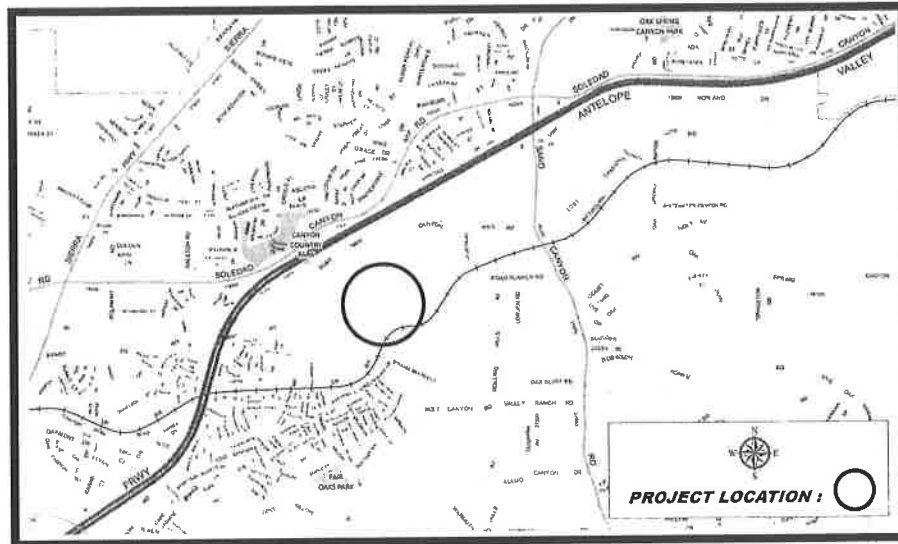
<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
FTA Grant 5307	0	250,000	0	0	0	0	250,000
Measure R Grant	0	250,000	0	0	0	0	250,000
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000

Impact On Operations: None at this time.

VISTA CANYON RANCH REGIONAL TRANSIT CENTER DESIGN

Project Number: T3021

Project Location:
 Future Vista Canyon Ranch community.



Description: This project will design a new seven-bay bus transfer station with canopies, benches, light poles, restroom facilities, bicycle parking, real-time bus arrival monitors, and landscaping. Construction of the improvements will occur in a future year.

Justification: This transit center will allow the City to expand its local and commuter bus service by providing additional trips between the future adjacent metrolink station and the local community. The improvements will foster a true transit-oriented development that will serve residents living on the east of the City, as well as those living just east of the City.

Project Status: Proposed. **Department:** Public Works **Project Supervisor:** Damon Letz

Project Cost Est. (\$):

<u>Expenditure/Category:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
Environ/NPDES	0	0	0	0	0	0	0
Design/Plan Review	0	835,942	0	0	0	0	835,942
Right-of-Way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
Inspection & Admin	0	0	0	0	0	0	0
Contingency	0	0	0	0	0	0	0
Total Costs:	\$0	\$835,942	\$0	\$0	\$0	\$0	\$835,942

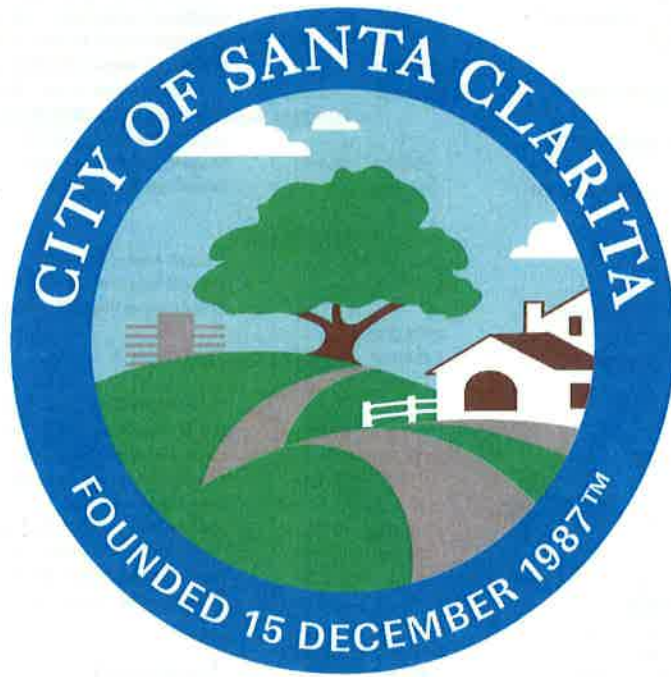
Project Funding:

<u>Funding Source:</u>	<u>Prior Years</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>Total</u>
AQMD - AB2766	0	259,142	0	0	0	0	259,142
Prop. C 25% Grant	0	576,800	0	0	0	0	576,800
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
Priority Unfunded	0	0	0	0	0	0	0
Total Costs:	\$0	\$835,942	\$0	\$0	\$0	\$0	\$835,942

Impact On Operations: None at this time.

Unfunded Capital Projects


No.	Project	Estimated Cost	No.	Project	Estimated Cost
<u>NEEDS PREVIOUSLY IDENTIFIED IN THE 2015-16 CIP:</u>					
<u>MAINTENANCE</u>			<u>PEDESTRIAN BRIDGES</u>		
	Annual Circulation Improvement Program	280,000	90-0711	Decoro Drive and Vista Delgado	852,975
	Annual Intersection Improvement Program	280,000	90-0707	Seco Canyon Road and Decoro Drive	852,975
	Annual Median Modification Program	240,000	<u>ROADWAY IMPROVEMENTS</u>		
	Annual Overlay and Slurry Seal	72,000,000		Annual Roadway Safety Program - 4-year need	200,000
	Annual Play Area Shade Program	260,000		Intelligent Transportation Systems V - Adaptive Signal System - Grant \$1,637,204	546,000
	Rubberized Playground Surface Replacement	480,000		Intelligent Transportation Systems VI - Adaptive Signal System - Grant \$1,943,759	485,940
	Annual Sidewalk and Stormwater	3,065,000	<u>SIDEWALK, CURB & GUTTER INSTALLATION - City</u>		
	Annual Trail Fence Replacement Program	200,000		Arcadia Street Improvements	310,500
<u>RESOURCE MANAGEMENT & CONSERVATION</u>				Orchard Village Road (north of Lyons Ave)	207,000
	Community Reforestation	600,000	92-0902	Scherzinger Lane Improvements Ph II	5,175,000
	Santa Clara River Arundo & Tamarisk Removal	400,000	<u>SIDEWALKS</u>		
<u>STREETS AND BRIDGES</u>				Newhall Avenue Sidewalks	1,150,000
S3023	Dockweiler Drive/Lyons Avenue	62,933,217		Valencia Industrial Center Sidewalks - Phase I	250,000
	McBean Parkway Pedestrian Bridge	1,425,000		Wiley Canyon Road Sidewalks	50,000
	Newhall Ranch Road Bridge Widening over San Francisquito Creek	1,295,000	<u>STREET CONSTRUCTION</u>		
S3031	Sierra Highway Bridges over the River	1,444,330		Lyons/Dockweiler - Const. Grant - \$5,898,993	3,443,220
<u>TRAILS AND TRANSIT</u>			S1039	Newhall Ranch Rd. Bridge Widening over San Francisquito Creek	9,929,355
	Annual Access Ramp Construction	5,182,300	91-1204	Magic/Via Princessa Roadway (at grade)	43,470,000
<u>OTHER UNFUNDED NEEDS</u>			S3026	Santa Clarita Parkway	
	Alley Construction	150,000		Via Princessa - Isabella Parkway to Golden Valley Road - Design	4,000,000
	Bus Turn-Outs	258,750	S3026	Via Princessa - Isabella Parkway to Golden Valley Road - Const. - Grant, \$11,000,000	75,000,000
<u>FLOOD CONTROL PROJECTS - County</u>				<u>TRAILS</u>	
	Newhall Avenue and Pine Street	2,354,625		Bouquet Canyon Trail	2,000,000
	Sierra Highway Area Sewer Study	155,250		Placerita Canyon	150,000
	Sierra Highway Storm Drain Master Plan	207,000		Railroad Avenue Trail - 13 St. to Oak Ridge	2,000,000
<u>GATEWAY BEAUTIFICATION</u>				South Fork Trail/Orchard/Lyons	750,000
	Calgrove/I-5 Gateway Beautification	1,200,000		Sand Canyon/Lost Canyon Road Trailhead	250,000
	Newhall/SR-14 Gateway Beautification	1,200,000		Santa Clara River Trail to Robinson Ranch	500,000
	Via Princessa/SR-14 Beautification	1,200,000		Santa Clarita Regional Commuter Trail - Seg. V (Five Knolls to Discovery Park)	2,000,000
<u>MEDIAN MODIFICATION</u>				Wiley Canyon/Orchard Village Road Bridge	550,000
	Annual Median Modification (four-year need)	200,000		Wiley/Calgrove to Rivendale	1,000,000
<u>PARKS - Active</u>			<u>TRANSIT</u>		
	Canyon Country Community Center	10,000,000		Newhall Avenue Park and Ride - Conceptual	200,000
	Canyon Country Park Ph II (Tennis Cts, Pool)	6,000,000		Vista Canyon Regional Transit Center - Design & Constr. (Grant: \$2,808,507)	1,261,795
	Central Park Tennis Complex	8,000,000	<u>UTILITY UNDERGROUNDING</u>		
	Copper Hill Restroom & Play Area	585,000	90-1306	Bouquet Canyon Road - Soledad Canyon/City	533,025
	Multi-Use Fields	5,000,000	90-1309	Bouquet Canyon (N/S) - Soledad	2,277,000
	Play Area Shade Program	165,000	90-1308	Newhall Avenue (w/s) - Lyons Avenue and 9th	393,300
	Copper Hill Park Amenities	1,500,000	90-1305	San Fernando (w/s) - Bouquet Canyon/Lyons	4,347,000
	David March Park Expansion	4,000,000	90-1302	Sand Canyon Road - City Limits/Placerita Canyon	481,275
	Fair Oaks Park Improvements	100,000	90-1307	Seco Canyon Road - Bouquet Canyon/City Limits	533,025
	Pacific Crest Park Amenities	100,000	90-1304	Sierra Highway - City Limits	289,800
	Renovation Master Plans for City Parks	250,000	90-1302	Soledad Canyon Road - Sand Canyon/Sierra	496,800
	Santa Clarita Sports Complex (24-acre dev.)	16,000,000	91-1302	Wiley Canyon Road - Lyons/City Limits	496,800
	Santa Clarita Sports Complex Ph IV - Gym	14,000,000			
	Discovery Park - (Build out)	2,500,000			
	Rivendale Ranch & Open Space	8,100,000			
<u>PARKS - Passive/River - Continued</u>					
	Open Space Access - (Various Improvements)	450,000			
	Open Space Parks (Master Plans for Various)	200,000			
	Pioneer Oil Refinery	2,500,000			
GRAND TOTAL:					402,893,257



CITY OF SANTA CLARITA
STAFF REPORT
MASTER CASE NUMBER 15-049
TENTATIVE PARCEL MAP 69116

DATE: June 2, 2015

TO: Chairperson Trautman and Members of the Planning Commission

FROM: Jeff Hogan, AICP, Planning Manager 

CASE PLANNER: Mike Ascione, Assistant Planner II

APPLICANT: Spirit Properties, Ltd.

LOCATION: 26501 Carl Boyer Dr. (APN 2836-016-044)

REQUEST: The applicant is requesting a tentative parcel map to subdivide an existing commercial shopping center, Soledad Crossings, into eight lots. The subject property is located in the Centre Pointe Business Park.

BACKGROUND

On September 6, 2007, Master Case No. 07-083 was approved by the Director of Community Development for the construction of a 159,111 square-foot retail shopping center located in the Centre Pointe Business Park. The project included the approval of a Minor Use Permit to allow for the construction of a drive-thru bank and drive-thru fast food restaurant.

On March 17, 2015, Sprit Properties (“the applicant”) submitted an application (Master Case No. 15-049) for Tentative Parcel Map 69116 to subdivide the 23.66-acre parcel into eight parcels. The project was deemed complete on May 4, 2015. Construction is not proposed with this application to subdivide the parcel.

PROJECT DESCRIPTION

The proposed project includes a request by the applicant to subdivide the 23.66-acre parcel into eight lots. The matrix below is a summary of uses, lot area, and building footage. No development is proposed at this time.

Proposed Parcel #	Use	Lot Area in Square Feet	Building Square Footage
1.	Babies “R” Us	235,224	30,565
2.	G Stage	39,204	7,000
3.	Joann’s Fabrics	91,476	24,970

Agenda Item: 2

4.	Dicks Sporting Goods	313,632	58,890
5.	Vacant	178,596	NA
6.	Vacant	56,628	NA
7.	Vacant	47,916	NA
8.	Multitenant	65,340	11,948
Total		23.66 acres	159,111

GENERAL PLAN AND ZONING DESIGNATION

The City of Santa Clarita General Plan designates the subject site as Business Park (BP) which is consistent with the zoning designation of Business Park (BP). “The BP zoning designation provides for mixed employment districts in areas accessible to transportation and visible from freeways and major arterials and is intended to promote the development of master-planned environments with a high quality of design and construction” (Unified Development Code Section 17.34.040). The subject site is surrounded by commercial shopping centers to the south, east, and west, and the rail line to the north. The following matrix describes zoning and land use for the project site and surrounding properties.

	General Plan	Zoning	Land Use
Project	BP	BP	Commercial Shopping Center
North	Public Institution (PI)		Railroad tracks
South	BP	BP	Commercial Shopping Center
West	BP	BP	Commercial Shopping Center
East	BP	BP	Commercial Shopping Center

ANALYSIS

UDC and General Plan Compliance

The City’s Unified Development Code establishes procedures and requirements for the review and approval of tentative parcel maps for the division of all land within the City, in accordance with the Subdivision Map Act. Section 17.25.110 (E) requires that the design of the subdivision or type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. The proposed tentative parcel map requires the creation of a property owner’s association (POA). The POA will be created to maintain all of the common areas on the project site (parking areas, drive aisles, landscaping/planters, slopes, pedestrian access, etc.) and will require a reciprocal access easement that prohibits access and parking from being restricted between parcels. In addition, the property is an established commercial center that was approved in accordance with the UDC and General Plan in September of 2007. No development is proposed at this time. Any future development shall be subject to review and approval in compliance with the UDC.

The City’s General Plan establishes a maximum Floor Area Ratio (FAR) of 2.0 for development

within the BP designation. The chart below summarizes the resulting FAR of each of the proposed parcels complies with the zoning code and General Plan.

Parcel #	Land Use/ Zoning	Lot Area in Square Feet	Building Square Footage	FAR	UDC Max FAR
1.	BP	235,224	30,565	.13	2.0
2.	BP	39,204	7,000	.18	2.0
3.	BP	91,476	24,970	.27	2.0
4.	BP	313,632	58,890	.19	2.0
5.	BP	178,596	NA	NA	2.0
6.	BP	56,628	NA	NA	2.0
7.	BP	47,916	NA	NA	2.0
8.	BP	65,340	11,948	.18	2.0
Total		23.66 acres	159,111	.15	

Entitlement Approval

On September 6, 2007, in compliance with the City's Unified Development Code, the applicant received approval of a Development Review and Minor Use Permit to allow for the construction of the buildings on the 23.66-acre parcel. With the application, staff reviewed compliance with the BP development standards including height, floor area, landscaping, architecture, setbacks, and parking. During the review process, the architecture of the proposed buildings was reviewed, including building massing, colors, and site design, to ensure consistency with the City of Santa Clarita Architectural Design Guidelines.

Environmental Review

A minor land division is exempt from CEQA (Article 19, Section 15301, Class 1). As stated in 15301k of the CEQA guidelines, the project is categorically exempt as it involves the division of existing commercial or industrial buildings where no physical changes occur which are not otherwise exempt. No adjustments or variances are necessary with this parcel division; therefore, a Notice of Exemption in compliance with CEQA has been prepared for this project and is attached to this report.

Noticing

As required by the Unified Development Code, four hundred and twenty (420) property owners within a 1,000-foot radius of the subject property were notified of the public hearing by mail. A public notice was placed in The Signal on May 12, 2015, and a sign was posted at the site on May 19, 2015, for this public hearing. To date, the Community Development Department has received no correspondence in response to this proposal.

RECOMMENDATION

Based on the project compliance with the City of Santa Clarita General Plan and Unified Development Code, staff recommends that the Planning Commission:

- 1) Open the public hearing;
- 2) Receive testimony from the public;
- 3) Close the public hearing; and
- 4) Adopt Resolution P15-06, approving Master Case 15-049, Tentative Parcel Map 69116, to allow for the subdivision of one lot into eight lots, located at 26501 Carl Boyer Drive (APN 2836-016-044) subject to the attached conditions of approval (Exhibit "A").

ATTACHMENTS

Resolution P15-06

Conditions of Approval (Exhibit A)

Vicinity Map

Zoning/General Plan Map

Tentative Parcel Map 69116

Notice of Exemption

Public Notice

S:\CD\PLANNING DIVISION\CURRENT\2015\15-049 (TPM15-002 Dicks Shopping Center)\15-049 Staff Report.doc

RESOLUTION NO. P15-06

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARITA APPROVING MASTER CASE NO. 15-049, TENTATIVE PARCEL MAP 69116, TO ALLOW FOR THE SUBDIVISION OF ONE LOT INTO EIGHT LOTS, LOCATED AT 26501 CARL BOYER DRIVE (APN: 2836-016-044), IN THE CITY OF SANTA CLARITA

THE PLANNING COMMISSION OF THE CITY OF SANTA CLARITA DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. FINDINGS OF FACT. The Planning Commission does hereby make the following findings of fact:

- A. An application for Master Case No. 15-049 (Tentative Parcel Map 69116) was filed by Spirit Properties (hereinafter “Applicant”) with the City of Santa Clarita on March 17, 2015. The property for which this application was filed is located at 26501 Carl Boyer Drive (APN: 2836-016-044) (hereinafter “Subject Site”);
- B. The application was deemed complete on May 4, 2015;
- C. The applicant proposes to subdivide the subject parcel into eight parcels on the subject site;
- D. The zoning and General Plan designation for the subject site is BP (Business Park);
- E. The surrounding land uses include commercial shopping centers to the south, east and west and the rail line to the north of the subject site;
- F. On June 2, 2015, a duly noticed public hearing was held before the City of Santa Clarita Planning Commission at 6:00 p.m. at City Hall, Council Chambers, 23920 Valencia Boulevard, Santa Clarita; and
- G. At this public hearing, the Planning Commission considered the staff report, staff presentation, applicant’s presentation, and public testimony.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS. Based upon the foregoing facts and findings, the Planning Commission hereby find as follows:

- A. A Notice of Exemption for this project was prepared in compliance with the California Environmental Quality Act (CEQA);
- B. This project is exempt per Article 19: Categorical Exemptions, Section 15301 of California Environmental Quality Act (CEQA) as a Class 1 exemption. A Class 1 exemption consists of the division of existing commercial or industrial properties where no physical changes occur which are not otherwise exempt. No adjustments or variances are necessary with this parcel division; therefore, a Notice of Exemption is in compliance

with CEQA;

- C. The documents and other materials that constitute the record of proceedings upon which the decision of the Planning Commission is based is the Master Case No. 15-049 project file and that this project file is located within the Community Department and is in the custody of the Director of Community Development; and
- D. Based upon the findings set forth above, the Planning Commission hereby finds the Notice of Exemption for this project has been prepared in compliance with CEQA.

SECTION 3. GENERAL FINDINGS FOR MASTER CASE NO. 15-049. Based on the foregoing facts and findings for Master Case No. 15-049, the Planning Commission hereby determines as follows:

- A. That the proposal is consistent with the General Plan;

The proposed parcel map to allow for the subdivision of one 23.66-acre parcel into eight parcels is consistent with the goals, policies, and objectives of the General Plan because the project supports the uses and development envisioned for BP areas. Specifically, the Land Use Element of the General Plan designates the subject property as BP. The BP designation provides for mixed employment districts in areas accessible to transportation and visible from freeways and major arterials and is intended to promote the development of master-planned environments within a high quality of design and construction. The site is currently approved for a 159,111 square-foot commercial development with uses that serve the surrounding community. No development is proposed with this request. The existing development also does not exceed the maximum lot coverage or floor area ratios established by the General Plan.

- B. The proposal is allowed within the applicable underlying zone and complies with all other applicable provisions of the UDC;

The proposed parcel map will subdivide one 23.66-acre parcel into eight parcels. The City's Unified Development Code establishes a maximum Floor Area Ratio (FAR) of 2.0 for development within the BP designation. The chart below summarizes the resulting FAR of each of the proposed parcels complies with the zoning code and General Plan.

Parcel #	Land Use/ Zoning	Lot Area in Square Feet	Building Square Footage	FAR	UDC Max FAR
1.	BP	235,224	30,565	.13	2.0
2.	BP	39,204	7,000	.18	2.0
3.	BP	91,476	24,970	.27	2.0
4.	BP	313,632	58,890	.19	2.0
5.	BP	178,596	NA	NA	2.0

6.	BP	56,628	NA	NA	2.0
7.	BP	47,916	NA	NA	2.0
8.	BP	65,340	11,948	.18	2.0
Total		23.66 acres	159,111	.15	

- C. The proposal will not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare, or be materially detrimental or injurious to the improvements, persons, property, or uses in the vicinity and zone in which the property is located; and

The proposed subdivision does not include any new development or alter the physical functionality of the project site. The existing shopping center was constructed in 2007 and has not resulted in any detrimental impacts to the community. Therefore, the subdivision would not be detrimental to the public’s health, safety, or welfare, nor would it be materially injurious to properties or improvements in the vicinity.

- D. The proposal is physically suitable for the site. The factors related to the proposal’s physical suitability for the site shall include, but are not limited to, the following:

- 1) The design, location, shape, size, and operating characteristics are suitable for the proposed use;

On September 6, 2007, in compliance with the City’s Unified Development Code, the applicant received approval of a Development Review and Minor Use Permit to allow for the construction of the buildings on the 23.66-acre parcel. With the application, staff reviewed compliance with the Business Park development standards including height, floor area, landscaping, architecture, setbacks, and parking. During the review process, the architecture of the proposed buildings was reviewed, including building massing, colors, and site design to ensure consistency with the City of Santa Clarita Architectural Design Guidelines. These comments were incorporated into the approved design of the buildings. The subdivision does not propose any new development. Any future development shall be subject to review and approval in compliance with the UDC.

- 2) The highways or streets that provide access to the site are of sufficient width and are improved as necessary to carry the kind and quantity of traffic such proposal would generate;

The proposed subdivision includes subdividing land that was previously approved for development. The project site is accessed by Golden Valley Road, Centre Pointe Parkway, Golden Triangle Road and Carl Boyer Drive. Adequate driveways and access points exist to service the project site. The subdivision would not change the nature or use of the existing uses on site, nor would it affect any of the current or future uses of the subject property.

- 3) Public protection services (e.g., Fire protection, Sheriff protection, etc.) are readily available; and

The project site is located in a developed portion of the City that is served by public facilities, services, and utilities. The site currently contains development that was approved in September of 2007. At that time, the site was assessed and conditioned for public protection services. The proposed subdivision would not result in additional development nor would it allow for the expansion of the shopping center; therefore, the proposed project is not anticipated to generate additional demand on public facilities, services, and utilities.

- 4) The provision of utilities (e.g., potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.) is adequate to serve the site.

The proposed subdivision would subdivide a parcel of land that has already been improved and is currently being serviced by utilities. As the proposed subdivision is not proposing any development or allowing for the expansion of development, no changes would occur to schools and no services for potable water or wastewater collection, treatment, or disposal is needed. The proposed subdivision would not alter site drainage and will not produce any additional solid waste on site.

SECTION 4. ADDITIONAL FINDINGS FOR TENTATIVE PARCEL MAP 69116. Based on the foregoing facts and findings for Tentative Parcel Map 69116, the Planning Commission hereby determines as follows:

- A. The design of the subdivision or type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

The proposed tentative parcel map requires the creation of a property owner's association (POA). The POA will be created to maintain all of the common areas on the project site (parking areas, drive aisles, landscaping/planters, slopes, pedestrian access, etc) and will require a reciprocal access easement that prohibits access or parking from being restricted between parcels. Therefore, the project subdivision will not conflict with easements for access through or use of the subject property within the proposed subdivision.

SECTION 5. NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of Santa Clarita, California, as follows:

Adopt Resolution P15-06, approving Master Case 15-049, Tentative Parcel Map 69116, to allow for the subdivision of one lot into eight lots, located at 26501 Carl Boyer Drive (APN 2836-016-044) subject to the attached conditions of approval (Exhibit "A").

PASSED, APPROVED, AND ADOPTED this 2nd day of June, 2015.

DIANE TRAUTMAN, CHAIRPERSON
PLANNING COMMISSION

ATTEST:

JEFF W. HOGAN, SECRETARY
PLANNING COMMISSION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)
CITY OF SANTA CLARITA)

I, Jeff W. Hogan, Planning Commission Secretary of the City of Santa Clarita, do hereby certify that the foregoing Resolution was duly adopted by the Planning Commission of the City of Santa Clarita at a regular meeting thereof, held on the 2nd day of June, 2015 by the following vote of the Planning Commission:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

PLANNING COMMISSION SECRETARY

EXHIBIT A
CONDITIONS OF APPROVAL
MASTER CASE 15-049
TENTATIVE PARCEL MAP 69116
CONDITIONS OF APPROVAL

GENERAL CONDITIONS

- GC1. The approval of this project shall expire if the approved use is not commenced within two (2) years from the date of this approval, unless it is extended in accordance with the terms and provisions of the City of Santa Clarita's Unified Development Code (UDC).
- GC2. To the extent the use approved with this project is a different use than previously approved for the property, the prior approval shall be terminated along with any associated vested rights to such use, unless such prior approved use is still in operation, or is still within the initial pre-commencement approval period. Once commenced, any discontinuation of the use approved with this project for a continuous period of one hundred eighty (180) calendar days or more shall terminate the approval of this use along with any associated vested rights to such use. The use shall not be re-established or resumed after the one hundred eighty (180) day period. Discontinuation shall include cessation of a use regardless of intent to resume.
- GC3. The applicant may file for an extension of the conditionally approved project prior to the date of expiration. If such an extension is requested, it must be filed no later than sixty (60) days prior to expiration.
- GC4. The applicant shall be responsible for notifying the Director of Community Development, in writing, of any change in ownership, designation of a new engineer, or change in the status of the developer, within thirty (30) days of said change.
- GC5. Unless otherwise apparent from the context, the term "applicant" shall include the applicant and any other persons, corporation, or other entity making use of this grant. The applicant shall defend, indemnify, and hold harmless the City of Santa Clarita, its agents, officers, and employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void, or annul the approval of this project by the City, including any related environmental approvals. In the event the City becomes aware of any such claim, action, or proceeding, the City shall promptly notify the applicant. If the City fails to notify the applicant or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City. Nothing contained in this condition prohibits the City from participating in the defense of any claim, action, or proceeding, if both of the following occur: 1) the City bears its own attorneys' fees and costs; and 2) the City defends the action in good faith. The applicant shall not be required to pay or perform any settlement unless the settlement is approved by the applicant.

- GC6. The property shall be developed and maintained in substantial conformance with the approvals granted by the City. Any modifications shall be subject to further review by the City.
- GC7. The applicant and property owner shall comply with all inspections requirements as deemed necessary by the City of Santa Clarita.
- GC8. The owner, at the time of issuance of permits or other grants of approval agrees to develop the property in accordance with City codes and other appropriate ordinances including, but not limited to, the California Building Code (Building, Mechanical, Plumbing, Electrical, Green Building, and Energy Codes), Fire Code, Unified Development Code (Grading Code and Undergrounding of the Utilities Ordinance), Utilities Code (Sanitary Sewer and Industrial Waste Ordinance), and Highway Permit Ordinance.
- GC9. This grant shall not be effective for any purpose until the applicant has filed with the Director of Community Development, their affidavit (Acceptance Form) stating that they are aware of, and agree to accept, all of the conditions of this grant.
- GC10. Details shown on the site plan are not necessarily approved. Any details which are inconsistent with the requirements of state or local ordinances, general conditions of approval, or City policies and not modified by this permit must be specifically approved.
- GC11. It is hereby declared and made a condition of this permit that if any condition hereof is violated, or if any law, statute, or ordinance is violated, the City may commence proceedings to revoke this approval.

PLANNING DIVISION

- PL1. All Final Maps shall be in substantial conformance with Tentative Parcel Map 69116, approved by the Planning Commission on June 2, 2015.
- PL2. This approval shall not supersede the approval of any other affected agencies' requirements.
- PL3. The applicant and property owner shall comply with all inspection requirements as deemed necessary by the City of Santa Clarita.
- PL4. All requirements of the Unified Development Code (UDC) and of the BP (Business Park) zone of the subject property must be complied with unless set forth in the permit and/or shown on the tentative map.

- PL5. The applicant shall comply with all applicable Building and Engineering Department requirements.
- PL6. The applicant shall comply with all applicable regulations and fees of affected agencies at the building permit stage, including Los Angeles County Fire Department.

DEVELOPMENT SERVICES DIVISION

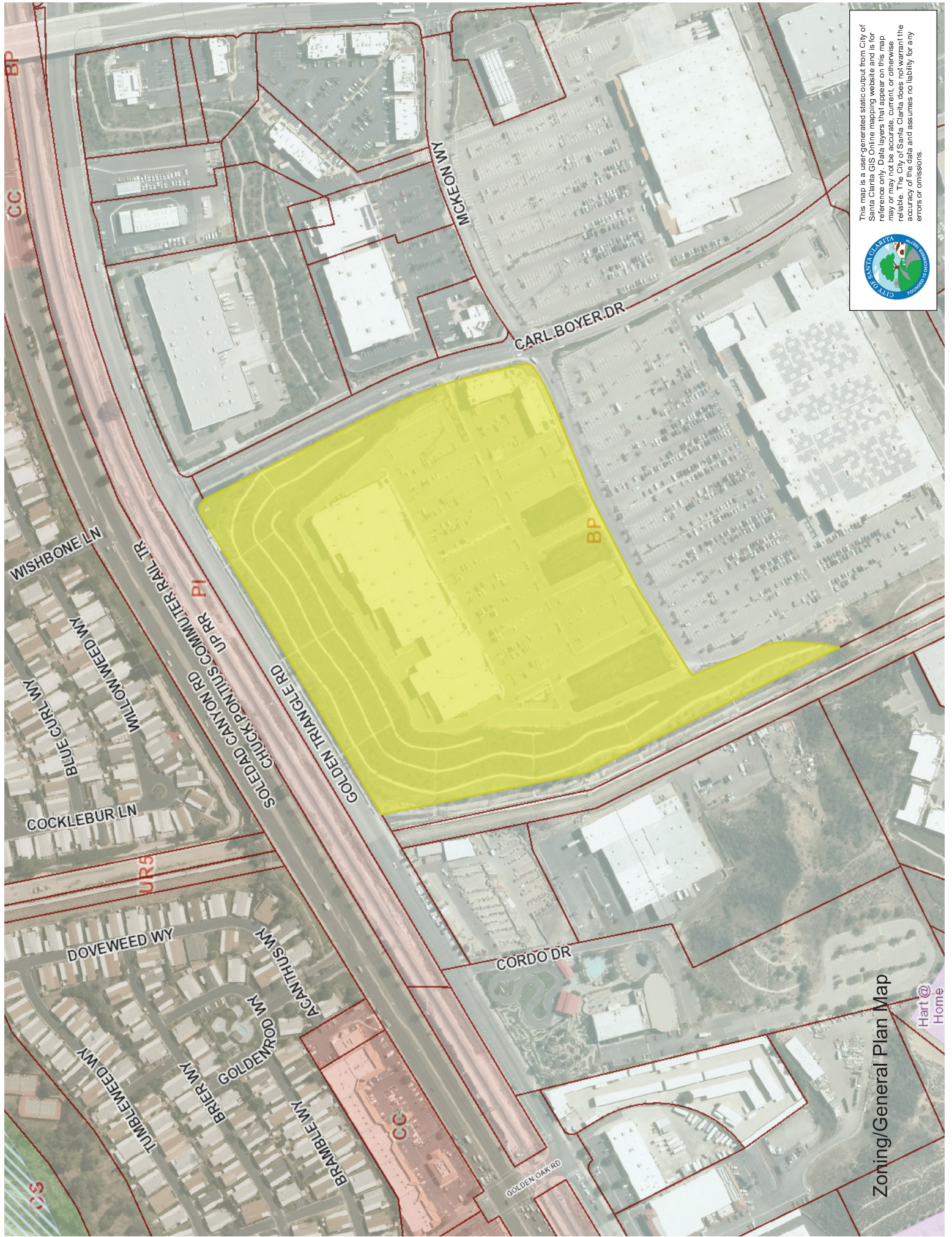
- EN1. At issuance of permits or other grants of approval, the applicant agrees to develop the property in accordance with City codes and other appropriate ordinances such as the Building Code, Plumbing Code, Grading Code, Highway Permit Ordinance, Mechanical Code, Unified Development Code, Undergrounding of Utilities Ordinance, Sanitary Sewer and Industrial Waste Ordinance, Electrical Code, and Fire Code.
- EN2. Prior to Parcel Map approval, the applicant shall record a covenant for easement of all shared driveways and drive isles, parking, and common landscaping/slope maintenance areas, as directed by the City Engineer.
- EN3. At map check submittal, the applicant shall provide a preliminary Parcel Map guarantee. A final Parcel Map guarantee is required prior to Parcel Map approval.
- EN4. Prior to Parcel Map approval, the applicant shall establish a Property/Home Owners' Association (POA/HOA), or similar entity, to ensure the continued maintenance of all shared/common lots and drainage devices not transferable to the County Flood Control District.
- EN5. Prior to Parcel Map approval, the applicant shall obtain approval from the City Engineer and the City Attorney for Covenants, Conditions, and Restrictions (CC&Rs) for this development. The applicant shall reimburse the City for the City Attorney's review and approval fee. The CC&Rs shall include a disclosure to comply with the Geologist's recommendations in the Geology Report concerning restrictions on watering, irrigation, and recommend plant types.

SPECIAL DISTRICTS

- SD1. No on-site private property landscaping shall be maintained by the Landscape Maintenance District (LMD).



Vicinity Map



This map is a user-generated static output from City of Santa Clarita GIS Online mapping website and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. The City of Santa Clarita does not warrant the accuracy of the data and assumes no liability for any errors or omissions.



Zoning/General Plan Map

Hart@Home

TENTATIVE PARCEL MAP NO. 69116

NUMBER OF PARCELS - 8

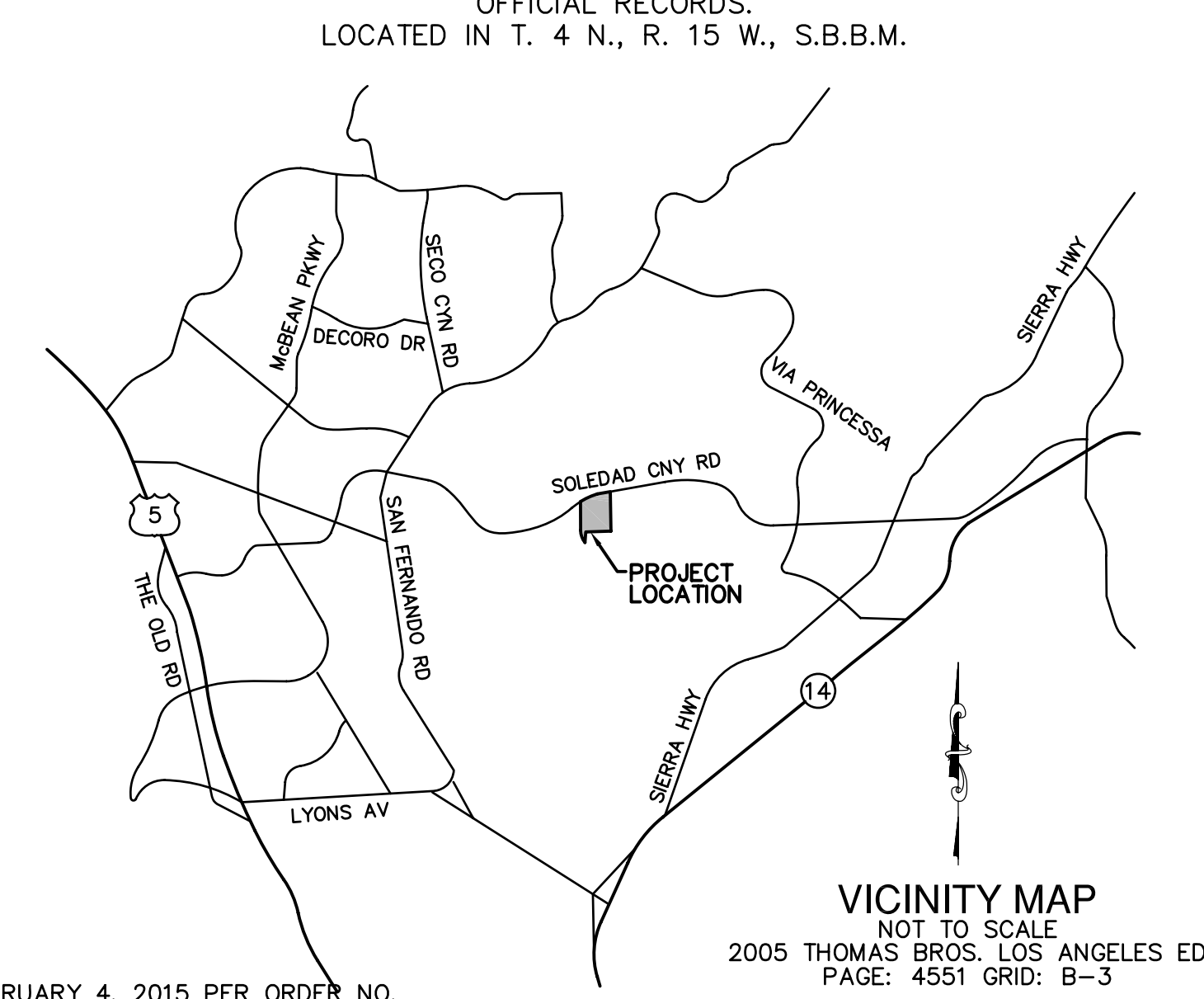
BEING A SUBDIVISION OF LOT 1 OF TRACT NO. 42670-09, IN THE CITY OF SANTA CLARITA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1301 PAGES 41 TO 45 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM AN UNDIVIDED ONE-HALF INTEREST IN ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF; BUT WITHOUT THE RIGHT OF SURFACE ENTRY, AS PROVIDED IN THE DEED RECORDED MARCH 17, 1959 AS INSTRUMENT NO. 1818 IN BOOK 0 400 PAGE 728 OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM AN UNDIVIDED ONE-HALF INTEREST IN ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF; BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN THE DEED RECORDED APRIL 10, 1981 AS INSTRUMENT NO. 81-361476 OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM AN UNDIVIDED ONE-HALF INTEREST IN ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF; BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN THE DEED RECORDED APRIL 24, 1981 AS INSTRUMENT NO. 81-410943 OFFICIAL RECORDS.

LOCATED IN T. 4 N., R. 15 W., S.B.B.M.



BASEMENTS:
PER TITLE REPORT DATED FEBRUARY 4, 2015 PER ORDER NO. 2676003920-48 BY OLD REPUBLIC TITLE COMPANY

- (A) CITY OF LOS ANGELES, A MUNICIPAL CORPORATION EASEMENT HOLDER OF A RIGHT TO PERMIT FLOW OF NATURAL STORM OR SURFACE WATERS, TOGETHER WITH SLOPE AND DEBRIS EASEMENT BY DEED RECORDED APRIL 29, 1947 AS INSTRUMENT NO. 2180 IN BOOK 2448 PAGE 279, OFFICIAL RECORDS. BLANKET IN NATURE. NOT PLOTTABLE.
- (B) SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, EASEMENT HOLDER FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS BY DEED RECORDED ON MARCH 1, 2004 AS INSTRUMENT NO. 04-484654 OFFICIAL RECORDS.
- (C) PACIFIC BELL TELEPHONE COMPANY, A CALIFORNIA CORPORATION, EASEMENT HOLDER FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS BY DEED RECORDED ON MARCH 5, 2004 AS INSTRUMENT NO. 04-534042 OFFICIAL RECORDS.
- (D) SIGN EASEMENT AND MAINTENANCE AGREEMENT RECORDED MAY 2, 2008 IN OFFICIAL RECORDS AS INSTRUMENT NO. 2008076255. NOT PLOTTABLE. BLANKET OVER EXISTING SIGN.
- (E) COVENANT AND AGREEMENT REGARDING MAINTENANCE OF YARDS FOR AN OVERSEAS RECORD RECORDED MAY 22, 2008 IN OFFICIAL RECORDS AS INSTRUMENT NO. 2008090404.
- (F) AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED OCTOBER 1, 2008 IN OFFICIAL RECORDS AS INSTRUMENT NO. 20081763031.
- (G) AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY RECORDED APRIL 3, 2012 IN OFFICIAL RECORDS AS INSTRUMENT NO. 20120500756. NOT PLOTTABLE. BLANKET IN NATURE OVER EXISTING GAS LINES.
- (H) INDICATES PRIVATE DRIVEWAY AND FIRE LANE PER TRACT NO. 42670-08 M.B. 1289/3-11.

LEGEND

- EXISTING TOP/TOE SLOPE
- - - PROPOSED TOP/TOE SLOPE
- PROPERTY LINE
- PROPOSED CONTOUR
- (1000) EXISTING CONTOUR
- FLOW LINE

TOP TOE SLOPE

--- TOP TOE SLOPE

--- FLOW LINE

--- FINISHED FLOOR

--- FINISHED SURFACE

--- FINISHED GRADE

--- BACK OF WALK

--- RETAINING WALL

PROJECT STATISTICS:

FLOOD ZONE:
FLOOD ZONE "C" - AREA OF MINIMAL FLOODING, PER FEMA COMMUNITY-PANEL NUMBER 080729 0460 C, REVISED SEPTEMBER 29, 1989.

ASSESSOR'S PARCEL NUMBER:
2836-016-044

STREET ADDRESS:
NO ADDRESS HAS BEEN ASSIGNED.

ZONING (EXISTING AND PROPOSED):
BP (BUSINESS PARK) ZONE.

PROPOSED LAND USE:
COMMERCIAL.

BUILDING SETBACKS:
10 FEET MINIMUM FROM RIGHT OF WAY (FRONT).
0 FEET MINIMUM SIDE.
0 FEET MINIMUM BACK.

BUILDING AND STRUCTURE HEIGHT:
35 FEET MAXIMUM.

MINIMUM LOT SIZE:
NONE.

MINIMUM LOT WIDTH:
NONE.

PROJECT PHASING:
THERE IS NO PHASING.

BUS STOPS:
THERE ARE NO BUS STOPS ON THIS SITE.

AREA:
23.656 +/- ACRES NET/GROSS.

EXISTING OAK TREES:
NO OAK TREES EXIST ON THE SITE.

NUMBER OF LOTS/PARCELS (EXISTING AND PROPOSED):
EXISTING: 1 LOT.
PROPOSED: 8 NUMBERED PARCELS.

SEPTIC TANKS/LEACH FIELDS/REPAIR AREA:
NO SUCH ITEMS EXIST ON SITE.

BUILDING INFORMATION:
SEE ARCHITECTS PLANS.

EXISTING STRUCTURES:
THERE ARE NO EXISTING STRUCTURES ON SITE.

NATURAL FEATURES:
THERE ARE NO WETLANDS, STREAMS, NATURAL SLOPES, FLOODWAYS, ALL EXISTING SLOPES WERE PREVIOUSLY GRADED FOR THIS PROJECT.

LINE TABLE

LINE	LENGTH	BEARING
L1	664.071	N58°37'28"E
L2	311.48	N58°37'28"E
L3	60.61	N58°37'28"E
L4	144.76	N58°37'28"E
L5	167.24	N58°37'28"E
L6	2.22	N26°38'53"W
L7	3.98	S63°21'07"W
L8	539.477	N26°38'53"W
L9	1.50	N19°43'04"W
L10	184.97	N26°35'16"W
L11	64.40	N03°59'28"E
L12	8.01	N04°31'59"E
L13	745.23	S26°22'51"E
L14	713.78	S26°22'51"E
L15	31.45	S26°22'51"E
L16	559.94	S11°34'38"E
L17	325.94	N65°22'54"E
L18	175.85	N27°57'26"W
L19	346.77	N26°49'03"W
L20	517.40	N65°22'54"E
L21	228.73	N27°57'26"W
L22	709.52	N65°22'54"E
L23	258.04	N27°57'26"W
L24	470.79	N65°4'07"E
L25	632.88	S27°27'26"E
L26	16.88	S27°47'26"E
L27	619.00	S27°57'26"E
L28	649.23	N65°22'54"E
L29	443.88	N65°22'54"E
L30	144.74	N65°22'54"E
L31	60.60	N65°22'54"E
L32	143.82	N27°57'26"W
L33	660.08	N27°57'26"W

CURVE TABLE

CURVE LENGTH	RADIUS	DELTA
C1	29.81	227.7612° 0°04'30"
C2	29.67	113.3222° 0°09'00"
C3	29.50	732.441° 0°13'30"
C4	29.34	3662.891° 0°19'00"
C5	29.17	4456.661° 0°22'30"
C6	29.00	3692.721° 0°27'00"
C7	28.84	317.291° 0°31'30"
C8	65.84	2737.821° 1°22'40"
C9	39.82	25.001° 91°14'59"
C10	306.57	1198.001° 14°39'43"
C11	139.34	1198.001° 6°40'29"
C12	20.08	1198.001° 0°57'37"
C13	20.11	1198.001° 0°57'43"
C14	20.15	1198.001° 0°57'50"
C15	106.68	1198.001° 5°06'08"
C16	90.37	2330.001° 2°13'20"
C17	30.59	25.001° 70°04'23"
C18	114.74	456.001° 14°25'03"
C19	829.75	3153.001° 15°04'41"
C20	145.68	3153.001° 2°38'50"
C21	184.65	3153.001° 3°21'20"
C22	188.54	3153.001° 3°25'34"
C23	310.88	3153.001° 5°38'57"
C24	87.21	188.001° 26°54'45"
C25	52.47	228.001° 13°11'04"

PARKING ANALYSIS

STANDARD	PROVIDED	REQUIRED
STANDARD	765	725
COMPACT	39	9
HC STANDARD	10	7
HC VAN	12	2
TOTAL	826	743

GRAPHIC SCALE
1 inch = 40 ft.

NOTE:
THE BOUNDARY SHOWN HEREON IS BASED ON RECORD INFORMATION DERIVED FROM CENTERLINE MONUMENTS EXISTING WITHIN GOLDEN TRIANGLE ROAD.

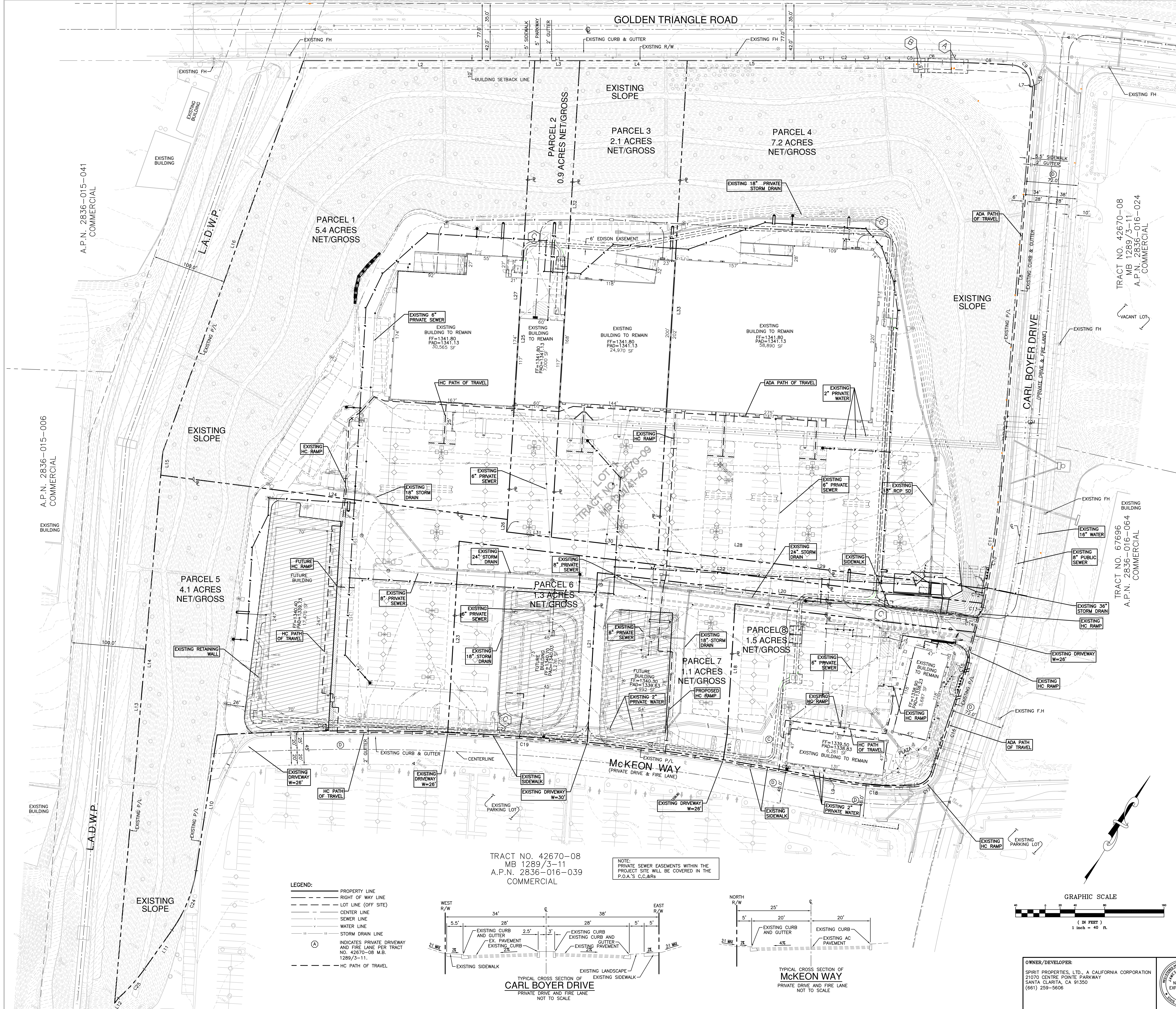
OWNER/DEVELOPER:
SPIRIT PROPERTIES, LTD., A CALIFORNIA CORPORATION
21070 CENTRE POINTE PARKWAY
SANTA CLARITA, CA 91350
PH: (714) 572-6800
(661) 259-5606

ENGINEER:
JAMES SCHREDER, C.P.E. No. 42915
895 E. YORBA LINDA BLVD., SUITE NO. 202
PLACENTIA, CA 92670
PH: (714) 572-6800
FX: (714) 572-6850

PREPARED BY:
DANION ENGINEERING INC.
255 E. 100th Street, Box 202
Pleasanton, CA 94566
(714) 572-6800 FAX 1572-6850

TENTATIVE PARCEL MAP NO. 69116
NUMBER OF PARCELS - 8
SOLEDAD CROSSING RETAIL CENTER
VACANT LOT LOCATED AT THE SOUTHWEST CORNER OF GOLDEN TRIANGLE ROAD AND CARL BOYER DRIVE.
26501 CARL BOYER DRIVE
SANTA CLARITA, CA 91350

DATE OF PREPARATION: MAR 9, 2015
DATE OF REVISION: MAY 6, 2015

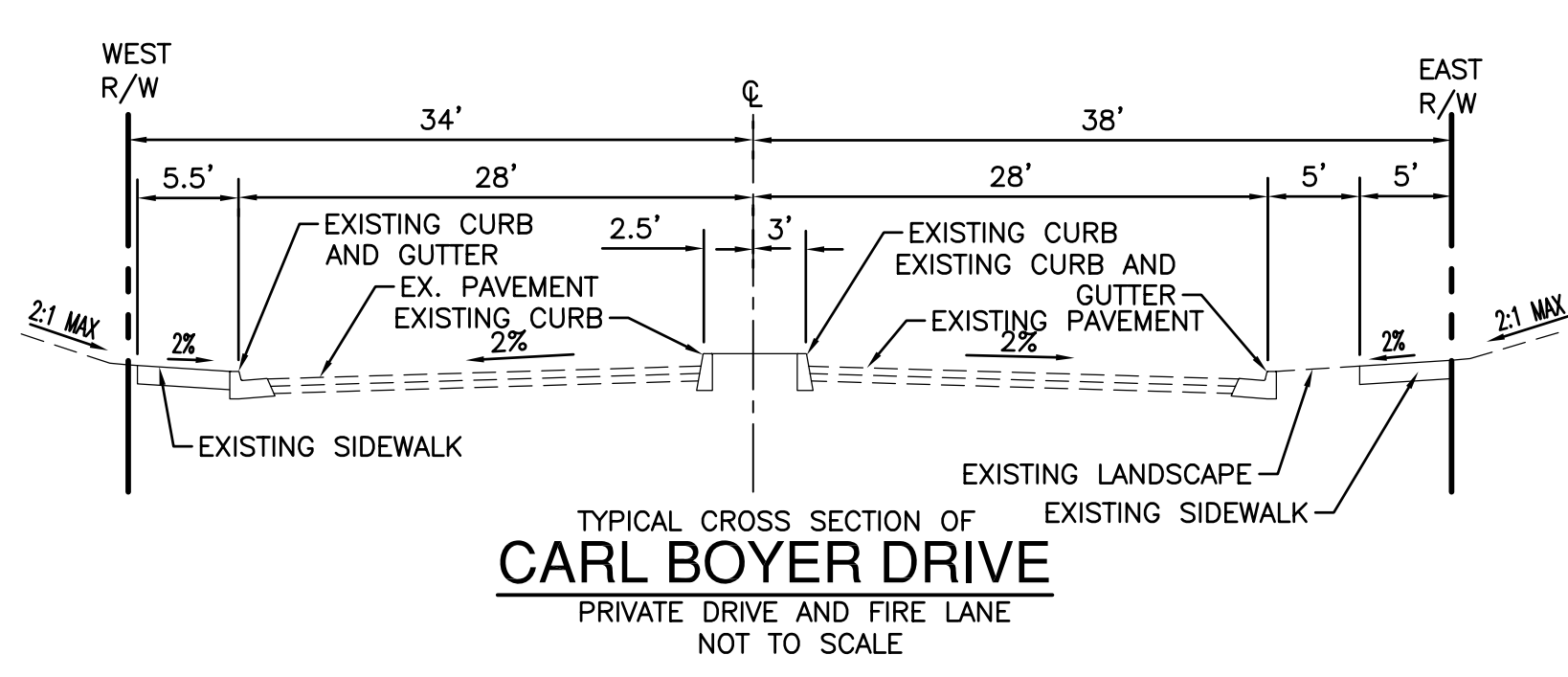


TRACT NO. 42670-08
MB 1289/3-11
A.P.N. 2836-016-039
COMMERCIAL

NOTE:
PRIVATE SEWER EASEMENTS WITHIN THE PROJECT SITE WILL BE COVERED IN THE P.O.A.'S C.C.&R's

LEGEND:

- PROPERTY LINE
- RIGHT OF WAY LINE
- LOT LINE (OFF SITE)
- CENTER LINE
- SEWER LINE
- WATER LINE
- STORM DRAIN LINE
- INDICATES PRIVATE DRIVEWAY AND FIRE LANE PER TRACT NO. 42670-08 M.B. 1289/3-11.
- HC PATH OF TRAVEL



NOTICE OF EXEMPTION



TO: FROM:

County Clerk
County of Los Angeles
12400E Imperial Hwy., Rm. 2001
Norwalk, CA 90650

Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

City of Santa Clarita
Community Development
23920 Valencia Boulevard, Suite #302
Santa Clarita, CA 91355

DATE: June 2, 2015

PROJECT NAME: Master Case 15-049, Tentative Parcel Map 69116

PROJECT LOCATION: 26501 Carl Boyer Drive (APN 2836-016-044)

PROJECT DESCRIPTION: The applicant is requesting a tentative parcel map to subdivide the subject parcel into eight lots, in the existing Soledad Crossings shopping center. No development is proposed with this application.

PROJECT APPLICANT: Spirit Properties, Ltd.

This is to advise that the Director of Community Development Planning Commission City Council of the City of Santa Clarita has approved the above project on June 2, 2015. Review of the project by the Department of Community Development found that the project is exempt from the provisions of the California Environmental Quality Act.

EXEMPT STATUS: California Environmental Quality Act under Article 19 Section 15301, the project is exempt under Class 1. Class 1 exemptions include the division of existing commercial or industrial buildings.

Person or agency carrying out the project: City of Santa Clarita, Community Development Department

This is to certify that the Notice of Exemption with comments/responses and record of project approval is available for public review at:

City of Santa Clarita
Community Development Department
23920 Valencia Boulevard, Suite 302
Santa Clarita, California 91355
(661) 255-4330

Contact Person/Title: Mike Ascione, Assistant Planner II

Signature: _____



CITY OF SANTA CLARITA
COMMUNITY DEVELOPMENT DEPARTMENT
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

NOTICE OF PUBLIC HEARING

APPLICATION: Master Case No. 15-049; Tentative Parcel Map 69116

PROJECT APPLICANT: Spirit Properties, Ltd.

PROJECT LOCATION: 26501 Carl Boyer Drive (APN: 2836-016-044)

PROJECT DESCRIPTION: The applicant is requesting a Tentative Parcel Map to subdivide an existing commercial shopping center, Soledad Crossings, in the Business Park zone, located at 26501 Carl Boyer Drive (APN: 2836-016-044). The 23.66 acre site would be broken down into eight parcels. No development is proposed with this application.

The City of Santa Clarita Planning Commission will conduct a public hearing on this matter on the following date:

DATE: Tuesday, June 2, 2015
TIME: At or after 6:00 p.m.
LOCATION: City Hall, Council Chambers
23920 Valencia Blvd., First Floor
Santa Clarita, CA 91355

A NOTICE OF EXEMPTION was prepared for the proposed project. The project is exempt from the California Environmental Quality Act (CEQA) under Article 19 Categorical Exemptions, Section 15301, Class 1. A Class 1 "Existing Facilities" subdivision of existing commercial or industrial buildings where no physical changes occur.

If you wish to challenge the action taken on this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearings described in this notice, or written correspondence delivered to the City of Santa Clarita at, or prior to, the public hearings. If you wish to have written comments included in the materials the Planning Commission receives prior to the public hearing, it must be submitted to the Community Development Department by Friday, May 22, 2015.

For further information regarding this proposal, you may contact the project planner at the City of Santa Clarita, Permit Center, 23920 Valencia Blvd., Suite 140, Santa Clarita, CA 91355. Telephone: (661) 255-4330. Website: www.santa-clarita.com/planning. Send written correspondence to: 23920 Valencia Blvd., Suite 302, Santa Clarita, CA 91355. Project Planner: Mike Ascione, Assistant Planner II, mascione@santa-clarita.com.

Jeff W. Hogan, AICP
Planning Manager

Published: The Signal, May 12, 2015.




Vicinity Map

CITY OF SANTA CLARITA
STAFF REPORT
MASTER CASE NO. 15-070
TEMPORARY USE PERMIT 15-018

DATE: June 2, 2015

TO: Chairperson Trautman and Members of the Planning Commission

FROM: Jeff W. Hogan, AICP, Planning Manager 

CASE PLANNER: Patrick Leclair, Associate Planner

APPLICANT: Saugus Holdings, LLC and TMC Hollis, LLC

LOCATION: The project site is located on the northeast corner of Railroad Avenue and Oak Ridge Drive (APN: 2836-006-053, and 2836-006-054) in the Industrial (I) zone of the City of Santa Clarita.

REQUEST: The applicant is requesting the approval for a 12-month Temporary Use Permit to allow for the temporary operation of a vehicle storage area, recreational vehicle (RV) storage area, and two contractor storage yards on the 23-acre project site.

BACKGROUND

Future Business Park

On October 20, 2009, the Planning Commission approved Master Case 06-286 for a Tentative Parcel Map and Oak Tree Permit to allow for the construction of a future business park on the project site. However, no individual buildings or land uses were approved by the Planning Commission under Master Case 06-286. Since the October 2009 approval, the applicant has been pursuing the development of the future business park. However, the project site requires various jurisdictional permits from the Regional Water Control Board, California Department of Fish and Wildlife, and Army Corps of Engineers to allow for the storm drains on the project site to drain to the South Fork of the Santa Clara River ("South Fork"). Further, the project requires approval from Metrolink to install drainage facilities under the Antelope Valley Rail line to the west of the project site.

Permit History

Since, 1997, the project site has been used for various temporary uses. Most recently, in December 2013, the Planning Commission approved three individual 18-month Temporary Use Permits (TUPs) for the RV and vehicle storage areas, the contractor yards, and a building materials supply yard. The approved TUP for the building material supply yard was appealed to the City Council in January 2014, where the City Council denied the appeal, confirming the Planning Commission's decision to grant the

Agenda Item: 3

18-month TUP for the building material supply yard. All of the TUPs expire on June 2, 2015.

PROJECT DESCRIPTION

On April 10, 2015, the applicant submitted a request for a 12-month TUP for the vehicle and RV storage areas, along with two contractor yards on the project site. The applicant has been diligently working to complete all of their agency permits as can be found in the attached letter from the applicant. These permits are anticipated to be ready this summer, with the applicant beginning construction of the project's drainage infrastructure that goes under the railroad right-of-way, as well as Railroad Avenue. The applicant has requested the 12-month extension to allow for time to obtain the necessary agency permits, as well as to provide adequate notice to the businesses using the project site, as well as vehicle owners storing vehicles on the project site, to find alternative locations.

It is important to note that the building material supply yard ceased operation on the project site in late 2014. The building material supply yard is not a part of this request, having ceased operations.

A copy of the previous staff report has been attached to this project for your reference.

ANALYSIS

Jurisdictional Permits

In May 2013, the applicant filed applications with the US Army Corps of Engineers, the Regional Water Quality Control Board, and the California Department of Fish and Wildlife for the applicable jurisdictional permits. Following the December 3, 2013, TUPs being issued by the Planning Commission, the applicant has progressed on each of their jurisdictional permits and is nearing permit issuance with each jurisdiction. Through numerous communications with each agency, the applicant is anticipating that permits will be issued prior to June 1, 2015. Attached is a letter from the applicant's consultant (VCS Environmental) outlining the status and timing of each of their permits.

Shawna Place Vacation

The TUPs issued by the Planning Commission required that Shawna Place be vacated and landscaped. The applicant worked with the Development Services Division to complete the necessary documents to vacate Shawna Place. However, due to coordination issues with respect to the vacation and the construction of the future business park, the vacation was not completed. However, upon commencing construction of the business park, the applicant will be required to execute the vacation and landscape and improve Shawna Place as required with the approval from Master Case 06-286.

Temporary Use Permit

Section 17.23.200 of the Unified Development Code (UDC) allows temporary uses up to a year to be approved by the Director of Community Development (Director). However, since this project had been previously reviewed and approved by the Planning Commission, the project has been deferred to the

Planning Commission for consideration.

With approval of the proposed 12-month TUP by the Planning Commission, with the attached conditions of approval, the proposed temporary operations would therefore be in compliance with the UDC.

ENVIRONMENTAL REVIEW

The proposed development is exempt from CEQA under Section 15304 as a minor, temporary land use having minor, negligible impact on the environment.

PUBLIC NOTICING

As required by the Unified Development Code, all property owners within a 1,000-foot radius of the subject property were notified of the public hearing by mail. A public notice was placed in a local newspaper (*The Signal*) on May 12, 2015, and a sign was posted at the site on May 18, 2015. To date, the Planning Division has not received any written correspondence or telephone inquiries regarding the proposed projects.

RECOMMENDATION

Staff recommends the Planning Commission:

1. Open the public hearing;
2. Receive testimony from the public; and
3. Adopt Resolution P15-05, approving Master Case 15-070 consisting of Temporary Use Permit 15-018 to allow for temporary vehicle and RV storage, along with two temporary contractor yards, at 25466 Springbrook Avenue (APN: 2836-006-053 and 2836-006-054), in the City of Santa Clarita, subject to the attached Conditions of Approval.

ATTACHMENTS

Vicinity Map
Resolution P15-05
Conditions of Approval (Exhibit A)
Notice of Exemption
Public Notice
Letter from Applicant
December 3, 2013, Staff Report

VICINITY MAP

APN: 2836-006-053 and 2836-006-054



RESOLUTION NO. P15-05

A RESOLUTION OF THE PLANNING COMMISSION
APPROVING MASTER CASE NO. 15-070, TEMPORARY USE PERMIT NO. 15-018
TO ALLOW FOR TEMPORARY VEHICLE AND RECREATIONAL VEHICLE STORAGE,
ALONG WITH TWO TEMPORARY CONTRACTOR YARDS LOCATED AT
25466 SPRINGBROOK AVENUE (APN: 2836-006-053 AND 2836-006-054)

THE PLANNING COMMISSION OF THE CITY OF SANTA CLARITA DOES HEREBY
RESOLVE AS FOLLOWS:

SECTION 1. FINDINGS OF FACT. The Planning Commission does hereby make the following findings of fact:

- a. On October 20, 2009, the Planning Commission of the City of Santa Clarita approved Master Case 06-286 (MC#06-286) for a Tentative Parcel Map and Oak Tree Permit for the construction of a business park on the 20.8-acre project site;
- b. Temporary Use Permits (TUP(s)) have previously been issued on the project site for various uses beginning in 1997, and including the Planning Commission approval for TUPs on December 3, 2013;
- c. At the December 3, 2013, Planning Commission meeting, the Planning Commission approved three 18-month TUPs for vehicle and recreational vehicle storage, contractors yards, and a building material supply yard to allow for the applicant to have adequate time to secure agency approvals to allow for the implementation of Master Case 06-286. The building material supply yard was ultimately approved by the City Council and has since ceased operation and is not part of the current request. These TUPs are set to expire on June 2, 2015;
- d. Following the December 3, 2013, Planning Commission approval, the applicant has worked to obtain the necessary permits from the applicable agencies, as well as coordinate initial phases of construction under the rail line running along the western boundary of the project site;
- e. On April 10, 2015, an application for Master Case No. 15-070 (TUP 15-018) was filed by Saugus Holdings, LLC (hereinafter "Applicant") with the City of Santa Clarita. The property for which this application was filed is located at 25466 Springbrook Avenue (APN: 2836-006-053 and 2836-006-054) (hereinafter "Subject Site"). The zoning and General Plan designation for the property is Industrial (I). The applicant is requesting a final 12-month TUP to allow for the final agency approvals to be obtained, as well as to allow adequate time for existing vehicle owners and contractors to find suitable sites to relocate;
- f. The surrounding land uses include an industrial park to the north, single-family residences to the east, an apartment complex and vacant commercial land to the south, and the Santa Clara River to the west, across Railroad Avenue;

- g. On June 2, 2015, a duly noticed public hearing was held before the City of Santa Clarita Planning Commission at 6:00 p.m. at City Hall, Council Chambers, 23920 Valencia Boulevard, Santa Clarita; and
- h. At this public hearing, the Planning Commission considered the staff report, staff presentation, applicant's presentation, and public testimony.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS. Based upon the Notice of Exemption prepared for the project, the Planning Commission further finds and determines as follows:

- a. A Notice of Exemption for this project was prepared in compliance with the California Environmental Quality Act (CEQA);
- b. This project is exempt per Article 19: Categorical Exemptions, Section 15304 of California Environmental Quality Act (CEQA) as a Class 4 exemption as a minor temporary land use having minor, negligible impact on the environment. The project requires minor temporary improvements to the subject site that will not create a significant impact on the environment;
- c. The documents and other materials that constitute the record of proceedings upon which the decision of the Planning Commission is based is the Master Case No. 15-070 project file that is located within the Community Department and is in the custody of the Director of Community Development; and
- d. The Planning Commission, based upon the findings set forth above, hereby finds the Notice of Exemption for this project has been prepared in compliance with CEQA.

SECTION 3. GENERAL FINDINGS FOR MASTER CASE 15-070. Based on the foregoing facts and findings for Master Case 15-070, the Planning Commission hereby determines as follows:

- a. That the proposal is consistent with the General Plan.
- b. The proposal is allowed within the applicable underlying zone and complies with all other applicable provisions of the UDC.
- c. The proposal will not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare, or be materially detrimental or injurious to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.
- d. The proposal is physically suitable for the site. The factors related to the proposal's physical suitability for the site shall include, but are not limited to, the following:

- 1) The design, location, shape, size, and operating characteristics are suitable for the proposed use;
- 2) The highways or streets that provide access to the site are of sufficient width and are improved as necessary to carry the kind and quantity of traffic such proposal would generate;
- 3) Public protection services (e.g., Fire protection, Sheriff protection, etc.) are readily available; and
- 4) The provision of utilities (e.g., potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.) is adequate to serve the site.

The proposed project is consistent with the Industrial (I) zoning and General Plan land use designation on the project site. The proposed 12-month TUP will provide the applicant the opportunity to obtain the final agency approvals over the coming months to allow for construction of the project approved under Master Case 06-286. Further, the 12-month TUP will provide adequate notice to vehicle owners, recreational vehicle (RV) owners, and the contractors to secure new locations. The proposed TUPs have access from Springbrook Avenue which will allow for adequate fire and sheriff protection services. In addition, the proposed use will not require any utility services other than existing temporary lighting for securing the storage areas. No water will be required to service the property and no waste disposal services will be necessary. The vehicle and RV storage will serve a need in the community to provide parking and storage facilities for residents in the community and will be temporary as the project site is approved for development of the approved business park. The business park is anticipated to begin construction within the next 12-months upon the completion of the necessary jurisdictional permits required for grading and drainage of the project site. Therefore, the use of the project site will be temporary and does not impact the health, safety, or welfare of the public as a result of the temporary RV storage on the project site.

SECTION 4. ADDITIONAL FINDINGS FOR TEMPORARY USE PERMIT 15-018.

Based on the foregoing facts and findings for Temporary Use Permit 15-018, the Planning Commission hereby determines as follows:

- a. That adequate temporary parking to accommodate vehicular traffic to be generated by such use will be available either on site or at alternate locations acceptable to the Director in any case where such temporary use is proposed for a period longer than one (1) weekend or three (3) consecutive days;

The project site has sufficient parking space available within each lease area to accommodate the parking for each use. No alternative locations will be required and all parking will be accommodated on the project site.

- b. That approval of a Temporary Use Permit will not result in the use of a lot for a cumulative time period in excess of the maximum time period such temporary use may be authorized during any twelve (12) month period, except where a longer period is specifically approved in accordance with the provisions of subsection (B)(2) of this section (Extended-Term Temporary Use Permit); and

The temporary vehicle storage, RV storage, and contractor yards will be for a 12-month duration. The project site is approved for development of a business park and requires specific jurisdictional permits that are near completion. As conditioned, the 12-month TUP will further provide vehicle and RV owners, as well as the contractors notice that these temporary uses will not be extended and that all vehicles and contractor yards must secure other locations. The site is accessed by Springbrook Avenue and will be accessible to all sheriff and fire protection services.

- c. In addition, the following findings shall be required for the approval of an extended-term temporary use permit:
- 1) That adequate public and private facilities such as utilities, parking spaces, and traffic circulation measures are, or will be, provided for the proposed use;
 - 2) That the proposed location, size, design, and operating characteristics of the proposed use are in accordance with the purpose of this development code, the purpose of the zone in which the site is located, the General Plan, and the development policies and standards of the City;
 - 3) That the use and its associated structures and facilities will not be detrimental to the public health or safety, the general welfare, or the environment;
 - 4) That the use and facilities will not adversely affect or conflict with adjacent uses, or impede the normal development of surrounding properties; and
 - 5) The extended-term temporary use permit shall not exceed a period of five (5) years.

The TUP will allow for a new 12-month term for a previously approved extended-term TUP. As discussed above, the temporary use of the project site will comply with the General Plan, provide parking, utilities, and further comply with the Unified Development Code as required for temporary uses. In addition, the site will provide access to all emergency services and will therefore not have an impact to the public health, safety or general welfare.

SECTION 5. NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of Santa Clarita, California, as follows:

Adopt Resolution P15-05, approving Master Case 15-070, Temporary Use Permit 15-018, to allow for temporary vehicle storage, recreational vehicle (RV) storage, and two temporary contractor yards located at 25466 Springbrook Avenue, subject to the attached conditions of approval (Exhibit A).

PASSED, APPROVED, AND ADOPTED this 2nd day of June, 2015.

DIANE TRAUTMAN, CHAIRPERSON
PLANNING COMMISSION

ATTEST:

JEFF W. HOGAN, SECRETARY
PLANNING COMMISSION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)
CITY OF SANTA CLARITA)

I, Jeff W. Hogan, Planning Commission Secretary of the City of Santa Clarita, do hereby certify that the foregoing Resolution was duly adopted by the Planning Commission of the City of Santa Clarita at a regular meeting thereof, held on the 2nd day of June, 2015 by the following vote of the Planning Commission:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

PLANNING COMMISSION SECRETARY

EXHIBIT A
RESOLUTION NO. P15-05
MASTER CASE NO. 15-070
TEMPORARY USE PERMIT 15-018

DRAFT CONDITIONS OF APPROVAL

GENERAL CONDITIONS

- GC1. The approval of this project shall expire if the approved use is not commenced within two (2) years from the date of this approval, unless it is extended in accordance with the terms and provisions of the City of Santa Clarita's Unified Development Code (UDC).
- GC2. To the extent the use approved with this project is a different use than previously approved for the property, the prior approval shall be terminated along with any associated vested rights to such use, unless such prior approved use is still in operation, or is still within the initial pre-commencement approval period. Once commenced, any discontinuation of the use approved with this project for a continuous period of one hundred eighty (180) calendar days or more shall terminate the approval of this use along with any associated vested rights to such use. The use shall not be re-established or resumed after the one hundred eighty (180) day period. Discontinuation shall include cessation of a use regardless of intent to resume.
- GC3. The applicant may file for an extension of the conditionally approved project prior to the date of expiration. If such an extension is requested, it must be filed no later than sixty (60) days prior to expiration.
- GC4. The applicant shall be responsible for notifying the Director of Community Development, in writing, of any change in ownership, designation of a new engineer, or change in the status of the developer, within thirty (30) days of said change.
- GC5. Unless otherwise apparent from the context, the term "applicant" shall include the applicant and any other persons, corporation, or other entity making use of this grant. The applicant shall defend, indemnify, and hold harmless the City of Santa Clarita, its agents, officers, and employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void, or annul the approval of this project by the City, including any related environmental approvals. In the event the City becomes aware of any such claim, action, or proceeding, the City shall promptly notify the applicant. If the City fails to notify the applicant or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City. Nothing contained in this condition prohibits the City from participating in the defense of any claim, action, or proceeding, if both of the following occur: 1) the

- City bears its own attorneys' fees and costs; and 2) the City defends the action in good faith. The applicant shall not be required to pay or perform any settlement unless the settlement is approved by the applicant.
- GC6. The property shall be developed and maintained in substantial conformance with the approvals granted by the City. Any modifications shall be subject to further review by the City.
- GC7. The applicant and property owner shall comply with all inspections requirements as deemed necessary by the City of Santa Clarita.
- GC8. The owner, at the time of issuance of permits or other grants of approval agrees to develop the property in accordance with City codes and other appropriate ordinances including, but not limited to, the California Building Code (Building, Mechanical, Plumbing, Electrical, Green Building, and Energy Codes), Fire Code, Unified Development Code (Grading Code and Undergrounding of the Utilities Ordinance), Utilities Code (Sanitary Sewer and Industrial Waste Ordinance), and Highway Permit Ordinance.
- GC9. This grant shall not be effective for any purpose until the applicant has filed with the Director of Community Development, their affidavit (Acceptance Form) stating that they are aware of, and agree to accept, all of the conditions of this grant.
- GC10. Details shown on the site plan are not necessarily approved. Any details which are inconsistent with the requirements of state or local ordinances, general conditions of approval, or City policies and not modified by this permit must be specifically approved.
- GC11. It is hereby declared and made a condition of this permit that if any condition hereof is violated, or if any law, statute, or ordinance is violated, the City may commence proceedings to revoke this approval.

PLANNING DIVISION

- PL1. The applicant shall be permitted to store vehicles, store recreational vehicles (RVs), and have two contractor storage yards on a temporary basis. The temporary use shall be permitted for 12 months. This approval shall expire on June 1, 2016.
- PL2. No new lighting shall be approved as a part of this approval. All existing lights shall be required to be directed down and shall be properly screened from neighboring uses where appropriate.
- PL3. Any waste produced on the premises shall be disposed of properly in accordance with the City's recycling programs. Solid waste shall not be allowed to drain into storm water inlets or gutters.

- PL4. The applicant shall comply with the City's Noise Ordinance.
- PL5. Signs are not a part of this approval. The applicant must request separate approval for any signs prior to their installation/posting.
- PL6. The applicant shall ensure that the surrounding streets shall be kept free and clear of all building materials including dirt, rocks, concrete, or other debris at all times. Should it become necessary to clean the neighboring streets, the applicant shall provide street cleaning/sweeping services to keep the streets clear of debris from the project site.
- PL7. The subject property must comply with all requirements of the Unified Development Code and of the Industrial (I) zoning of the subject property.
- PL8. All applicable provisions of the Los Angeles County Health Department, Building and Safety Division, Los Angeles County Fire Department, Business License Codes, or the provisions of any other affected agency shall be met.
- PL9. This approval shall not supersede the approvals of any other agency.

NOTICE OF EXEMPTION

TO:

County Clerk, County of Los Angeles
12400 Imperial Highway, Room 2001
Norwalk, CA 90650

FROM:

City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

APPLICATION: Master Case 15-070; Temporary Use Permit 15-018.

PROJECT LOCATION: 2836-006-053 and 2836-006-054

PROJECT APPLICANT: TMC Hollis, LLC and Saugus Holdings, LLC

PROJECT DESCRIPTION: The applicant is requesting a 12-month Temporary Use Permit to allow for vehicle storage, recreational vehicle (RV) storage, and two temporary contractor yards. The applicant needs the additional time to secure the final agency approvals, as well as to provide notice to vehicle owners, RV owners, and the contractors to relocate in advance of the construction of their approved business park.

This is to advise that the City of Santa Clarita Director of Community Development Planning Commission City Council has approved the above described project on June 2, 2015 and has found the project is EXEMPT from the provisions of the California Environmental Quality Act (CEQA).

The EXEMPT STATUS of the project is listed under Article 19 CATEGORICAL EXEMPTION, under Section 15301 as a Class 1 exemption as a temporary use requiring negligible expansion.

Patrick Leclair, Associate Planner
City of Santa Clarita Community Development Department
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355
(661) 255-4330

Date



CITY OF SANTA CLARITA
COMMUNITY DEVELOPMENT DEPARTMENT
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

NOTICE OF PUBLIC HEARING

APPLICATION: Master Case 15-070
Temporary Use Permit 15-018

PROJECT APPLICANT: TMC Hollis, LLC and Saugus Holdings, LLC

PROJECT LOCATION: 2836-006-053 and 2836-006-054

PROJECT DESCRIPTION: The applicant is requesting a 12-month Temporary Use Permit to allow for vehicle storage, recreational vehicle (RV) storage, and two temporary contractor yards. The applicant needs the additional time to secure the final agency approvals, as well as to provide notice to vehicle owners, RV owners, and the contractors to relocate in advance of the construction of their approved business park.

ENVIRONMENTAL REVIEW: A Notice of Exemption has been prepared for this proposed project and is available for a public review at the City of Santa Clarita Community Development Department located in the City Hall Building at 23920 Valencia Boulevard, Suite 140, Santa Clarita, CA 91355.

The City of Santa Clarita Planning Commission will conduct a public hearing on this matter on the following date:

DATE: June 2, 2015
TIME: At or after 6:00 p.m.
LOCATION: City of Santa Clarita, Council Chambers
23920 Valencia Boulevard, First Floor
Santa Clarita, CA 91355

If you wish to challenge the action taken on this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearings described in this notice, or written correspondence delivered to the City of Santa Clarita, at or prior to, the public hearing. Written correspondence received by May 22, 2015, will be included in the written materials received by the Planning Commission prior to the public hearing.

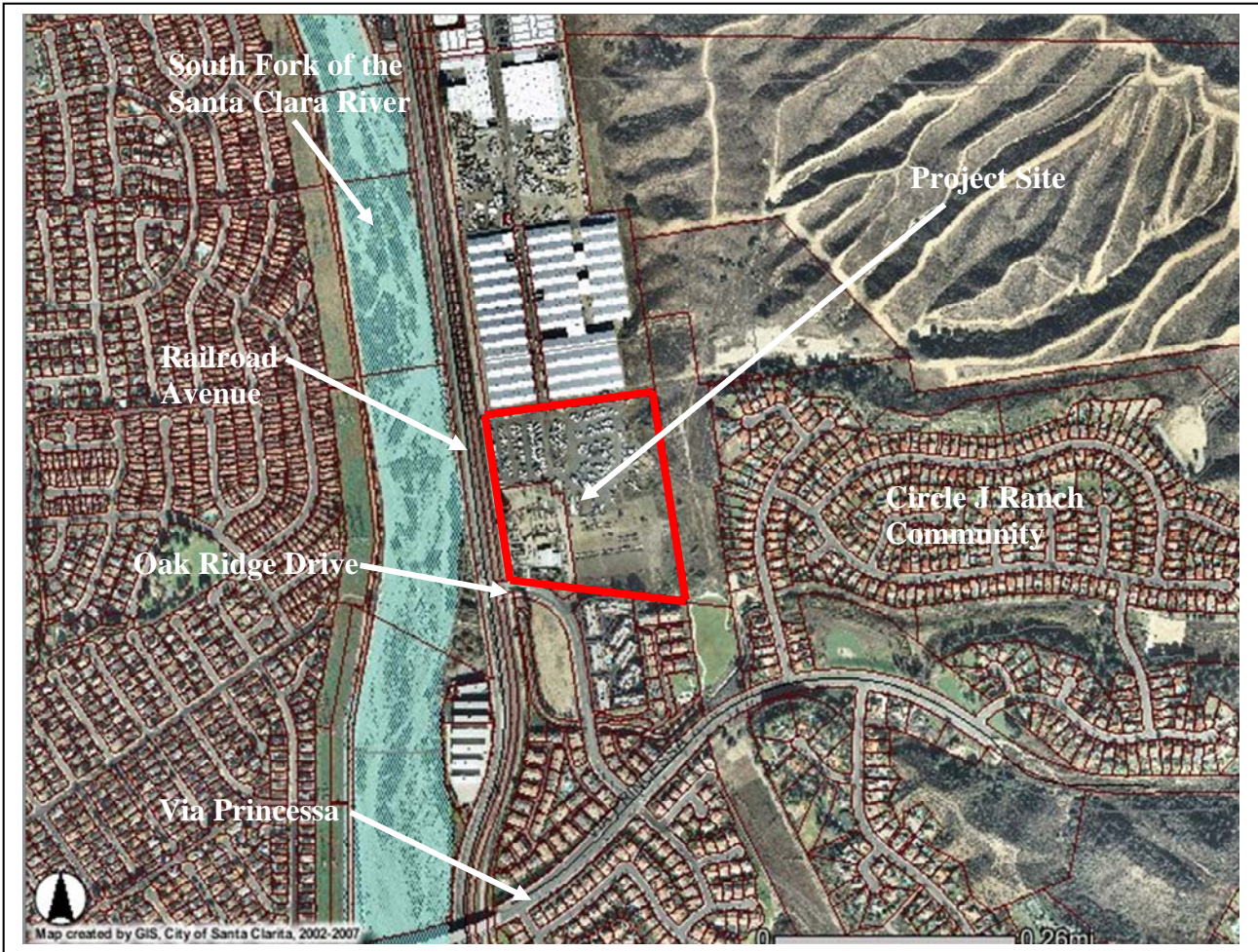
For further information regarding this proposal, please contact the project planner at the City of Santa Clarita Permit Center, 23920 Valencia Boulevard, Suite 140, Santa Clarita, CA 91355 Telephone: (661) 255-4330. Send written correspondence to: 23920 Valencia Boulevard, Suite 302, Santa Clarita, CA 91355. Project Planner: Patrick Leclair, Associate Planner, or by email at pleclair@santa-clarita.com.

Jeff W. Hogan, AICP
Planning Manager

Published: The Signal on May 12, 2015

VICINITY MAP

APN: 2836-006-053 and 2836-006-054



April 29, 2015

Mark Sullivan
TMC Properties
25655 Springbrook Avenue
Santa Clarita, CA 91350

Subject: Status of Saugus Station (TMC Industrial)

Dear Mark:

The following provides the status of the permit applications required to complete the project.

California Department of Fish and Game (CDFW). The regulator, Jeff Humble, has stated in an email, “we can meet that date of June 1.” I expect the draft Streambed Alteration Agreement (Agreement) to be issued approximately May 11. TMC will have an opportunity to revise or negotiate the conditions. If there are no objections on the part of TMC, and I don’t expect there will be any objectionable conditions, TMC then signs the Agreement and sends it back to CDFW (May 15). The Agreement becomes final upon signature by CDFW (May 25).

Regional Water Quality Control Board. The draft 401 Water Quality Certification (WQC) had minor edits suggested by VCS, and has been reviewed by TMC. No further changes were recommended by TMC. Our regulator, Valerie Zara, forwarded the draft to L.B. Nye for review and signature on April 17. The approval process takes approximately 2 weeks. I expect the final WQC to be issued by May 4.

U.S. Army Corps of Engineers (Corps). We have the Corps’ attention, but we were caught up with Corps staff changes. I spoke to the regulator, Dan Swenson, and he acknowledges that it is not a complicated project, consisting primarily of a storm water outfall. He is aware of the opportunity to work during the Fourth of July timeframe. I am in daily contact with Dan, and will provide an update as soon as I hear any updates from him. I expect we can work with the Corps to meet the June 1 deadline.

Mitigation. The Corps will not accept the Santa Paula Creek mitigation bank credits without on-site mitigation for project impacts. The agencies have agreed to allow the purchase from the Petersen Ranch Mitigation Bank, which will be approved in July. The credits would range between \$175,000 and \$190,000 per credit (depending on when you can lock in the purchase price and the exact type of credits the agencies require) and we would need to purchase 1.05 credits. The credits would need to be purchased before impacts to Waters of the U.S. and State.

April 29, 2015

Page 2 of 2

I will, of course, let you know any updates as I learn them. Please give me a call if there is any additional information I can provide you at this time.

Sincerely,

A handwritten signature in blue ink that reads "Lennie Rae Cooke". The signature is written in a cursive, flowing style.

Lennie Rae Cooke

Senior Environmental Project Manager

CITY OF SANTA CLARITA
STAFF REPORT

MASTER CASE NO. 13-166 (TEMPORARY USE PERMIT 13-045), MASTER CASE 13-174
(TEMPORARY USE PERMIT 13-046), AND MASTER CASE 13-175 (TEMPORARY USE
PERMIT 13-047)

DATE: December 3, 2013

TO: Chairperson Heffernan and Members of the Planning Commission

FROM: Jeff W. Hogan, AICP, Planning Manager

CASE PLANNER: Patrick Leclair, Associate Planner

APPLICANT: Saugus Holdings, LLC and TMC Hollis, LLC

LOCATION: The project site is located on the northeast corner of Railroad Avenue and Oak Ridge Drive (APN: 2836-006-053, and 2836-006-054) in the Industrial (I) zone of the City of Santa Clarita.

REQUEST: The applicant is requesting the approval for three, 18-month Temporary Use Permits: 1) temporary recreational vehicle (RV) storage; 2) two, temporary contractor yards; and 3) a temporary building material supply yard, while pursuing the development of a future business park approved under Master Case 06-286.

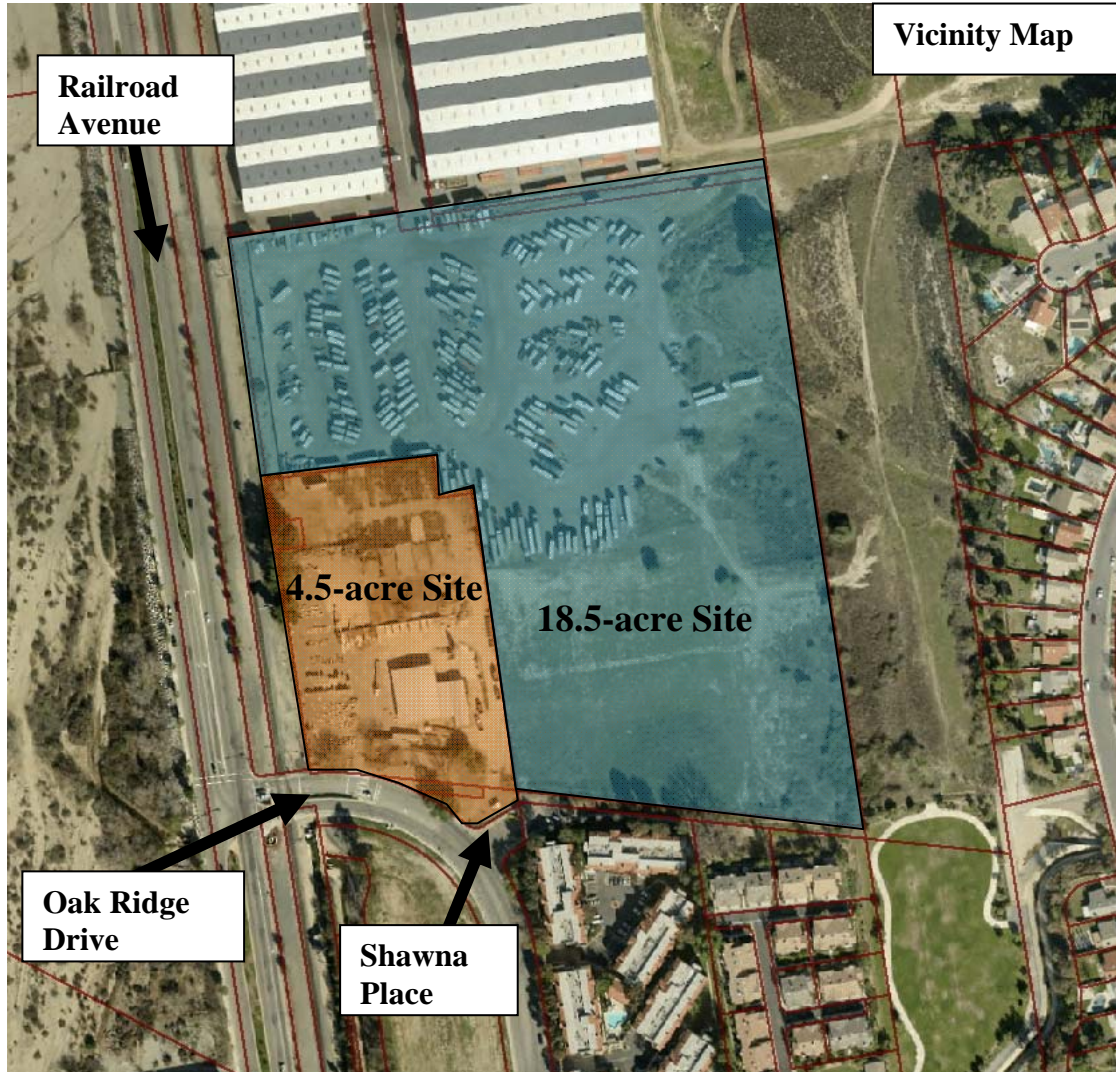
BACKGROUND

Setting

The project site includes just over 23 acres of Industrial (I) zoned land located on the northeast corner of the intersection of Railroad Avenue (formerly San Fernando Road) and Oak Ridge Drive. The property consists of two parcels of land including one, roughly 4.5-acre parcel on the southwest corner of the site fronting Oak Ridge Drive, with the remaining 18.5-acre parcel running in an “L” shape along the northern and eastern portions of the project site as seen on page two of this report. The site is relatively flat and has been previously disturbed for various land uses, including weed abatement and temporary commercial businesses since the 1950s. Surrounding uses include an existing industrial park to the north, residential uses (Circle J Ranch) to the east (across a 300’-wide Metropolitan Water District easement), an existing apartment complex and Oak Ridge Drive to the south, and the Antelope Valley Rail Line, Railroad Avenue, and the South Fork of the Santa Clara River to the west of the project site. The property is controlled by two separate LLCs, Saugus Holdings, LLC and TMC Hollis, LLC.

Prior to the City’s incorporation in 1987, a building material supply yard was approved for the project site. During the downturn in the economy (early 2011), the building material supply yard ceased operation for more than 180 days. In accordance with the Unified Development Code, the

previously approved building material supply yard use was vacated and all approvals associated with the building material yard were void. Structures associated with the building material yard remained on the project site, however were no longer being used.



Future Business Park

On October 20, 2009, the Planning Commission approved Master Case 06-286 for a Tentative Parcel Map and Oak Tree Permit to allow for the construction of a future business park on the project site. The approval included the subdivision of the project site into 12 industrial parcels, as well as the approval for the grading and construction of the necessary infrastructure (streets, utilities, curbs, gutters, sidewalks, perimeter landscape and screen walls, Shawna Place vacation, etc.) for the future business park. However, no individual buildings or land uses were approved by the Planning Commission under Master Case 06-286. All future land uses and development activities for the 12 individual parcels would be subject to the requirements of the development code in place at the time that they are proposed. Since the October 2009 approval, the applicant has been pursuing the

development of the future business park. However, the project site requires various jurisdictional permits from the Regional Water Control Board, California Department of Fish and Wildlife, and Army Corps of Engineers to allow for the storm drains on the project site to drain to the South Fork of the Santa Clara River (“South Fork”). Further, the project requires approval from Metrolink to install drainage facilities under the Antelope Valley Rail line to the west of the project site. There have been delays in obtaining these jurisdictional approvals, as well as delays in the approval process with Metrolink for the construction of the drainage infrastructure. The applicant continues to pursue the development of the future business park, and anticipates that all of the necessary approvals will be obtained within the next 12 months. The life of the Tentative Parcel Map has been extended by various extensions that the State of California has granted over the past few years and remains active until October 19, 2015, barring any further extensions.

Temporary Use Permit History

Various Temporary Use Permits (TUP or TUPs) have been issued on the two industrial parcels since 1997. The TUPs have been issued in three separate areas on the project site identified as areas “A” through “C” on the exhibit below with area “D” remaining unused. The following is a brief summary of these areas:

- A) approximately 10 acres used for RV and commercial vehicle storage;
- B) approximately 2.25 acres used for contractor storage yards;
- C) approximately 2.25 acres used for a building material supply yard; and
- D) approximately 8.5 acres that have been unused and remain vacant land.



In 1997, a Temporary Use Permit (TUP) (MC#97-058) was granted for the commercial storage of

RVs and commercial trucks. The TUP was approved to operate from April 21, 1997, through February 29, 2000. A condition of approval required the applicant to install a masonry wall along the storage areas frontage on Railroad Avenue (then San Fernando Road). The wall was never installed and chain-link fencing with cloth screening was used to screen the site.

In 2008, while processing the entitlements for the future business park, a subsequent TUP (MC#08-164) was approved to allow for the RV and commercial storage to continue on the project site for one year while development plans were processed for the project site. The approval again included a condition of approval requiring the installation of a solid masonry wall to screen the storage area from public view. The nearly 400-foot long wall was installed along Railroad Avenue in accordance with the conditions of approval and the storage facility remained in operation until 2011 when a new TUP was filed.

In 2011, the applicant requested a TUP for the continued operation of the RV and commercial storage area. In addition, the applicant included a new request for a TUP for two temporary contractor yards, and a new request for a TUP for the temporary re-establishment of the building material supply yard (MC#11-101, MC#11-102, and MC#11-134). These TUPs were approved for a one-year term while the developer continued to pursue the development of the future business park expiring on August 22, 2012.

In 2012, the applicant requested the approval of three, one-year TUPs to continue the operation of the RV storage area, the two temporary contractor yards with commercial vehicle storage, and the building material supply yard (MC#12-121, MC#12-122, and MC#12-128). The TUPs were approved for one year, with conditions of approval requiring that the applicant vacate and landscape Shawna Place, as well as to extend the previously constructed masonry wall along the remainder of the Railroad Avenue frontage along with a 5'-0" landscape planter along the entirety of the masonry wall. These improvements were originally conditioned as a part of the site plan for the future business park, however, were conditioned to be made by April 30, 2013, as a part of these TUPs to see progress made on the development of the business park. In February 2013, it became clear that the applicant was not going to be able to construct the wall or complete the vacation process by the deadline.

On March 1, 2013, the applicant requested approval of three, one-year TUPs for the RV storage area, two temporary contractor yards with commercial vehicle storage, and the building material supply yard (MC#13-030, MC#13-031, and MC#13-032). The TUPs were approved with modifications to the 2012 TUP conditions of approval. As with the 2012 approvals, the applicant was conditioned to complete the vacation/landscape of Shawna Place with a revised deadline of December 1, 2013. However, due to the complexity with the various jurisdictional approvals required in order to finalize the grading plans for the future business park, the extension of the property line walls was not required with this approval. In mid-October, it became clear that the applicant was not going to be able to vacate/landscape Shawna Place by the December deadline. The applicant was in the process of preparing an easement to provide access for a neighboring property owner that would likely take additional time. Therefore, staff requested that the applicant file a new application for the TUPs before the Planning Commission.

Project Description

On October 29, 2013, the applicant filed a request for three, 18-month TUPs for the temporary RV storage, two contractor yards with commercial vehicle storage, and a building material supply yard. The request indicates finalizing of all permits from the affected agencies will likely take up to 12 months to complete. However, given the delays they have experienced with the permitting process with the various outside agencies, the applicant is requesting the TUPs for an 18-month duration to provide additional time in the event there are any unforeseen delays. This request requires the approval of the Planning Commission as an extended TUP.

ANALYSIS

Reasons for Extension

The applicant has requested three, 18-month TUPs from the Planning Commission to enable the completion of all of the jurisdictional permits to address the grading and drainage issues on the site, as well as to allow for the vacation and landscape of Shawna Place to be completed. Below is a brief summary of these issues:

Jurisdictional Permits

According to the Justification Statement completed by the applicant, the jurisdictional permits will require approximately 12 months to complete. A consultant has been hired and is in the process of obtaining all of the permits from the Army Corps of Engineers, Regional Water Quality Control Board, and the California Department of Fish and Wildlife. Once these permits are obtained, the applicant can begin grading the project site and begin the construction of the necessary infrastructure for the future business park on the project site. The applicant is requesting these TUPs be granted for 18 months in the event there are any unforeseen delays with the completion of the jurisdictional permits.

Shawna Place Vacation

In order to complete the Shawna Street vacation process, the applicant must record an easement to a neighboring property owner. The applicant's engineer is working to complete this easement and should have this completed within the next month. Once the easement records, the vacation must be approved by the City Council and recorded with the Los Angeles County Clerk. The Planning Division has reviewed, and approved conceptual landscape plans for the improvements to Shawna Place. Upon recordation of the vacation, landscape plans will be finalized, and the applicant will be able to begin construction activity within the vacated Shawna Place. These improvements should be completed within the 18 month life of the proposed TUPs.

Temporary Use Permit

Section 17.23.200 of the Unified Development Code (UDC) allows temporary uses up to a year to be approved by the Director of Community Development (Director). In addition, the Director is

empowered to apply reasonable conditions for the proposed temporary use. Any temporary use proposed for an extended time requires the approval of the Planning Commission in accordance with Section 17.25 of the UDC. For TUPs before the Planning Commission, the Planning Commission shall have authority to establish reasonable conditions for the proposed temporary use.

Approval for the proposed TUPs by the Planning Commission with the attached conditions of approval, would therefore be in compliance with the UDC.

Conditions of Approval

Beginning with the 2011 TUPs, staff has conditioned the applicant to meet various conditions including the construction of a masonry wall along Railroad Avenue, as well as the vacation and improvement of Shawna Place. The construction of the property line wall along Railroad Avenue is tied to the grading of the project site which is currently held up by the jurisdictional permits required for the project. Given that the jurisdictional permits are a minimum of 12 months from being issued, staff is not conditioning the walls to be installed with these TUPs proposed at this time. However, in order to ensure that the developer continues to pursue development of the site, staff is requesting that the current TUPs include a condition requiring the vacation and landscape of Shawna Place. The vacation and improvement as required with these TUPs is consistent with the original approval of Master Case 06-286 for the future business park on the project site.

ENVIRONMENTAL REVIEW

The proposed development is exempt from CEQA under Section 15304 as a minor, temporary land use having minor, negligible impact on the environment.

PUBLIC NOTICING

As required by the Unified Development Code, all property owners within a 1,000-foot radius of the subject property were notified of the public hearing by mail. A public notice was placed in a local newspaper (*The Signal*) on November 12, 2013, and a sign was posted at the site on November 19, 2013. To date, the Planning Division has not received any written correspondence or telephone inquiries regarding the proposed projects.

RECOMMENDATION

Staff recommends the Planning Commission:

1. Open the public hearing;
2. Receive testimony from the public; and
3. Adopt Resolution P13-14, P13-15, and P13-16, approving Master Case 13-166, Master Case 13-174, and Master Case 13-175, consisting of Temporary Use Permit 13-045, Temporary Use Permit 13-046, and Temporary Use Permit 13-047 to allow for temporary RV storage, two temporary contractor yards, and a temporary building material supply yard on the northeast corner of Railroad Avenue and Oak Ridge Drive (APN: 2836-006-053 and 2836-006-054), in the

City of Santa Clarita subject to the attached Conditions of Approval.

ATTACHMENTS


Vicinity Map
Resolution P13-14
Conditions of Approval (Exhibit A)
Resolution P13-15
Conditions of Approval (Exhibit A)
Resolution P13-16
Conditions of Approval (Exhibit A)

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CITY OF SANTA CLARITA
STAFF REPORT
MASTER CASE NO. 15-035
CONDITIONAL USE PERMIT NO. 15-002

DATE: June 2, 2015

TO: Chairperson Trautman and Members of the Planning Commission

FROM: Jeff Hogan, Planning Manager 

CASE PLANNER: Mike Ascione, Assistant Planner II

APPLICANT: Golden Stop Market

LOCATION: 25810 Sierra Highway (APN 2842-036-064)

REQUEST: The applicant is requesting approval of a Conditional Use Permit to allow for the sales of liquor and spirits at a convenience store in a 2,304 square-foot tenant space in a 9,982 square-foot multi-tenant commercial center.

BACKGROUND

In July of 2011, the City approved the development of a 9,982 square-foot multi-tenant commercial center. Development of the center broke ground in early 2015 and is expected to be constructed by the end of 2015.

On February 19, 2015, the City received an application for a Conditional Use Permit (CUP) from Golden Stop Market to operate a convenience store that will sell beer, wine, and liquor/spirits as an accessory use. Whereas convenience stores, including those that sell beer and wine, are permitted in commercial zones, convenience stores that sell liquor and other spirits require a CUP. The project application was deemed complete on May 5, 2015.

PROJECT DESCRIPTION

The applicant is proposing to open a convenience store with beer, wine, and liquor/spirits within a 2,304 square-foot tenant space in a 9,982 square-foot community shopping center that is currently under construction. The sale of liquor/spirits in a store under 3,500 square feet requires the approval of a CUP. The business would operate seven days a week, between the hours of 6:00 a.m. and 12:00 a.m. The applicant is proposing liquor/spirits sales as an accessory use to the convenience store and is proposing to use up to 10% of the total store shelf space for liquor/spirits sales. No on-site consumption is proposed with this application.

Agenda Item: 4

GENERAL PLAN DESIGNATION AND ZONING

The General Plan and zoning designation for the subject property is Community Commercial (CC), which encourages retail and service uses that primarily serve the local market as stated in Section 17.34.010 of the Unified Development Code (UDC).

The shopping center was approved in July 2011 and is currently under construction. The proposed use is consistent with the general retail and commercial uses envisioned for the shopping center. Approval of the proposed convenience store with liquor/spirits sales would not increase commercial density nor change the character of the center or surrounding properties.

The following table summarizes the General Plan designations, zoning, and land uses surrounding the subject property:

Subject Property: 25810 Sierra Highway (APN 2842-036-064)

	General Plan	Zoning	Land Use
Project site:	Community Commercial	Community Commercial	Commercial Shopping Center
North:	Urban Residential 2	Urban Residential 2	Single-Family Residential
South:	Urban Residential 2	Urban Residential 2	Vacant
East:	Urban Residential 2	Urban Residential 2	Single-Family Residential
West:	Urban Residential 3	Urban Residential 3	Single-Family Residential

Section 17.43.010 of the UDC requires the approval of a CUP for liquor/spirits sales in a store under 3,500 square feet in the Community Commercial zone. This is to allow neighboring property owners the opportunity to comment on the proposal and the issuance of conditions of approval to ensure such a use will not adversely impact nearby properties and residents.

ANALYSIS

General Plan and UDC Consistency

The proposed use was analyzed for compliance with the General Plan and the UDC. The use would be located within an approved shopping center that met the applicable codes and regulations when the development was approved. The use is permitted in the Community Commercial zone subject to a public hearing and the issuance of a CUP. The proposed use is consistent with the following aspects of the Land Use Element of the General Plan:

Goal LU 4: [Provide for] A diverse and healthy economy;

Goal LU 4.2.2: [Provide for] job creation;

Objective LU 4.1: Promote creation of strong regional and local economies;

Policy LU 4.1.4: Promote economic opportunity for all segments of the community, including small businesses and new businesses.

The proposed use would promote the local economy by adding a convenience store use in an appropriate location that would not negatively affect surrounding properties or residential areas. Approving the request would also support economic opportunities for small businesses and new businesses.

Although the UDC permits convenience stores, including those that sell beer and wine, in commercial zones, convenience stores that sell liquor and other spirits require approval of a CUP. As a condition of approval, the proposed convenience store would be limited to 10% of its shelf space for the sale of liquor/spirits. Other conditions, including compliance with all California Department of Alcoholic Beverage Control (ABC) requirements, are also included in the proposed conditions of approval. Based on the project description and staff analysis, with the issuance of a CUP, and subject to the proposed conditions of approval, the project would be consistent with the General Plan and the UDC.

Community Impacts

Staff contacted the Los Angeles County Sheriff's Department and California ABC regarding this application. The Sheriff's Department noted that Golden Valley High School is approximately a half-mile away from the proposed store location and wanted confirmation that there would be conditions ensuring compliance with state requirements. Some of the highlighted conditions of approval that were discussed include the following:

- Condition PL3 – Requires the applicant to comply with all provisions of the California ABC, including limiting alcohol sales to customers 21 years of age and older;
- Condition PL6 – Prohibits customers from loitering upon the premises; and
- Condition PL2 – Limiting hours of operation and sales of liquor/spirits.

With the application of these conditions and others included in the CUP, the Sheriff's questions have been addressed.

Furthermore, staff has determined that there are two (2) liquor sales establishments within one mile of the project site. The approval of an alcohol license for Golden Stop Market would not create a proliferation of alcohol permits.

LIQUOR SALES WITHIN ONE MILE OF THE PROJECT SITE

LOCATION	LICENSE TYPE	BUSINESS NAME
19201 Golden Valley Road	Off-site Consumption	BevMo!
26364 Sierra Highway	Off-site Consumption	Friendly Market

ENVIRONMENTAL STATUS

The project is exempt from the California Environmental Quality Act (CEQA) under Article 19 Categorical Exemptions, Section 15301 Class 1. A Class 1 exemption consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or

private structures. The proposed convenience store with liquor/spirits sales qualifies as a Class 1 exemption because the CUP falls under the City's jurisdiction for permitting and also because all construction associated with the project will be located within an existing tenant space in a commercial center developed for such uses.

NOTICING

As required by the UDC, 352 property owners within a 1,000-foot radius of the subject property were notified of the public hearing by mail. A public notice was placed in The Signal on May 12, 2015, and a sign was posted at the site on May 19, 2015, for this public hearing. To date, the Community Development Department has received no correspondence in response to this proposal.

CONCLUSION

The proposed convenience store with up to 10% of liquor/spirits sales is compatible with the kinds of uses envisioned for the Community Commercial zone as defined by the UDC. Therefore, staff has drafted the necessary findings for approval of a Conditional Use Permit.

RECOMMENDATION

Based on the project's compliance with the City of Santa Clarita General Plan and Unified Development Code, staff recommends that the Planning Commission:

- 1) Open the public hearing;
- 2) Receive testimony from the public;
- 3) Close the public hearing; and
- 4) Adopt Resolution P15-07, approving Master Case 15-035, Conditional Use Permit 15-002, to allow for the sales of liquor/spirits of up to 10% within a 2,304 square-foot convenience store at 25810 Sierra Highway in the Community Commercial zone, subject to the attached conditions of approval (Exhibit "A").

ATTACHMENTS

Resolution P15-07
Conditions of Approval- MC 15-035 (Exhibit A)
Vicinity Map
Zoning Map
Site Plan
Floor Plan
Notice of Exemption
Public Notice

RESOLUTION NO. P15-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARITA APPROVING MASTER CASE 15-035, CONDITIONAL USE PERMIT 15-002, TO ALLOW FOR THE SALES OF LIQUOR AND SPIRITS WITHIN A 2,304 SQUARE-FOOT CONVENIENCE STORE AT 25810 SIERRA HIGHWAY IN THE COMMUNITY COMMERCIAL ZONE, IN THE CITY OF SANTA CLARITA

THE PLANNING COMMISSION OF THE CITY OF SANTA CLARITA DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. FINDINGS OF FACT. The Planning Commission does hereby make the following findings of fact:

- A. An application for Master Case No. 15-035 (CUP15-002) was filed by Golden Stop Market (hereinafter "Applicant") with the City of Santa Clarita on February 19, 2015. The property for which this application was filed is located at 25810 Sierra Highway (APN: 2842-036-064) (hereinafter "Subject Site");
- B. The application was deemed complete on May 5, 2015;
- C. The applicant proposes to operate a convenience store with no more than 10% of the shelf space devoted to liquor/spirits sales on the subject site;
- D. The zoning and General Plan designation for the subject site is Community Commercial (CC);
- E. The surrounding land uses include single family residential to the north, east and west and vacant residential land to the south of the subject site;
- F. On June 2, 2015, a duly noticed public hearing was held before the City of Santa Clarita Planning Commission at 6:00 p.m. at City Hall, Council Chambers, 23920 Valencia Boulevard, Santa Clarita; and
- G. At this public hearing, the Planning Commission considered the staff report, staff presentation, applicant's presentation, and public testimony.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS. Based upon the foregoing facts and findings, the Planning Commission hereby find as follows:

- A. A Notice of Exemption for this project was prepared in compliance with the California Environmental Quality Act (CEQA);
- B. This project is exempt per Article 19: Categorical Exemptions, Section 15301 of the California Environmental Quality Act (CEQA) as a Class 1 exemption. A Class 1 exemption consists of the operation, repair, maintenance, permitting, leasing, licensing,

or minor alteration of existing public or private structures. The proposal includes the operation of a business within a previously approved tenant space;

- C. The documents and other materials that constitute the record of proceedings upon which the decision of the Planning Commission is based is the Master Case No. 15-035 project file and that this project file is located within the Community Development Department and is in the custody of the Director of Community Development; and
- D. Based upon the findings set forth above, the Planning Commission hereby finds the Notice of Exemption for this project has been prepared in compliance with CEQA.

SECTION 3. GENERAL FINDINGS FOR MASTER CASE NO. 15-035. Based on the foregoing facts and findings for Master Case No. 15-035, the Planning Commission hereby determines as follows:

- A. That the proposal is consistent with the General Plan;
- B. The proposal is allowed within the applicable underlying zone and complies with all other applicable provisions of the UDC;
- C. The proposal will not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare, or be materially detrimental or injurious to the improvements, persons, property, or uses in the vicinity and zone in which the property is located; and
- D. The proposal is physically suitable for the site. The factors related to the proposal's physical suitability for the site shall include, but are not limited to, the following:
 - 1) The design, location, shape, size, and operating characteristics are suitable for the proposed use;
 - 2) The highways or streets that provide access to the site are of sufficient width and are improved as necessary to carry the kind and quantity of traffic such proposal would generate;
 - 3) Public protection services (e.g., Fire protection, Sheriff protection, etc.) are readily available; and
 - 4) The provision of utilities (e.g., potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.) is adequate to serve the site.

The proposed convenience store with the sale of liquor/spirits is located in a retail center currently under construction in the community of Canyon Country. A convenience store with liquor/spirits sales is permitted in the CC zone with the approval of a Conditional Use Permit.

The project site was approved for a commercial shopping center that will be 9,982 square feet, once complete. The subject commercial center is physically suitable to accommodate the proposed use as it is considered a neighborhood serving commercial use. The proposed convenience store will occupy 2,304 square feet in the retail center. The convenience store will be permitted for the sale of liquor/spirits for up to 10% of its shelf space with no on-site consumption. The business would operate seven days a week between the hours of 6:00 a.m. to 12:00 a.m. Once fully constructed, the project site will be adequately served by existing traffic facilities with driveway access on Sierra Highway and Golden Valley Road that will allow for adequate customer and emergency access to the project site. With the approval of the Conditional Use Permit, as conditioned, the convenience store with alcohol sales will be consistent with the City's General Plan and Unified Development Code. Further, the establishment of a new business within an existing vacant tenant space will result in job creation that supports General Plan Land Use Policy 4.2.2.

SECTION 4. NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of Santa Clarita, California, as follows:

Adopt Resolution P15-07, approving Master Case 15-035, Conditional Use Permit 15-002, to allow for the sale of liquor/spirits of up to 10% within a 2,304 square-foot convenience store at 25810 Sierra Highway in the Community Commercial zone, subject to the attached conditions of approval (Exhibit "A").

PASSED, APPROVED, AND ADOPTED this 2nd day of June, 2015.

DIANE TRAUTMAN, CHAIRPERSON
PLANNING COMMISSION

ATTEST:

JEFF W. HOGAN, SECRETARY
PLANNING COMMISSION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)
CITY OF SANTA CLARITA)

I, Jeff W. Hogan, Planning Commission Secretary of the City of Santa Clarita, do hereby certify that the foregoing Resolution was duly adopted by the Planning Commission of the City of Santa Clarita at a regular meeting thereof, held on the 2nd day of June, 2015 by the following vote of the Planning Commission:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

PLANNING COMMISSION SECRETARY

EXHIBIT A
CONDITIONS OF APPROVAL
MASTER CASE 15-035
CONDITIONAL USE PERMIT 15-002
CONDITIONS OF APPROVAL

GENERAL CONDITIONS

- GC1. The approval of this project shall expire if the approved use is not commenced within two (2) years from the date of this approval, unless it is extended in accordance with the terms and provisions of the City of Santa Clarita's Unified Development Code (UDC).
- GC2. To the extent the use approved with this project is a different use than previously approved for the property, the prior approval shall be terminated along with any associated vested rights to such use, unless such prior approved use is still in operation, or is still within the initial pre-commencement approval period. Once commenced, any discontinuation of the use approved with this project for a continuous period of one hundred eighty (180) calendar days or more shall terminate the approval of this use along with any associated vested rights to such use. The use shall not be re-established or resumed after the one hundred eighty (180) day period. Discontinuation shall include cessation of a use regardless of intent to resume.
- GC3. The applicant may file for an extension of the conditionally approved project prior to the date of expiration. If such an extension is requested, it must be filed no later than sixty (60) days prior to expiration.
- GC4. The applicant shall be responsible for notifying the Director of Community Development, in writing, of any change in ownership, designation of a new engineer, or change in the status of the developer, within thirty (30) days of said change.
- GC5. Unless otherwise apparent from the context, the term "applicant" shall include the applicant and any other persons, corporation, or other entity making use of this grant. The applicant shall defend, indemnify, and hold harmless the City of Santa Clarita, its agents, officers, and employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void, or annul the approval of this project by the City, including any related environmental approvals. In the event the City becomes aware of any such claim, action, or proceeding, the City shall promptly notify the applicant. If the City fails to notify the applicant or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City. Nothing contained in this condition prohibits the City from participating in the defense of any claim, action, or proceeding, if both of the following occur: 1) the City bears its own attorneys' fees and costs; and 2) the City defends the action in good faith. The applicant shall not be required to pay or perform any settlement unless the settlement is approved by the applicant.

- GC6. The property shall be developed and maintained in substantial conformance with the approvals granted by the City. Any modifications shall be subject to further review by the City.
- GC7. The applicant and property owner shall comply with all inspections requirements as deemed necessary by the City of Santa Clarita.
- GC8. The owner, at the time of issuance of permits or other grants of approval agrees to develop the property in accordance with City codes and other appropriate ordinances including, but not limited to, the California Building Code (Building, Mechanical, Plumbing, Electrical, Green Building, and Energy Codes), Fire Code, Unified Development Code (Grading Code and Undergrounding of the Utilities Ordinance), Utilities Code (Sanitary Sewer and Industrial Waste Ordinance), and Highway Permit Ordinance.
- GC9. This grant shall not be effective for any purpose until the applicant has filed with the Director of Community Development, their affidavit (Acceptance Form) stating that they are aware of, and agree to accept, all of the conditions of this grant.
- GC10. Details shown on the site plan are not necessarily approved. Any details which are inconsistent with the requirements of state or local ordinances, general conditions of approval, or City policies and not modified by this permit must be specifically approved.
- GC11. It is hereby declared and made a condition of this permit that if any condition hereof is violated, or if any law, statute, or ordinance is violated, the City may commence proceedings to revoke this approval.

PLANNING DIVISION


- PL1. This approval shall permit the operation of a 2,304 square-foot convenience store with up to 10% of its shelf space devoted to the sales of liquor and other spirits at 25810 Sierra Highway.
- PL2. Liquor sales shall only occur between the operating hours of 6:00 a.m. and 12:00 a.m. daily.
- PL3. The proposed use shall comply with all provisions of the requirements of the California Department of Alcoholic Beverage Control.
- PL4. The applicant shall operate the business in substantial conformance with the floor plan on file with the Planning Division. The applicant shall not be permitted to expand the walk-in refrigerator or substantially alter the aisle layout without City approval.

- PL5. No on-site consumption of alcohol shall be permitted by this Conditional Use Permit.
- PL6. The applicant shall not permit loitering upon the premises.
- PL7. This approval shall not supersede the approval of any other affected agencies' requirements.
- PL8. The applicant and property owner shall comply with all inspection requirements as deemed necessary by the City of Santa Clarita.
- PL9. All requirements of the Unified Development Code (UDC) and of the CC (Community Commercial) zone of the subject property must be complied with unless set forth in the permit.
- PL10. The applicant shall comply with all applicable regulations and fees of affected agencies at the building permit stage, including Los Angeles County Fire Department.

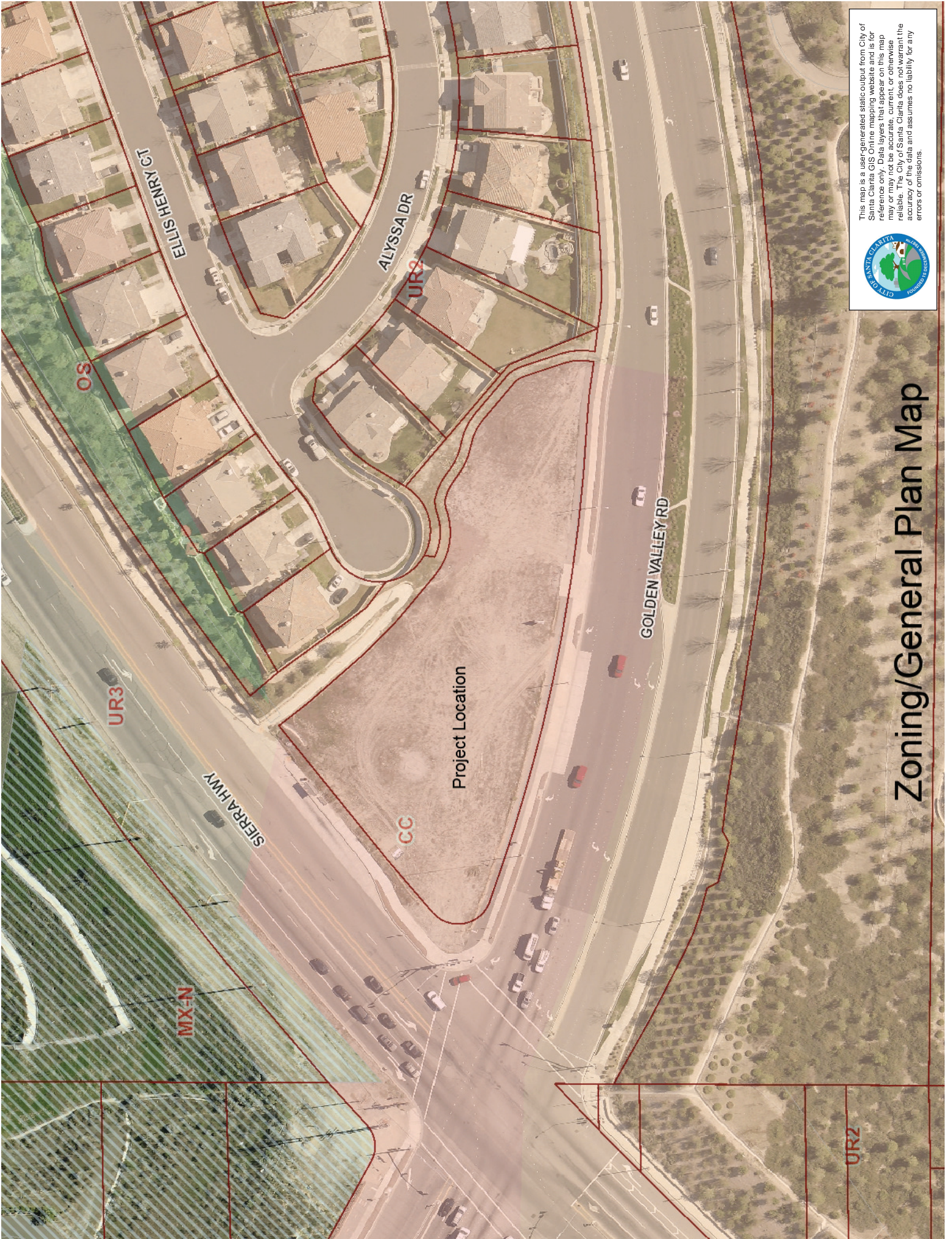


Project Location

This map is a user-generated static output from City of Santa Clarita GIS Online mapping website and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. The City of Santa Clarita does not warrant the accuracy of the data and assumes no liability for any errors or omissions.



Vicinity Map



This map is a user-generated static output from City of Santa Clarita GIS Online mapping website and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. The City of Santa Clarita does not warrant the accuracy of the data and assumes no liability for any errors or omissions.



Zoning/General Plan Map

COUNTY OF LOS ANGELES FIRE DEPARTMENT
 FIRE PREVENTION DIVISION
 Fire Prevention Engineering
 5223 Pickard Road
 Compton, CA 90220
 Telephone (310) 890-4125 Fax (310) 890-4128

Information on Fire Flow Availability for Building Permit
 For All Buildings Other Than Single Family Dwellings (S.F.D.)

INSTRUCTIONS:
 Complete this form by varying the hydrant location and the hydrant size.
 Complete only 1 (A), 1 (B), & 1 (C) when
 The buildings are equipped with the appropriate systems, and/or phone in with the hydrant.

PROJECT INFORMATION
 (To Be Completed by Applicant)

PART I
 Building Address: 30012 SIERRA HIGHWAY
 City or Area: SANTA CLARITA
 Nearest Cross Street: GOLDEN VALLEY ROAD
 Distance of Nearest Cross Street: 0'
 Applicant: TR 4882-84 LLC Telephone: (619) 478-5101
 Address: 4130 MACARTHUR BLVD. #112
 City: NEWPORT BEACH, CA 92660
 Company (Use of Building): COMMERCIAL Sprinklered: Yes No
 Type of Construction: WOOD FRAME
 Square Footage: 9,982 Number of Stories: 1
 Present Zoning: COMMERCIAL

PART II A INFORMATION ON FIRE FLOW AVAILABILITY
 (To Be Completed by Fire Department)

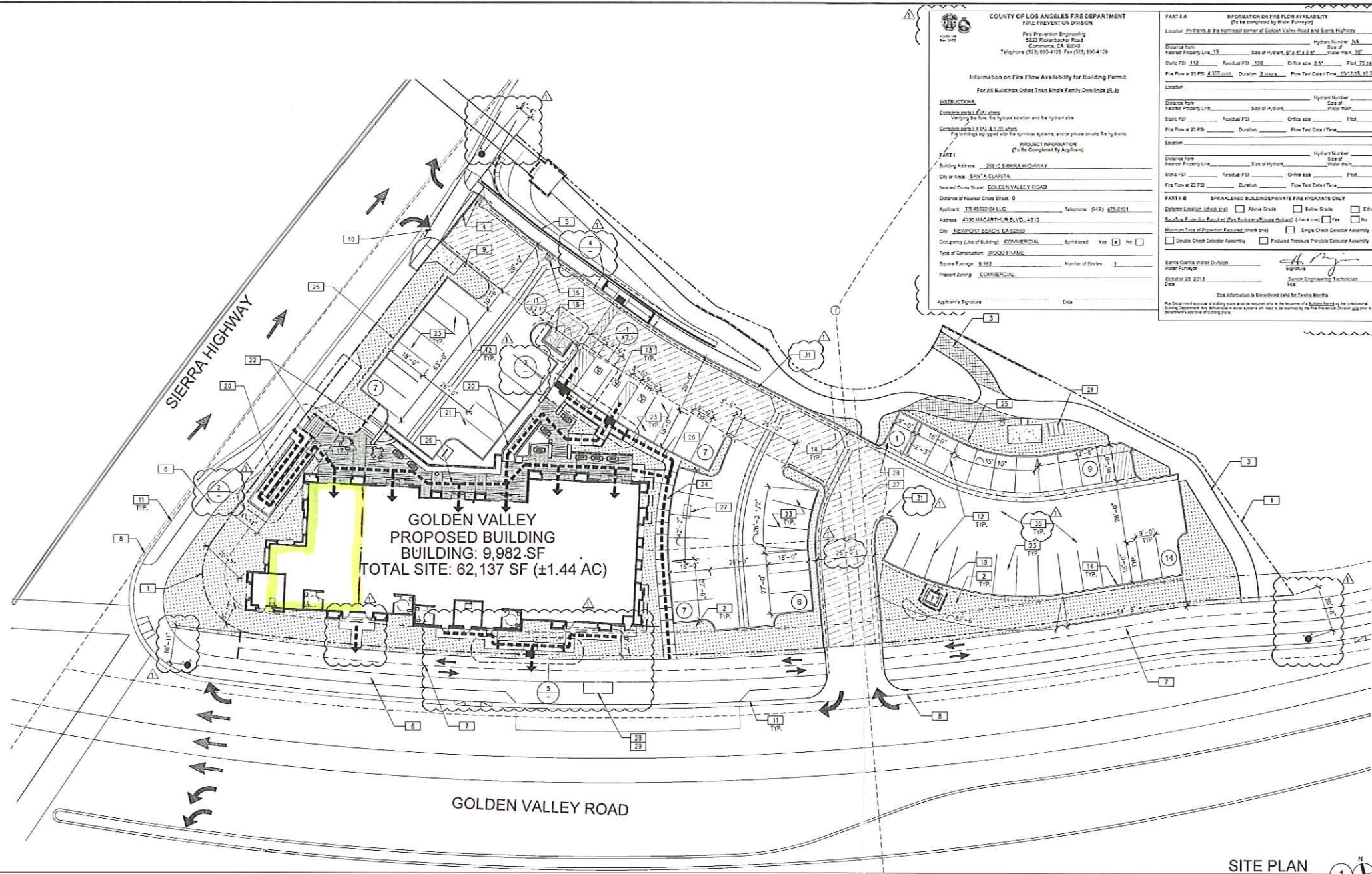
Location: Hydrant at the northeast corner of Golden Valley Road and Sierra Highway

Distance from Hydrant to Building: 15' Hydrant Number: AA
 Nearest Property Line: 15' Size of Hydrant: 4" x 4" x 2.5" Water Main: 18"
 Static PSI: 112 Residual PSI: 100 Orifice size: 2.5" Friction Loss: 1.5
 Fire Flow at 20 PSI: 4,882 GPM Duration: 2 Hours Flow Test Date: 10/11/13, 10/15/13

PART II B SPRINKLERED BUILDINGS/PRIVATE FIRE HYDRANTS ONLY

Location: _____ Hydrant Number: _____
 Distance from Hydrant to Building: _____ Size of Hydrant: _____ Water Main: _____
 Nearest Property Line: _____ Size of Hydrant: _____ Water Main: _____
 Static PSI: _____ Residual PSI: _____ Orifice size: _____ Friction Loss: _____
 Fire Flow at 20 PSI: _____ Duration: _____ Flow Test Date: 1/1/14

APPROVED ENGINEER'S SIGNATURE
 Date: _____
 Title: _____

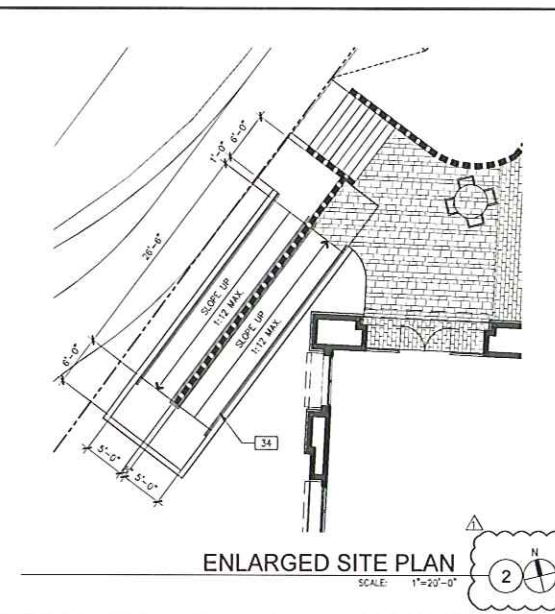
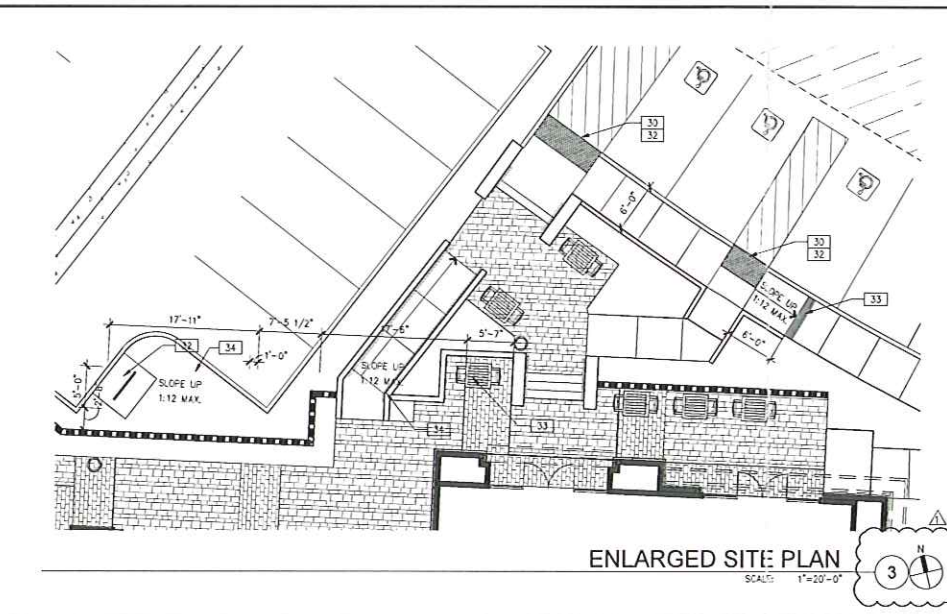
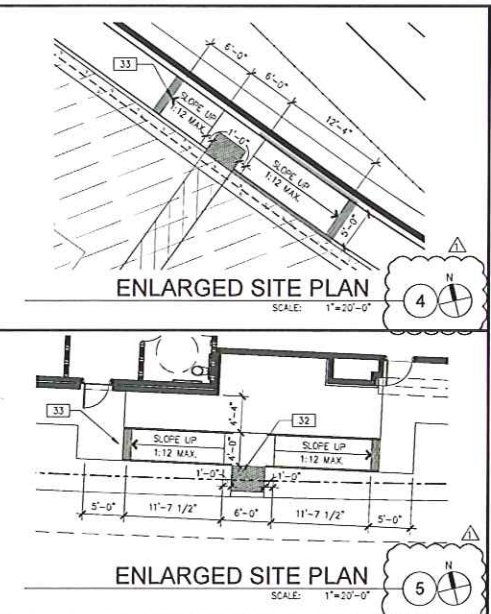


- SITE PLAN NOTES**
 SEE SHEET A0.2 FOR GENERAL NOTES
- PROPERTY LINE, SEE CIVIL DRAWINGS (---)
 - NEW LANDSCAPE AND IRRIGATION AREA, SEE LANDSCAPE DRAWINGS
 - 4" CONCRETE, 8'-0" WIDE PEDESTRIAN PAVED
 - EXISTING DRAIN TO REMAIN
 - EXISTING KEYSTONE WALL PER AB INTERNATIONAL
 - EXISTING CONCRETE SIDEWALK
 - EXISTING BIKE PATH
 - NO BUILT EASEMENT
 - ACCESSIBLE ENTRY SIGNAGE
 - ACCESSIBLE RAMP UP/DOWN AT DRIVEWAY CROSSING
 - EXISTING 6" CONCRETE CURB
 - NEW PAINTED PARKING STRIPING PER CITY STANDARDS
 - NEW ACCESSIBLE PARKING STALL WITH SIGNAGE
 - NEW 6" CONCRETE CURB
 - NEW GUARD DRAIN
 - NEW DRAIN
 - NEW DECORATIVE PAVING PER LANDSCAPE PLANS
 - NEW TRASH ENCLOSURE
 - NEW ELECTRICAL TRANSFORMER, SEE ELECTRICAL DRAWINGS
 - NEW CONCRETE RAMP
 - NEW BIKE RACK
 - NEW CONCRETE LANDING
 - NEW PARKING STALL
 - NEW CONCRETE SIDEWALK
 - 2'-8" PARKING OVERHANG
 - ACCESSIBLE PATH OF TRAVEL 1:20 MAX. SLOPE, 2% MAX. CROSS SLOPE, SEE CIVIL DRAWINGS (---)
 - GREASE INTERCEPTOR (N.I.C.) BY OTHER
 - NEW 5'-0" X 13'-0" BUS SHELTER PAD
 - NON-ADVERTISING BUS SHELTER W/ SOLAR LIGHTING SYSTEM *CITY OF SANTA CLARITA MODEL BY LINK CUSTOM MANUFACTURING, INC. 310-978-2000 BENCH AND TRASH RECEPTACLE TO BE INCLUDED AS PER MANUFACTURER'S SPECIFICATIONS. ALL AMENITIES TO BE POWDER COAT FINISH. (SANTA CLARITA) 310-978-2000
 - ZERO CURB FACE
 - FIRE LANE CURB - SEE DETAIL 25/A7.1
 - TRUNCATED DOWNS - SEE DETAIL 3/A7.1
 - CURB RAMP - SEE DETAILS 18 AND 19/A7.2
 - HANDRAIL - SEE DETAILS 20 AND 21/A7.2
 - 4" AC PAVEMENT OVER 8" AGGREGATE BASE, SEE CIVIL DRAWINGS

- FIRE DEPT. NOTES**
- PROVIDE APPROVED SIGNS OR OTHER APPROVED NOTICES OR MARKINGS THAT INDICATE THE WORDS "NO PARKING-FIRE LANE". SIGNS SHALL BE PROVIDED FOR FIRE APPARATUS ACCESS ROADS, TO CLEARLY INDICATE THE ENTRANCE TO SUCH ROAD, OR PROHIBIT THE OBSTRUCTION THEREOF, AS REQUIRED BY THE FIRE INSPECTOR. FIRE CODE 503.3.
 - FIRE DEPARTMENT VEHICULAR ACCESS ROADS MUST BE INSTALLED AND MAINTAINED IN A SERVICEABLE MANNER PRIOR TO AND DURING THE TIME OF CONSTRUCTION. FIRE CODE 504.1.
 - APPROVED BUILDING ACCESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE NUMBERS SHALL BE CONSPICUOUS WITH THE BACKGROUND BY ARABIC NUMERALS OR ALPHABET LETTERS, AND BE A MINIMUM OF 4 INCHES HIGH WITH A MINIMUM STROKE WIDTH OF 0.5 INCH. FIRE CODE 505.1.
 - A KEY BOX SHALL BE PROVIDED AND MAINTAINED AND SHALL BE IN ACCORDANCE WITH FIRE CODE 506, AND AS SET FORTH IN THE COUNTY OF LOS ANGELES FIRE DEPARTMENT REGULATION 5.
 - PLANS SHOWING UNDERGROUND PIPING, FIRE DEPARTMENT CONNECTION, OR PRIVATE ON-SITE FIRE HYDRANTS SHALL BE SUBMITTED TO THE SPRINKLER PLAN CHECK UNIT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. FIRE CODE 901.2, COUNTY OF LOS ANGELES FIRE DEPARTMENT REGULATION 7.
 - THE MEANS OF EGRESS, AND EXIT DISCHARGE, SHALL BE ILLUMINATED AT ANY TIME THE BUILDING IS OCCUPIED WITH A LIGHT INTENSITY OF NOT LESS THAN 1 FOOT-CANDEL AT THE WALKING SURFACE LEVEL. BUILDING CODE 1006.2.
 - FRONT FIRE EXTINGUISHERS SHALL BE INSTALLED IN LOCATIONS AS REQUIRED BY FIRE CODE 806.
 - DUMPSTERS AND CONTAINERS WITH AN INDIVIDUAL CAPACITY OF 1.5 CUBIC YARDS OR MORE SHALL NOT BE STORED IN BUILDINGS OR PLACED WITHIN 5 FEET OF COMBUSTIBLE WALLS, OPENINGS OR COMBUSTIBLE ROOF EAVES, UNLESS AREAS CONTAINING DUMPSTERS OR CONTAINERS ARE PROTECTED BY AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM. FIRE CODE 304.3.3.
 - PROVIDE APPROVED PANIC HARDWARE ON REQUIRED EXIT DOORS. TITLE 24 SECTIONS 1007.2.5 & 1003.3.1.9.
 - ALL DRAPES, HANGINGS, CURTAINS, EGGS AND ALL OTHER DECORATIVE MATERIAL TO COMPLY WITH FIRE CODE SECTIONS 1003.3.3.
 - PROVIDE AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM AS SET FORTH IN THE BUILDING CODE 903 AND FIRE CODE 903. PLANS SHALL BE SUBMITTED TO THE SPRINKLER PLAN CHECK UNIT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
 - THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL NORMALLY BE PROVIDED BY THE PREMISES ELECTRICAL SUPPLY. IN THE EVENT OF POWER SUPPLY FAILURE, THE EMERGENCY POWER SYSTEM SHALL PROVIDE POWER FOR A DURATION OF NOT LESS THAN 90 MINUTES AND SHALL CONSIST OF STORAGE BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR. BUILDING CODE 1006.3.
 - EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT. BUILDING CODE 1008.1.9.
 - FIRE DEPARTMENT VEHICULAR ACCESS ROADS SHALL BE HARD SCAPE ALL WEATHER ACCESS IN ACCORDANCE WITH THE DEPARTMENTS' ALL WEATHER ACCESS REQUIREMENTS. FIRE CODE 503.2.3.

SITE LEGEND

- NEW LANDSCAPE, TIP.
- NEW CONCRETE PAVEMENT, TIP.
- NEW PAVING.
- FIRE DEPARTMENT VEHICULAR ACCESS LANE - 26'-0" UNOBSTRUCTED WIDTH AND AN UNOBSTRUCTED VERTICAL "CLEAR TO SKY"
- NEW BIKE RACK.
- TRANSFORMER WITH CONCRETE PAD, SEE ELECTRICAL DRAWINGS (PROVIDE PROTECTION BOLLARDS PER LOCAL UTILITY OR PUBLIC WORK STANDARDS)
- PARKING STALL COUNT TOTAL.
- FIRE HYDRANT (VERIFY LOCATION WITH CIVIL DRAWINGS)



WARE MALCOMB
 Leading Design for Commercial Real Estate

GOLDEN VALLEY ROAD RETAIL
 SANTA CLARITA, CALIFORNIA
 PLAN CHECK NO. BLD13-00837

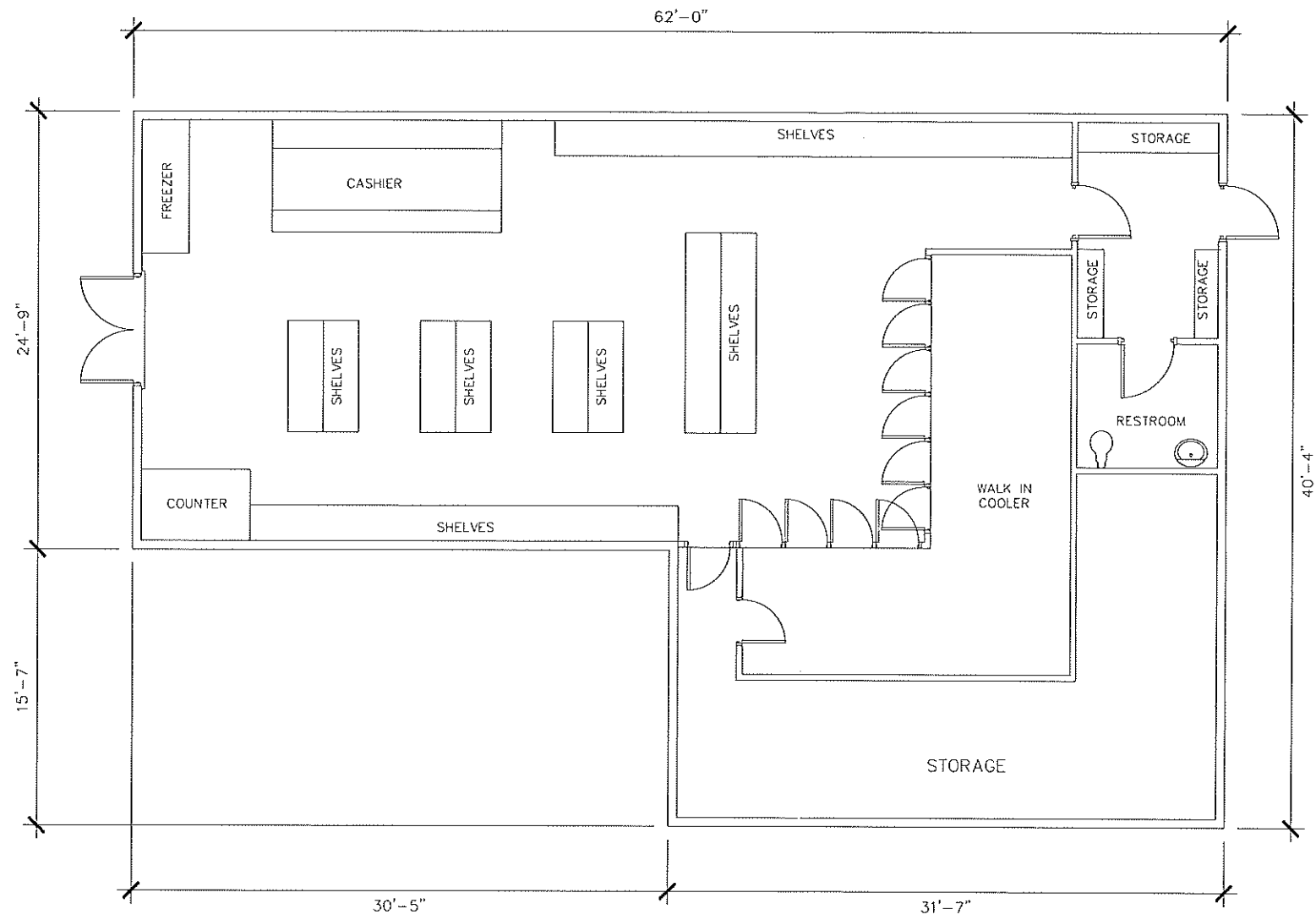
SITE PLAN

DATE:	04-10-2013	DATE:	
REVISION:	04-10-2013	REVISION:	
DATE:	07-27-2014	DATE:	
REVISION:	07-27-2014	REVISION:	

PA/PM: A. BARCELO
 DRAWN BY: F.T.M./J.N.
 JOB NO.: RW12-0105-00

SHEET
A1.1

I:\Jobs\Golden Road Retailers, LLC\RW12-0105-00_Golden_Vr_Rd_Retail\CA01\CA01.dwg



(E) FLOOR PLAN



WALL LEGEND	
	EXISTING WALL

ADDRESS: 25810 SIERRA HWY SANTA CLARITA CA 91321		NIEVES AND ASSOCIATES 21250 HAWTHORNE BLVD #700 TORRANCE, CA 90503 (310) 375-5925	
TITLE: FLOOR PLAN			
DATE: Revised:			
		A-2	

NOTICE OF EXEMPTION

TO:

County Clerk, County of Los Angeles
12400 Imperial Highway, Room 2001
Norwalk, CA 90650

Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

FROM:

City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

APPLICATION: Master Case 15-035, Conditional Use Permit 15-002

PROJECT LOCATION: 25810 Sierra Highway
Assessor Parcel Number 2842-036-064

PROJECT APPLICANTS: Golden Stop Market

PROJECT DESCRIPTION: The applicant is requesting approval of a Conditional Use Permit to allow for liquor sales at a convenience store in a 2,304 square-foot tenant space in a 9,982 square-foot multi-tenant commercial center.

This is to advise that the City of Santa Clarita Director of Community Development Planning Commission City Council has approved the above described project on June 2, 2015 and has found the project is EXEMPT from the provisions of the California Environmental Quality Act (CEQA).

The EXEMPT STATUS of the project is listed under Article 19 CATEGORICAL EXEMPTION, Section 15301: Existing Facilities, Class 1. A Class 1 exemption consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures. The proposed convenience store with alcohol sales qualifies as a Class 1 exemption because the Conditional Use Permit falls under the City's jurisdiction for permitting and also because all construction associated with the project will be located within an existing tenant space in an existing commercial center that was developed for such uses.

Mike Ascione, Assistant Planner II
City of Santa Clarita Community Development Department
23920 Valencia Boulevard, Suite 140
Santa Clarita, CA 91355
(661) 255-4330

Date



CITY OF SANTA CLARITA
COMMUNITY DEVELOPMENT DEPARTMENT
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

NOTICE OF PUBLIC HEARING

APPLICATION: Master Case No. 15-035; Conditional Use Permit 15-002

PROJECT APPLICANT: Golden Stop Market

PROJECT LOCATION: 25810 Sierra Highway (APN: 2842-036-064)

PROJECT DESCRIPTION: The applicant is requesting a Conditional Use Permit to allow for the sale of liquor within a proposed 2,304-square foot convenience store in the Golden Valley Road Retail Center, currently under construction. No more than 10% of the total shelf space within the store will contain the sale of liquor, for off-site consumption, under this proposal.

The City of Santa Clarita Planning Commission will conduct a public hearing on this matter on the following date:

DATE: Tuesday, June 2, 2015
TIME: At or after 6:00 p.m.
LOCATION: City Hall, Council Chambers
23920 Valencia Blvd., First Floor
Santa Clarita, CA 91355

A NOTICE OF EXEMPTION was prepared for the proposed project. The project is exempt from the California Environmental Quality Act (CEQA) under Article 19 Categorical Exemptions, Section 15301, Class 1. A Class 1 "Existing Facilities" exemption consists of the operation, permitting, leasing or minor alteration of existing public or private structures.

If you wish to challenge the action taken on this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearings described in this notice, or written correspondence delivered to the City of Santa Clarita at, or prior to, the public hearings. If you wish to have written comments included in the materials the Planning Commission receives prior to the public hearing, it must be submitted to the Community Development Department by Friday, May 22, 2015.

For further information regarding this proposal, you may contact the project planner at the City of Santa Clarita, Permit Center, 23920 Valencia Blvd., Suite 140, Santa Clarita, CA 91355. Telephone: (661) 255-4330. Website: www.santa-clarita.com/planning. Send written correspondence to: 23920 Valencia Blvd., Suite 302, Santa Clarita, CA 91355. Project Planner: Mike Ascione, Assistant Planner II, mascione@santa-clarita.com.

Jeff W. Hogan, AICP
Planning Manager


Published: The Signal, May 12, 2015.



CITY OF SANTA CLARITA
STAFF REPORT
MASTER CASE 15-034
REVISION TO VESTING TENTATIVE TRACT MAP 060258,
CONDITIONAL USE PERMIT 15-001, AND DEVELOPMENT REVIEW 15-004

DATE: June 2, 2015

TO: Chairperson Trautman and Members of the Planning Commission

FROM: Jeff W. Hogan, AICP, Planning Manager 

CASE PLANNER: Patrick Leclair, Associate Planner

APPLICANT: Ermine Street, LLC

LOCATION: The proposed project site is located within the Five Knolls project currently under construction, generally located to the northeast of Golden Valley Road and Newhall Ranch Road, west of Ermine Street, north of the Santa Clara River, and south of the intersection of Golden Valley Road and Plum Canyon. More specifically, the project site is located south of the future Golden Valley Road extension at the future Five Knolls Drive on lots 127 and 128 of Vesting Tentative Map 060258. (APNs: 2801-001-005, -023, -024, -025, -026, 2805-001-001, -009, -011, -023 and 2812-009-003)

REQUEST: This applicant is requesting approval to revise lots 127 and 128 of Tentative Tract Map 060258 to include 154 age-restricted, single-family detached condominiums, a new senior center, and an expansion to the YMCA building approved with Master Case 03-358 on approximately 23 acres within the Five Knolls (formerly "The Keystone") development.

BACKGROUND

Original Keystone Project

On April 25, 2006, the City Council approved Master Case 03-358 for the Keystone project located on the project site. Entitlements associated with Master Case 03-358 included:

1. A Zone Change and General Plan Amendment to change the zoning and land use designation on the project site to Residential Moderate (now Urban Residential 3) and Residential Suburban (now Urban Residential 2);
2. A Vesting Tentative Tract Map (VTTM 060258) to subdivide the project to create 499 residential units including 96 single-family units, 223 detached single-family

Agenda Item: 5

condominium units and 180 townhome units on three development pads, a parcel for the YMCA, and a parcel for the William S. Hart District for a future junior high school site;

3. A Conditional Use Permit (CUP 03-016) for development on ridgelines, to allow for the YMCA recreational use, and to allow for gating of the 96 single-family lots;
4. Hillside Review 03-006, to develop on land with an average cross-slope greater than 10%; and
5. Oak Tree Permit 03-066 for the removal of three oak trees out of the eight oak trees affected by the project (two located off of the project site and one on the project site).

Project Revisions

Following the original Keystone project approval by the City Council, on July 5, 2007, staff received a press release announcing that the William S. Hart Union High School District had decided not to move forward with the acquisition of the future junior high school site, opting instead to focus on other facility needs throughout the District.

On April 16, 2013, the Planning Commission approved a revision to VTTM 060258 to change the layout of the residential units to the west and north of the proposed Golden Valley Road, along with a time extension to extend the life of the subdivision by four years. At that time, no changes were proposed to the development of the YMCA or the future school site on the south side of the proposed Golden Valley Road identified as lots 127 and 128 on the revised VTTM.

Final Map Recordation

On October 28, 2014, the City Council approved the first phase of the revised Five Knolls tract map for recordation. As a part of that approval, the City Council authorized a covenant to be recorded on lots 127 and 128 of Vesting Tentative Tract Map 060258 requiring “components of community benefit (including by way of example, but without limitation, a school, or a recreation or community center or facility such as a YMCA)”. This covenant was executed and recorded on December 2, 2014.

On January 27, 2015, the City Council approved the second phase of the revised Five Knolls tract map for recordation.

Construction Status

The developer of the Keystone Project (Brookfield Homes) divided the recorded maps into five development areas, selling four of the planning areas to homebuilders for construction, while keeping two areas to construct themselves. Each of these development areas has gone through a site plan and architectural review to ensure consistency with the City’s UDC, Community Character and Design Guidelines, and the original Keystone approval.

The Five Knolls project is currently under construction. Five home builders including Brookfield

Homes, Christopher Homes, KB Homes, TriPointe, and Meritage Homes are currently grading, and beginning to construct, their individual development areas. In addition, the extension of Golden Valley Road is nearing completion, with an anticipated opening date of early summer. Prior to any Certificates of Occupancy for any homes, Golden Valley Road must be completed. Models are anticipated to be open beginning mid-Summer and continuing to open through the Fall.

PROJECT DESCRIPTION

On February 19, 2015, Ermine Street, LLC submitted an application for the development of the property located on the south side of Golden Valley Road identified as lot 127 and 128 of the Five Knolls project. The application included a revision to VTTM 060258 to allow for the creation of three lots (lot 127, 128, and 129) for the development of 154 age-restricted, single-family detached condominiums, a 30,400 square foot senior center, and a 9,000 square-foot expansion to the previously approved YMCA to allow for a 39,000 square-foot YMCA facility. The following is a summary of the components of the proposed revision to the Five Knolls project:

YMCA

The Keystone project originally approved a Conditional Use Permit (CUP) for a 30,000 square-foot YMCA facility on a 3.8-acre parcel (lot 127). The proposed revision to the Five Knolls project includes a CUP to allow for a 9,000 square-foot expansion to the approved facility to allow for a total YMCA facility of approximately 39,000 square feet. As required by the Keystone approval, the applicant will dedicate 3.8 acres, and further provide the land use entitlements for the future construction of the YMCA facility. The YMCA will be responsible for the construction of the facility. All required parking will be accommodated on lot 127 for the YMCA, but will be accessible to the senior center through a reciprocal parking agreement.

Senior Center

The proposed revision to the Five Knolls project includes the creation of a new parcel (lot 128) for the construction of a new senior center for the Santa Clarita Valley. The current Santa Clarita Valley Senior Center is located on Market Street in Newhall, and is not adequate to provide the needed services to the senior community. The applicant is proposing to dedicate 2.5 acres to the Santa Clarita Valley Senior Center for the construction of a new facility to accommodate the services they provide to the community. In addition, the applicant is requesting approval of a CUP to allow for a community center/senior center on the project site. With the CUP approval, the Santa Clarita Valley Senior Center will be responsible for constructing their new facility on the project site. All required parking will be accommodated on lot 128 for the senior center, however, will be accessible to the YMCA through a reciprocal parking agreement.

Age-restricted Community

The applicant is proposing to revise VTTM 060258 to create a new parcel of land (lot 129) for the condominium (air space) subdivision and construction of a 154-unit, age-restricted single-family detached condominium development. Lot 129 would include 17.2 acres and a

residential density just under 11 units per acre (10.7 units/acre). The community is proposed to be built in clusters of alley-loaded units in four, six, and eight-unit clusters. A recreation facility is proposed to provide a pool and community gathering space. Further, the proposed residential community will provide pedestrian connections to the senior center and YMCA facilities, in addition to the City's River Trail that runs just west of the project site. The community provides two-car garages for each residential unit, as well as 82 guest parking spaces distributed throughout the residential community.

The following is a chart summarizing the proposed revisions to the originally approved Keystone project:

Original Keystone Approval (2006)	Proposed Revisions (2015)
30,000 square-foot YMCA	39,000 square-foot YMCA
1,600 student junior high school site	30,400 square-foot senior center
	154 age-restricted residential community

GENERAL PLAN AND ZONING CONSISTENCY

The General Plan land use designation for the project site is Urban Residential 3 (UR3). The UR3 designation "provides for neighborhoods of single-family attached and detached housing, and small-scale attached multi-family dwellings such as duplexes and triplexes. Allowed uses include single-family homes, duplexes, triplexes, and small-scale multi-family dwellings of a scale and character that complement and are consistent with a single-family residential neighborhood at a maximum density of eleven (11) dwelling units per acre provided associated recreational facilities are provided" (Santa Clarita General Plan).

The zoning for the project site is Urban Residential 3 (UR3). The UR3 zone anticipates attached, or detached, single-family condominiums, duplexes, townhomes, or triplexes at a maximum density of 11 units per acre, and allows for various quasi-commercial and recreational uses with the applicable Minor or Conditional Use Permit.

The proposed age-restricted development is designed to be consistent with the residential uses anticipated within the UR3 zone and General Plan land use designation and is consistent with the density for the UR3 zone. Further, the proposed senior center and YMCA expansion would be complementary uses to the proposed age-restricted development. These recreational facilities will fill a regional need for recreational opportunities for all ages within the community, while providing the senior center with much needed space to provide services to seniors within the Santa Clarita Valley. With the approval of a CUP for the proposed recreational uses, the project would be consistent with the General Plan and Unified Development Code (UDC).

Surrounding Uses

The surrounding land uses include a park and future residential units within the Five Knolls development to the north, a Los Angeles Department of Water and Power transmission corridor to the west, the Santa Clara River to the south, and undeveloped land to the east. The following are the surrounding General Plan and zoning designations:

Surrounding General Plan Designations

North Urban Residential 3 (UR3)
East Non-Urban 5 (NU5)
South Business Park (BP) (across the Santa Clara River)
West Non-Urban 5 (NU5)

Surrounding Zoning Designations

North Urban Residential 3 (UR3)
East Non-Urban 5 (NU5)
South Business Park (BP) (across the Santa Clara River)
West Non-Urban 5 (NU5)

ANALYSIS

Entitlements

The following entitlements are required in accordance with the UDC:

Conditional Use Permit (CUP)

The UDC requires a CUP for the construction of a community center (senior center) and an expansion to the previously approved YMCA. The senior center currently operates in the Newhall Community on Market Street and has outgrown their facility. Additional space is needed to accommodate current operations, as well as future growth. With the approval of a CUP for the 30,400 square-foot facility, the new senior center would be in compliance with the UDC and would be able to meet demand for senior services throughout the Santa Clarita Valley.

The YMCA was approved at 30,000 square feet with the original Keystone project. The proposal would expand the YMCA by 9,000 square feet for a total building of 39,000 square feet. With the approval of a CUP for the expansion to the approved YMCA, the YMCA would be in compliance with the UDC.

Development Review

All new construction projects require the approval of a Development Review application to ensure conformance with the UDC. Staff met with the Development Review Committee on March 26, 2015, and provided comments to the applicant to address site planning corrections. All corrections have been made and, with the approval of a Development Review application, the site plan is compliant with the UDC.

Tentative Tract Map Revision

In order to create the legal parcels for the senior center, YMCA, and allow for the condominium subdivision of the 154 age-restricted, single-family detached condominiums, a revision to Vesting Tentative Tract Map 060258 is required. The revision would replace lot 127 and 128 on the approved Tentative Map with three parcels (lot 127, 128, and 129), one of which will include the condominium subdivision for the 154 airspace units, one for the YMCA, and one for the senior center. The Tentative Map will require approval of a Final Map by the City Council. In addition, the condominium subdivision will require the approval of the State of California Department of Real Estate.

The Planning Commission's decision on each of these entitlements is advisory to the City Council. If there is a recommendation of approval by the Planning Commission at their June 2, 2015, meeting, a public hearing would be scheduled before the City Council on July 14, 2015.

Parking

The project site is consistent with the parking requirements identified in the UDC. The YMCA requires 248 parking stalls while the senior center will require 143 parking stalls for a total of 391 required parking stalls. As previously discussed, each use will provide code required parking on-site, but a reciprocal parking agreement will be recorded on each parcel allowing parking to be accessed to both the YMCA and the senior center. The entire parking field includes 404 parking stalls (a 13 stall surplus over code required parking), ensuring that UDC-required parking is accommodated on the project site.

In order to ensure that parking will be sufficient operationally, the applicant had a parking demand analysis prepared for the project by Stantec Consulting Services, Inc. The parking analysis looked at the current operations of the existing YMCA and senior center buildings to determine how the expanded facilities would likely operate. The analysis finds that the YMCA and senior center have peak hours at different times throughout the day, with a maximum anticipated parking demand of approximately 374 parking stalls at the peak of both users. Therefore, the 404 parking stalls provided for the YMCA and senior center exceed the 391 parking stalls required by the UDC, as well as the 374 parking stalls for the peak hours of each use.

The parking provided for the residential portion of the project complies with the UDC. The UDC requires that each residential unit provide a two-car garage for each unit, as well as 77 guest parking stalls evenly distributed throughout the development at a ratio of 1/2 a guest stall for each residential unit. Each residential unit has a two-car garage, and the project site provides 82 guest parking stalls distributed throughout the project site.

Architecture

The proposed buildings were reviewed by the City's architectural design consultant RRM Design Group. Each of the structures incorporate elements that are compatible with each other, creating a community feel, while maintaining their own distinctive character. The architectural style for the proposed senior center, YMCA buildings, as well as the proposed residences, is consistent

with the Community Character and Design Guidelines. To ensure architectural consistency with the approved architectural elevations, a condition of approval has been incorporated into the project that will require an Architectural Design Review to be reviewed by the Director of Community Development and may require review by the Planning Commission for any changes to the approved elevations.

Community Benefit

Prior to the recordation of the first phase of the revised Five Knolls map, the City Council entered into an agreement with the developer to record a covenant requiring a community benefit be provided on lots 127 and 128 of the Five Knolls VTTM 060258. In order to comply with the covenant and provide a community benefit as required by the City Council, the applicant is proposing to revise the Five Knolls project to allow for an expansion to the previously approved YMCA, a new senior center, and 154 age-restricted, single-family detached condominiums. As a part of the approval of the revision to the Five Knolls project, the applicant has proposed to dedicate land to the senior center, and entitle the land for the construction of a new 30,400 square-foot facility to accommodate their expanded services. Further, the applicant has worked with the YMCA to entitle a larger facility (39,000 square feet) on the land then had previously agreed to donate to the YMCA with the Keystone approval in 2006. In addition, the applicant has proposed to create a residential community of 154 age-restricted, single-family detached condominiums. As proposed, the age-restricted residential community would provide seniors in the community with a housing alternative, providing a synergy of land uses with close proximity to social and recreational opportunities.

ENVIRONMENTAL

Certified EIR

A Final Environmental Impact Report (FEIR) was previously certified by the City Council in April 2006 for the Keystone project, Master Case 03-358, in accordance with the California Environmental Quality Act (CEQA). The certified EIR evaluated a project that consisted of 979 mixed residential units including townhomes, apartments, and single-family units, a YMCA, city park, and a junior high school facility for the William S. Hart Senior High School District. The City Council certified the EIR, although they approved a reduced project that consisted of 499 residential units (96 single-family, 180 townhomes, and 223 apartment units).

2013 Addendum

In 2013, the Planning Commission approved a revision to the Keystone project modifying the layout of the site plan for the development area located north and west of Golden Valley Road. The approval renamed the project "Five Knolls" and further modified the residential unit mix to include 119 single-family lots, along with 380 single-family detached condominiums. The revisions were evaluated in accordance with CEQA to determine if there were any new environmental impacts as a result of the proposed revisions. The addendum determined that the Five Knolls project was consistent with the original Keystone approval and did not create any impacts that required further study.

2015 Haul Route Addendum

The Keystone project was originally approved with grading of approximately 5.4 million cubic yards of earth, with approximately 1.8 million cubic yards of remedial grading work. The movement of the 7.2 million cubic yards of earth was originally anticipated to balance on-site and did not contemplate any import or export of earth. The majority of the grading work has been completed on the project site. However, there has been a greater amount of shrinkage than originally anticipated. In order to complete the grading, the applicant has filed a Minor Use Permit (MUP) application for the import of up to 99,999 cubic yards of earth. An addendum was prepared for the haul route, analyzing the import of earth from the two locations in the City of Los Angeles (approved for earth export) to the City of Santa Clarita. The addendum finds that although the grading represents a fraction (0.14 percent) of the total earth movement for the Five Knolls project, all potential impacts will be at a less than significant level. The MUP will be approved on June 3, 2015. In summary, there is approximately 200,000 cubic yards of grading required, along with the 99,999 cubic yards of import, for a total of 299,999 cubic yards of earth movement remaining to complete grading operations for the Five Knolls project.

2015 Addendum for the Proposed Project

An addendum to the certified Keystone FEIR has been prepared for the proposed revision to the Five Knolls project consisting of the construction of 154 age-restricted, single-family detached condominiums, a new senior center, and an expansion to the previously approved YMCA. In accordance with CEQA, the revised Five Knolls project was compared to the originally approved Keystone project and the certified FEIR prepared for it. The addendum considered the changes to the project and found that the changes to the project would not have any additional impacts to the environment. The addendum compared each of the environmental topic areas under CEQA, however staff wanted to make you aware of the following environmental topic areas:

Water

A Water Needs Assessment was prepared for the Keystone project, evaluating the project at 979 residential units, a junior high school site, a YMCA, and a City park. That assessment determined that adequate water was available for the Keystone project, including during drought years. The addendum prepared for the revised Five Knolls project considered the build-out of the Five Knolls project with 653 residential units (499 approved units and 154 proposed units), the 39,000 square-foot YMCA, and 30,400 square-foot senior center. As a result of the revisions, the revised Five Knolls project will require less water than originally anticipated in the Water Needs Assessment prepared for the Keystone project.

Subsequent to the approval of the Keystone project in 2006, the Castaic Lake Water Agency (CLWA) adopted the 2010 CLWA Urban Water Management Plan (UWMP) to evaluate the water needs within the CLWA service area. The UWMP takes into account the existing facilities, as well as all of the entitled development within the service area. Staff contacted the Santa Clarita Water Division (SCWD) and CLWA regarding water availability as it relates to the revised Five Knolls project and the current drought in California. Based on the UWMP, water has been determined to be available for the proposed development.

Traffic

The certified EIR determined that a total of 11,000 average daily trips (ADT) would be generated by the 979 residential units, YMCA, City park, and junior high school site. The traffic study prepared for the revised Five Knolls project has determined that the 653 units (499 approved and 154 proposed units) within the revised Five Knolls project area, along with the City park, expanded YMCA, and senior center would generate approximately 6,955 ADT. As a result of the reduced ADT for the revised Five Knolls project, project-related traffic impacts to intersections in the City have been reduced and previous mitigation measures will not be required for six (6) of the nine (9) identified intersections in the certified Keystone FEIR. Mitigation will no longer be required for the following intersections:

- Bouquet Canyon Road and Soledad Canyon Road
- Bouquet Canyon Road and Newhall Ranch Road
- Sierra Highway and SR14 South-Bound Ramps
- Sierra Highway and Placerita Canyon Road
- Golden Valley Road and Via Princessa
- Whites Canyon Road and Soledad Canyon Road

Of the three remaining intersections, one intersection has had all mitigation completed (Sierra Highway and Golden Valley Road), and two will require modifications to the mitigation measures as follows:

- Valencia Boulevard and Magic Mountain will add a second westbound, left-turn lane as approved, but will now remove the dedicated westbound, right-turn lane to accommodate the new left-turn lane.
- Golden Valley Road and Newhall Ranch Road will construct the westbound, right-turn lane as a free-flow turn lane. The previous mitigation measure from the certified FEIR gave the City the option to require a second westbound, right-turn lane or to require the free-flow lane. Traffic staff has opted to require the free-flow lane.

Therefore, the proposed revision to the Five Knolls project is anticipated to have a reduced impact to traffic than originally analyzed under the certified Keystone FEIR.

NOTICING

All noticing required by law has been completed, including a notice in The Signal newspaper, a sign posting at three locations on the project site (the terminus of Ermine Street, the northern terminus of Golden Valley Road, and the southern terminus of Golden Valley Road), and notices were sent to all property owners within 1,000 feet of the project site. In addition, staff provided notification to the City Council as required for all CUP applications.

As of the preparation of this report staff has not received any written correspondence regarding the proposed revision to the Five Knolls project.

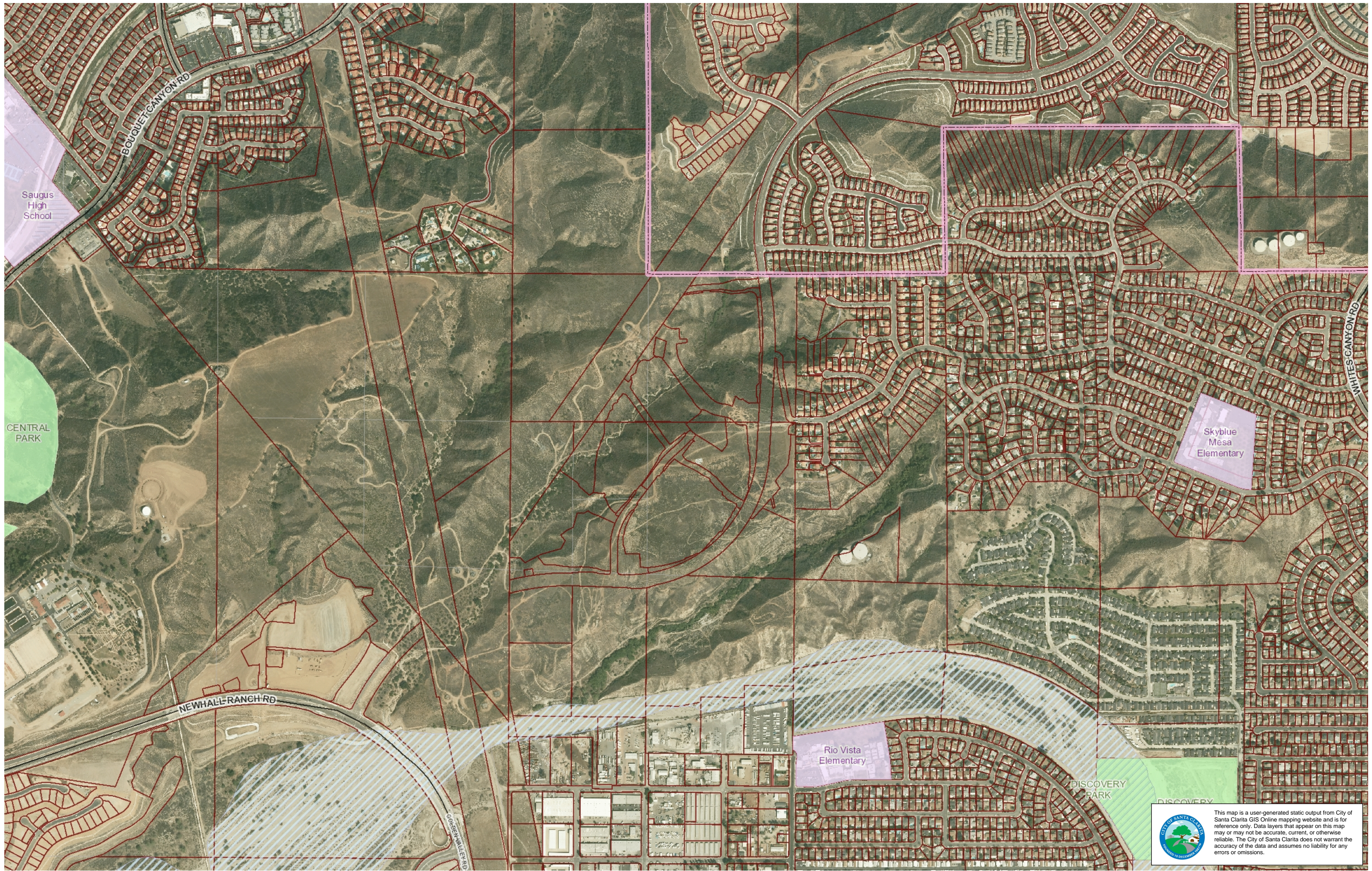
RECOMMENDATION

Staff recommends the Planning Commission:

1. Open the public hearing;
2. Receive testimony from the public; and
3. Recommend the City Council adopt an addendum to the certified Keystone Final Environmental Impact Report, adopt a new Statement of Overriding Considerations in accordance with the addendum prepared for the revised Five Knolls project, and approve Master Case 15-034 to revise Vesting Tentative Tract Map (VTTM) 060258, including directing staff to execute and record all necessary documents to release the “public benefit” covenant from lot 129, and further approve a Conditional Use Permit (CUP) and Development Review (DR) for the construction of 154 age-restricted, single-family detached condominiums, a senior center, and an expansion to the previously approved YMCA on the project site known as the Five Knolls Development, in the City of Santa Clarita, subject to the attached Conditions of Approval (Exhibit “A”), the attached VTTM 060258 (Exhibit “B”), and the attached addendum to the Certified Final Environmental Impact Report prepared for the revised Five Knolls project.

ATTACHMENTS

Vicinity Map
Resolution P15-08
Conditions of Approval (Exhibit A)
Revised Vesting Tentative Tract Map 060258 (Exhibit B)
Color Elevations Exhibit
Parking Study prepared by Stantec Consulting Services, Inc.
Public Notice
City Council Notification Memo
Addendum



Saugus High School

CENTRAL PARK

NEWHALL RANCH RD

BOUQUET CANYON RD

WHITES CANYON RD

Skyblue Mesa Elementary

Rio Vista Elementary

DISCOVERY PARK



This map is a user-generated static output from City of Santa Clara GIS Online mapping website and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. The City of Santa Clara does not warrant the accuracy of the data and assumes no liability for any errors or omissions.

RESOLUTION NO. P15-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARITA RECOMMENDING THE CITY COUNCIL ADOPT AN ADDENDUM TO THE CERTIFIED KEYSTONE FINAL ENVIRONMENTAL IMPCAT REPORT INCLUDIG ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE REVISED FIVE KNOLLS PROJECT AND APPROVE MASTER CASE 15-034 TO REVISE VESTING TENTATIVE TRACT MAP 060258, INCLUDING DIRECTING STAFF TO EXECUTE AND RECORD ALL NECESSARY DOCUMENTS TO RELEASE THE “PUBLIC BENEFIT” COVENANT FROM LOT 129, TO ALLOW FOR THE CONSTRUCTION OF 154 AGE-RESTRICTED, SINGLE-FAMILY DETACHED CONDOMINIUMS, A SENIOR CENTER, AND AN EXPANSION TO THE YMCA PREVIOUSLY APPROVED WITH THE KEYSTONE PROJECT LOCATED ALONG THE SOUTH SIDE OF GOLDEN VALLEY ROAD AT THE TERMINUS OF FIVE KNOLLS DRIVE, IN THE CITY OF SANTA CLARITA.

THE PLANNING COMMISSION OF THE CITY OF SANTA CLARITA DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. FINDINGS OF FACT. The Planning Commission recommends that the City Council hereby make the following findings of fact:

- a. On April 25, 2006, the City Council approved Master Case 03-358 for the Zone Change, General Plan Amendment, Conditional Use Permit, Vesting Tentative Tract Map (VTTM) for the “Keystone” project which includes development of the property located at the westerly extension of Ermine Street, north of the Santa Clara River and Soledad Canyon Road, and south of the intersection of Bouquet Canyon Road and Plum Canyon Road for the construction of 499 residential units, a YMCA recreation facility, a City park, a school site for the William S. Hart Union High School District, and the extension of Golden Valley Road from Newhall Ranch Road north to Golden Valley Road in the County of Los Angeles;
- b. On April 25, 2006, the City Council certified the Final Environmental Impact Report (FEIR) prepared for Master Case 03-358 (SCH#2004081017) for the Keystone project. The certified FEIR evaluated the development of 979 residential units, a YMCA, a City park, a school site for the William S. Hart Union High School District, and the extension of Golden Valley Road from Newhall Ranch Road north to Golden Valley Road in the County of Los Angeles;
- c. On July 5, 2007, the William S. Hart Union High School District circulated a press release announcing the District had decided not to proceed with the development of a school on the property set aside within the Keystone project;
- d. On April 16, 2013, the Planning Commission approved Master Case 12-168 to revise the VTTM 060258 to allow for the construction of 119 single-family homes and 380 single-family detached condominiums and approving a four-year time extension to the life of

the VTTM. At that time, no change to the former William S. Hart Union High School District property was proposed;

- e. On October 28, 2014, the City Council approved the first phase of VTTM 060258 for the subdivision of 380 single-family detached condominiums for recordation. In addition, the City Council authorized a covenant to be recorded on lots 127 and 128 located on the south side of Golden Valley Road at the southern terminus of the future Five Knolls Drive (formerly the school site and approved YMCA site) requiring that lots 127 and 128 be developed for a public benefit;
- f. On January 27, 2015, the City Council approved phase two of Vesting Tentative Tract Map 060258 for the subdivision of 119 single-family lots for recordation;
- g. On February 19, 2015, Ermine Street, LLC (the “applicant”) filed an application for a revision to Vesting Tentative Tract Map 060258, a Conditional Use Permit, and a Development Review for the construction of 154 age-restricted, single-family detached condominiums, a senior center, and an expansion to the previously approved YMCA facility;
- h. An addendum to the certified FEIR for Master Case 03-358 was prepared for Master Case 15-034 in accordance with Section 15164 of the California Environmental Quality Act (CEQA);
- i. The surrounding land uses include residential units under construction within the Five Knolls project to the north, existing residences and vacant land to the east, with a mixture of industrial and commercial uses to the south across the Santa Clara River, and a mixture of undeveloped land and residential uses to the west;
- j. The application was deemed complete on March 21, 2015;
- k. The Planning Commission held a duly noticed public hearing on this project commencing on June 2, 2015, at, or after, 6:00 p.m. at City Hall, 23920 Valencia Boulevard, Santa Clarita; and
- l. At the hearing described above, the Planning Commission considered the staff report, staff presentation, applicant presentation, and public testimony on the proposal.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS. Based on the foregoing facts and findings, the Planning Commission recommends that the City Council find as follows:

- a. The Keystone project was considered under the FEIR prepared for Master Case 03-358 which was certified by the City Council on April 25, 2006;
- b. Environmental impacts identified within the certified Keystone FEIR were considered in

the preparation of the addendum to the certified FEIR by Impact Sciences, which determined that no additional impacts will occur as a result of the revised Five Knolls project. Further, the addendum to the certified FEIR determined that the revisions to the project site, removing the future junior high school from the project and allowing for the construction of 154 age-restricted, single-family homes, a senior center, and an expansion to the previously approved YMCA would result in a reduction in the traffic related impacts associated with the project. In addition, the development would ultimately be built with fewer residential units (653) than were analyzed in the certified FEIR (979) further reducing the traffic impacts associated with the project. Therefore, previous mitigation measures in the certified Keystone FEIR requiring improvements to various intersections will no longer be warranted as a result of the trip reduction associated with the revised project. The Planning Commission considered the addendum as a part of its decision making process;

- c. The location of the documents and other materials which constitute the record of proceedings upon which the decision of the Planning Commission is made is the Master Case 15-034 project file located within the project files within the Community Development Department is in the custody of the Director of Community Development; and
- d. The Planning Commission, based upon the findings set forth above, hereby finds the addendum proposed for this project has been prepared in compliance with CEQA.

SECTION 3. STATEMENT OF OVERRIDING CONSIDERATIONS. Based upon the above recitals and the entire record, including the Final EIR prepared for Master Case 03-358 (the “Keystone” project) and addendum to the Final EIR prepared for Master Case 15-034 (the “revised Five Knolls” project), oral and written testimony and other evidence, received at the public hearings held on the Keystone and revised Five Knolls projects and the Keystone EIR and Five Knolls addendum and otherwise, upon studies and investigation made by the Planning Commission and upon reports and other transmittals from City staff to the Planning Commission, the Planning Commission further finds that there is substantial evidence that supports the conclusion that the revised Five Knolls project will result in community benefits, including specific ecological, economic, legal, social, technological, and other benefits, that outweigh the significant effects of the revised Five Knolls project on the environment that cannot be mitigated to a level less than significant.

- a. The addendum prepared for the revised Five Knolls project determines that significant unavoidable impacts analyzed by the Planning Commission and City Council for the Keystone project and the certified FEIR for the Keystone project remain for the following areas:
 - (i) Aesthetics: The revised Five Knolls project will replace the previously approved junior high school with a senior center, expanded YMCA, and 154-age-restricted residential units. However, development will still be occurring on land that was previously undisturbed as discussed in the

revised Five Knolls addendum and the certified Keystone FEIR. The addendum determines the revised Five Knolls project will have similar long-term and cumulative impacts associated with project operation as discussed in the certified FEIR for the Keystone project.

- (ii) Air Quality: The revised Five Knolls project anticipates a reduction in vehicle trips both in the average daily trips (ADT) and the vehicle trips during the peak hours as a result of the replacement of the school site with a senior center, and expanded YMCA, and 154 age-restricted residential units. Consequently, the addendum prepared for the revised Five Knolls project indicates that the revised Five Knolls project will have reduced air quality impacts from those impacts identified under the certified Keystone FEIR. The addendum prepared for the revised Five Knolls project determined that no new or substantially greater air quality impacts will occur from those identified in the certified FEIR prepared for the Keystone project.
- (iii) Noise: The certified FEIR prepared for the Keystone project determined that there would be unavoidable short-term impacts due to the construction of the project, as well as cumulative impacts as a result of the traffic generated by the construction of Golden Valley Road. The short-term construction-related impacts associated with the revised Five Knolls project will be similar to those impacts for construction of the Keystone project. The addendum prepared for the revised Five Knolls project determined that removing the school site and replacing it with a senior center, an expanded YMCA, and 154 age-restricted residential units will reduce the number of vehicle trips generated by the Keystone project as discussed in the certified FEIR for the Keystone project. As a result, the addendum prepared for the revised Five Knolls project determined that no new or substantially greater noise impacts will occur from those identified in the certified FEIR prepared for the Keystone project.
- (iv) Public Services - Solid Waste: The addendum prepared for the revised Five Knolls project determined that the waste generated with the revised Five Knolls project will be reduced from the waste analyzed under the certified FEIR for the Keystone project. No new or substantially greater impacts to solid waste are anticipated with the revised Five Knolls project.
- (v) Transportation/Traffic: The certified EIR prepared for the Keystone project identified project-level and cumulative impacts due to the project-generated traffic at nine intersections compared to the No Project Alternative with eight of the nine intersections forecasted to exceed City standards for level of service (LOS) at intersections with LOS "D". The revised Five Knolls project replaces the school site with a senior center, an expanded YMCA, and 154 age-restricted residential units. As a result, the addendum prepared

for the revised Five Knolls project has determined that the revised Five Knolls project will reduce the impacts at six of the intersections identified in the certified Keystone FEIR. Two of the remaining intersections will require less mitigation than analyzed under the certified Keystone FEIR and one intersection has already been improved as required.

- b. The benefits of the Keystone project outweigh its significant unavoidable impacts that cannot be mitigated to a level less than significant. These benefits include the following:
- (i) Golden Valley Road is currently under construction as approved with the Keystone project. The revised Five Knolls project will be required to complete this major roadway prior to the sale of any residential units within the project boundary. Further improvements to major highways will be required as identified in the addendum to the certified Keystone FEIR.
 - (ii) The revised Five Knolls project will be required to pay the applicable Bridge and Thoroughfare (B&T) fee in place for the 154 age-restricted units in accordance with the City's UDC. The residential units approved under the Keystone project will be paying their applicable B&T fees with the issuance of building permits as allowed by the City Council's resolution to defer certain development impact fees from map recordation to building permits.
 - (iii) The Keystone project will provide various residential housing opportunities for different economic levels, with a mix of single-family and multi-family residential dwelling units as required by the Housing Element of the General Plan. The revised Five Knolls project will further provide an alternative housing development for seniors within the community with the construction of 154 age-restricted, single-family detached condominiums.
 - (iv) The revised Five Knolls project will provide a significant public benefit providing a YMCA and senior center that will provide regional services to the community, including senior citizens who are underserved.
 - (v) The revised Five Knolls project will preserve and/or dedicate approximately 150.6 acres of open space area, including approximately 17.4 acres of the Santa Clara River, 53.3 acres of natural open space lots, and 79.9 acres of graded lots as previously approved with the Keystone project.
 - (vi) The revised Five Knolls project will continue to provide public recreational benefits, including the extension of the Santa Clara River Trail, a public park, and on-site trails and knoll parks as approved under the Keystone project. In addition, the revised Five Knolls project will provide land for an

expanded YMCA and senior center, along with an age-restricted residential community with an on-site recreational facility.

- (vii) As required by the approval for the Keystone project, the revised Five Knolls project will continue to provide landscaping along Golden Valley Road to buffer the residential units from roadways, and to reduce the visual impacts of these roadways for the future residents.
- (viii) The revised Five Knolls project will be using a flat, graded pad for the development of the senior center and 154 age-restricted residential units. Therefore, the revised Five Knolls project will be placing land uses in appropriate locations. Further, the revised Five Knolls project will use infrastructure that is either currently in place, or under construction as required by the Keystone project. The project site is centrally located with access to the City roadways, trail system, and transit system.
- (ix) The revised Five Knolls project will not create any further impact to the Santa Clara River or natural open space as it will use a flat graded pad created as a part of the approval for the Keystone project.

SECTION 4. GENERAL FINDINGS FOR AN AMENDMENT TO VESTING TENTATIVE TRACT MAP 060258. Based on the foregoing facts and findings and the entire record for Vesting Tentative Tract Map 060258, the Planning Commission recommends that the City Council find as follows:

- a. *The proposal is consistent with the General Plan;*
- b. *The proposal is allowed within the applicable underlying zone and complies with all other applicable provisions of this code;*
- c. *The proposal will not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare, or be materially detrimental or injurious to the improvements, persons, property, or uses in the vicinity and zone in which the property is located; and*
- d. *The proposal is physically suitable for the site. The factors related to the proposal's physical suitability for the site shall include, but are not limited to, the following:*
 - 1. *The design, location, shape, size, and operating characteristics are suitable for the proposed use;*
 - 2. *The highways or streets that provide access to the site are of sufficient width and are improved as necessary to carry the kind and quantity of traffic such proposal would generate;*
 - 3. *Public protection services (e.g., Fire protection, Sheriff protection, etc.) are readily available;*
 - 4. *The provision of utilities (e.g., potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.) is adequate to serve the site.*

- e. The design of the subdivision or type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.*

The project site is located within the Urban Residential 3 (UR3) General Plan and zoning designation which allows for residential uses at a density of up to 11 units per acre, along with various supportive commercial and quasi-commercial uses. The revisions to the approved Vesting Tentative Tract Map (VTTM) 060258 would modify lots 127 and 128 of the approved VTTM to create three parcels: one for the creation of 154 age-restricted, single-family detached condominiums; one for a 30,400 square-foot senior center; and one for a 39,000 square-foot YMCA. Each of the parcels created with the revision will comply with the minimum lot sizes for the UR3 zone, and further comply with the subdivision standards of the Subdivision Map Act, as well as Title 16 of the Unified Development Code (UDC). As designed, the project complies with the UDC including all setbacks, parking, architecture, and further site design and development standards. With the approval of the associated Conditional Use Permit and Development Review applications, the project will be in full compliance with the UDC and will provide needed services to the community.

The project site has been previously graded and is suitable for the development of the proposed project. Minor building pad preparation would be required, however, no further grading would be required other than previously approved for the project. The project is designed to utilize the existing roadway network and is further connected to the Class 1 trail along the project frontage on Golden Valley Road, as well as pedestrian trail that runs immediately to the west of the site, and connecting to the Santa Clara River Trail.

The revision to the approved VTTM will not conflict with any underlying easements. In addition, the project will use the previously approved access points on Golden Valley Road and will be designed to adequately accommodate the traffic for the senior center, the expanded YMCA, and future residential units.

The project site consists of three development parcels: lot 127 for the YMCA and 128 for the former school site. The proposed subdivision would create three lots in place of those parcels. Lot 127 would remain for the YMCA while the remaining portion of the project site would be divided to create a new lot 128 for the senior center, along with a new lot 129 for the 154 age-restricted residential units. A covenant has been recorded on the entire revised Five Knolls project site (lots 127, 128 and new lot 129). With the approval of the project the covenant will be removed from lot 129 for the future development of the age-restricted community.

SECTION 5. GENERAL FINDINGS FOR A CONDITIONAL USE PERMIT AND DEVELOPMENT REVIEW. Based on the foregoing facts and findings for Conditional Use Permit 15-001 and Development Review 15-004, the Planning Commission recommends that the City Council find as follows:

a. The proposal is consistent with the General Plan;

The revised Five Knolls project requires a Conditional Use Permit (CUP) for the construction of a senior center, along with the 9,000 square-foot expansion to the YMCA facility approved as a part of the Keystone project. The project site is located in the Urban Residential 3 (UR3) zone and General Plan land use designation which allows for residential uses at a residential density of up to 11 units per acre. However, the UR3 zone permits a variety of commercial and quasi-commercial uses with the appropriate permit. Section 17.45 of the Unified Development Code (UDC) allows for community uses similar to a senior center and YMCA with the approval of a CUP. The site is currently graded flat and adequate to accommodate the community uses. The project complies with all setbacks, heights, and development standards outlined in the UDC. Therefore, with the approval of a CUP, the project will be consistent with the General Plan.

b. The proposal is allowed within the applicable underlying zone and complies with all other applicable provisions of this code;

The project site is located in the Urban Residential 3 (UR3) zone which allows for residential development at a density of up to 11 units per acre, along with accessory commercial and quasi-commercial uses with the applicable use permit. The revised Five Knolls project has been designed to be compliant with the UDC including the residential density, setbacks, landscape standards, parking, and structure height. Further, the proposed architecture complies with the Community Character and Design Guidelines. Therefore, with the approval of a CUP, the project will comply with the UR3 zone, as well as the portions of the UDC regulating the development of the proposed community services.

c. The proposal will not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare, or be materially detrimental or injurious to the improvements, persons, property, or uses in the vicinity and zone in which the property is located; and

The revised Five Knolls project will use a flat graded pad previously approved and graded in accordance with the Keystone project. The Revised Five Knolls project will use existing access points from Golden Valley Road approved with the Keystone project and will not require further grading. The proposed senior center and YMCA will not locate any sensitive users within proximity to any hazardous uses or uses that may create any impact to sensitive users.

d. The proposal is physically suitable for the site. The factors related to the proposal's physical suitability for the site shall include, but are not limited to, the following:

- 1. The design, location, shape, size, and operating characteristics are suitable for the proposed use;*
- 2. The highways or streets that provide access to the site are of sufficient width and are improved as necessary to carry the kind and quantity of traffic such proposal*

- would generate;*
3. *Public protection services (e.g., Fire protection, Sheriff protection, etc.) are readily available; and*
 4. *The provision of utilities (e.g., potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.) is adequate to serve the site.*

The revised Five Knolls project will use a flat graded pad previously approved and graded in accordance with the Keystone project. The Revised Five Knolls project will use existing access points from Golden Valley Road approved with the Keystone project and will not require further grading or roadway encroachments to accommodate the proposed development. Further, the revised Five Knolls project is located within an area of the City that has been developed and is connected with City services including Fire and Sheriff protection, and is further connected to all necessary utilities to accommodate the proposed land uses.

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of Santa Clarita, California, as follows:

The Planning Commission of the City of Santa Clarita recommend the City Council adopt an addendum to the certified Keystone Final Environmental Impact Report, adopt a new Statement of Overriding Considerations in accordance with the addendum prepared for the revised Five Knolls project, and approve Master Case 15-034 to revise Vesting Tentative Tract Map (VTTM) 060258, including directing staff to execute and record all necessary documents to release the “public benefit” covenant from lot 129 (the age-restricted single-family condominium parcel) and approve a Conditional Use Permit (CUP) and Development Review (DR) for the construction of 154 age-restricted, single-family detached condominiums, a senior center, and an expansion to the previously approved YMCA on the project site known as the Five Knolls Development, in the City of Santa Clarita, subject to the attached Conditions of Approval (Exhibit “A”), the attached VTTM 060258 (Exhibit “B”), and the attached addendum to the Certified Final Environmental Impact Report prepared for the revised Five Knolls project.

PASSED, APPROVED, AND ADOPTED this 2nd day of June, 2015.

DIANE TRAUTMAN
PLANNING COMMISSION

ATTEST:

JEFF W. HOGAN, SECRETARY
PLANNING COMMISSION

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF SANTA CLARITA

I, Jeff W. Hogan, Planning Commission Secretary of the City of Santa Clarita, do hereby certify that the foregoing Resolution was duly adopted by the Planning Commission of the City of Santa Clarita at a regular meeting thereof, held on the 2nd day of June, 2015, by the following vote of the Planning Commission:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

PLANNING COMMISSION SECRETARY

EXHIBIT A
RESOLUTION NO. P15-08
MASTER CASE NO. 15-034
TTM REVISION 060258; CUP 15-001; AND DR 15-004

DRAFT CONDITIONS OF APPROVAL

GENERAL CONDITIONS

- GC1. The approval of this project shall expire if the approved use is not commenced within two (2) years from the date of this approval, unless it is extended in accordance with the terms and provisions of the City of Santa Clarita's Unified Development Code (UDC).
- GC2. To the extent the use approved with this project is a different use than previously approved for the property, the prior approval shall be terminated along with any associated vested rights to such use, unless such prior approved use is still in operation, or is still within the initial pre-commencement approval period. Once commenced, any discontinuation of the use approved with this project for a continuous period of one hundred eighty (180) calendar days or more shall terminate the approval of this use along with any associated vested rights to such use. The use shall not be re-established or resumed after the one hundred eighty (180) day period. Discontinuation shall include cessation of a use regardless of intent to resume.
- GC3. The applicant may file for an extension of the conditionally approved project prior to the date of expiration. If such an extension is requested, it must be filed no later than sixty (60) days prior to expiration.
- GC4. The applicant shall be responsible for notifying the Director of Community Development, in writing, of any change in ownership, designation of a new engineer, or change in the status of the developer, within thirty (30) days of said change.
- GC5. Unless otherwise apparent from the context, the term "applicant" shall include the applicant and any other persons, corporation, or other entity making use of this grant. The applicant shall defend, indemnify, and hold harmless the City of Santa Clarita, its agents, officers, and employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void, or annul the approval of this project by the City, including any related environmental approvals. In the event the City becomes aware of any such claim, action, or proceeding, the City shall promptly notify the applicant. If the City fails to notify the applicant or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City. Nothing contained in this condition prohibits the City from participating in the defense of any claim, action, or proceeding, if both of the following occur: 1) the City bears its own attorneys' fees and costs; and 2) the City defends the action in good faith. The applicant shall not be required to pay or perform any settlement unless the settlement is approved by the applicant.

- GC6. The property shall be developed and maintained in substantial conformance with the approvals granted by the City. Any modifications shall be subject to further review by the City.
- GC7. The applicant and property owner shall comply with all inspections requirements as deemed necessary by the City of Santa Clarita.
- GC8. The owner, at the time of issuance of permits or other grants of approval agrees to develop the property in accordance with City codes and other appropriate ordinances including, but not limited to, the California Building Code (Building, Mechanical, Plumbing, Electrical, Green Building, and Energy Codes), Fire Code, Unified Development Code (Grading Code and Undergrounding of the Utilities Ordinance), Utilities Code (Sanitary Sewer and Industrial Waste Ordinance), and Highway Permit Ordinance.
- GC9. This grant shall not be effective for any purpose until the applicant has filed with the Director of Community Development, their affidavit (Acceptance Form) stating that they are aware of, and agree to accept, all of the conditions of this grant.
- GC10. Details shown on the site plan are not necessarily approved. Any details which are inconsistent with the requirements of state or local ordinances, general conditions of approval, or City policies and not modified by this permit must be specifically approved.
- GC11. It is hereby declared and made a condition of this permit that if any condition hereof is violated, or if any law, statute, or ordinance is violated, the City may commence proceedings to revoke this approval.

PLANNING DIVISION

- PL1. The applicant is hereby approved for a Conditional Use Permit for the expansion to the previously approved YMCA as well as for the construction of a new senior center in accordance with the approved plans on file with the Planning Division. Any modifications shall be subject to the discretion of the Community Development and may require further review of the Planning Commission.
- PL2. The applicant is hereby approved to revise Vesting Tentative Tract Map 060258 to allow for the creation of three parcels of land, one for the senior center, one for the YMCA, and one for the condominium (airspace) subdivision of 154 age-restricted (55 and over), single-family residential units. Any modifications shall be subject to the discretion of the Community Development Director and may require further review of the Planning Commission.
- PL3. The applicant is hereby approved for a Development Review to allow for the development of the project site in accordance with the approved plans on file with the Planning Division. Any modifications shall be subject to the discretion of the Community Development and may require further review of the Planning Commission.

- PL4. All applicable conditions of approval from Master Case number 12-168 shall apply to this project unless expressly stated.
- PL5. All mitigation measures shall apply to the project with the exception of the modifications to the traffic mitigation measures as analyzed in the addendum prepared for the project and discussed in the revised Mitigation Monitoring and Reporting Program.
- PL6. Prior to the issuance of building permits, the applicant shall provide a site lighting plan, including a photometric study to ensure that there will not be any lighting spilling over to neighboring properties, open spaces, and the public right-of way. The applicant shall be advised that the nostalgic lighting being used within the Five Knolls community must be able to be shielded and directed down to ensure that zero spillover can be achieved.
- PL7. Prior to the issuance of building permits, the applicant shall provide a noise study to determine the impact of Golden Valley Road on the proposed structures. The recommendations of this noise study shall be incorporated into the design of the structures onsite and may include additional window treatments or sound buffering measures to reduce noise impact from traffic along Golden Valley Road.
- PL8. This approval shall not supersede the approvals of any other agency.
- PL9. The applicant shall submit final landscape plans consistent with the preliminary landscape plans approved for the project, and in compliance with the Los Angeles County Fire Department Fuel Modification Unit requirements. A formal Landscape Plan shall be submitted for review and approval prior to the issuance of any grading permits.

Parking

- PL10. The Unified Development Code requires a minimum of 391 parking stalls for the proposed YMCA and Senior Center; 404 stalls are provided on the approved site plans.
- PL11. The gate for the Senior Center's delivery vehicle parking shall remain open during the Senior Center's hours of operation.
- PL12. The site plan, revised Tentative Tract Map, architectural elevations, and preliminary landscape plan are hereby approved.
- PL13. Each age-restricted unit shall provide a garage with a minimum clear space of 20 feet by 20 feet (or two, 10 feet by 20 feet) to allow for two vehicle parking within each garage. In addition, guest parking shall be evenly distributed throughout the site with a minimum of 77 guest parking spaces; 82 are shown on the approved site plan.

Architecture

- PL14. Any substantial changes to the elevations for the Senior Center, YMCA, or age-restricted residential units shall be subject to review by the Director of Community Development

through an Architectural Design Review application and may require further review of the Planning Commission.

PL15. Signs are not a part of this approval. The applicant must request separate approval for any signs prior to their installation/posting.

PL16. All residential buildings with frontage on the ends of aisles, or visible to the public require “enhanced” architectural treatments as approved on the elevations for the residential buildings.

ENGINEERING DIVISION

General Requirements

EN1. At issuance of permits or other grants of approval, the applicant agrees to develop the property in accordance with City codes and other appropriate ordinances such as the Building Code, Plumbing Code, Grading Code, Highway Permit Ordinance, Mechanical Code, Unified Development Code, Undergrounding of Utilities Ordinance, Sanitary Sewer and Industrial Waste Ordinance, Electrical Code, and Fire Code.

EN2. All condition of approval from MC12-168 still apply and must be satisfied unless otherwise amended and/or superseded by the conditions of approval herein. In the event of a conflict between the conditions of approval from MC12-168 and the Revised Conditions, the Revised Conditions shall govern.

EN3. Prior to issuance of building permits, a Tract Map prepared by or under the direction of a person licensed to practice land surveying in the State of California shall be filed in the Office of the County Recorder, in compliance with applicable City of Santa Clarita, County of Los Angeles, and State of California Codes.

EN4. Prior to Tract Map approval, the applicant shall record a reciprocal access easement and maintenance agreement for all shared driveways and drive isles within the project site, as directed by the City Engineer.

EN5. At map check submittal, the applicant shall provide a preliminary Tract Map guarantee. A final Tract Map guarantee is required prior to Tract/Parcel Map approval.

EN6. Prior to Tract Map approval, or other agreed upon timing, the applicant shall establish a Property/Home Owners’ Association (POA/HOA), or similar entity, to ensure the continued maintenance of all shared/common lots and drainage devices not transferable to the County Flood Control District.

EN7. Prior to Tract Map approval, the applicant shall obtain approval from the City Engineer and the City Attorney for Covenants, Conditions, and Restrictions (CC&Rs) for this development. The applicant shall reimburse the City for the City Attorney’s review and approval fee. The CC&Rs shall include a disclosure to comply with the Geologist's

recommendations in the Geology Report concerning restrictions on watering, irrigation, and recommend plant types.

- EN8. Prior to Parcel Map approval, the applicant shall provide a Will Serve Letter from all necessary utilities, stating that service will be provided to this property.
- EN9. Prior to building final, the applicant is required to install distribution lines and individual service lines for Community Antenna Television service (CATV) for all new development.
- EN10. Prior to Tract Map approval, the applicant shall dedicate to the City the right to prohibit the erection of building(s) and other structures within open space/common lots.

Condominium/Lease Requirements

- EN11. Prior to Tract Map approval, the applicant shall submit a notarized affidavit to the City Engineer, signed by all owners of record at the time of filing of the map with the City, stating that any proposed condominium building have not been constructed or that all buildings have not been occupied or rented and that said building will not be occupied or rented until after the filing of the map with the County Recorder.

Grading, Drainage & Geology Requirements

- EN12. Prior to issuance of grading permit, the applicant shall submit a grading plan consistent with the approved Plan, oak tree report, and conditions of approval. The grading plan shall be based on a detailed engineering geotechnical report specifically approved by the geologist and/or soils engineer that addresses all submitted recommendations.
- EN13. Prior to the issuance of grading permit, the applicant shall obtain approval and connection permit from the Los Angeles County Department of Public Works, Land Development Division to connect the on-site storm drain system to a public storm drain system.
- EN14. Prior to issuance of building permits, the applicant shall construct all grading and drainage facilities within the project site.
- EN15. Should soils be imported/exported to or from the project site, the following conditions will apply:
- A. Prior to issuance of a grading permit for this project, the applicant shall submit a copy of the grading permit for the export-receiving site and an exhibit of the proposed haul route. The applicant is responsible to obtain approval from all applicable agencies for the dirt hauling operation.
 - B. The applicant shall comply with the following requirements for the dirt hauling operation:
 - Obtain an encroachment permit for the work.
 - The hours of operation shall be between 8:30 am to 3:30 pm.
 - Provide non-stop street sweeping service on all City streets along the haul route during all hours of work to the satisfaction of the City Engineer.

- Provide traffic control and flagging personnel along the haul route to the satisfaction of the City Engineer.
- C. If dirt is being exported beyond the limits of TR 60258, prior to issuance of grading permit, the applicant shall pay a Haul Route Pavement Repair Security Cash Deposit (Deposit) of \$50,000, which may be increased or decreased based upon an estimated cost to complete the repairs of streets damaged during the dirt hauling operation. The limits and scope of the repairs shall be determined by the City Engineer. In order to receive a refund of the Deposit, the applicant or subsequent property owners shall complete the pavement repairs to the satisfaction of the City Engineer within one year from the completion of the dirt hauling operation. If the pavement repairs are not completed within one year, the City may use the Deposit to complete the repairs. Any funds remaining at the completion of the repairs will be refunded to the applicant. If the Deposit is insufficient to complete the repairs, the City shall seek additional funds from the applicant.
- D. Prior to final building occupancy, the applicant shall repair any pavement damaged by the dirt hauling operation to the satisfaction of the City Engineer. The limits of the road repairs shall be consistent with the approved haul route.

EN16. This project is a development planning priority project under the City's NPDES Municipal Stormwater Permit as a development with 10 or more dwelling units. Prior to issuance of grading permit, the applicant shall have approved by the City Engineer, an Urban Stormwater Mitigation Plan (USMP) that incorporates appropriate post construction Best Management Practices (BMPs), maximizes pervious surfaces, and includes infiltration into the design of the project. Refer to the Standard Urban Stormwater Mitigation Plan (SUSMP) guide for details.

EN17. This project will disturb one acre or more of land. Therefore the applicant must obtain coverage under a statewide General Construction Activities Stormwater Permit (General Permit). In accordance with the General Permit, the applicant shall file with the State a Notice of Intent (NOI) for the proposed project. Prior to issuance of grading permit by the City, the applicant shall have approved by the City Engineer a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall include a copy of the NOI and shall reference the corresponding Waste Discharge Identification (WDID) number issued by the State upon receipt of the NOI.

Street Improvement Requirements

EN18. Prior to any construction (including, but not limited to, drive approaches, sidewalks, curb and gutter, etc.), trenching or grading within public or private street right-of-way, the applicant shall submit a street improvement plan consistent with the approved Plan, oak tree report, and conditions of approval; and obtain encroachment permits from the Engineering Division.

EN19. Prior to Plan approval, the applicant shall design private streets to public street standards per the requirements prescribed in the City of Santa Clarita Municipal Code, Section 16.19.040, or as shown on the approved site plan.

EN20. Prior to issuance of building permits, the applicant shall construct street pavement per either of the following options. Prior to street plan approval, the selected option shall be indicated on the plan.

- A. The applicant shall construct the full pavement section including the final lift of asphalt to finish grade in conformance with the design TI. Prior to building final, the applicant shall refurbish the pavement to the satisfaction of the City Engineer.
- B. The applicant shall construct a pavement section that is a minimum of 1½” lower than finish grade, in conformance with the design TI. Prior to building final, the applicant shall refurbish the pavement, and complete the final lift of asphalt to meet finish grade to the satisfaction of the City Engineer.

EN21. Prior to building final, the applicant shall construct all street improvements within the project site based on the approved site plan, as directed by the City Engineer.

Sewer Improvement Requirements

EN22. Prior to Tract Map approval, the applicant shall dedicate all necessary sewer easements. The sewer plans shall be reviewed and approved by the Los Angeles County Department of Public Works (Sewer Maintenance Division), Los Angeles County Sanitation District, and the City Engineer.

EN23. Prior to Tract Map approval, the applicant shall send a print of the land division map to the County Sanitation District with the request for annexation in writing.

EN24. The on-site sewer shall be a publicly maintained sewer.

EN25. Prior to issuance of building permits, the applicant shall construct main-line sewers with separate laterals to serve each lot/parcel or unit, as applicable. Main-line sewers shall have a straight alignment, and shall be located five feet from and on the northerly and easterly sides of the centerlines of streets or alleys, except on major or secondary highways where separate sewers shall be located in the roadway six feet from each curb line, per the City of Santa Clarita Municipal Code, Section 15.32.460.

Bonds, Fees and Miscellaneous Requirements

EN26. Prior to issuance of encroachment permits for public improvements (Street, Sewer, Storm Drain, Water), the applicant, by agreement with the City Engineer, shall guarantee installation of the improvements through faithful performance bonds, letters of credit or any other acceptable means. Building final shall be withheld if the improvements are not completed.

EN27. Prior to the issuance of each building permit, the applicant shall pay the applicable Golden Valley Road Bridge Water and Sewer Line Connection District Fee, per City Council Resolution 09-74. Fees are compounded 5% annually and per Consumer's Price index (CPI); fees shall be determined at time of payment.

TRAFFIC ENGINEERING DIVISION

- TE1. Adequate sight visibility is required at all intersections (street-street intersections or driveway/alley-street intersections) and shall follow the latest Caltrans manual for applicable requirements. Adequate sight visibility (including corner sight visibility) shall be demonstrated on the final map and grading plan. All necessary easements for this purpose shall be recorded with the final map. This shall be shown on all applicable plans prior to issuance of first building permit.
- TE2. All private driveways, alleys, and roadways shall intersect at 90 degrees or as close to 90 degrees as topography permits (no less than 80 degrees). This shall be shown on all applicable plans prior to issuance of first building permit.
- TE3. No access will be permitted within curb return. This shall be included as a note on all applicable plans prior to issuance of first building permit.
- TE4. Minimum width of all interior streets, driveways, and alleys shall be 20 feet and shall be shown on all applicable plans prior to issuance of first building permit.
- TE5. Prior to issuance of the first building occupancy permit, the applicant shall obtain approval from the L.A. County Fire Department for the private road/driveway/alley sections.
- TE6. Prior to issuance of the first building occupancy permit, the applicant shall post “No Parking– Fire Lane” signs along all private roads/driveways/alleys with a curb-to-curb width of less than 34 feet. This shall be shown on all applicable plans prior to issuance of first building permit.
- TE7. Any dead-end driveways and alleys shall extend a minimum of 5’ beyond the edge of the last driveway or have turn-around area to facilitate vehicular movements, if required by Los Angeles County Fire Department. This shall be shown on all applicable plans prior to issuance of first building permit.
- TE8. Prior to issuance of building permits, the applicant shall pay the applicable Bridge and Thoroughfare (B&T) District Fee to implement the Circulation Element of the General Plan as a means of mitigating the traffic impact of this project.

This project is located in the Bouquet Canyon B&T District. The current rate for this District is \$17,640. The B&T rate is subject to change and is based on the rate at the time of payment.

Retirement Community = the number of units (154) x the district rate (\$17,640) x 0.4 = \$1,086,624 until June 30, 2015.

- TE9. All previously approved conditions issued by the Traffic and Transportation Planning Division for Five Knolls (Keystone) apply as appropriate and as modified by the Revised Mitigation Measures or Revised Conditions.

PARKS AND RECREATION DIVISION

PR1. The applicant shall pay the required Park Dedication Fee as established with the Director of Parks, Recreation and Community Services, the final calculation is attached. The applicant shall receive the full 30% private park credit. Fees are due at Building Permit for each phase, the fees for the models are due at the first Building Permit for the first occupancy phase.

SPECIAL DISTRICTS DIVISION

SD1. Special Districts conditioned this project under MC 12-168 to annex into the Landscape and Streetlight Maintenance Districts. Staff is working with the developer to complete these conditions.

ENVIRONMENTAL SERVICES DIVISION

ES1. All single family residential dwellings shall be designed with space provided for three (3) 90-gallon trash bins, one each for trash, recycling, and greenwaste.

ES2. All demolition projects regardless of valuation and all new construction projects valued over \$500,000 must comply with the City's Construction and Demolition Materials (C&D) Recycling Ordinance.

ES3. C&D Materials Recycling Ordinance:

- a. A Construction and Demolition Materials Management Plan (C&DMMP) must be prepared and approved by the Environmental Services Division prior to obtaining any grading or building permits.
- b. A minimum of 50% of the entire project's inert (dirt, rock, bricks, etc.) waste and 50% of the remaining C&D waste must be recycled or reused rather than disposing in a landfill.
- c. A deposit of 3% of the estimated total project cost or \$25,000, whichever is less, is required. The full deposit will be returned to the applicant upon proving that 50% of the inert and remaining C&D waste was recycled or reused.

ES4. Per the California Green Building Standards Code, 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed.

ES5. All projects within the City that are not self-hauling their waste materials must use one of the City's franchised haulers for temporary and roll-off bin collection services. Please contact Environmental Services staff at 661-286-4098 for a complete list of franchised haulers in the City.

BUILDING AND SAFETY DIVISION

- BS1. Detailed construction plans shall be submitted to the Building and Safety Division for plan review and building permit issuance. Supporting documentation; such as structural calculations, energy calculations, truss drawings/calculations and soil/geology reports shall be included in the plan submittal package. Plans for each building (the YMCA & Senior Center), and/or each phase of the multi-family portion of the project, may be submitted separately.
- BS2. Plans submitted for plan review shall show full compliance with the California Building Codes in effect at the time the plans and building permit application are submitted. The current California codes are: 2013 California Building, Mechanical, Plumbing, and Electrical Codes, the 2013 California Green Building Standards Code and the 2013 California Energy Code. The residential portions of the project shall also comply with the 2013 California Residential Code.
- BS3. Plans submitted to Building and Safety for plan review shall be 100% complete. Incomplete plans will not be accepted for plan review and will delay the project. Submitted plans shall show all work being performed for the project including Architectural, Structural, Mechanical, Electrical and Plumbing. All building permits are Combo Permits – separate Mechanical, Electrical & Plumbing permits are not issued. Each separate building/structure (including fences, trellises, trash enclosures, detached patio covers, etc.) shall be issued a separate building permit.
- BS4. Plans shall be prepared by a qualified licensed Design Professional (architect or engineer). Plans prepared by unqualified individuals will delay the project.
- BS5. The City of Santa Clarita has amended some portions of the California Building Codes. A copy of these amendments is available at the Building and Safety public counter and on our website at: www.santa-clarita.com/Index.aspx?page=552.
- BS6. The submitted plans to building and safety shall have a Building Code Analysis and floor area justification containing the following minimum information: types of construction, occupancy groups, occupant loads, any area increases from frontage and/or fire sprinklers, height of building, number of stories, summary of any fire rated walls, occupancy separations (or non-separated uses). It appears all buildings will be required to have Fire-Sprinklers.
- BS7. The applicant shall indicate on the cover sheet of the plans this project *IS NOT LOCATED* in a Flood Hazard Zone and *IS LOCATED* in the Fire Hazard Zone.
- BS8. Plans may be submitted electronically using our ePLANS system. For more information about ePLANS, please visit: www.santa-clarita.com/index.aspx?page=698.
- BS9. The submitted site plan shall show all lot lines, any easements, restricted use areas, etc. Any construction proposed in an easement shall obtain the easement holders written permission.

- BS10. For an estimate of the building permit fees and the backlog time for plan review, the applicant shall contact the Building and Safety Division directly.
- BS11. Prior to submitting plans to Building and Safety for plan review, the applicant shall contact Deanna Hamrick or Racheal Allen, at (661) 255-4935, for building addressing.
- BS12. A complete soils and geology investigation report will be required for the project. The report shall be formally submitted to the Development Services Division (Engineering) for review and approval. The recommendations of the report shall be followed and incorporated into the plans for the project. A copy of the report shall be submitted to Building & Safety at time of plan submittal.
- BS13. When the soils / geology report recommends grading and/or re-compaction, the following shall be completed prior to issuance of building permits:
- a) Obtain a grading permit from Development Services Division (Engineering) and perform rough grading and/or re-compaction.
 - b) A final compaction report and a Pad Certification shall be submitted to and approved by the Development Services Division.
- BS14. Prior to issuance of building permits, clearances from the following agencies will be required:
- a) Santa Clarita Planning Division,
 - b) Santa Clarita Environmental Services (Construction & Demo Plan deposit)
 - c) L. A. County Fire Prevention Bureau,
 - d) L. A. County Environmental Services (Health Dept. for food prep within Senior Center),
 - e) L. A. County Environmental Programs (Industrial Waste),
 - f) L. A. County Sanitation District,
 - g) Castaic Lake Water Agency,
 - h) William S. Hart School District and appropriate elementary school district,
- An agency referral list with contact information is available at the Building and Safety public counter. Please contact the agencies above to determine if there are any plan review requirements or fees to be paid. Clearances from additional agencies may be required and will be determined during the plan review process
- BS15. The California Plumbing Code (CPC) shall be used to determine the minimum number of plumbing fixtures. (CPC Section 422, Table 422.1, and Table A). Provide calculations on the plans to justify the number of plumbing fixtures proposed. Horizontal drainage piping shall have a minimum slope of ¼" per foot, or 2%, to the point of disposal. (CPC sec 708.0) Slopes shallower than 2% will not be approved by the Building Official.
- BS16. A Certificate of Occupancy will be issued for each separate new building upon completion and final inspection approval.
- BS17. The plans shall show full compliance with current disabled access requirements of Chapter 11B of the Building Code for all Public Accommodation areas. The plans shall

clearly show all areas that are usable by the public, customers, clients, guests and employees (including common use and public use areas) to be fully accessible, including a path of travel to the public way.

- BS18. All disabled access requirements including site accessibility information and details shall be part of the architectural plans (not the civil plans) and will be reviewed by Building and Safety. Civil plans are considered to be used for grading purposes – rough and/or finish grades – and are not reviewed or approved by Building and Safety.
- BS19. The project is located within City’s Fire Hazard Zone. All new buildings (commercial and residential) shall comply with the California Building Code Chapter 7A: MATERIALS AND CONSTRUCTION METHODS FOR EXTERIOR WILDFIRE EXPOSURE. A summary of these requirements are available at the Building and Safety’s public counter or on the city’s website at: www.santa-clarita.com/Index.aspx?page=552. The submitted plans to Building & Safety shall show all Fire Zone requirements.

TRANSIT DIVISION

- TR1. The applicant is advised that buses will be serving the Senior Center utilizing the “buss and drop-off” area on a regular basis every day.
- TR2. The “Bus and Drop-off” area shall be concrete to accommodate the increased usage of buses and other vehicles and to prevent damage to the area.

LOS ANGELES COUNTY FIRE DEPARTMENT

- FD1. The applicant shall comply will all of the applicable conditions of the Land Development Unit.
- FD2. The applicant shall file all landscape plans with the Fuel Modification Unit to ensure compliance with the High Fire Hazard Severity Zone.

FINAL

Project Description: Five Knolls Senior Complex
Tract/MC#: 60258 **15-034**

Housing Units	Density / Dwelling	5 Acres Per 1000	**FMV	Sub Total	20% Off Site Improvements	In Lieu Fee
154	3.000	0.005	\$832,000	\$1,921,920	\$384,384	\$2,306,304
Total Density						
462						
Total Acres due						
2.31000						
Senior Property						
0.60000						
30% Max. Park Credit						
0.69300						
With Park Credit						
1.01700						
				\$846,144	\$169,229	\$1,015,373

TOTAL FEES DUE WITH 30% CREDIT= **\$1,015,373**
 TOTAL FEES DUE WITHOUT CREDIT= **NA**
 PER UNIT FEE= **\$6,593**

Potential Private Park Credit	Total SQ. FT.	Total Acres	Max. Credit
\$1,290,931	30,187	0.69300	30% 0.69300

Estimate Reviewed by: Jeff Morrison
 Date: 5/27/2015

Method of calculation per the City of Santa Clarita General Plan - Parks and Recreation Element:						
DU	X	Population per DU	X	5 acres per 1000 people	X	**FMV Buildable acre
	X		X		X	=
					Subtotal	=
					X	=
					1.2	=
					In Lieu Fee	=

REVISED VESTING TENTATIVE TRACT NO. 060258

LEGAL DESCRIPTION

IN THE CITY OF SANTA CLARITA, STATE OF CALIFORNIA

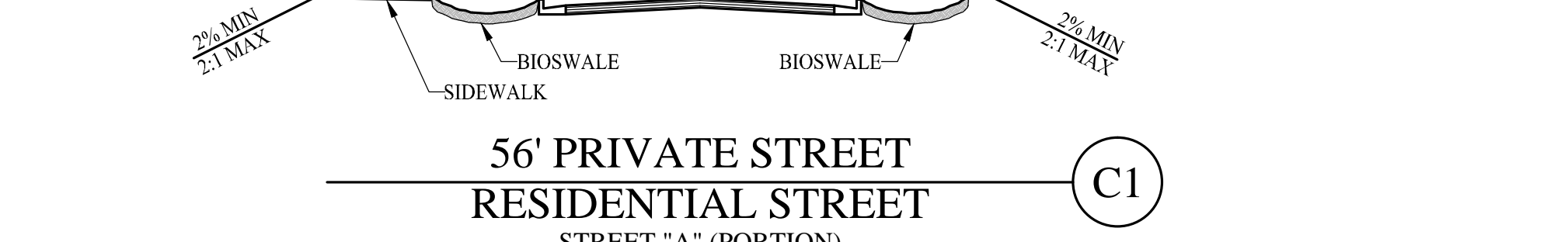
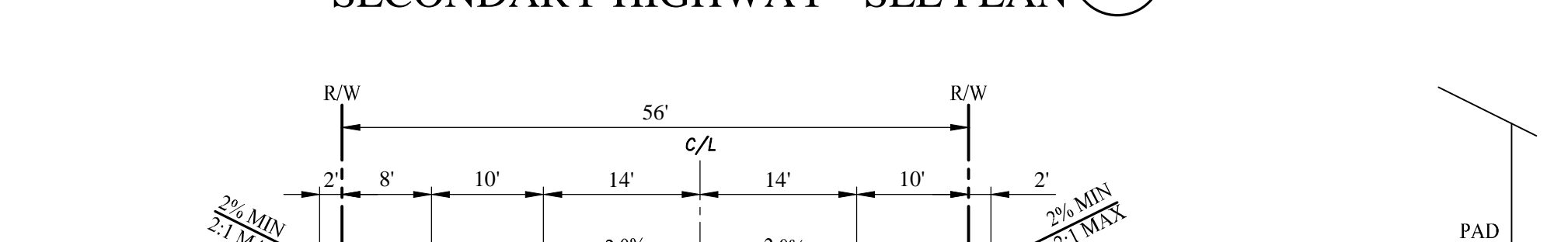
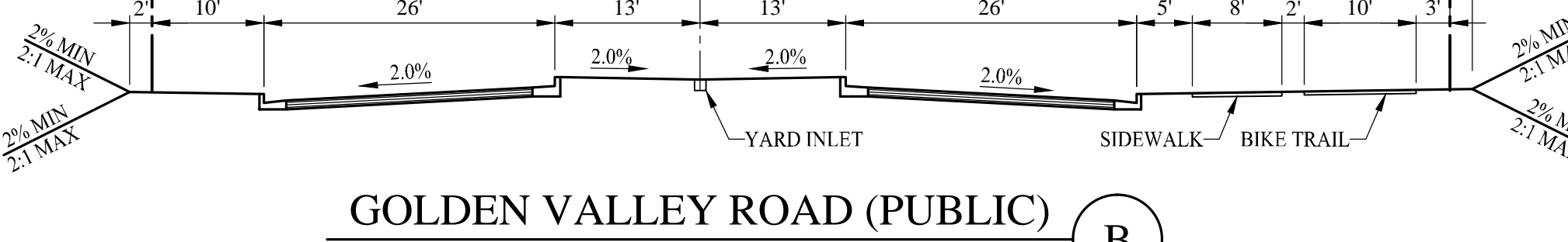
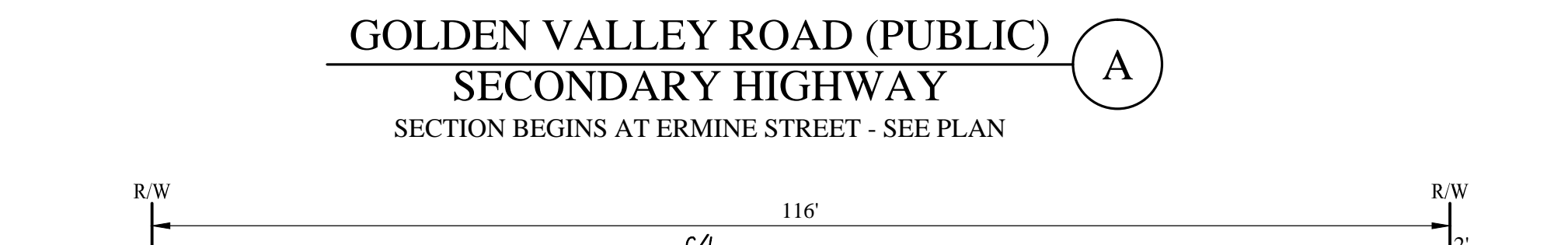
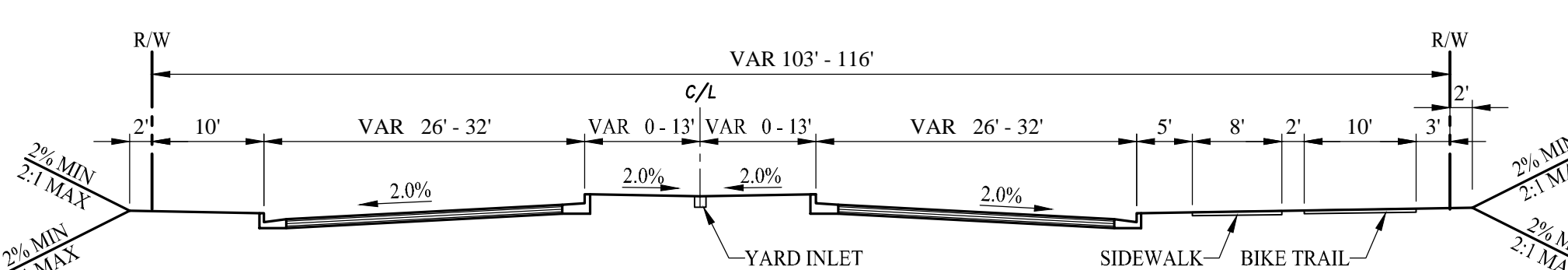
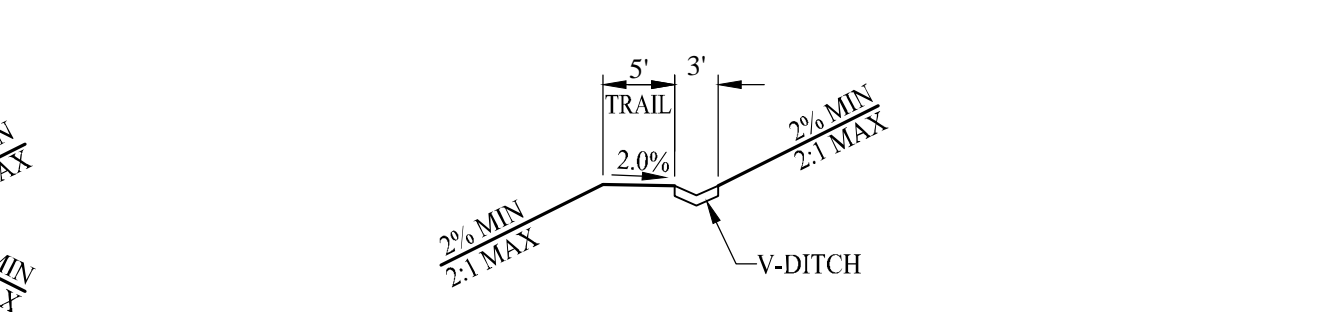
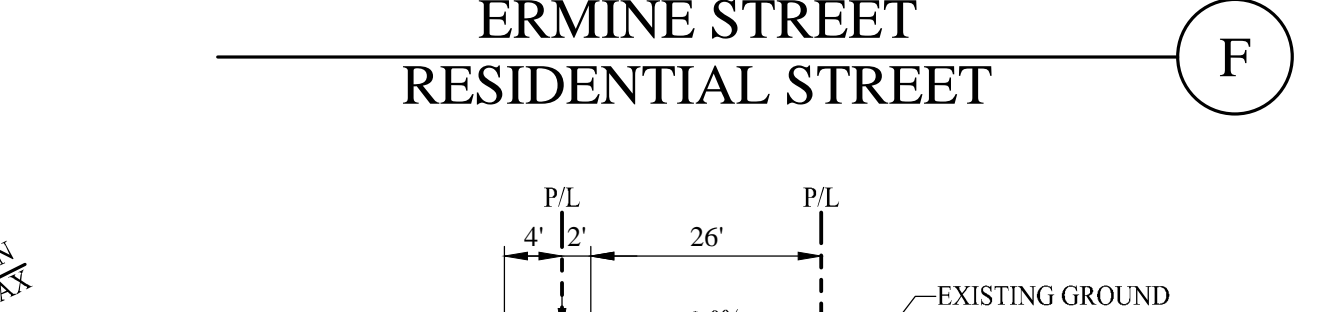
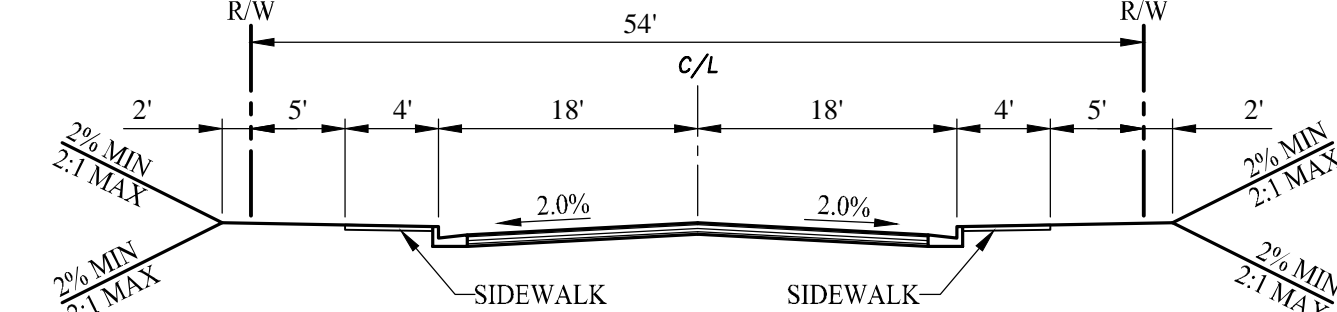
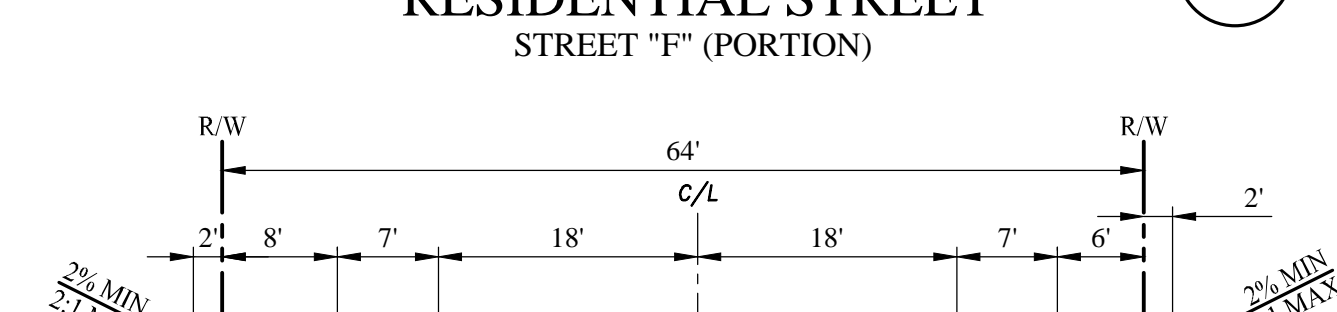
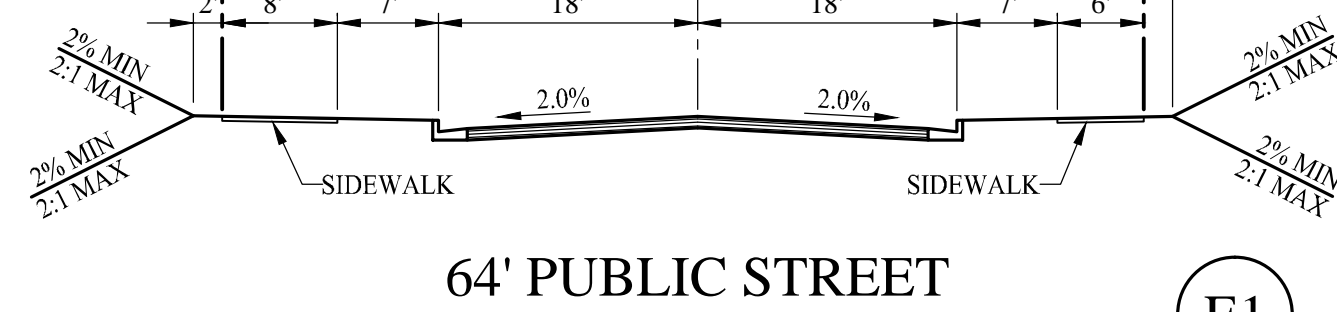
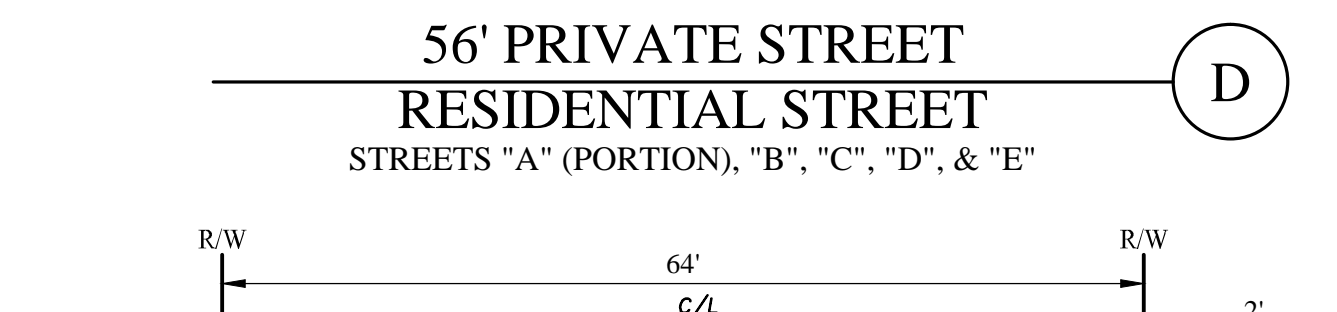
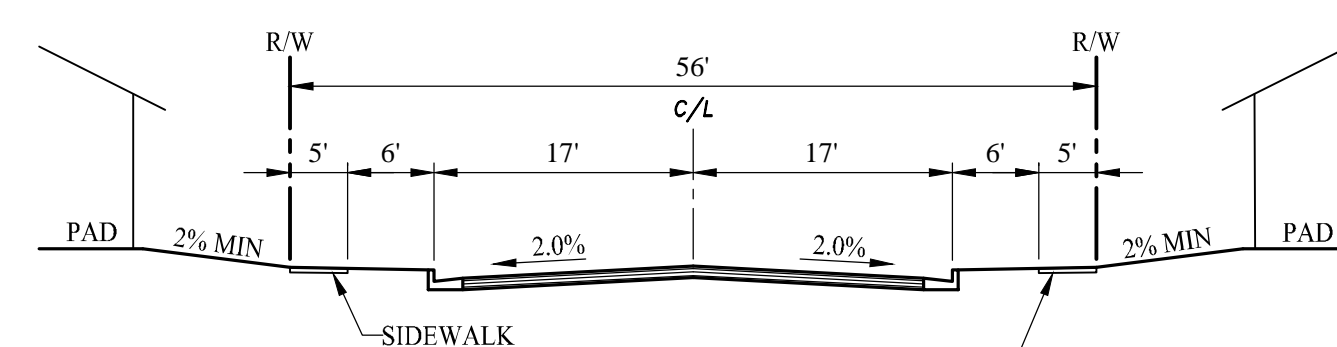
LOTS 1 THROUGH 3, PORTION OF LOTS 5 THROUGH 8 AND 9 OF TRACT MAP 8575
MB 117-64-66 E 1/2 OF THE NW 1/4 OF SEC. 18 & PORTION OF THE NE 1/4 OF THE SW 1/4 OF SEC. 18 T4NR15W S.B.M.

NOTES

- EXISTING LAND USE: VACANT LAND.
- PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL, PARK AND OTHER USES
- THE EXISTING ZONING FOR THE PROJECT AREA: RM & RS
- THE PROPOSED ZONING FOR THE PROJECT AREA: RS
- ADJACENT LAND USES:
NORTH: SINGLE FAMILY RESIDENTIAL COMMUNITY & VACANT LAND
SOUTH: NEWHALL RANCH ROAD AND SANTA CLARA RIVER
WEST: SINGLE FAMILY RESIDENTIAL COMMUNITY & VACANT LAND
EAST: SINGLE FAMILY RESIDENTIAL COMMUNITY & VACANT LAND
- UTILITIES AND SERVICES:
WATER: SANTA CLARITA WATER DIVISION
SANITARY SEWER: LOS ANGELES COUNTY SANITARY DISTRICT NO. 32
GAS: GAS COMPANY
ELECTRICITY: SOUTHERN CALIFORNIA EDISON COMPANY
- DRAINAGE SYSTEM WILL BE DEVELOPED IN ACCORDANCE WITH LOS ANGELES COUNTY PUBLIC WORKS MANUAL AND APWA (STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION) FOR BOTH PRIVATE AND PUBLIC STORM DRAIN FACILITIES
- PROJECT SITE IS WITHIN WILLIAM. S HART HIGH SCHOOL DISTRICT AND SAUGUS UNION SCHOOL DISTRICT
- ASSESSOR PARCEL MAP NO. 2801-001-003, 5, 23-26, 2805-001-001, 9, 11, 22, 23 & 2812-009-003
- ALL SLOPES SHALL BE CONSTRUCTED AT A MAXIMUM SLOPE RATIO OF 2:1 UNLESS OTHERWISE NOTED.
- GRADING IS APPROXIMATE ONLY AND SUBJECT TO ADJUSTMENT.
- THERE ARE NO EXISTING BUILDINGS ON SITE.
- ESTIMATED EARTHWORK:
4,900,000 CY CUT 4,900,000 CY FILL
MAX CUT = 114' MAX FILL = 125'
- PROPOSED DIMENSIONS, UTILITY LOCATIONS AND EASEMENTS ARE APPROXIMATE. ACTUAL DIMENSIONS, UTILITY LOCATIONS AND EASEMENT WIDTHS WILL BE REFLECTED ON THE FINAL MAPS.
- ALL PROPOSED STORM DRAINS TO BE DEDICATED TO THE CITY OF SANTA CLARITA & L.A. COUNTY FLOOD CONTROL DISTRICT UNLESS OTHERWISE NOTED.
- MULTIPLE FINAL MAPS MAY BE FILED FOR PHASING PURPOSES
- ADDITIONAL LETTERED LOTS CAN BE INCLUDED FOR PHASING PURPOSES
- ALL SLOPE LETTERED LOTS SHALL BE PRIVATELY OWNED AND MAINTAINED BY THE HOA.
- WATER QUALITY BASINS SHALL BE PRIVATELY OWNED AND MAINTAINED BY THE HOA.
- GIVEN THE STEEP NATURE OF THE EXISTING TERRAIN FOR THE PROJECT, SOME PORTIONS OF THE TRAILS MAY BE STEEPER THAN 5% WITHOUT HANDRAILS, BUT NEVER STEEPER THAN 8% AS ALLOWED FOR BY AMERICATRAILS.ORG.
- LANDING AT ALL INTERSECTIONS AND END OF CUL-DE-SAC SHALL BE 100' @ 3% MAX.
- ALL DRIVE APPROACH SHALL BE APWA 110-1 TYPE C, EXCEPT THOSE WITHIN THE SINGLE FAMILY RESIDENTIAL AREA.
- BIO BASIN MAINTENANCE BY HOA.
- LODGE POLE FENCE REQUIRED FOR ALL DOWN SLOPE CONDITIONS AND AS REQUIRED.
- THE ROUNDABOUT TO BE DESIGNED TO THE SATISFACTION OF STAFF AND TO CITY STANDARDS.

LAND USE SUMMARY:

LOT NO.	USE	ACRES
1-119	SINGLE-FAMILY RESIDENTIAL LOTS (MINIMUM LOT SIZE: 55 X 100')	18.18
120	FUTURE RESIDENTIAL	15.29
121	FUTURE RESIDENTIAL	6.04
122	RECREATION CENTER	0.84
123	FUTURE RESIDENTIAL	5.97
124	FUTURE RESIDENTIAL	8.08
125	FUTURE RESIDENTIAL	13.31
126	PARK	7.67
127	YMCA	3.80
128	SENIOR CENTER	2.46
129	SENIOR HOUSING (154 CONDOMINIUM UNITS)	16.63
A-BG	LANDSCAPE LOTS / PRIVATE COURTS AND WATER QUALITY BASINS	61.84
AAA-FFF	OPEN SPACE	63.06
GOLDEN VALLEY RD	PUBLIC STREET	11.99
ERMINE STREET	PRIVATE STREET	0.83
STREET "A"	PRIVATE STREET - LOTS BH, BJ, & BQ	1.18
STREET "B"	PRIVATE STREET - LOTS BO & BP	1.37
STREET "C"	PRIVATE STREET - LOTS BM & BN	0.75
STREET "D"	PRIVATE STREET - LOTS BK & BL	0.40
STREET "E"	PRIVATE STREET - LOTS BR & BS	2.43
	TOTAL -	245.66



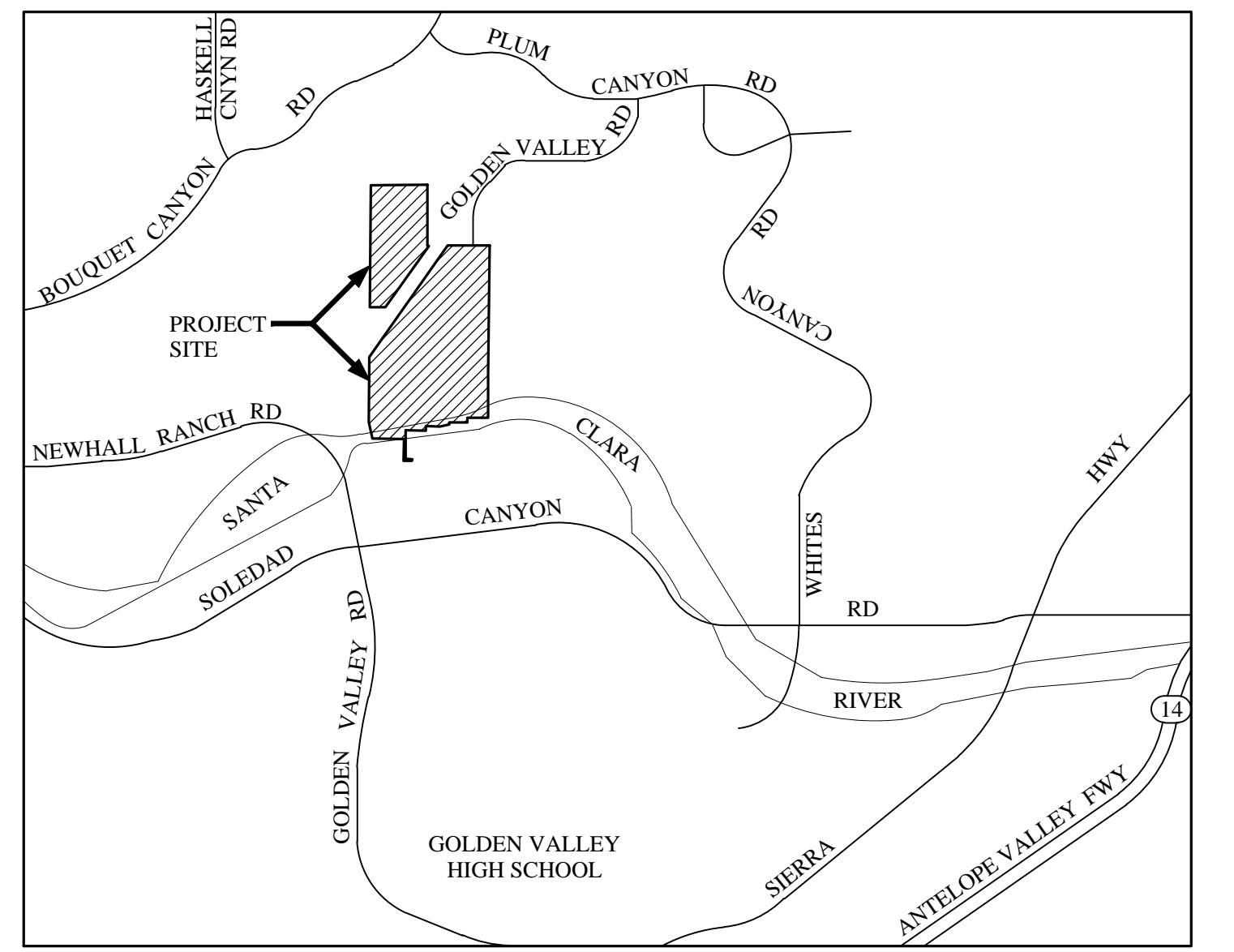
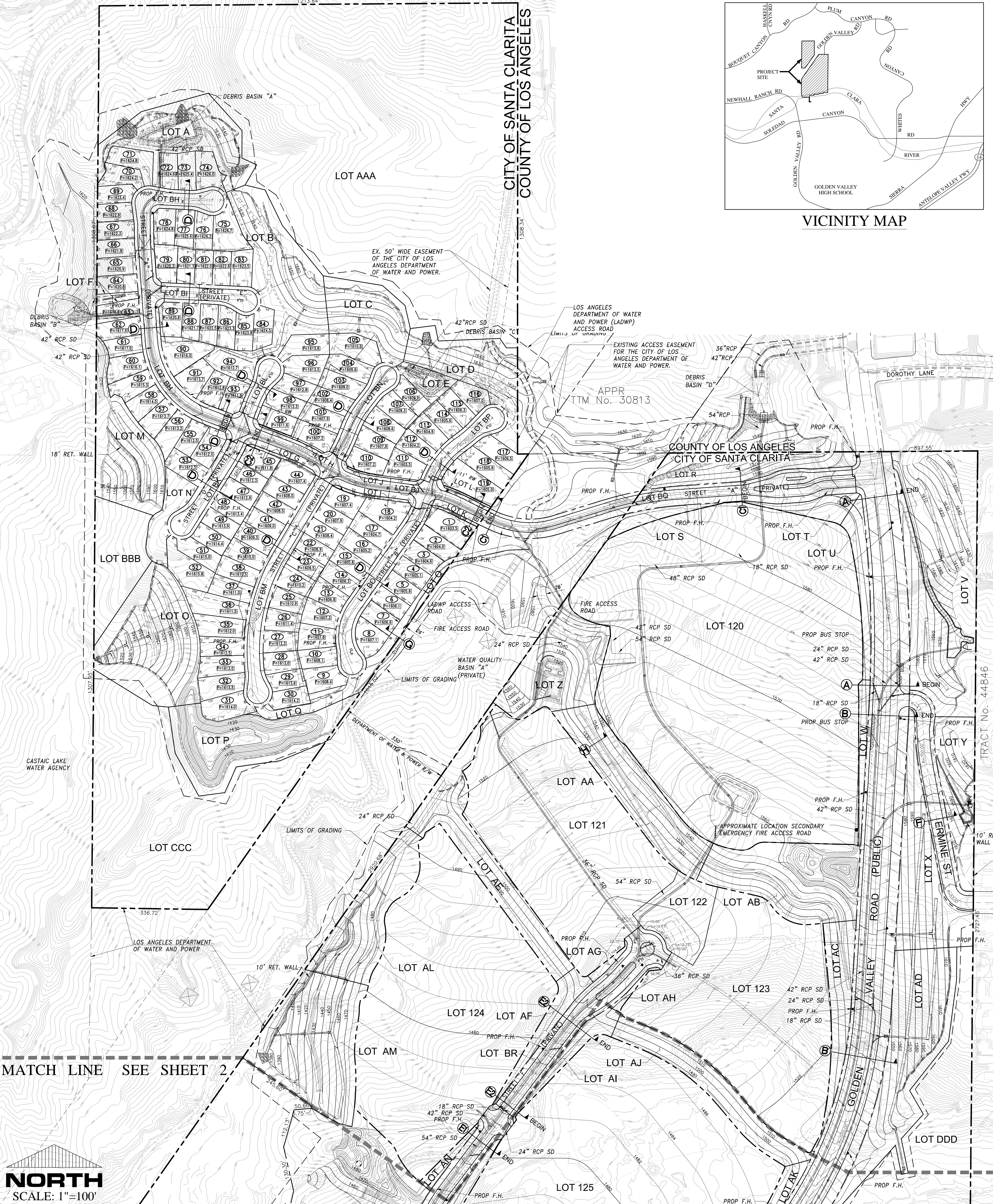
OWNER: OWNER'S AGENT: PREPARED BY:

Brookfield Residential
3900 BRISTOL ST. SUITE 200
COSTA MESA, CA 92626
TEL: 714.427.0608

SYNERGY
14055 TAHITI WAY SUITE 303
MARINA DEL REY CA 90292
TEL: 714.309.2082

FUSCO ENGINEERING
full circle thinking
600 WILSHIRE BLVD., STE. 1470, LOS ANGELES, CA 90017
PHONE: 213.988.8802 FAX: 213.988.8803

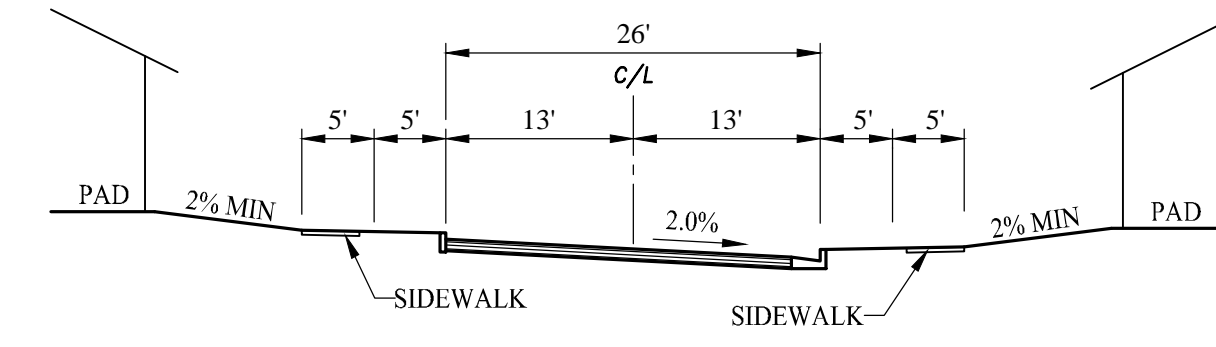
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DATE: 05-19-2015



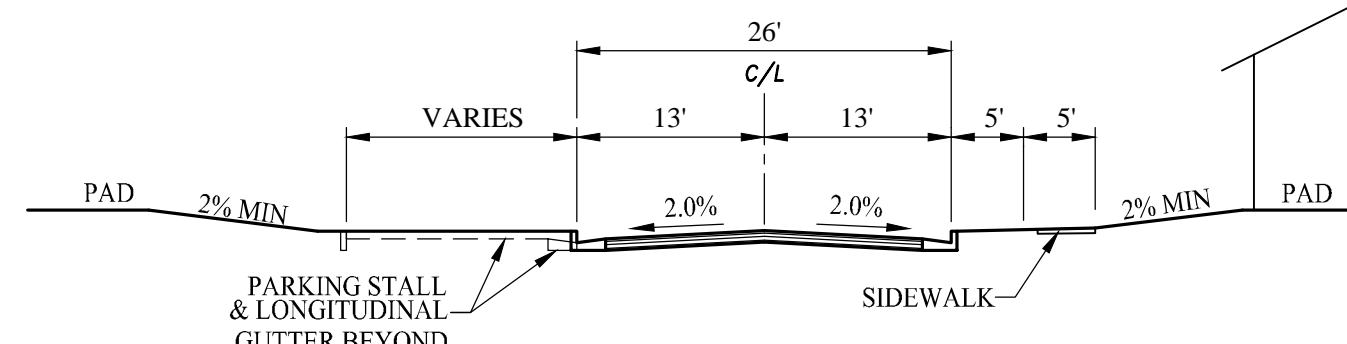
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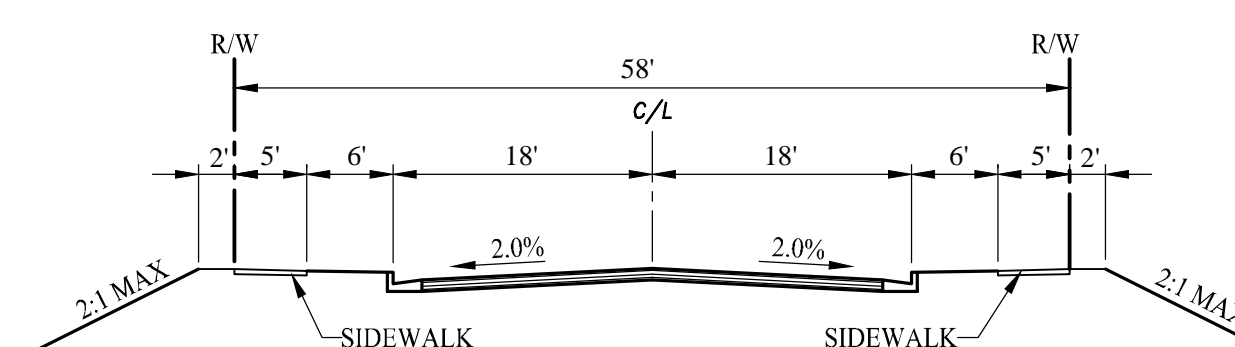
REVISED VESTING TENTATIVE TRACT NO. 060258



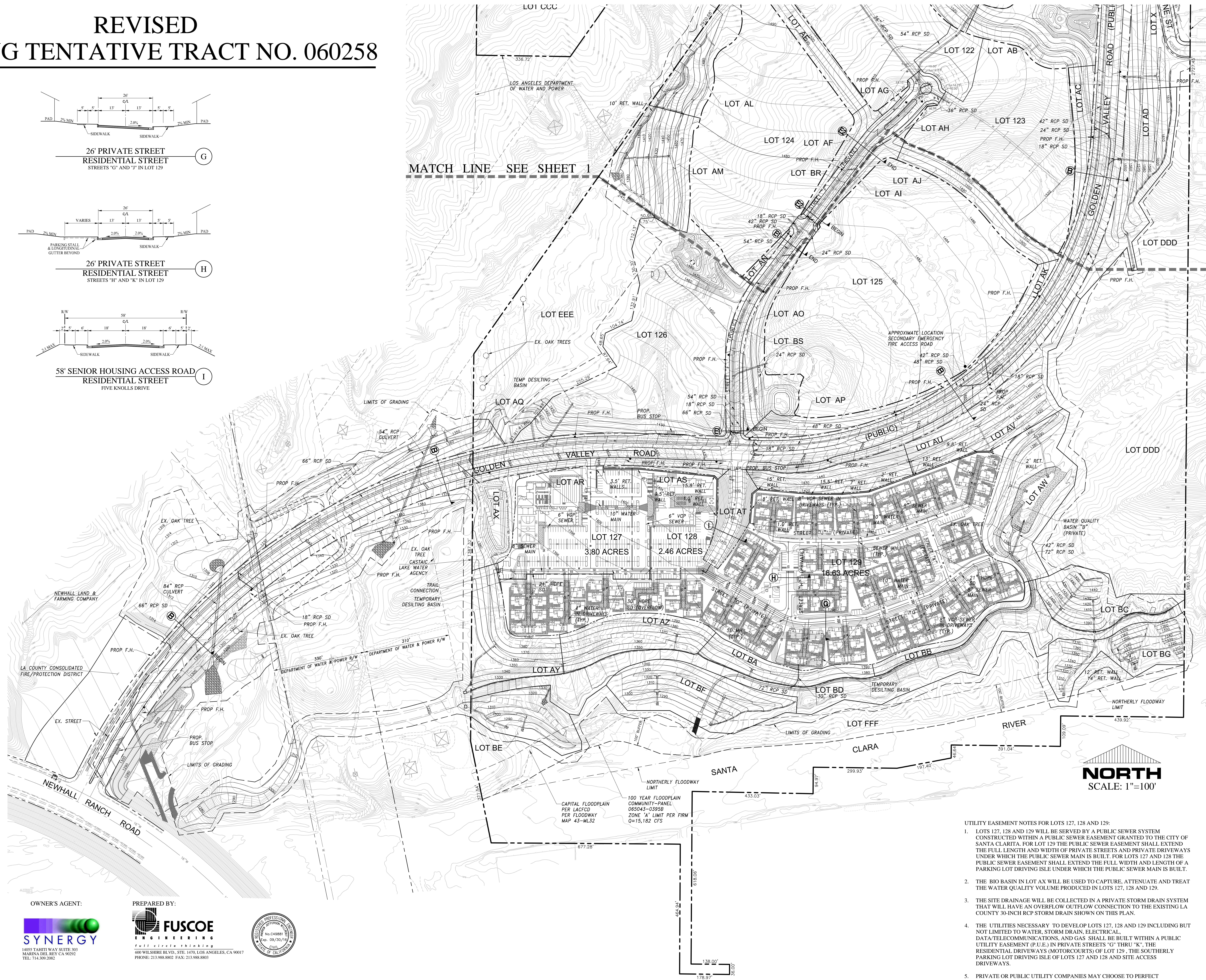
26' PRIVATE STREET
RESIDENTIAL STREET
STREETS 'G' AND 'J' IN LOT 129



26' PRIVATE STREET
RESIDENTIAL STREET
STREETS 'H' AND 'K' IN LOT 129



58' SENIOR HOUSING ACCESS ROAD
RESIDENTIAL STREET
FIVE KNOLLS DRIVE



- UTILITY EASEMENT NOTES FOR LOTS 127, 128 AND 129:
- LOTS 127, 128 AND 129 WILL BE SERVED BY A PUBLIC SEWER SYSTEM CONSTRUCTED WITHIN A PUBLIC SEWER EASEMENT GRANTED TO THE CITY OF SANTA CLARITA. FOR LOT 129 THE PUBLIC SEWER EASEMENT SHALL EXTEND THE FULL LENGTH AND WIDTH OF PRIVATE STREETS AND PRIVATE DRIVEWAYS UNDER WHICH THE PUBLIC SEWER MAIN IS BUILT. FOR LOTS 127 AND 128 THE PUBLIC SEWER EASEMENT SHALL EXTEND THE FULL WIDTH AND LENGTH OF A PARKING LOT DRIVING ISLE UNDER WHICH THE PUBLIC SEWER MAIN IS BUILT.
 - THE BIO BASIN IN LOT AX WILL BE USED TO CAPTURE, ATTENUATE AND TREAT THE WATER QUALITY VOLUME PRODUCED IN LOTS 127, 128 AND 129.
 - THE SITE DRAINAGE WILL BE COLLECTED IN A PRIVATE STORM DRAIN SYSTEM THAT WILL HAVE AN OVERFLOW/OUTFLOW CONNECTION TO THE EXISTING LA COUNTY 30-INCH RCP STORM DRAIN SHOWN ON THIS PLAN.
 - THE UTILITIES NECESSARY TO DEVELOP LOTS 127, 128 AND 129 INCLUDING BUT NOT LIMITED TO WATER, STORM DRAIN, ELECTRICAL, DATA/TELECOMMUNICATIONS, AND GAS SHALL BE BUILT WITHIN A PUBLIC UTILITY EASEMENT (P.U.E.) IN PRIVATE STREETS "G" THRU "K", THE RESIDENTIAL DRIVEWAYS (MOTORCOURTS) OF LOT 129, THE SOUTHERLY PARKING LOT DRIVING ISLE OF LOTS 127 AND 128 AND SITE ACCESS DRIVEWAYS.
 - PRIVATE OR PUBLIC UTILITY COMPANIES MAY CHOOSE TO PERFECT INDIVIDUAL UTILITY EASEMENTS THRU A SEPARATE INSTRUMENT.

OWNER: **Brookfield Residential**

OWNER'S AGENT: **SYNERGY**

PREPARED BY: **FUSCOE ENGINEERING**

14055 TAHITI WAY SUITE 303
MARINA DEL REY CA 90292
TEL: 714.309.2082

600 WILSHIRE BLVD., STE. 1470, LOS ANGELES, CA 90017
PHONE: 213.988.8802 FAX: 213.988.8803

PROFESSIONAL SEAL: CIVIL ENGINEER, No. C49881, Exp. 09/30/16, STATE OF CALIFORNIA

3900 BRISTOL ST. SUITE 200
COSTA MESA, CA 92626
TEL: 714.427.6668

SHEET 2 OF 2
DATE: 05-19-2015

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PROJECT SUMMARY

TOTAL SITE AREA: 23.7 ACRES
YMCA PARCEL: 3.8 ACRES
SENIOR CENTER: 2.5 ACRES
RESIDENTIAL PARCEL: 17.2 ACRES
PRIVATE REC. CENTER: 0.2 ACRES

YMCA: 39,109 SF
SCV SENIOR CENTER: 30,400 SF

PROVIDED TOTAL UNIT: 154 UNITS

PLAN A @ 1,983 SF: 25 UNITS
PLAN A-ALT @ 1,862 SF: 25 UNITS
PLAN B @ 1,975 SF: 63 UNITS
PLAN C @ 2,123 SF: 41 UNITS

TOTAL UNIT AREA: 307,593 SF

PROVIDED PARKING: (YMCA / SENIOR CENTER)

SHARED PARKING SPACES: 380 SPACES
SCV SECURE PARKING SPACES: 24 SPACES

TOTAL YMCA / SENIOR CENTER PARKING: 404 SPACES

PROVIDED PARKING: (RESIDENTIAL)

RESIDENTIAL (GARAGE): 308 SPACES
GUEST PARKING
(0.5 SPACES REQUIRED PER UNIT): 82 SPACES

TOTAL RESIDENTIAL PARKING: 390 SPACES

LANDSCAPE AREA: ±35,000 SF

★ PRIVATE REC. CENTER @ ±2,000 SF

APPLICANT / DEVELOPER
BROOKFIELD HOMES
3200 PARK CENTER DRIVE,
SUITE 1000
COSTA MESA, CA 92626

ARCHITECT
WITHEE MALCOLM ARCHITECTS, LLP
2251 W. 190TH STREET
TORRANCE, CA 90504



FIVE KNOLLS

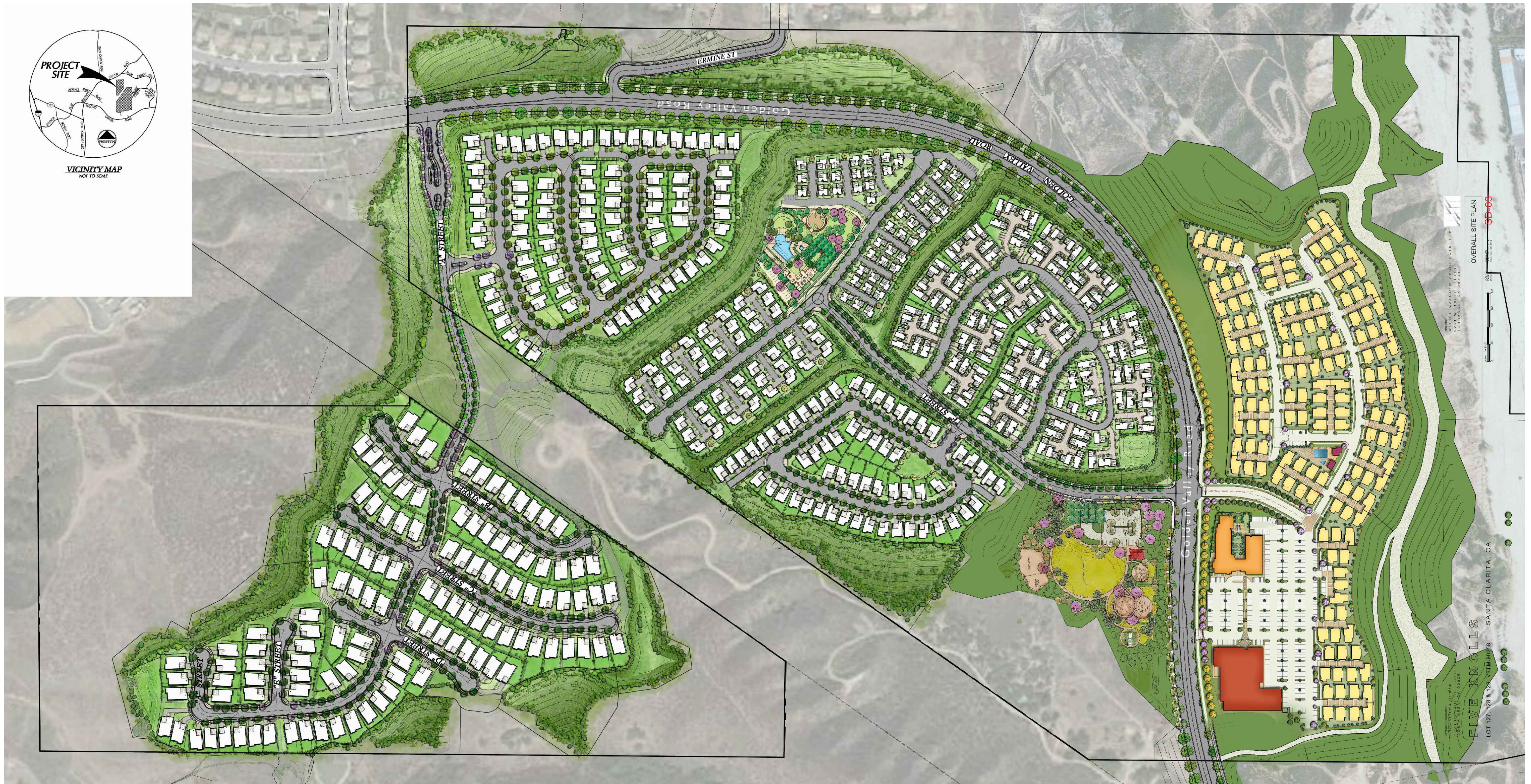
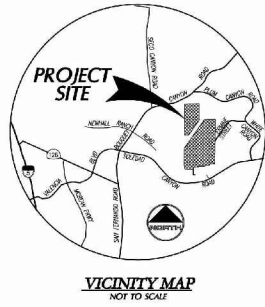
PROJECT INFORMATION

LOT 127, 128 & 129, VTTM 60258

SANTA CLARITA, CA

JOB NO. B3066.200
DATE: May 27, 2015
PRINTED: May 27, 2015

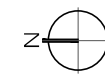
SD-01



OVERALL SITE PLAN
 WITHEE MALCOLM ARCHITECTS, LLP
 2251 W. 190TH STREET
 TORRANCE, CA 90504

FIVE KNOLLS
 LOT 127, 128 & 129, VTTM 60258
 SANTA CLARITA, CA

APPLICANT / DEVELOPER
 BROOKFIELD HOMES
 3200 PARK CENTER DRIVE,
 SUITE 1000
 COSTA MESA, CA 92626



ARCHITECT
 WITHEE MALCOLM ARCHITECTS, LLP
 2251 W. 190TH STREET
 TORRANCE, CA 90504



FIVE KNOLLS

OVERALL PLAN EXHIBIT

LOT 127, 128 & 129, VTTM 60258

SANTA CLARITA, CA

JOB NO. B3066.200
 DATE: May 27, 2015
 PRINTED: May 27, 2015

SD-02



YMCA: 39,109 SF
 SCV SENIOR CENTER: 30,400 SF

SENIOR HOUSING (AGE 55+):
 PLAN A @ 1,983 SF 25 UNITS
 PLAN A-ALT@ 1,862 SF 25 UNITS
 PLAN B @ 1,975 SF 63 UNITS
 PLAN C @ 2,123 SF 41 UNITS

TOTAL UNIT COUNT: 154 UNITS

APPLICANT / DEVELOPER
 BROOKFIELD HOMES
 3200 PARK CENTER DRIVE,
 SUITE 1000
 COSTA MESA, CA 92626

ARCHITECT
 WITHEE MALCOLM ARCHITECTS, LLP
 2251 W. 190TH STREET
 TORRANCE, CA 90504



FIVE KNOLLS

OVERALL SITE PLAN

LOT 127, 128 & 129, VTTM 60258

SANTA CLARITA, CA





JOB NO. B3066.200
 DATE: May 27, 2015
 PRINTED: May 27, 2015

SD-03

42" CMU WALL
 SHRUBS
 WALKWAY
 PRIVATE WALL

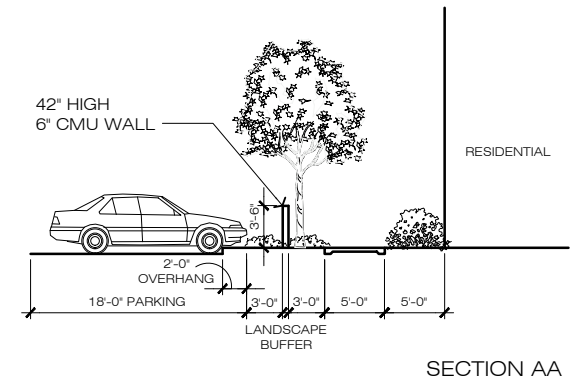


LEGEND

-  ENHANCED PAVING
-  SENIOR RESIDENCE GUEST STALLS

PARKING COUNT:

YMCA / SENIOR CENTER SHARED PARKING	380 SPACES
SCV SECURE PARKING	24 SPACES
<hr/>	
TOTAL YMCA / SENIOR CTR.	404 SPACES
<hr/>	
RESIDENTIAL GUEST	82 SPACES
RESIDENTIAL (GARAGE)	308 SPACES
<hr/>	
TOTAL RESIDENTIAL	390 SPACES
<hr/>	
TOTAL COMMUNITY PARKING	794 SPACES



APPLICANT / DEVELOPER
 BROOKFIELD HOMES
 3200 PARK CENTER DRIVE,
 SUITE 1000
 COSTA MESA, CA 92626



ARCHITECT
 WITHEE MALCOLM ARCHITECTS, LLP
 2251 W. 190TH STREET
 TORRANCE, CA 90504

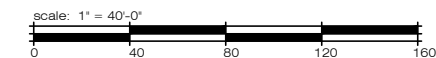


FIVE KNOLLS

YIELD SITE PLAN

LOT 127, 128 & 129, VTTM 60258

SANTA CLARITA, CA



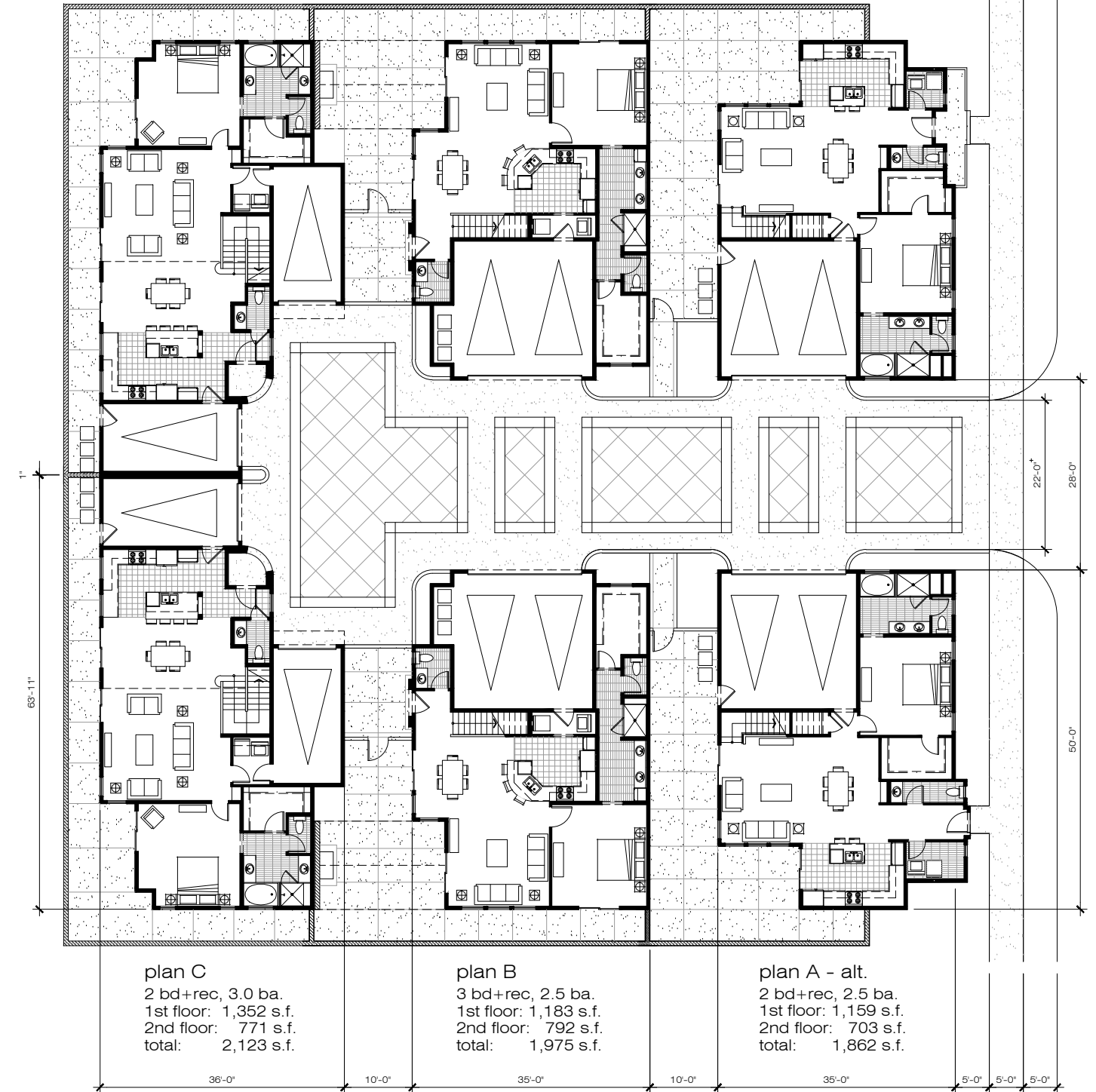
JOB NO. B3066.200
 DATE: May 27, 2015
 PRINTED: May 27, 2015

SD-04

plan C - alt.
 2 bd+rec, 3.0 ba.
 1st floor: 1,352 s.f.
 2nd floor: 771 s.f.
 total: 2,123 s.f.

plan B - alt.
 3 bd+rec, 2.5 ba.
 1st floor: 1,183 s.f.
 2nd floor: 792 s.f.
 total: 1,975 s.f.

plan A
 3 bd+rec, 2.5 ba.
 1st floor: 1,159 s.f.
 2nd floor: 824 s.f.
 total: 1,983 s.f.



APPLICANT / DEVELOPER
 BROOKFIELD HOMES
 3200 PARK CENTER DRIVE,
 SUITE 1000
 COSTA MESA, CA 92626

ARCHITECT
 WITHEE MALCOLM ARCHITECTS, LLP
 2251 W. 190TH STREET
 TORRANCE, CA 90504



FIVE KNOLLS

TYPICAL BUILDING CLUSTER

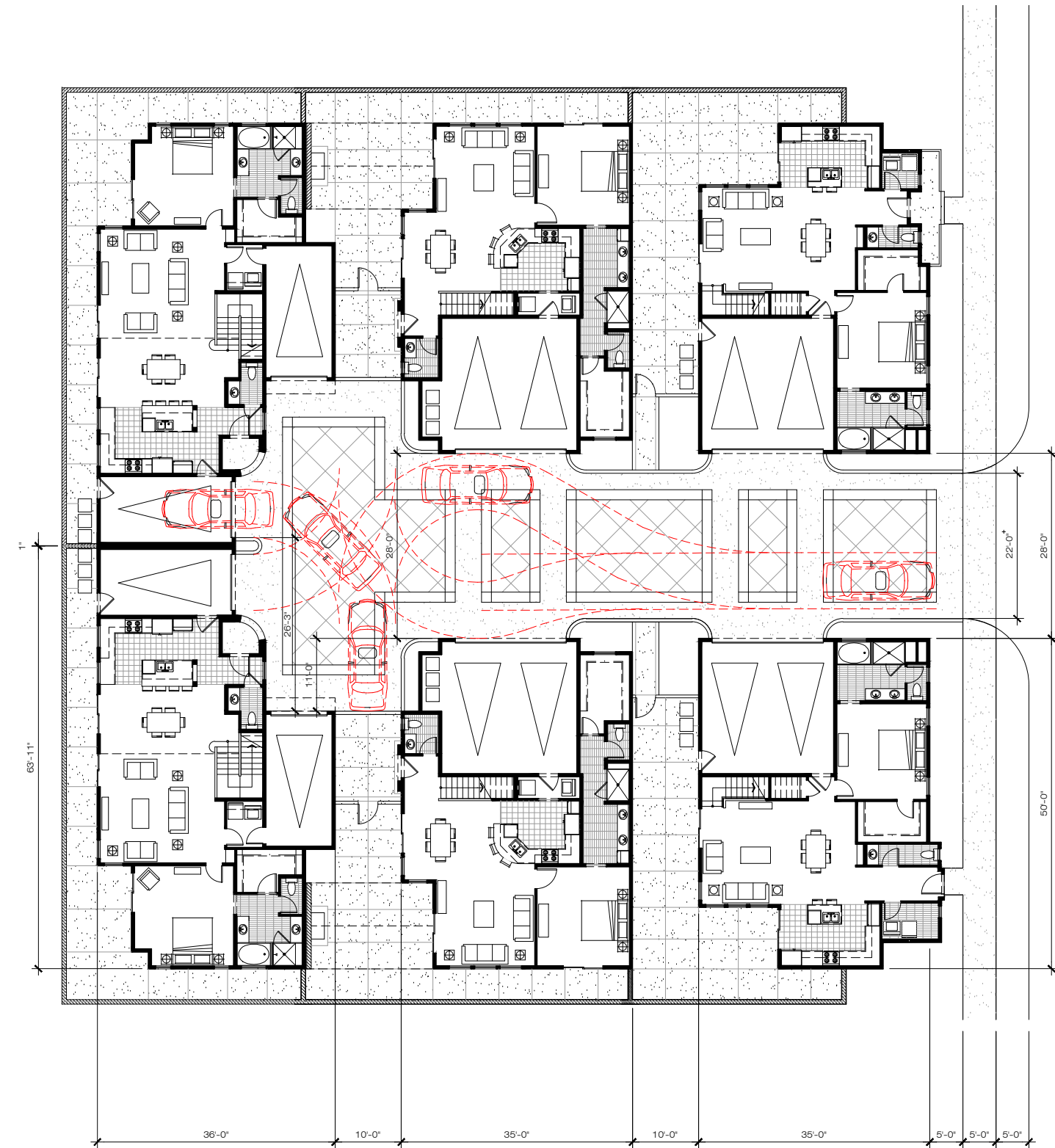
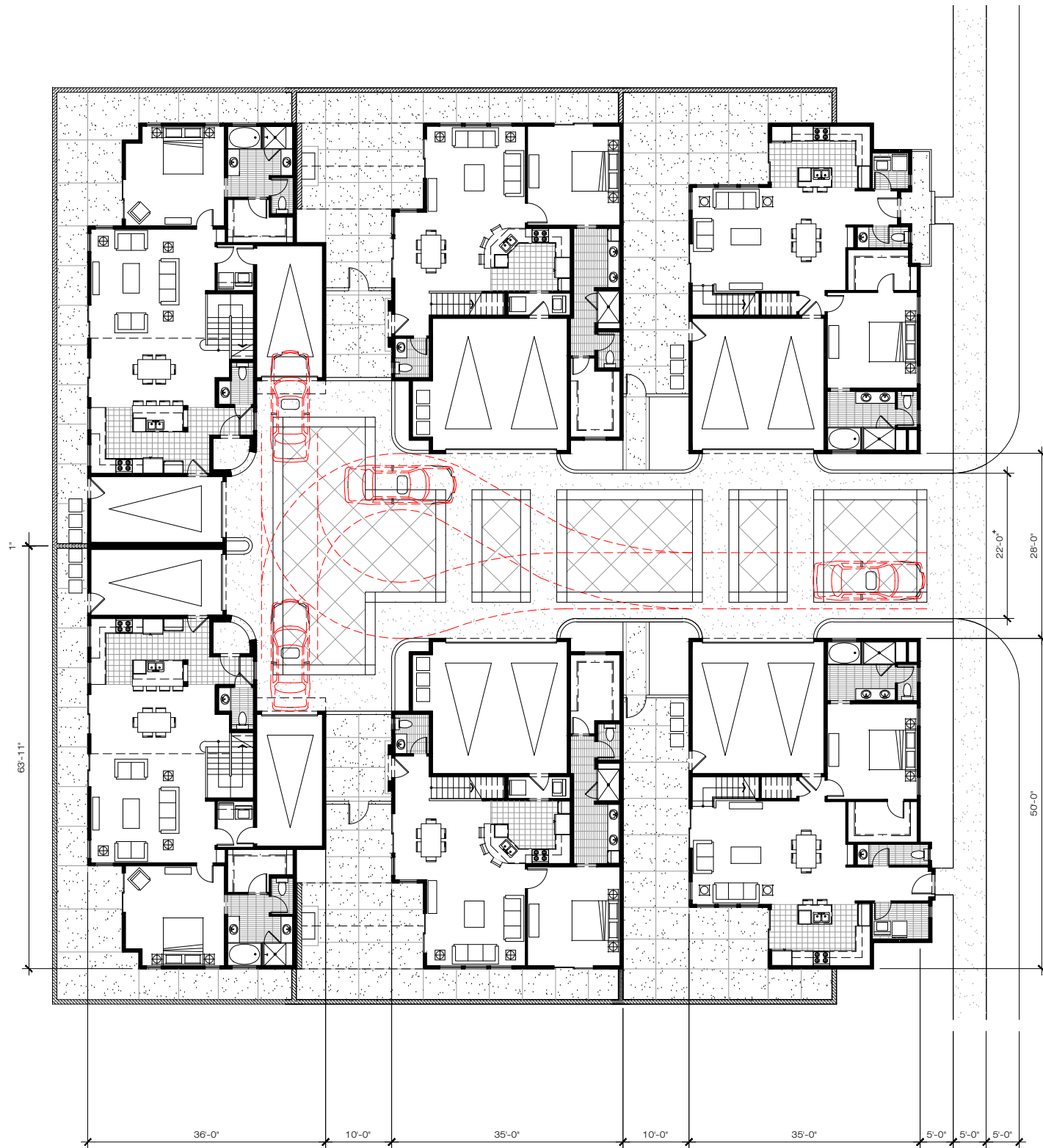
LOT 127, 128 & 129, VTTM 60258

SANTA CLARITA, CA

scale: 3/32" = 1'-0"

JOB NO. B3066.200
 DATE: May 27, 2015
 PRINTED: May 27, 2015

SD-05



APPLICANT / DEVELOPER
 BROOKFIELD HOMES
 3200 PARK CENTER DRIVE,
 SUITE 1000
 COSTA MESA, CA 92626

ARCHITECT
 WITHEE MALCOLM ARCHITECTS, LLP
 2251 W. 190TH STREET
 TORRANCE, CA 90504



FIVE KNOLLS

VEHICLE MANEUVERING EXHIBIT

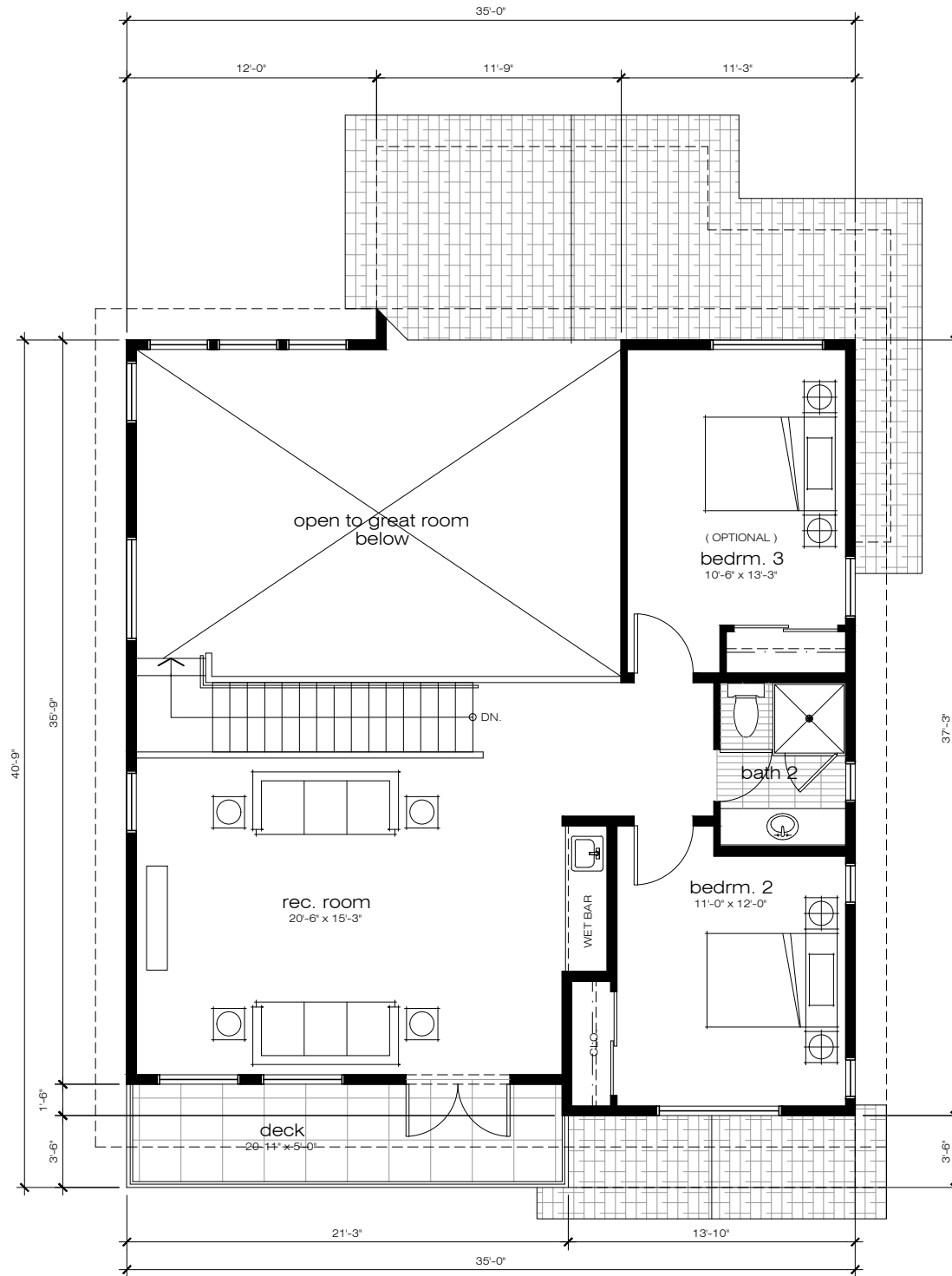
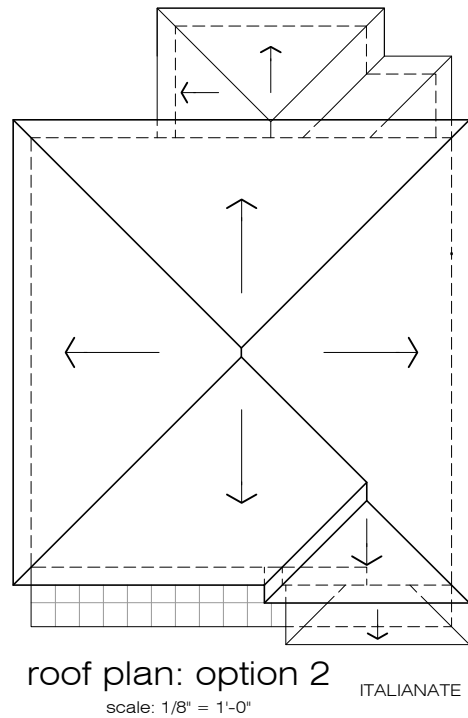
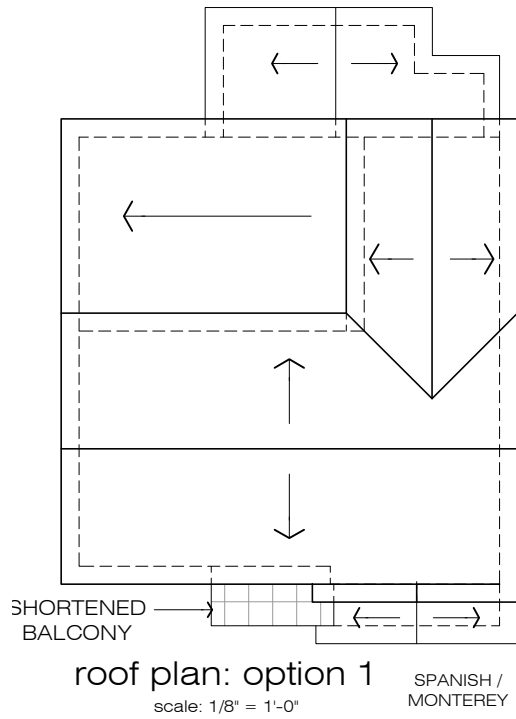
LOT 127, 128 & 129, VTTM 60258

SANTA CLARITA, CA

scale: 3/32" = 1'-0"

JOB NO. B3066.200
 DATE: May 27, 2015
 PRINTED: May 27, 2015

SD-06

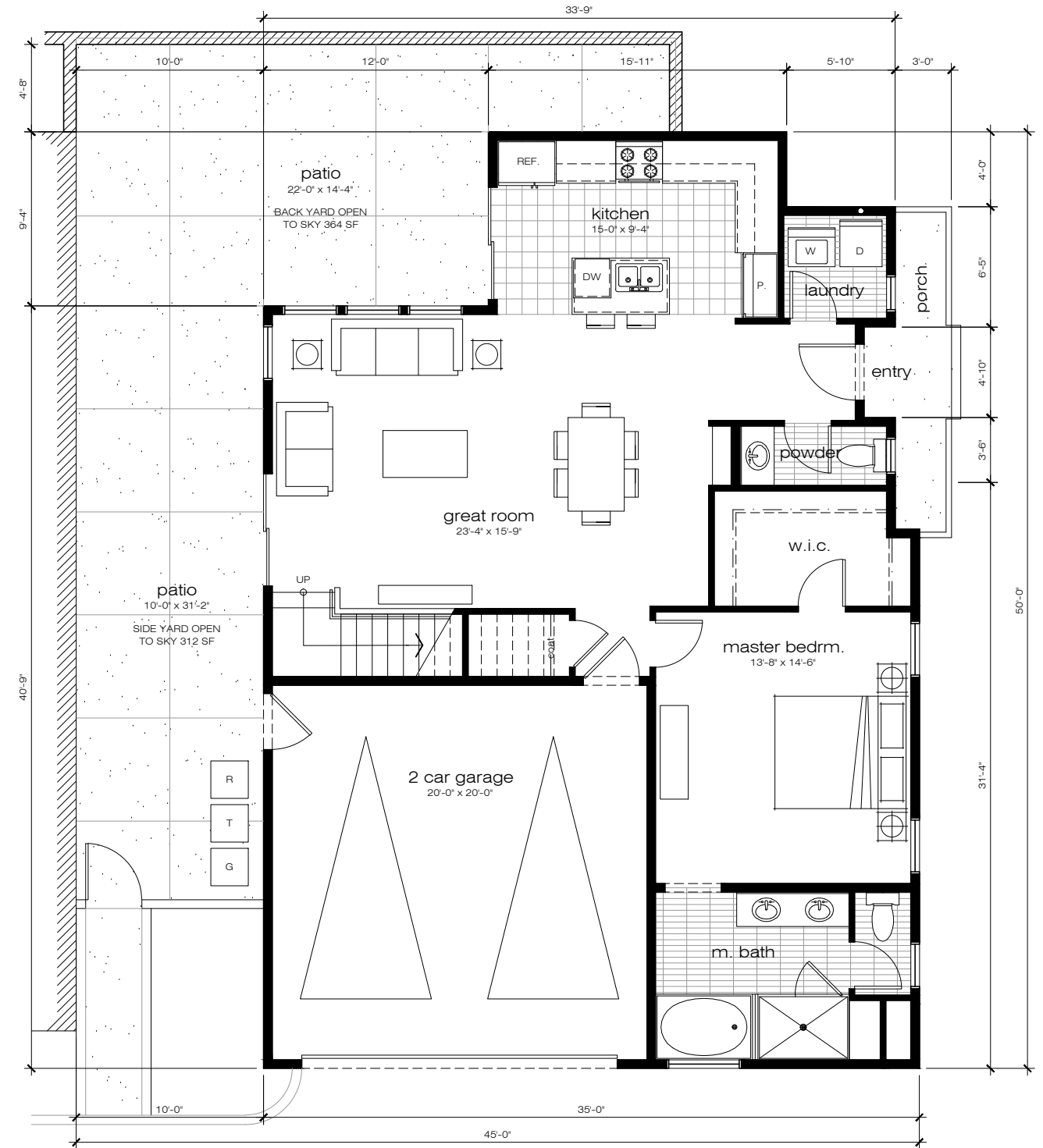


second floor plan

AREA GROSS: 824 s.f.

DECK: 104 s.f.

scale: 1/4" = 1'-0"



first floor plan

AREA GROSS: 1,159 s.f.

TOTAL AREA GROSS: 1,983 s.f.

scale: 1/4" = 1'-0"

APPLICANT / DEVELOPER
BROOKFIELD HOMES
3200 PARK CENTER DRIVE,
SUITE 1000
COSTA MESA, CA 92626

ARCHITECT
WITHEE MALCOLM ARCHITECTS, LLP
2251 W. 190TH STREET
TORRANCE, CA 90504



FIVE KNOLLS

UNIT A PLANS

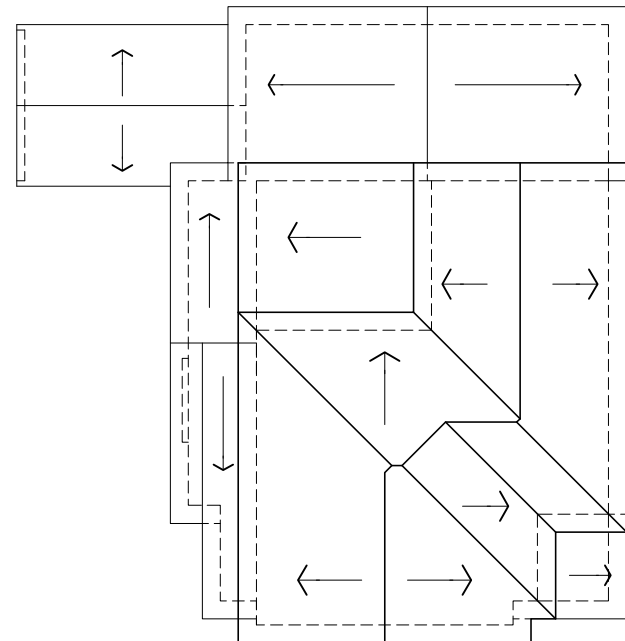
LOT 127, 128 & 129, VTTM 60258

SANTA CLARITA, CA

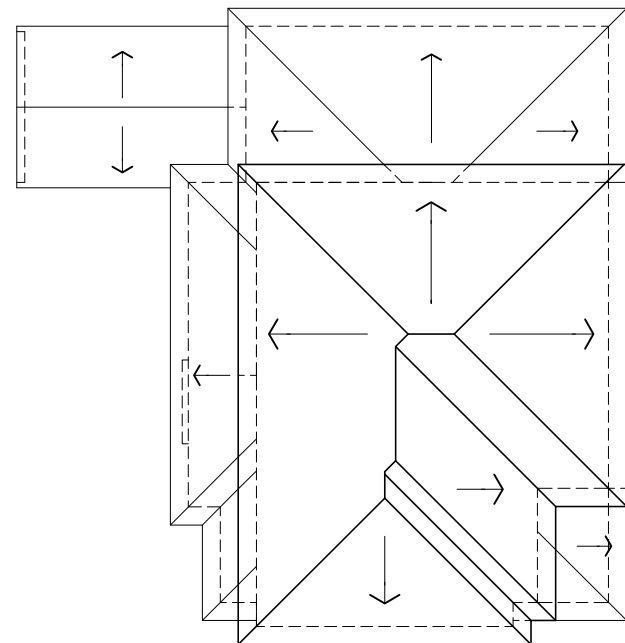
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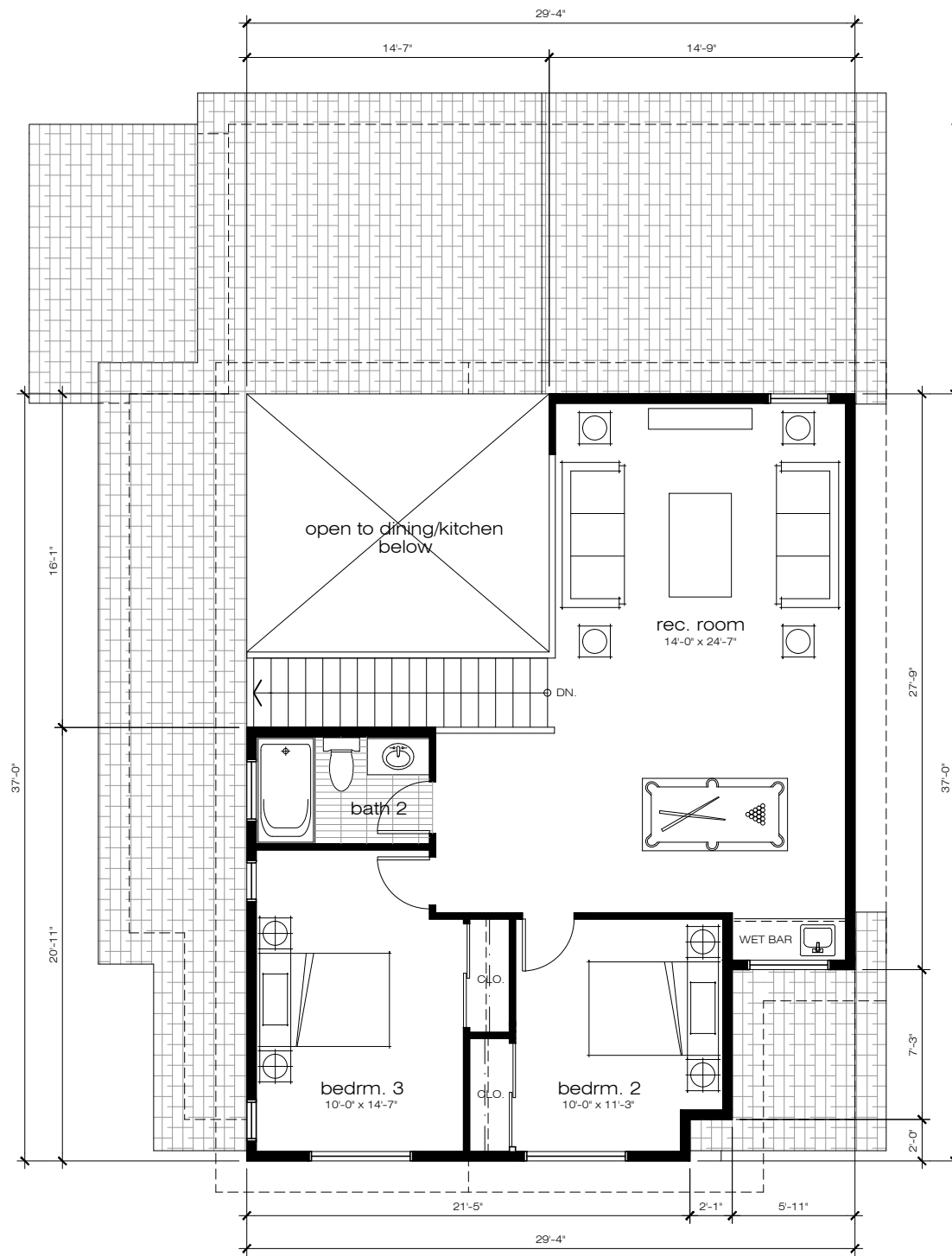
SD-07



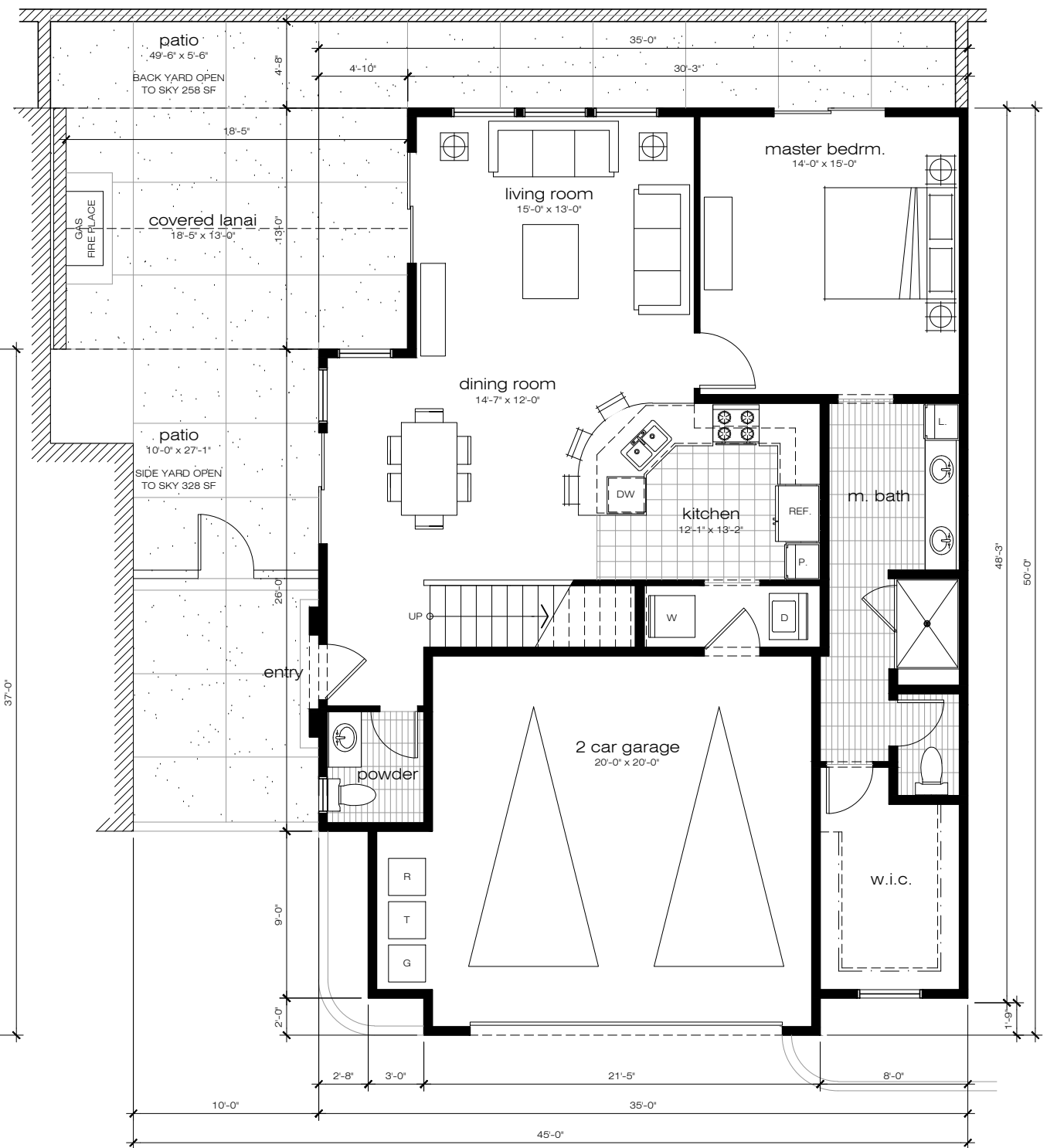
roof plan: option 1
scale: 1/8" = 1'-0" SPANISH / MONTEREY



roof plan: option 2
scale: 1/8" = 1'-0" ITALIANATE



second floor plan
AREA GROSS: 792 s.f.
scale: 1/4" = 1'-0"



first floor plan
AREA GROSS: 1,183 s.f.
TOTAL AREA GROSS: 1,975 s.f.
scale: 1/4" = 1'-0"

APPLICANT / DEVELOPER
BROOKFIELD HOMES
3200 PARK CENTER DRIVE,
SUITE 1000
COSTA MESA, CA 92626

ARCHITECT
WITHEE MALCOLM ARCHITECTS, LLP
2251 W. 190TH STREET
TORRANCE, CA 90504



FIVE KNOLLS

UNIT B PLANS

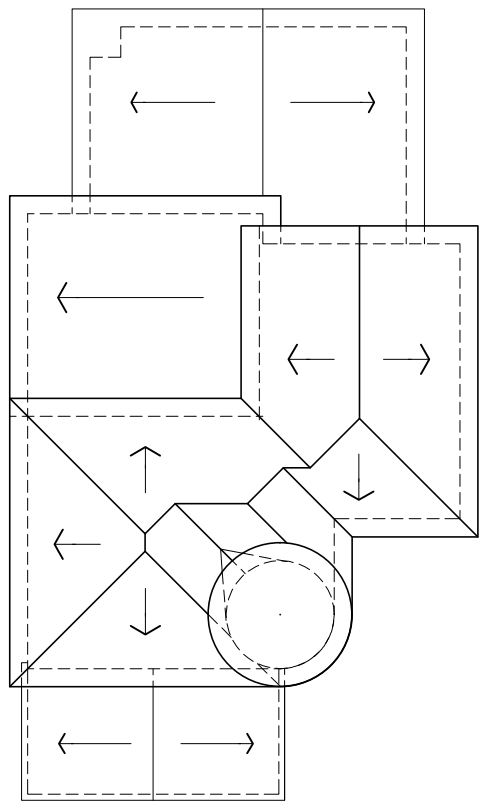
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SANTA CLARITA, CA

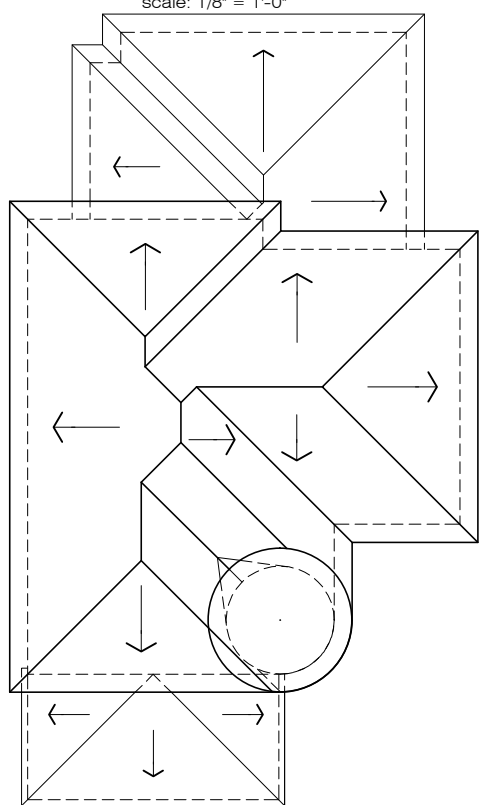
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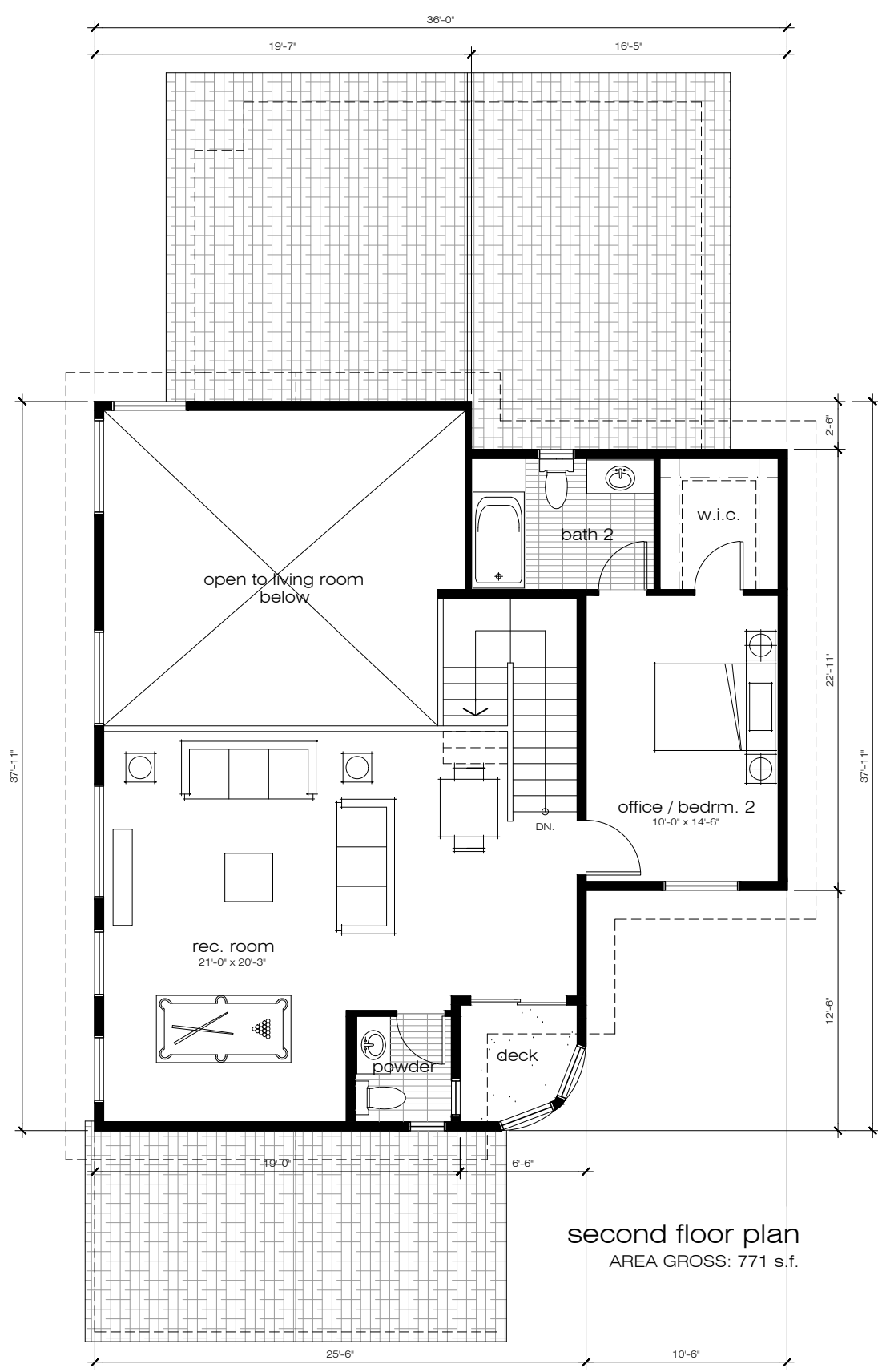
SD-08



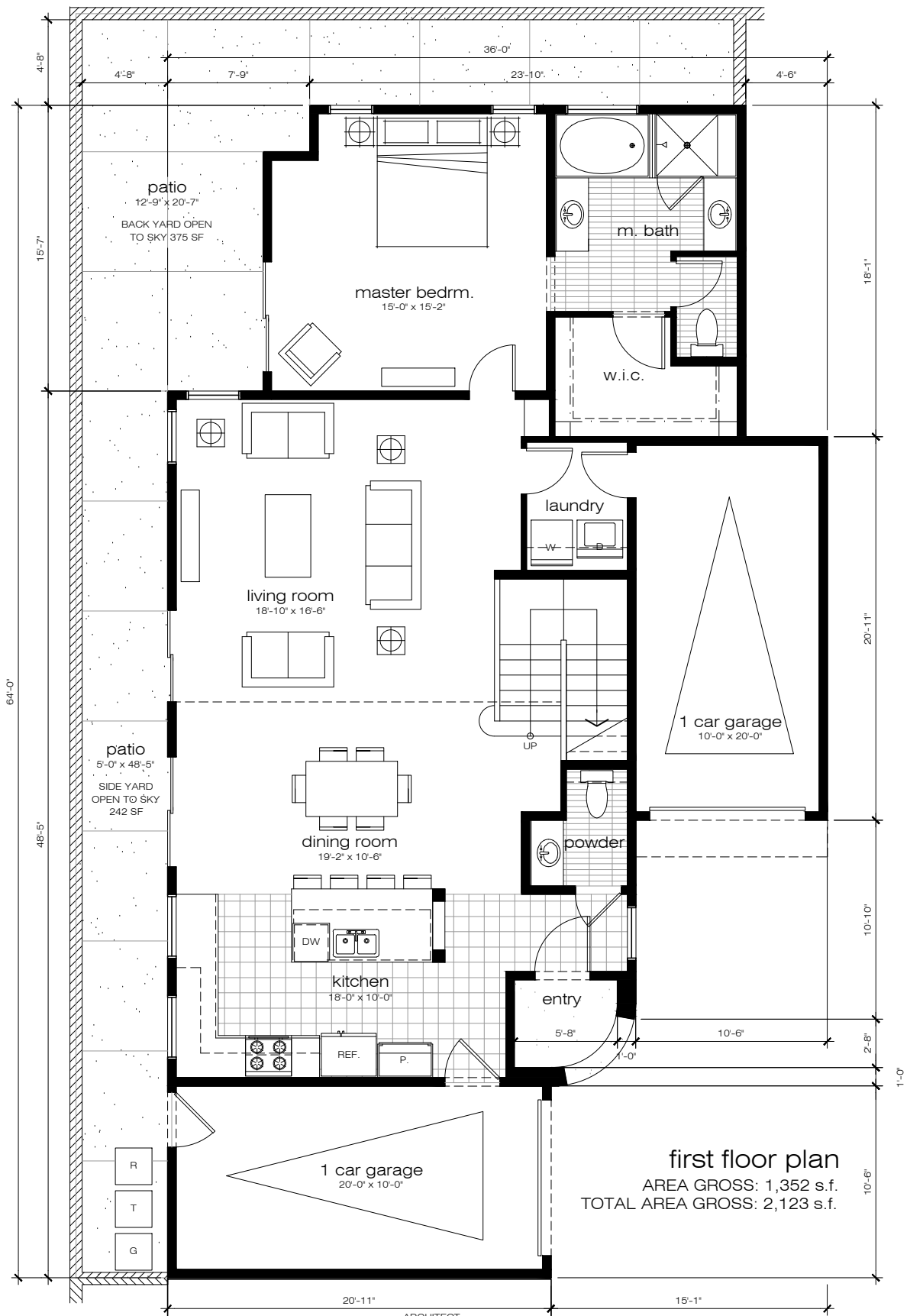
roof plan: option 1
scale: 1/8" = 1'-0"
SPANISH / MONTEREY



roof plan: option 2
scale: 1/8" = 1'-0"
ITALIANATE



second floor plan
AREA GROSS: 771 s.f.



first floor plan
AREA GROSS: 1,352 s.f.
TOTAL AREA GROSS: 2,123 s.f.

APPLICANT / DEVELOPER
BROOKFIELD HOMES
3200 PARK CENTER DRIVE,
SUITE 1000
COSTA MESA, CA 92626

ARCHITECT
WITHEE MALCOLM ARCHITECTS, LLP
2251 W. 190TH STREET
TORRANCE, CA 90504

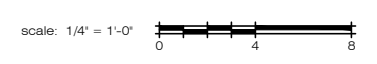


FIVE KNOLLS

UNIT C PLANS

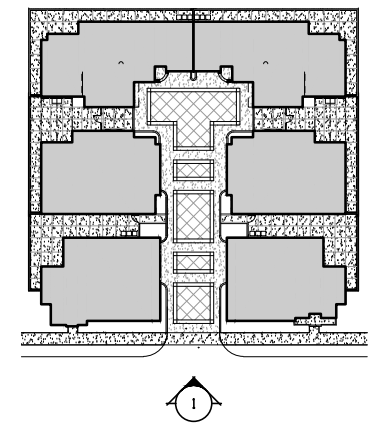
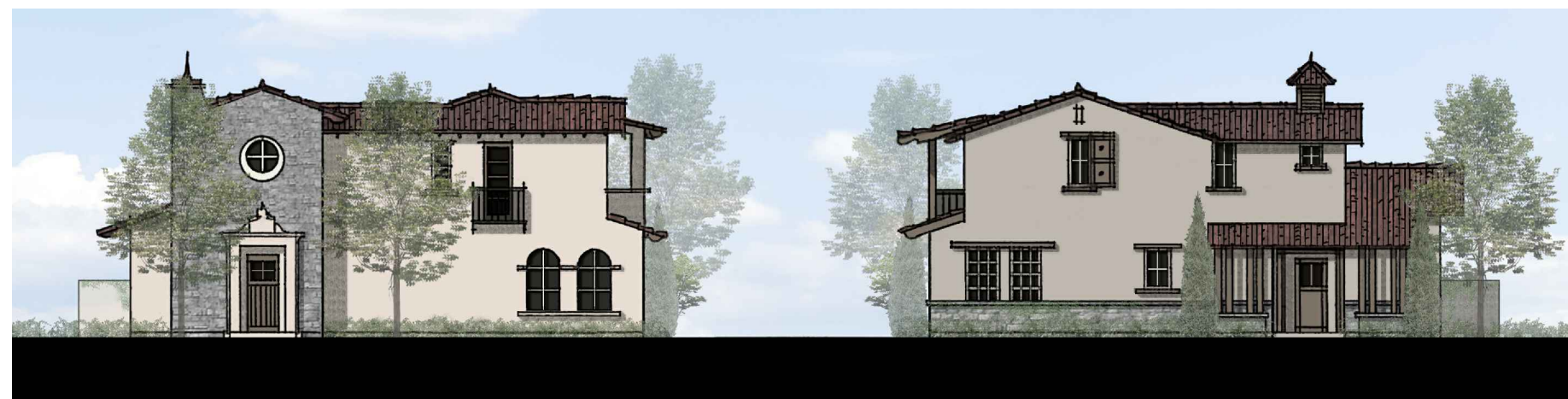
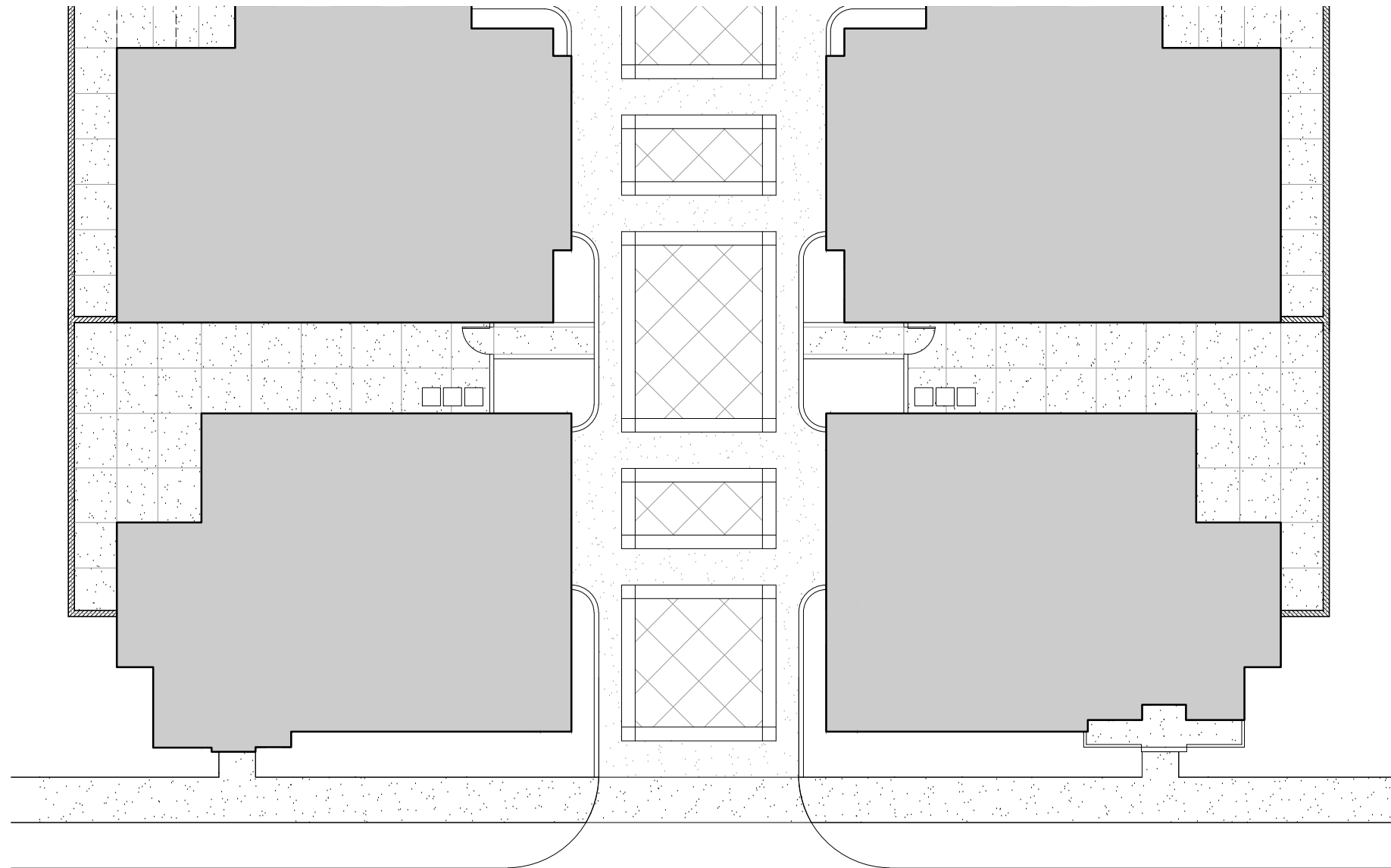
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SD-09



PLAN A-ALT
ITALIAN

PLAN A
MONTEREY

APPLICANT / DEVELOPER
BROOKFIELD HOMES
3200 PARK CENTER DRIVE,
SUITE 1000
COSTA MESA, CA 92626

ARCHITECT
WITHEE MALCOLM ARCHITECTS, LLP
2251 W. 190TH STREET
TORRANCE, CA 90504

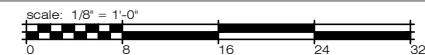


FIVE KNOLLS

6 CLUSTER FRONT ELEVATION

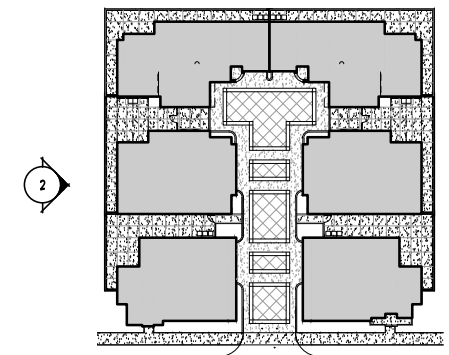
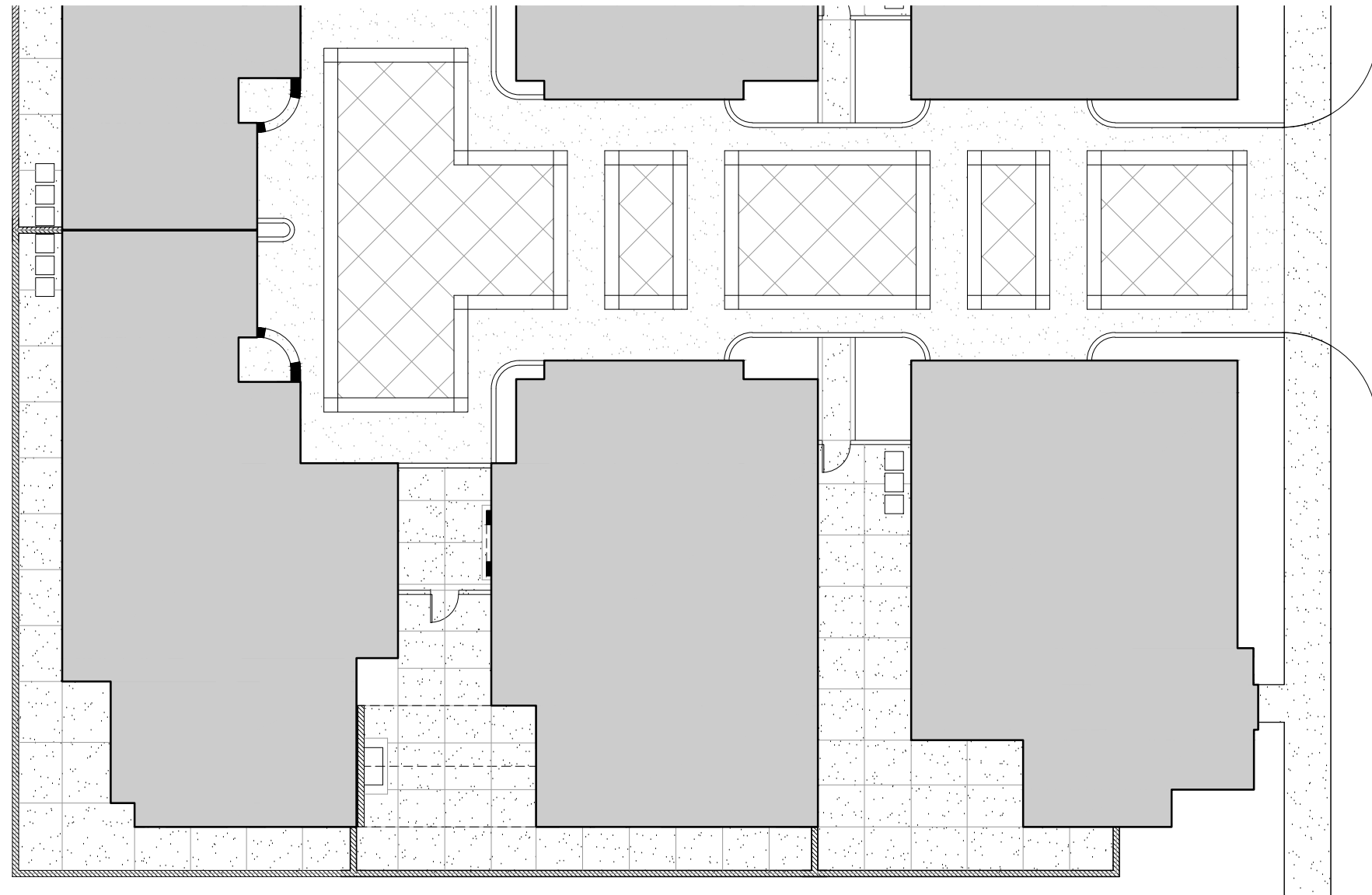
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APPLICANT / DEVELOPER
 BROOKFIELD HOMES
 3200 PARK CENTER DRIVE,
 SUITE 1000
 COSTA MESA, CA 92626

PLAN C
 SPANISH

PLAN B
 MONTEREY

PLAN A-ALT
 ITALIAN

ARCHITECT
 WITHEE MALCOLM ARCHITECTS, LLP
 2251 W. 190TH STREET
 TORRANCE, CA 90504

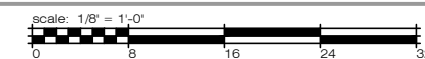


FIVE KNOLLS

6 CLUSTER SIDE 1 ELEVATION

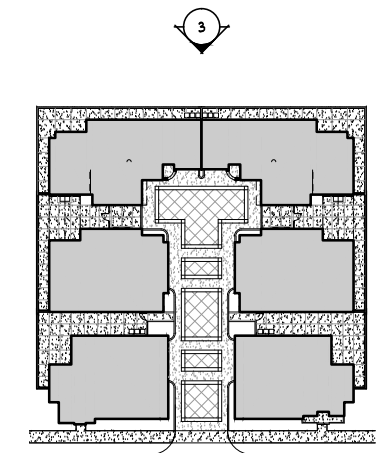
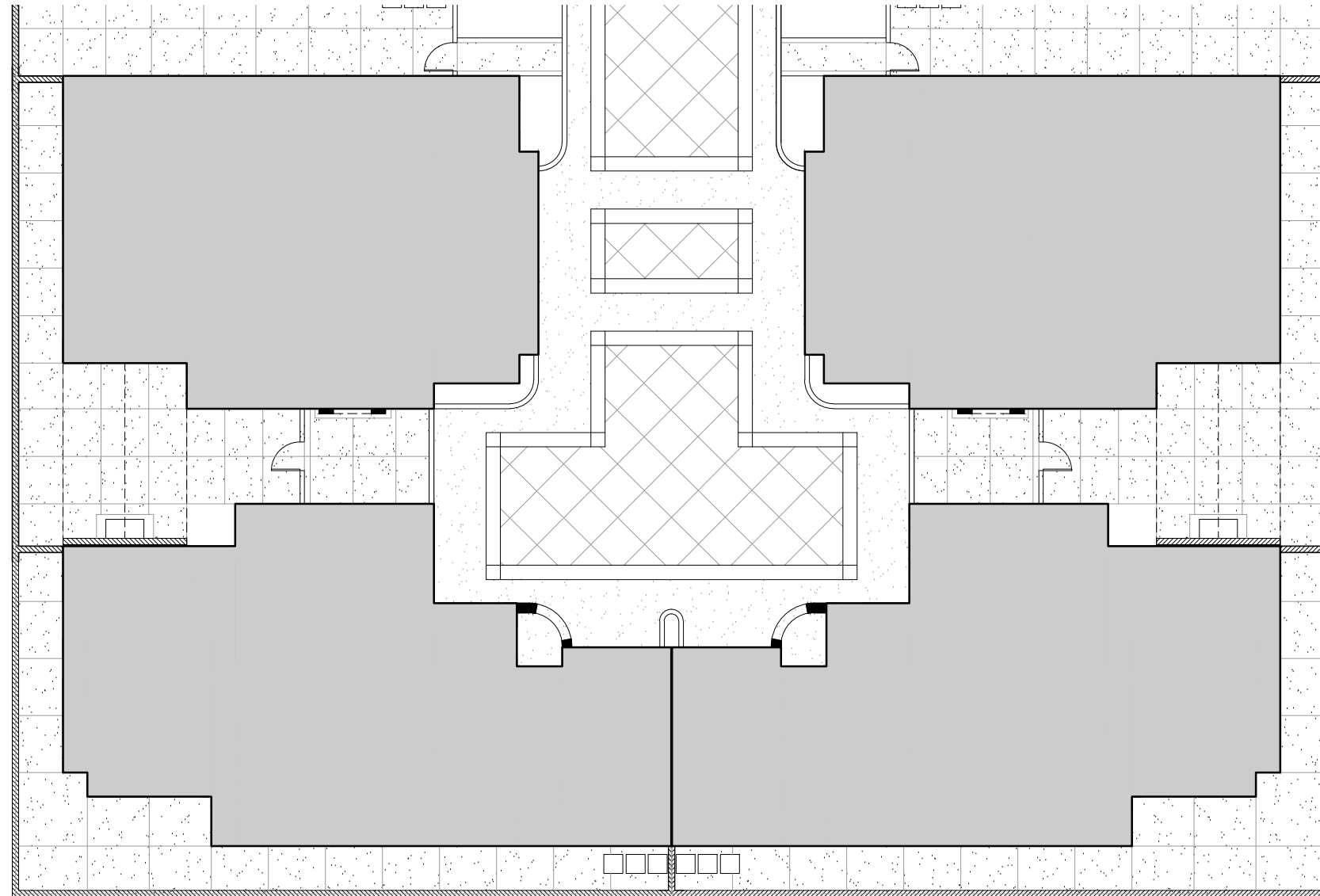
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APPLICANT / DEVELOPER
 BROOKFIELD HOMES
 3200 PARK CENTER DRIVE,
 SUITE 1000
 COSTA MESA, CA 92626

PLAN C-ALT
 SPANISH

PLAN C
 ITALIAN

ARCHITECT
 WITHEE MALCOLM ARCHITECTS, LLP
 2251 W. 190TH STREET
 TORRANCE, CA 90504

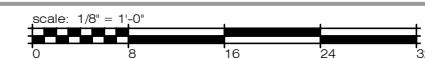


FIVE KNOLLS

6 CLUSTER BACK ELEVATION

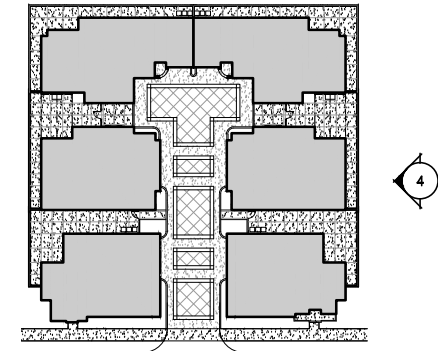
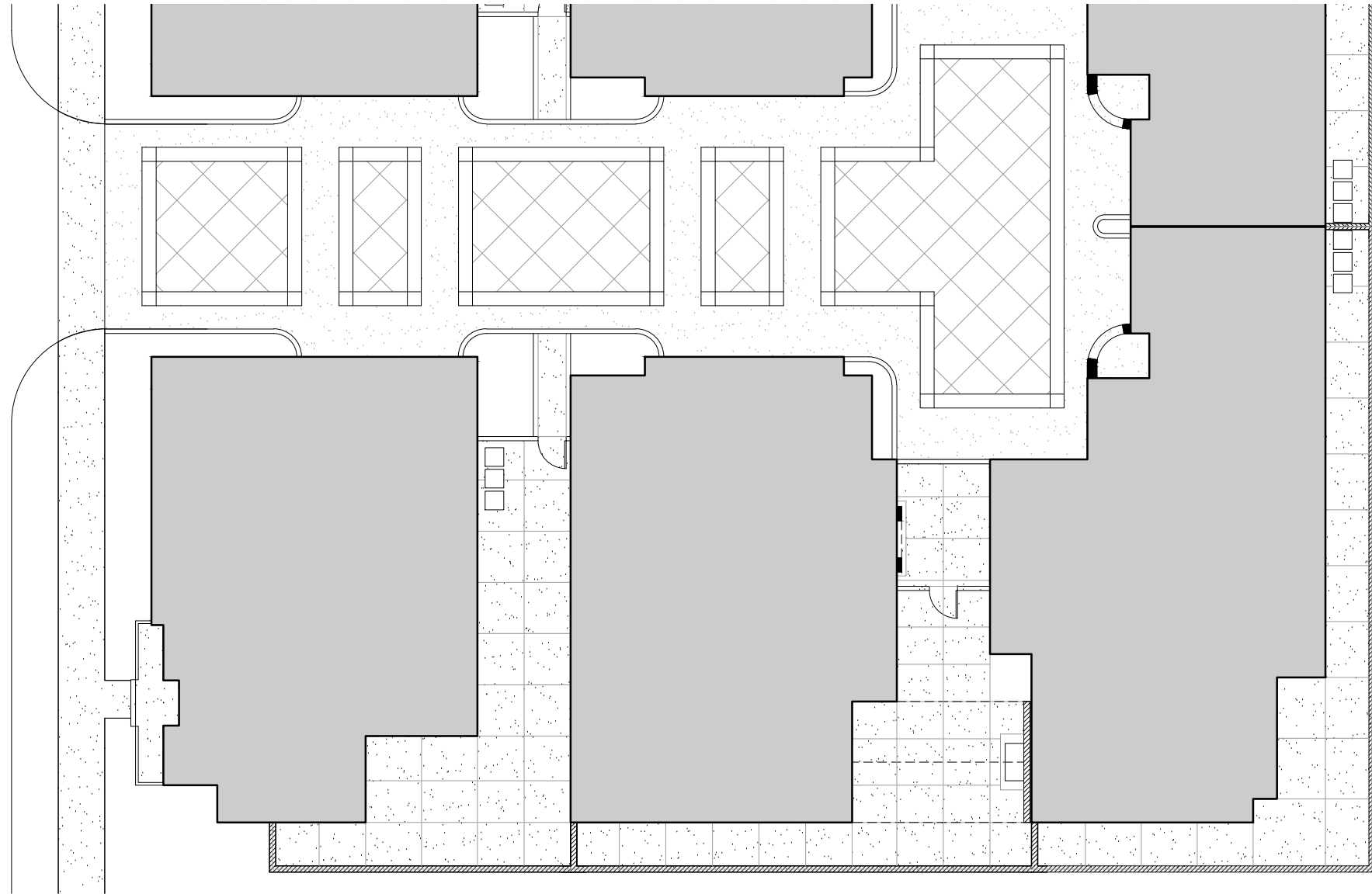
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PLAN A
MONTEREY

PLAN B-ALT
SPANISH

PLAN C-ALT
SPANISH

ARCHITECT
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2251 W. 190TH STREET
TORRANCE, CA 90504

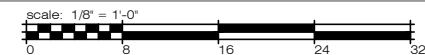
APPLICANT / DEVELOPER
BROOKFIELD HOMES
3200 PARK CENTER DRIVE,
SUITE 1000
COSTA MESA, CA 92626

FIVE KNOLLS

6 CLUSTER SIDE 2 ELEVATION

LOT 127, 128 & 129, VTTM 60258

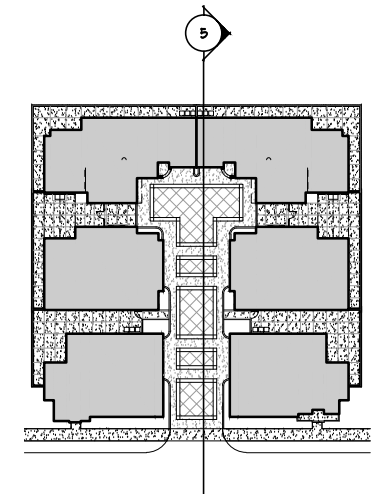
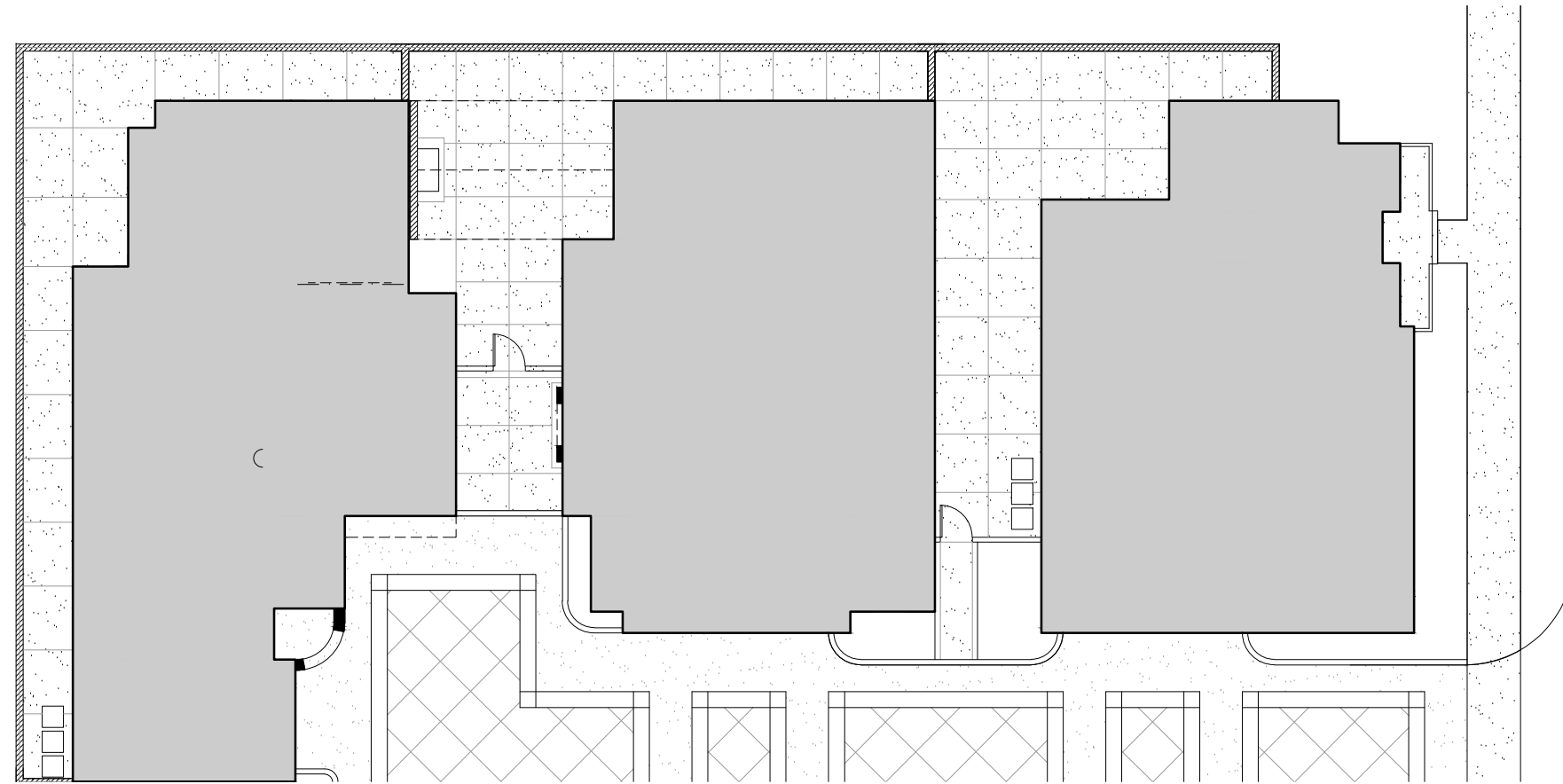
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DATE: May 27, 2015
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SD-13



T.O.W. @ 6'-0"

PLAN C-ALT
SPANISH

PLAN B-ALT
SPANISH

PLAN A
MONTEREY

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2251 W. 190TH STREET
TORRANCE, CA 90504



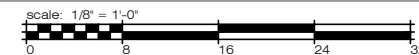
APPLICANT / DEVELOPER
BROOKFIELD HOMES
3200 PARK CENTER DRIVE,
SUITE 1000
COSTA MESA, CA 92626

FIVE KNOLLS

6 CLUSTER INTERIOR STREET ELEVATION

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DATE: May 27, 2015
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SD-14

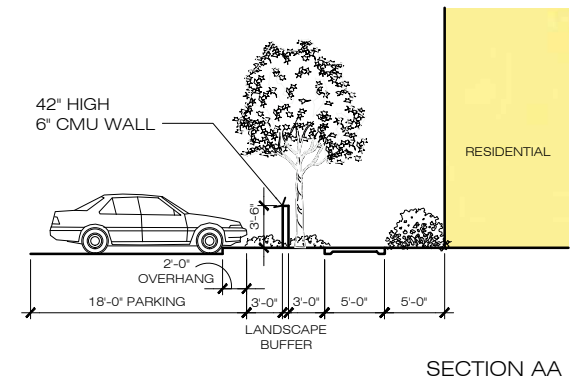
LEGEND

- (T) TRASH CONTAINER
- (A) ADA ACCESSIBLE STALL
9'-0" x 18'-0" TYP. w/ 5'-0" ACCESS AISLE
- (AV) ADA VAN ACCESSIBLE STALL
12'-0" x 18'-0" TYP. w/ 5'-0" ACCESS AISLE
- (G) SHADE GAZEBO W/ SEATING
- END AISLE w/ 36" BOX TREE
- BIKE RACK
- TREE WELL w/ 24" BOX TREE
- HATCH INDICATES SECOND FLOOR ABOVE
- SENIOR RESIDENCE GUEST STALLS



PARKING COUNT:

YMCA / SENIOR CENTER SHARED PARKING	380 SPACES
SCV SECURE PARKING	24 SPACES
TOTAL YMCA / SENIOR CTR.	404 SPACES
RESIDENTIAL GUEST RESIDENTIAL (GARAGE)	82 SPACES
RESIDENTIAL (GARAGE)	308 SPACES
TOTAL RESIDENTIAL	390 SPACES
TOTAL COMMUNITY PARKING	794 SPACES



APPLICANT / DEVELOPER
 BROOKFIELD HOMES
 3200 PARK CENTER DRIVE,
 SUITE 1000
 COSTA MESA, CA 92626

60" HIGH WALL W/ TRELLIS
 42" CMU WALL



ARCHITECT
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 TORRANCE, CA 90504

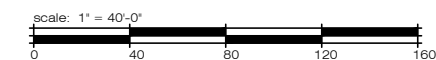


FIVE KNOLLS

YIELD SITE PLAN

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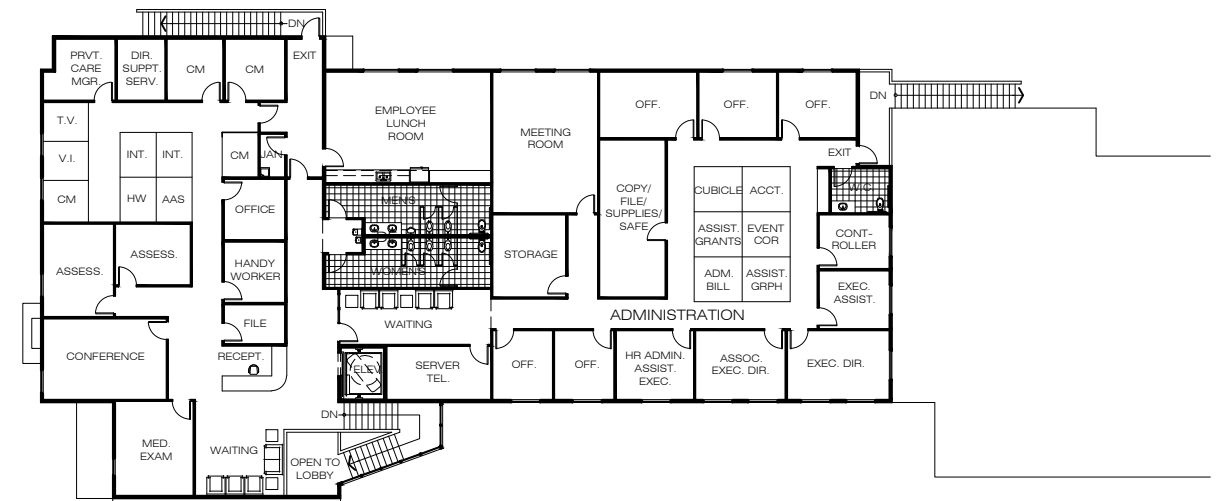


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ground floor plan
21,860 SF



second floor plan
8,540 SF

total area gross
30,400 SF

APPLICANT / DEVELOPER
BROOKFIELD HOMES
3200 PARK CENTER DRIVE,
SUITE 1000
COSTA MESA, CA 92626



ARCHITECT
WITHEE MALCOLM ARCHITECTS, LLP
2251 W. 190TH STREET
TORRANCE, CA 90504



FIVE KNOLLS - SENIOR CENTER

SENIOR CENTER FLOOR PLANS

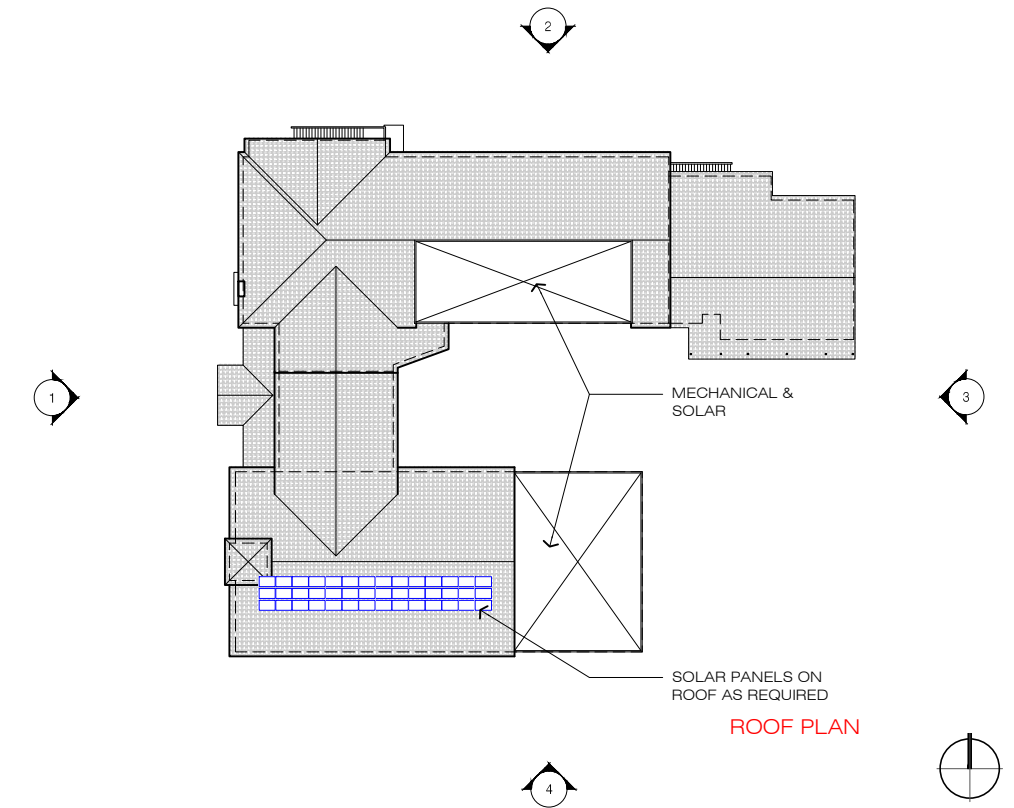
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SD-16



APPLICANT / DEVELOPER
 BROOKFIELD HOMES
 3200 PARK CENTER DRIVE,
 SUITE 1000
 COSTA MESA, CA 92626

ARCHITECT
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 2251 W. 190TH STREET
 TORRANCE, CA 90504



FIVE KNOLLS - SENIOR CENTER

SENIOR BUILDING ELEVATIONS

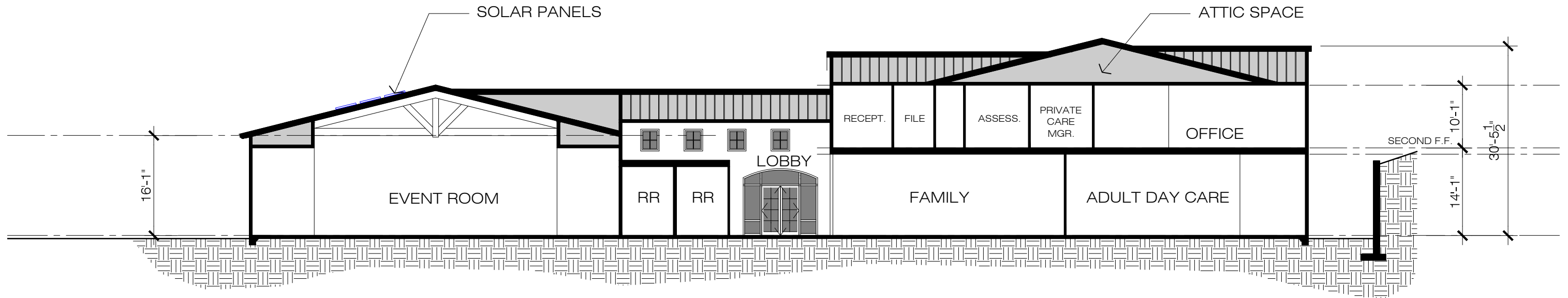
LOT 127, 128 & 129, VTTM 60258

SANTA CLARITA, CA

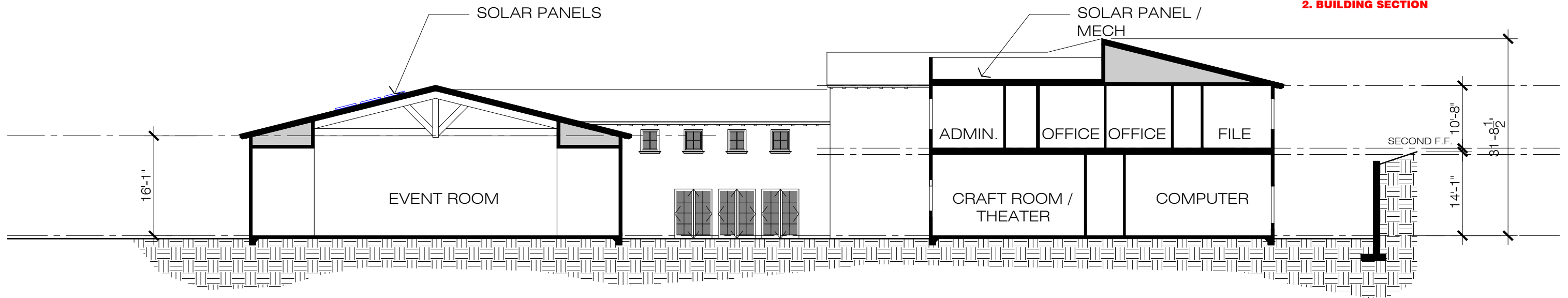


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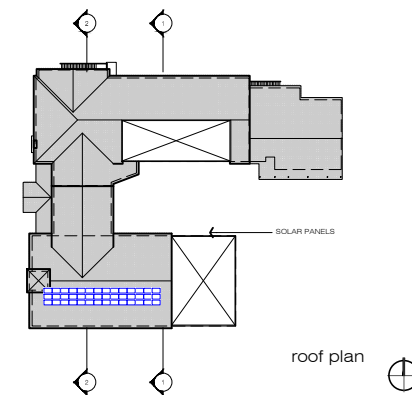
SD-17A



2. BUILDING SECTION



1. BUILDING SECTION



APPLICANT / DEVELOPER
 BROOKFIELD HOMES
 3200 PARK CENTER DRIVE,
 SUITE 1000
 COSTA MESA, CA 92626

ARCHITECT
 WITHEE MALCOLM ARCHITECTS, LLP
 2251 W. 190TH STREET
 TORRANCE, CA 90504



FIVE KNOLLS - SENIOR CENTER

SENIOR BUILDING SECTIONS

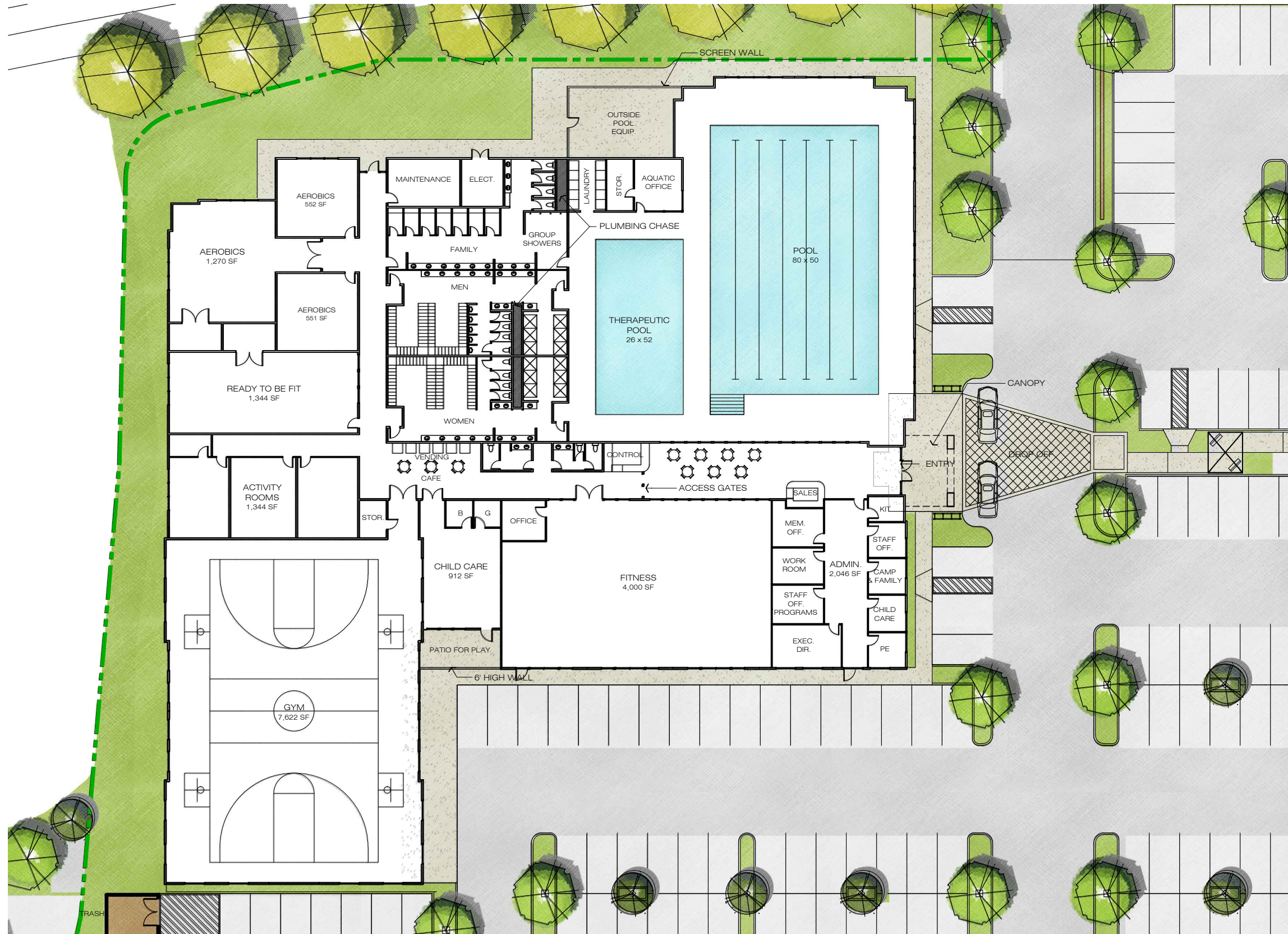
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SD-17B



ground floor plan
39,109 SF



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TORRANCE, CA 90504



APPLICANT / DEVELOPER
BROOKFIELD HOMES
3200 PARK CENTER DRIVE,
SUITE 1000
COSTA MESA, CA 92626

FIVE KNOLLS

YMCA BUILDING FLOOR PLANS

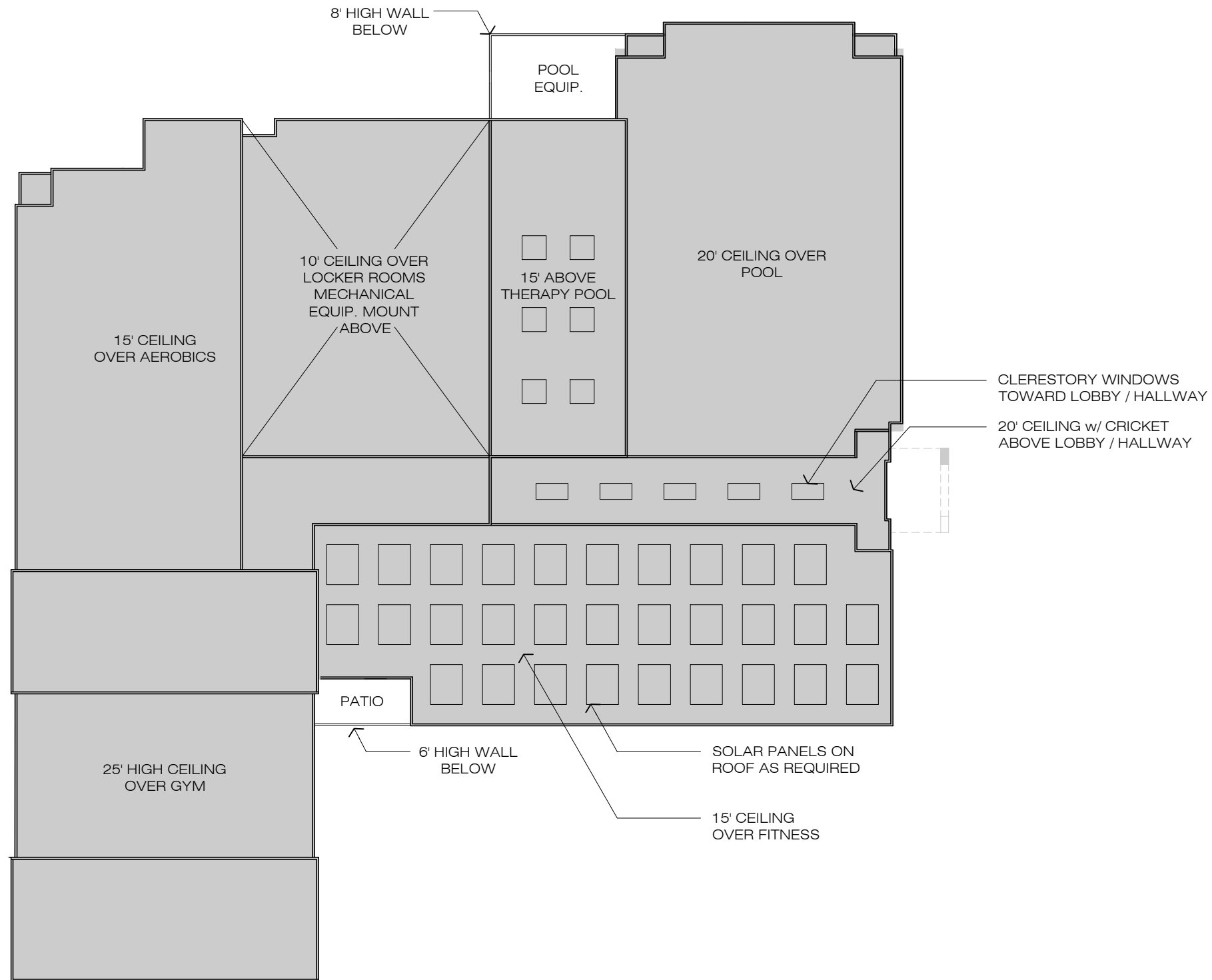
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APPLICANT / DEVELOPER
 BROOKFIELD HOMES
 3200 PARK CENTER DRIVE,
 SUITE 1000
 COSTA MESA, CA 92626



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 2251 W. 190TH STREET
 TORRANCE, CA 90504



FIVE KNOLLS

YMCA BUILDING CONCEPTUAL ROOF PLAN

LOT 127, 128 & 129, VTTM 60258

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 DATE: May 27, 2015
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SD-19



VIEW AT ENTRANCE (EAST ELEVATION)



VIEW AT GOLDEN VALLEY ROAD (NORTHEAST ELEVATION)



VIEW AT SOUTH GYM AND FITNESS (SOUTH ELEVATION)



VIEW AT ENTRANCE AND FITNESS (SOUTHEAST ELEVATION)

APPLICANT / DEVELOPER
 BROOKFIELD HOMES
 3200 PARK CENTER DRIVE,
 SUITE 1000
 COSTA MESA, CA 92626

ARCHITECT
 WITHEE MALCOLM ARCHITECTS, LLP
 2251 W. 190TH STREET
 TORRANCE, CA 90504

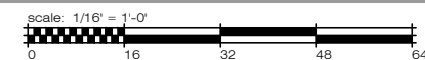


FIVE KNOLLS

YMCA BUILDING CONCEPTUAL ELEVATIONS

LOT 127, 128 & 129, VTTM 60258

SANTA CLARITA, CA



JOB NO. E3066.200
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VIEW AT GOLDEN VALLEY ROAD (NORTHWEST ELEVATION)



VIEW AT GYM (SOUTHWEST ELEVATION)



VIEW AT GOLDEN VALLEY ROAD (NORTH ELEVATION)

APPLICANT / DEVELOPER
 BROOKFIELD HOMES
 3200 PARK CENTER DRIVE,
 SUITE 1000
 COSTA MESA, CA 92626

ARCHITECT
 WITHEE MALCOLM ARCHITECTS, LLP
 2251 W. 190TH STREET
 TORRANCE, CA 90504



FIVE KNOLLS

YMCA BUILDING CONCEPTUAL ELEVATIONS

LOT 127, 128 & 129, VTTM 60258

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JOB NO. E3066.200
 DATE: May 27, 2015
 PRINTED: May 27, 2015



Stantec Consulting Services Inc.
38 Technology Drive, Suite 100, Irvine CA 92618-5312

November 5, 2014
File: 2073006940

Attention: Rick Doremus

Synergy Land
14055 Tahiti Way, Suite 303
Marina Del Rey, CA 90292

Dear Mr. Doremus,

Reference: Five Knolls YMCA and Senior Center Shared Parking Analysis

The proposed Five Knolls YMCA and Senior Center, located on Golden Valley Road, would share a parking lot. This letter summarizes the parking requirements for both the proposed YMCA and the proposed Senior Center, and evaluates whether sufficient parking will be provided for the combined demand for both facilities.

YMCA Parking Needs

Information on the parking demand for the proposed YMCA was provided by YMCA officials. The YMCA is open from 5:00 AM to 10:00 PM. Approximately 1,300 people per day would attend the YMCA, and staff would consist of approximately 40 people. It was assumed that the average vehicle occupancy is 1.0 person per vehicle, and that the average parking duration is 2 hours. Data on hourly attendance at a similar YMCA facility in Porter Ranch, which is similar in size to the proposed facility, was provided, and from that data assumptions about the hourly parking demand were determined. The hourly attendance data indicates that Monday through Wednesday are the busiest days for the YMCA. Hourly data for those 3 days were averaged to obtain an average hourly variation in parking demand for the YMCA. Based on the hourly parking demand, the peak parking demand for the YMCA is 254 vehicles, which occurs between 4:00 PM and 5:00 PM. A secondary peak parking demand of 253 vehicles occurs between 9:00 AM and 10:00 AM.

Based on these assumptions, the proposed YMCA would require a total of 254 parking spaces at its peak demand time.

Senior Center Parking Needs

The Senior Center is open from 9:00 AM to 5:00 PM. Staff of the Senior Center would consist of approximately 27 full-time staff, 20 part-time staff, and 55 volunteers, with a total of approximately 60 per day. Vehicles used by the Senior Center and parked on-site consist of 8 buses (requiring 2 parking spaces each), 15 meal delivery vans, and 4 home repair trucks. The buses and home repair trucks are assumed to be circulating through the communities throughout the day and



Reference: Five Knolls YMCA and Senior Center Shared Parking Analysis

would not require parking spaces during the hours of operation of the Senior Center. The meal delivery vans would be parked on-site except during the 11:00 AM – 1:00 PM period when they would be off-site delivering meals.

The Senior Center would be attended by approximately 600 people per day, and approximately 50 percent arrive by public or private bus service. Approximately 200 people attend the lunch service which is served from 11:30 AM to 1:30 PM. The remaining 400 people arrive in the morning before lunch is served or in the afternoon after the lunch service.

The hourly parking demand of the existing Senior Center was counted from 8:00 AM to 5:00 PM during 5 weekdays in October 2014. The busiest day during the count collection period was on Monday. The Monday parking demand was used to estimate the hourly parking demand for the proposed Senior Center. The proposed Senior Center would be approximately twice the square footage of the existing Senior Center; however, the demand at the new Senior Center is not expected to double from the existing Senior Center. The proposed Senior Center is not planning an appreciable increase in the staff which indicates that a large increase in the amount of patrons is not expected. An increase of 50 percent in the parking demand for the Senior Center was projected as a conservatively high estimate based on a general increase in the population in the region.

Based on a 50 percent increase in the existing hourly parking demand for the Senior Center, the peak parking demand for the Senior Center is 195 vehicles (130 vehicles x 1.50 = 195 vehicles) and occurs between 11:00 AM and 12:00 PM during the lunch service.

The Senior Center would require a total of 195 spaces at its peak demand time based on the assumptions outlined here.

Shared Parking Demand

The two facilities have different hourly parking demands; therefore, fewer spaces than the total of the two peak demands would be sufficient to accommodate the overall parking demand. In addition, there would be seniors who would use both facilities during one visit. These users would require only one parking space for both facilities. Also, there would be residents from the adjacent senior housing development who would walk to the YMCA or Senior Center. There are 154 units in the adjacent housing development, and approximately 130 units are within 1,000 feet of the proposed facilities. Active seniors could walk to the YMCA/Senior Center facilities from the senior housing development. Estimates of 7 percent seniors using both the YMCA and the Senior Center in one trip and 1 percent users who to walk to the site were applied to the shared parking calculations.

Table 1 summarizes the hourly fluctuation in parking demand for the proposed YMCA and Senior Center. As this table shows, the total peak parking demand would occur between 9:00 AM and 12:00 PM and between 3:00 PM and 5:00 PM when over 300 vehicles would be on-site. This includes the Senior Center shuttle buses (requiring 2 spaces each), meal delivery vehicles, and



November 5, 2014
Rick Doremus
Page 3 of 5

Reference: Five Knolls YMCA and Senior Center Shared Parking Analysis

home repair trucks which would park overnight on the site. The peak parking demand is approximately 374 vehicles and occurs between 4:00 PM and 5:00 PM. A 5 percent turnover factor is applied to ensure that empty spaces are available to avoid drivers circling the parking lot searching for the last available parking space during the peak demand; therefore, a total of 393 parking spaces would be required.

City Parking Rates

The amount of parking required based on application of the City's parking rates in the Unified Development Code to the proposed project was estimated for comparison with the recommended number of parking spaces. The Health and Fitness Club rates were applied to the proposed YMCA, and the Community Centers rates were applied to the proposed Senior Center. Table 2 summarizes the amount of parking required based on the City parking rates. As this table shows, the proposed YMCA and Senior Center would require a total of 391 spaces based on the City parking rates. This total does not take into account shared parking between the two facilities, nor people who attend both facilities during one visit and therefore only need one parking space.

Conclusions

The peak parking demand based on the expected hourly parking demand for the two facilities is 393 spaces. Parking provided for 393 vehicles would be sufficient to accommodate the expected peak parking demand.

Sincerely,

STANTEC CONSULTING SERVICES INC.

Cathy Lawrence, PE
Phone: (949) 923-6064
Cathy.Lawrence@stantec.com

Attachment: Table 1 YMCA/Senior Center Hourly Parking Demand Summary
Table 2 City Parking Rates and Parking Spaces Summary

c. Daryl Zerfass

cal v:\2073\active\2073006940\report\let_ymca_srctr_shared_parking.docx



Table 1 YMCA/Senior Center Hourly Parking Demand Summary

Time of Day	YMCA Vehicles	Senior Center Vehicles	Sub-Total	Internal Capture (7%)	Adjacent Neighborhood Capture (1%)	Total Vehicles
5:00 – 6:00 AM	76	31	107	-7	-1	99
6:00 – 7:00 AM	121	31	152	-11	-2	139
7:00 – 8:00 AM	124	28	152	-11	-2	139
8:00 – 9:00 AM	208	63	271	-19	-3	249
9:00 – 10:00 AM	253	135	388	-27	-4	357
10:00 – 11:00 AM	231	149	380	-27	-4	349
11:00 – 12:00 PM	185	195	380	-27	-4	349
12:00 – 1:00 PM	135	182	317	-22	-3	292
1:00 – 2:00 PM	111	176	287	-20	-3	264
2:00 – 3:00 PM	91	176	267	-19	-3	245
3:00 – 4:00 PM	159	168	327	-23	-3	301
4:00 – 5:00 PM	254	152	406	-28	-4	374
5:00 – 6:00 PM	251	69	320	-22	-3	295
6:00 – 7:00 PM	230	31	261	-18	-3	240
7:00 – 8:00 PM	209	31	240	-17	-2	221
8:00 – 9:00 PM	133	31	164	-11	-2	151
9:00 – 10:00 PM	57	31	88	-6	-1	81
Maximum Parking Demand						374
Turnover Spaces (5%)						19
TOTAL SHARED PARKING						393



November 5, 2014
Rick Doremus
Page 5 of 5

Reference: Five Knolls YMCA and Senior Center Shared Parking Analysis

Table 2 City Parking Rates and Parking Spaces Summary

Land Use (Unified Development Code Category)	Square Feet	Rate	Spaces
YMCA (Health and Fitness Club, Section 17.43.010, Type 18e(3))			
Weight Room/Pool Area	9,352 sf	1 sp/150 sf	63
Aerobic/Martial Arts Instruction Area	5,061 sf	1 sp/60 sf	85
Other (Courts, Locker Rooms, etc.)	24,779 sf	1 sp/250 sf	100
YMCA Total	39,192 sf		248
Senior Center (Community Center, Section 17.45.010, Type 1c)			
Activity Area	16,485 sf	1 sp/200 sf	83
Office (Remaining Non-Activity Areas)	14,815 sf	1 sp/250 sf	60
Senior Center Total	31,300 sf		143
TOTAL			391
Recommended Number of Parking Spaces (see Table 1)			393



CITY OF SANTA CLARITA
COMMUNITY DEVELOPMENT DEPARTMENT
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

NOTICE OF PUBLIC HEARING

APPLICATION: Master Case No. 15-034
Tentative Tract Map Revision 060258, Conditional Use Permit 15-001, and
Development Review 15-004

PROJECT APPLICANT: Ermine Street, LLC

PROJECT LOCATION: The proposed project is located at the westerly extension of Ermine Street, north of the Santa Clara River and Soledad Canyon Road, south of the intersection of Golden Valley Road and Plum Canyon Road. More specifically, the project site is located on the south side of the future extension of Golden Valley Road at Five Knolls Drive. (APN: 2801-001-005, -023, -024, -025, -026, 2805-001-001, -009, -011, 023, and 2812-009-003)

PROJECT DESCRIPTION: This applicant is requesting approval to revise Tentative Tract Map 060258 to include 154 age-restricted single-family, detached condominiums, a new Senior Center, and an expansion to the YMCA building approved with Master Case 03-358 on approximately 23 acres.

ENVIRONMENTAL REVIEW: An Addendum to the Certified Environmental Impact Report (EIR) for the Keystone Project (Master Case 03-358) has been prepared for this proposed project and is available for a public review at the City of Santa Clarita Community Development Department located in the City Hall Building at 23920 Valencia Boulevard, Suite 140, Santa Clarita, CA 91355.

The City of Santa Clarita Planning Commission will conduct a public hearing on this matter on the following date:

DATE: Tuesday, June 2, 2015
TIME: At or after 6:00 p.m.
LOCATION: City Hall, Council Chambers
23920 Valencia Blvd., First Floor
Santa Clarita, CA 91355

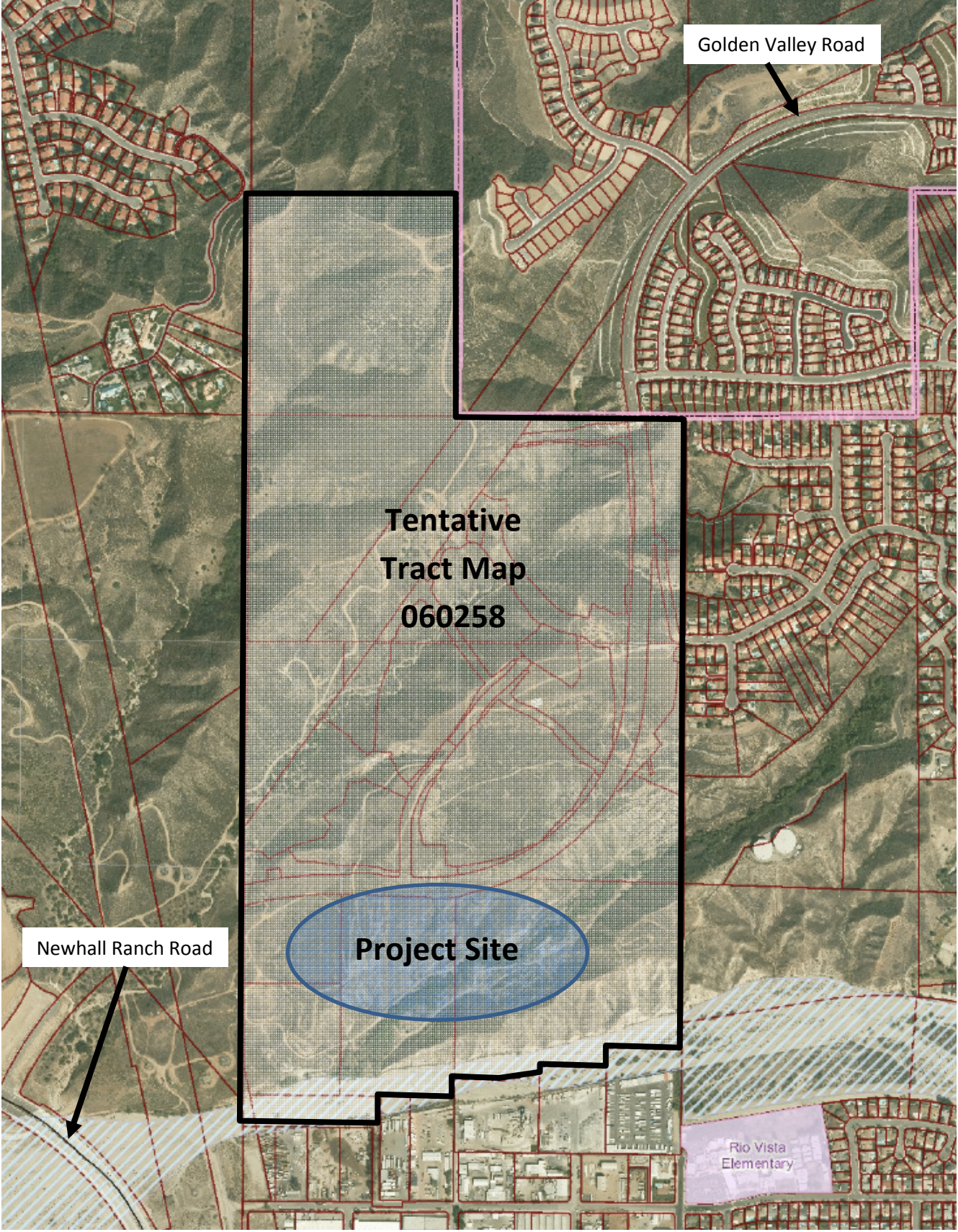
If you wish to challenge the action taken on this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearings described in this notice, or written correspondence delivered to the City of Santa Clarita at, or prior to, the public hearings. If you wish to have written comments included in the materials the Planning Commission receives prior to the public hearing, it must be submitted to the Community Development Department by Friday, May 22, 2015.

For further information regarding this proposal, you may contact the project planner at the City of Santa Clarita, Permit Center, 23920 Valencia Blvd., Suite 140, Santa Clarita, CA 91355. Telephone: (661) 255-4330. Website: www.santa-clarita.com/planning. Send written correspondence to: 23920 Valencia Blvd., Suite 302, Santa Clarita, CA 91355. Project Planner: Patrick Leclair, Associate Planner, pleclair@santa-clarita.com.

Jeff W. Hogan, AICP
Planning Manager


Posted: Santa Clarita City Hall Permit Center, Santa Clarita Public Library (Valencia Branch)
Published: The Signal, May 12, 2015

Vicinity Map



CITY OF SANTA CLARITA
INTEROFFICE MEMORANDUM

TO: Mayor McLean and Members of the City Council

FROM: Kenneth W. Striplin, City Manager 

DATE: May 14, 2015

SUBJECT: CONDITIONAL USE PERMIT NOTIFICATION: MASTER CASE 15-034
CONDITIONAL USE PERMIT 15-001: REVISION TO FIVE KNOLLS
PROJECT

As required by Section 17.06.110 of the Unified Development Code (UDC), the City Council shall be included in the notification for any application of a Conditional Use Permit (CUP). This memo shall serve as notification for Master Case 15-034 for a new Senior Center, an expansion to the previously approved YMCA, and 154 age-restricted single-family detached condominiums proposed in the Five Knolls Project.

Project Description

On February 19, 2015, Ermine Street, LLC, (applicant) submitted for a Conditional Use Permit (CUP 15-001), revision to Tentative Tract Map (TTM 060258), and a Development Review (DR 15-004) to revise the approval for the Five Knolls (formerly "The Keystone") development. The proposal is for property located on the south side of Golden Valley Road and includes:

- 1) an expansion to the previously approved YMCA from just over 30,000 square feet to approximately 39,000 square feet;
- 2) a new 30,400 square-foot senior center; and
- 3) a revision to the Tentative Tract Map for the Five Knolls project to create 154 age-restricted, single-family, detached condominiums.

An addendum to the Environmental Impact Report certified by the City Council in 2006 has been prepared for this project in accordance with the California Environmental Quality Act.

Planning Commission

The project will be considered by the Planning Commission on June 2, 2015. Following the Planning Commission hearing, the project will be presented to the City Council for consideration.

Please contact me if you have any questions.

KS:PAL:cf

S:\CD\PLANNING DIVISION\CURRENT\2015\15-034 (5 Knolls - Senior Center)\CC Notice Memo.doc

Attachment

cc: Leadership Team



CITY OF SANTA CLARITA
COMMUNITY DEVELOPMENT DEPARTMENT
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

NOTICE OF PUBLIC HEARING

APPLICATION: Master Case No. 15-034
Tentative Tract Map Revision 060258, Conditional Use Permit 15-001, and
Development Review 15-004

PROJECT APPLICANT: Ermine Street, LLC

PROJECT LOCATION: The proposed project is located at the westerly extension of Ermine Street, north of the Santa Clara River and Soledad Canyon Road, south of the intersection of Golden Valley Road and Plum Canyon Road. More specifically, the project site is located on the south side of the future extension of Golden Valley Road at Five Knolls Drive. (APN: 2801-001-005, -023, -024, -025, -026, 2805-001-001, -009, -011, 023, and 2812-009-003)

PROJECT DESCRIPTION: This applicant is requesting approval to revise Tentative Tract Map 060258 to include 154 age-restricted single-family, detached condominiums, a new Senior Center, and an expansion to the YMCA building approved with Master Case 03-358 on approximately 23 acres.

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The City of Santa Clarita Planning Commission will conduct a public hearing on this matter on the following date:

DATE: Tuesday, June 2, 2015
TIME: At or after 6:00 p.m.
LOCATION: City Hall, Council Chambers
23920 Valencia Blvd., First Floor
Santa Clarita, CA 91355

If you wish to challenge the action taken on this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearings described in this notice, or written correspondence delivered to the City of Santa Clarita at, or prior to, the public hearings. If you wish to have written comments included in the materials the Planning Commission receives prior to the public hearing, it must be submitted to the Community Development Department by Friday, May 22, 2015.

For further information regarding this proposal, you may contact the project planner at the City of Santa Clarita, Permit Center, 23920 Valencia Blvd., Suite 140, Santa Clarita, CA 91355. Telephone: (661) 255-4330. Website: www.santa-clarita.com/planning. Send written correspondence to: 23920 Valencia Blvd., Suite 302, Santa Clarita, CA 91355. Project Planner: Patrick Leclair, Associate Planner, pleclair@santa-clarita.com.

Jeff W. Hogan, AICP
Planning Manager

Posted: Santa Clarita City Hall Permit Center, Santa Clarita Public Library (Valencia Branch)
Published: The Signal, May 12, 2015



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ARCHITECT
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 2251 W. 190TH STREET
 TORRANCE, CA 90504



FIVE KNOLLS
 LOT 127, 128 & 129, VTTM 60258 SANTA CLARITA, CA

OVERALL PLAN EXHIBIT
 JOB NO. 180808-02
 DATE November 21, 2014
 PRINTED February 03, 2015
SD-02

Five Knolls Addendum

Synergy, a Land + Development Company
14055 Tahiti Way, Suite 303
Marina del Rey, California 90292

Prepared for:

City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, California 91355-2196

Prepared By:

Tebo Environmental Consulting, Inc.
300 E. Esplanade Drive, Suite 1660
Oxnard, CA 93036

May 2015



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1. Introduction

Summary

This is an Addendum to the Final Environmental Impact Report (Final EIR) for the Keystone Project, which was approved on April 25, 2006, along with an Environmental Impact Report that was certified on April 25, 2006 (“previously approved project”). As discussed further in Section 2, the Previously Approved Project included a junior high school and other uses in the area south of Golden Valley Road. However, the School District does not need or want the junior high school, as construction of the Castaic High School is a higher priority. At the same time, the Santa Clarita Valley Committee on Aging released a needs assessment that current senior center facilities are inadequate. Thus, the proposed project modification would remove the junior high school use and replace it with 154 senior residential units and an approximately 30,400-square-foot senior center. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet.

This introduction describes the background of the planning and environmental review process conducted by the City of Santa Clarita for the Keystone Project and the purpose and organization of this Addendum, which assesses the potential environmental effects of changes to the project that would result from the removal of the junior high school and the addition of 154 senior residential units along with the construction of an approximately 30,400-square-foot senior center. The associated recreational facilities previously approved would remain unchanged.

Purpose of an Addendum

When a Final EIR has been certified for a project, the California Environmental Quality Act (CEQA) and the CEQA Guidelines define the standards and procedure for additional environmental review. Sections 15162 through 15164 of the CEQA Guidelines define the standards for determining the level of additional environmental review required when an EIR has been certified for a project.

When it can be determined that the proposed changes to the project, the changed circumstances, or new information would not result in the identification of new significant impacts, and there has been no substantial increase in the severity of significant impacts identified in the Certified EIR, an Addendum to an EIR may be prepared. Public review of an Addendum is not required by CEQA. If new significant impacts or a substantial increase in the severity of significant impacts identified in the previous EIR would result, then preparation and circulation of a Subsequent or Supplemental EIR for additional public review is required. This Addendum to the certified Keystone Project Final EIR has been prepared for the following reasons:

1. No substantial changes are proposed in the project that will require major revisions of the previous EIR due to the occurrence of new significant effects or a substantial increase in the severity of previously identified significant impacts.
2. No substantial changes in circumstances under which the project is undertaken will occur that will require major revisions of the previous EIR due to the occurrence of new significant environmental effects or a substantial increase in the severity of previously identified effects.

3. No new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was prepared, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR.
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR.
 - c. Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives.
 - d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measures or alternatives. The analysis of the revised site plan and housing mix contained in this Addendum supports the conclusion that changes to the previously approved Keystone Project will not result in any new significant impacts, or any substantial increase in the severity of the significant impacts identified in the Certified EIR for the Keystone Project. Additionally, no new information of substantial importance has been identified that indicates that the change from the addition of senior housing units and a senior center would result in any new significant impacts or any substantial increase in the severity of the significant impacts identified in the certified Keystone Project Final EIR.

This Addendum provides an update with respect to the change in types of uses to the south of Golden Valley Road (i.e., eliminating the junior high school and replacing it with 154 senior housing units and a senior center) and presents a comparison of the environmental impacts of this proposal with the impacts identified in the certified Final EIR. Table 1-1 – Comparison of Proposed Keystone Project and Approved Keystone Project Uses depicts the numerical changes in the proposed project analyzed in the Certified EIR and that which was ultimately approved by the City Council on April 25, 2006.

Table 1-1 – Comparison of Proposed Keystone Project and Approved Keystone Project Uses

	Proposed Keystone Project	Approved Keystone Project
Residential Units		
Single-family	96 units	96 units
Multi-family condominiums	667 units	--
Multi-family apartments	216 units	--
Detached single-family residential	–	223 units
For sale townhomes	–	180 units
Educational		
Junior high school	–	–
Recreation		
YMCA/Parking	–	–

For each environmental topic addressed in the original EIR, this Addendum provides a summary of impacts identified in the certified Final EIR, followed by an analysis of the change in residential type and number of units. These impacts are then compared with the impacts identified in the certified Final EIR. Where appropriate, the City's General Plan is also referenced.

Following this introduction, this Addendum describes the background of the Keystone Project, and provides an updated project description section outlining the proposed changes to the project. The updated environmental analysis follows the project description section.

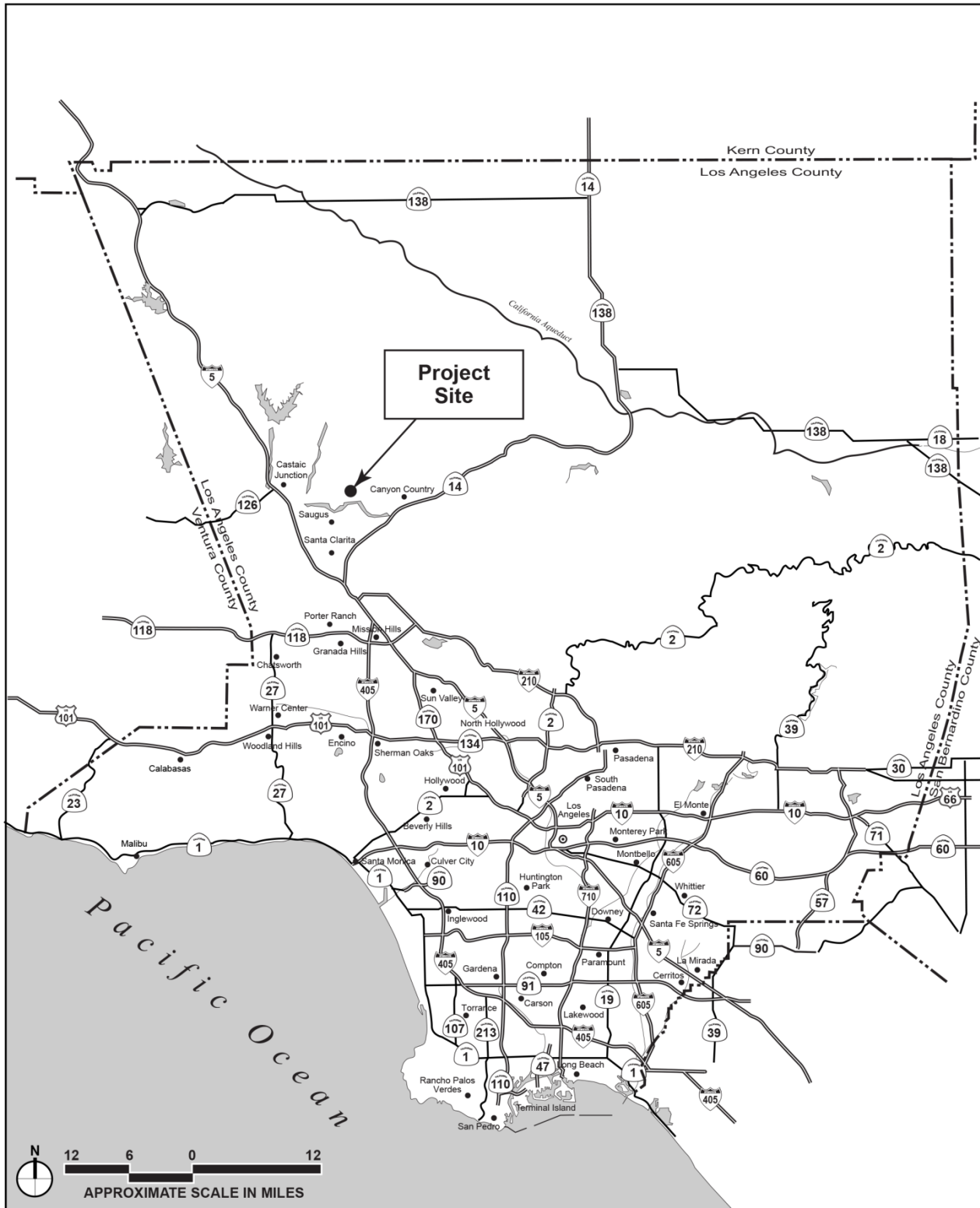
Background

The Keystone Project (referred to herein as the “previously approved project”) is located in the City of Santa Clarita, which is located approximately 35 miles north of downtown Los Angeles between the Interstate 5 (I-5) and State Route 14 (SR-14), as shown in Figure 1-1 – Regional Location Map. As shown in Figure 1-2 – Project Vicinity Map, the approximately 246-acre project site is bordered on the east at the westerly extension of Ermine Street and northwest by existing residential neighborhoods, and by residential/commercial development to the southwest and residential development to the north. The Santa Clara River is located to the south with industrial facilities along the southern bank.

History of the Project

In July 2005, a Draft EIR was prepared for the Keystone Project. The Draft EIR analyzed the project, which at that time consisted of the subdivision of the site into 132 lots for a mix of residential (single-family and multi-family), recreational, educational, a YMCA facility, and open space uses. The project specifically included construction of 979 dwelling units that consists of 96 single-family lots, 216 multi-family apartment units, and 667 townhouse units and finished (graded) lots for a 1,200- to 1,600-student and 70-faculty/staff junior high school, and a 30,476-square-foot community/fitness YMCA center. The proposal included a trail system that connected to regional trails as well as on-site trails. The EIR was certified by the City Council on April 25, 2006.

Subsequently, when the City Council took action on the project in April 25, 2006, approval of the project was granted but reduced in size. For clarification purposes throughout this document, the City Council action of 2006 will be referenced as “Approved TTM.” Confirm the following distinctions: Certified EIR = 979 dwelling units? Approved TTM = 499 units, Addendum 2013 = 499 units but with a different mix, and Addendum 2014 = 653 units.] The Keystone Project was revised such that the Approved Tentative Tract Map (Approved TTM) included a total of 499 residential units including 96 single-family lots, 223 detached single-family residential units, and 180 for-sale townhome units, as well as finished (graded) lots for a 1,200- to 1,600-student and 70-faculty/staff junior high school, and an approximately 30,476-square-foot community/fitness YMCA center. The Approved TTM also included a trail system that connects to regional trails as well as on-site trails, an 8.7-acre park, and a 1.6-acre private park for the multi-family units’ use only with additional lookout point. The project included preservation of the primary ridgeline and the eastern portion of the existing southern canyon.



SOURCE: Tebo Environmental Consulting – December 2014

Figure 1-1 – Regional Location Map

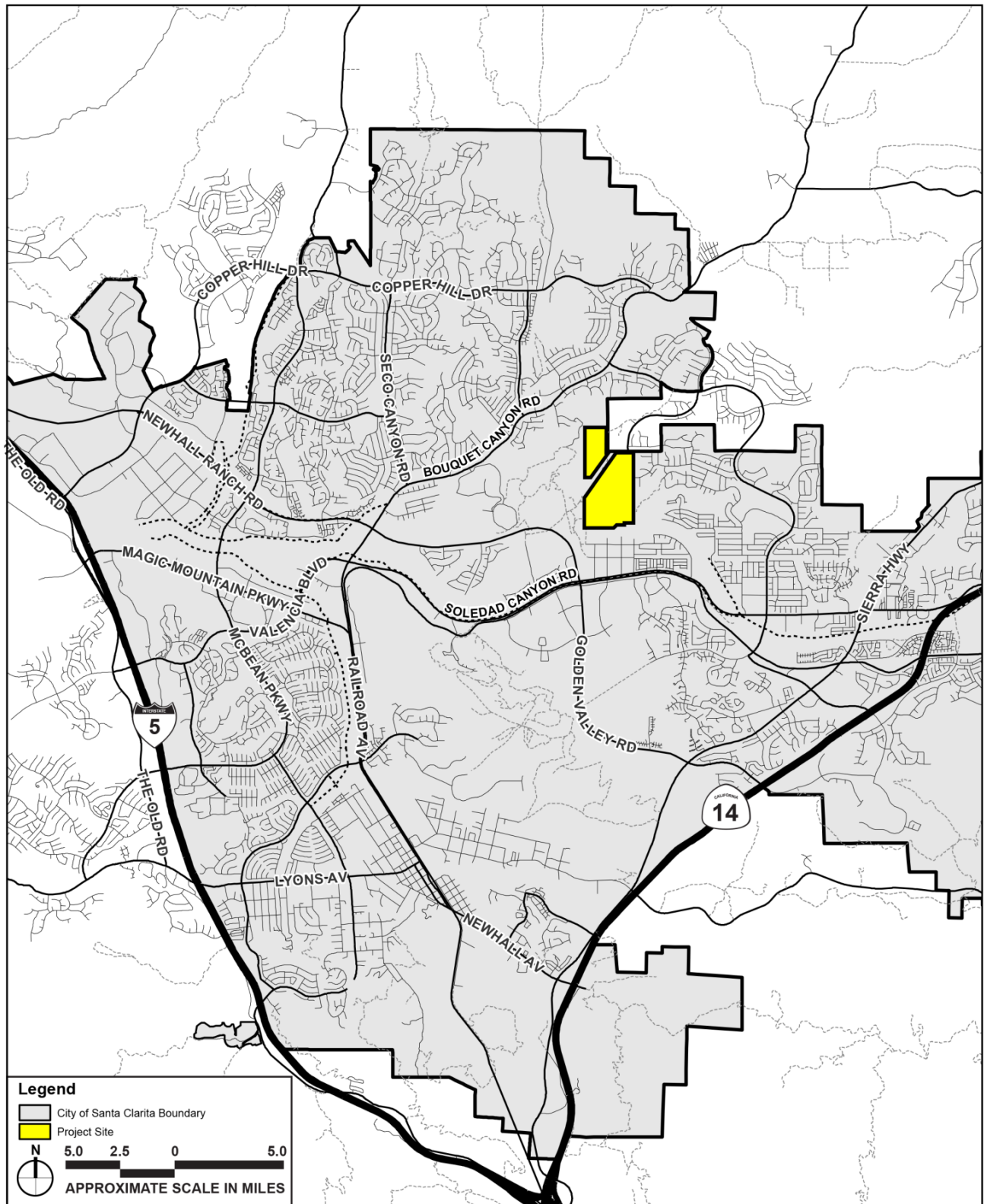


Figure 1-2 – Project Vicinity Map

The City also undertook several other related discretionary actions to implement the Keystone Project. These related actions included:

1. Approval of a General Plan Amendment (GPA No. 03-002) to change the land use designation of the project site to Residential Suburban (RS) and Residential Medium High (RMH). However, 0.5 acre that is currently designated IC would remain IC under project implementation. The current Significant Ecological Area (SEA) overlay zone would remain.
2. A Zone Change (ZC No. 0-002) from Residential Very Low (RVL) to 52 acres of Residential Suburban (RS) and 193.3 acres to Residential Medium High (RMH) including 3.2 acres from Industrial Commercial (IC) to RMH.
3. A Conditional Use Permit (CUP) 03-016 for 1) the Innovative Application for development of ridgelines; 2) gate guarded residential entries; 3) height of project entry monument accessory structure; 4) YMCA use and height of structure; and 5) height of multi-family structures.
4. Vesting Tentative Tract Map (VTTM 060258) 03-003 to subdivide the site into 96 single-family lots, 4 lots for multi-family residential development, 223 detached single-family residential units, 180 for-sale townhome units, and one lot as industrial (no proposed development), a junior high school (approximately 100,000 square feet), recreation use (YMCA facility totaling approximately 30,476 square feet), trails, utilities, roadways, and open space. The Vesting TTM subdivided the site into 132 lots.
5. Hillside Plan Review 03-006. A hillside plan review is necessary for proposed development on slopes with an average cross slope of greater than 10% and development on ridgelines classified as primary or secondary. The intent of the hillside ordinance is to “regulate the development and alteration of hillside areas and ridgelines, to minimize adverse effects of hillside development and to provide for safety and welfare of the City of Santa Clarita while allowing for the reasonable development of hillside areas.” (Unified Development Code §17.80.010). An Innovative Application is required to develop on City identified ridgelines classified as primary or secondary. The project applicant proposed development on two ridgelines classified as “secondary.”
6. Oak Tree Permit 03-066. An Oak Tree Permit is required for the removal of two off-site oak trees for the construction of the off-site extension of Golden Valley Road to Newhall Ranch Road. In addition, one on-site oak tree requires removal for grading of a slope on Lot 115.

Through resolution number 06-37, the Santa Clarita City Council certified the Final EIR and approved these related actions on May 9, 2006.

Addendum 2013

In March 2013, an Addendum was prepared for a Revised Tentative Tract Map that revised the number and types of residential units permitted on the project site. The Approved Keystone TTM included 499 units (96 single-family lots, 223 detached single-family residential units, and 180 for sale townhome units); the Addendum analyzed 499 single-family units including 380 single-family residences on condominium lots and 119 single-family units. The multi-family attached units analyzed in the Certified EIR would no longer be included. The Addendum concluded that the types of units and

site plan revisions would not create any new or substantially greater impacts than those identified in the Certified EIR. In summary the Addendum addressed the following site plan modifications:

- The northerly connection of I Street to Golden Valley Road was eliminated from the project
- The 119 single-family lots were resized and renumbered to lots with 52-foot and 55-foot widths and minimum 100-foot depths. The average size of these lots was approximately 5,800 square feet.
- The project would now include five multi-family residential lots (compared to three under the approved project).
- The private recreation center was moved to a central location within the site.

The project boundary and the grading limits would remain the same. In addition, all of the knolls and vistas throughout the project site have been maintained, including Oak Vista, Kite Park, Sunset Knoll, Trailhead Mesa, and Butterfly Knoll. However, some configurations were modified. Keystone Park remained in the same location as the approved project, and the same amenities were included. The grade was adjusted to allow for increased visibility within the community. No changes were proposed to pedestrian circulation and trails, Golden Valley Road and Lot 102 south of Golden Valley Road.

2. Project Description

Addendum 2014

Addendum 2014 analyzes a revision to the Revised Tentative Tract Map for that portion of the project site south of Golden Valley Road. The previously approved project designated the area south of Golden Valley Road for both a YMCA (including associated recreational opportunities) and a junior high school. The junior high school use anticipated 1,200 to 1,600 students and 70 faculty/staff. However, the Wm. S. Hart Union High School District has determined that they were not moving forward to secure the 20-acre school site from the project applicant¹ (**Appendix A**). Thus the Project Applicant has requested revisions to the Tentative Tract Map that would remove the junior high school site from the site plan and replace it with 154 senior housing units and a senior center (see Figure 2-1 – Five Knolls Overall Site Plan). The YMCA would increase building square footage from 30,476 square feet to 39,109 square feet (see Figure 2-2 – Addendum 2014 Site Plan and Figure 2-3 – YMCA and Senior Center Site Plan). The senior housing development would include a recreation area and a pool. The proposed revisions would result in an increase of 154 units (for a total of 653 residential units) when compared to the Previously Approved Project. Therefore, even with the proposed 154 senior units, the total number of units would be below those analyzed in the Certified EIR by 326 units. A comparison of Addendum 2013 and the proposed Addendum 2014 are presented in Table 2-1.

Table 2-1 – Comparison of Addendum 2013 and Addendum 2014 Project Uses

	Addendum 2013	Addendum 2014
Residential units		
Single-family	119 units	96 units
Detached single-family residential	380 units	223 units
For sale townhomes	-	180 units
Senior residential	-	154 units
Educational		
Junior high school	-	-
Recreation		
YMCA/parking	30,476	39,109
Senior Center	-	30,400

The senior center would be open to all residents of the Santa Clarita Valley, and not to only the adjacent senior housing age-restricted housing community. The proposed senior center would replace the existing senior center located in William S. Hart Park.

¹ Wm. S. Hart Union High School District Press Release, July 5, 2007.



Source: Withee Malcolm Architects, LLP, February 2015

Figure 2-1 – Five Knolls Overall Site Plan



Figure 2-2 – Addendum 2014 Site Plan



Figure 2-3 – YMCA and Senior Center Site Plan

In 2013, the SCV Senior Center Santa Clarita Valley Committee on Aging conducted a needs assessment for seniors in the Santa Clarita Valley² and described the existing senior center as follows:

The Santa Clarita Valley Senior Center [SCVSC] is located within William S. Hart Park, operated by the County of Los Angeles and located within the City of Santa Clarita. The facility was originally constructed as a church in the late 1960's and has been operated as a senior center since 1983. The Senior Center is currently comprised of three buildings that presently encompass a total of 10,877 square feet in addition to approximately 125 parking spaces, both public and for over 25 SCVSC vehicles. In addition to the main building, two modular units were later added for support services and administrative staff office space. A review of the SCVSC existing Center found that all of these facilities are aging; need major renovation, and upgrading to meet current building and public facility codes. Further, it is clear that these facilities currently require substantial subsidies to maintain at the current level due to the age and condition of the structures.

If SCVSC is to stay within the facilities, further studies should be conducted to determine if the facilities meet [American Disabilities Act] ADA guidelines and current earthquake safety standards. If existing facilities are not replaced, SCVSC and the County of Los Angeles will soon be facing costly, major physical facility upgrades to repair or replace roofing and mechanical systems, as well as potential costs to reach current seismic and code regulations. Aside from the modular utilized for Support Services and Administrative Office Space the main building includes a large multi-purpose room, small multi-purpose room, several activity rooms, kitchen, craft room, lounge, restrooms, and interior outdoor plaza.

The proposed senior center would include an event room, adult day care, kitchen, travel, game, library, arts/crafts, dance, family, and class room facilities.

No other changes to the Tentative Tract Map are proposed with said revision.

² SCV Senior Center, Santa Clarita Valley Committee on Aging, Senior Center Needs Assessment, prepared by the RJM Design Group, 2013, page A-8. Appendix A.

3. Impact Analysis

Summary

This analysis section includes a separate subsection for each environmental topic addressed in the Keystone Project EIR. Each topical section first presents a summary of the information and conclusions of the analysis in the EIR, followed by analysis of Addendum 2013. Updated information reflecting any change in the environmental setting related to each topic is presented in each subsection followed by analysis of the environmental impacts of the Proposed Project Modification. For each topic a determination is made on whether the Proposed Project Modification would result in any new significant impacts or any substantial increase in the severity of the impacts identified in the Certified EIR.

Aesthetics

Summary of Analysis in the Keystone Project EIR

The Certified EIR provided analysis of the significance of changes to the visual character of the area that would result from implementation of the Keystone Project. The EIR determined that the Keystone Project would transform the project site from its current, vacant condition to a mix of residential and institutional uses. In the process approximately 173 acres of complex topography of prominent ridgelines, relatively flat mesas, and steep-sided V-shaped canyons would be transformed to a simplified series of large horizontal planes, manufactured slopes, and recreated ridgelines accommodating the proposed development. Several large building pads, ranging in size from 8.7 acres to 24.7 acres, would be created, and the northern canyon west of the LADWP right of way with its tributary canyons would be filled. The southwest-draining canyon in the southern portion of the project site would also be filled. The site's secondary ridgelines would be affected with project construction grading activities.

Visual simulations prepared and included in the Certified EIR demonstrated that the project would be visible from public viewing locations along Soledad Canyon Road, Canyon View Drive, and Golden Valley Road (south of Soledad Canyon Road). The conversion of vacant hillsides would affect the existing visual character or the quality of the project site as viewed from the existing adjacent residential communities immediately to the east and west as the project site would alter the site's visual character from an undeveloped to a developed environment. Views of some natural features would be reduced or replaced by views of residential, institutional (junior high school) and health related (YMCA) facilities on the site. For the Alta Knoll Drive community located to the northwest, the most visually prominent change would be the construction of an adjacent single-family residential community. Although the project's land uses would be consistent with the type and character of development for the Alta Knoll Drive community, the loss of their visual open space would be an adverse significant impact.

The introduction of adjacent multiple-family housing would constitute a substantial change in the existing visual character of the project site for residents on the edge of the adjacent residential community on the east, the Ermine Street community. Even though the multiple-family housing would be situated at a substantially lower elevation than the existing homes and there would be substantial setbacks and landscaping to soften their visual effect, the site would be transformed largely from vacant, mostly undeveloped property to a more urban environment. Implementation of the project

would constitute an adverse significant visual impact for these homes, as it would substantially degrade the existing visual character or the quality of the site and its surroundings. The change in visual character of the project site would represent a material change and was found to result in a significant and unavoidable impact.

Analysis of Addendum 2013

The primary differences between the project approval in 2006 and 2013 included removing multi-family units from the project and replacing with single-family units. Additionally, the northerly connection of I Street to Golden Valley Road was eliminated from the project. Addendum 2013 resulted in 499 residential units on the project site consisting of 380 single-family detached lots and 119 single-family units. The architectural features such as style, color, articulation, setback, building orientation, and height would remain the same as analyzed in the Certified EIR. It is anticipated that construction activity would be similar as described in the EIR and therefore no new or substantially greater construction impacts would occur as a result of Addendum 2013.

Addendum 2013 could affect scenic views, as the scale of the development would change. Specifically, rather than creating a continuous wall of structures associated with the multi-family units, the residences will be separated, providing additional visual relief. In addition, the multi-family units could minimize the change in the existing visual character of the project site for residents on the edge of the adjacent residential community on the east, the Ermine Street community. However, even with the modifications to the proposed project, the Addendum 2013 project would result in a substantial change from the existing natural character of the site. As a result, the residential development that will be visible from surrounding areas would continue to result in a significant visual impact. As these impacts would be similar to those described in the Certified EIR, no new or substantially greater visual impacts would occur as a result of implementation of Addendum 2013.

Analysis of Addendum 2014

Addendum 2014 would remove the 1,200- to 1,600-student and 70-faculty/staff junior high school, south of Golden Valley Road and replace it with 154 senior residential units and an approximately 30,400-square-foot senior center. The YMCA facility would remain as initially proposed but with an increase in building area to 39,109 square feet, south of Golden Valley Road with a slightly different site orientation. Based upon the land plan for the junior high school (Figure IV-3 in the Certified EIR) and the proposed uses associated with the Proposed Project Modification, it can be estimated that the areas proposed for grading on both site plans would be similar in area and would not create new or substantially greater construction impacts as a result of the proposal.

The Proposed Project Modification would create a different scenic vista when compared to the Certified EIR. Instead of the larger bulkier buildings associated with the junior high school and the large expanses of hardscape associated with educational uses, Addendum 2014 proposes two-story senior residential units and a senior center, visually softened by a greenbelt. The view perspective would be changed from institutional to residential, which would be consistent with the other residential units planned north of Golden Valley Road. The proposed senior center conceptually incorporates a two story Mediterranean architectural style including typical features such as red-tiling for the roof, stonework, arches, and trellises (see Figure 3-1, Senior Center Conceptual Architectural Elevations).



Figure 3-1 – Senior Center Conceptual Architectural Elevations

The Certified EIR concluded that construction on the project site would result in substantial changes from the natural character of the site. It should be noted that grading permits have been issued and grading has been on-going for the past 8 months. Similar to the conclusions of the Certified EIR, Addendum 2014 would continue to create a significant visual impact to that portion of the project south of Golden Valley Road. These impacts would be similar to those described in the Certified EIR, so no new substantially greater visual impacts would occur as a result of implementation of Addendum 2014.

Air Quality

Summary of Analysis in the Keystone Project EIR

The EIR provided an analysis of the potential for air quality impacts. The EIR assessed the project's consistency with the applicable air quality management plan (AQMP) and the project's potential to generate emissions in excess of the thresholds established by the South Coast Air Quality Management District (SCAQMD) to expose sensitive receptors to substantial pollutant concentrations and generate objectionable odors. The EIR also provided an analysis for cumulative air quality impacts.

The EIR found that growth in population and employment associated with the project was in line with assumptions used in the applicable AQMP. As a result, the project would not conflict with or obstruct implementation of the applicable AQMP. Emissions modeling conducted in the EIR for the project determined that construction would result in significant impacts for emissions of volatile organic compounds (VOCs), nitrogen oxides (NO_x), and particulate matter (PM₁₀). After mitigation, construction emissions would only be significant for NO_x. Operational emissions were determined to be significant for VOCs, NO_x, carbon monoxide (CO), and PM₁₀. CO hotspots modeling conducted in the EIR for the project determined that the project would not cause or contribute to the formation of localized CO concentrations that would exceed the federal or state ambient air quality standards. In addition, the EIR determined that the project would not cause or contribute to significant health risks. Thus, the EIR concluded that the project would not expose sensitive receptors for substantial pollutant concentrations.

The EIR also concluded that the proposed project would not expose receptors to significant odor impacts. With respect to cumulative impacts, the EIR concluded that the project would result in criteria pollutants exceeding the SCAQMD daily emissions thresholds for NO_x during construction, and the emissions threshold for VOCs, NO_x, CO, and PM₁₀ during project operation, which would remain a significant unavoidable impact relative to air quality. Therefore, emissions associated with the project would contribute to long-term regional air pollutants and would result in a significant adverse cumulative air quality impact.

Analysis of Addendum 2013

An air quality and greenhouse gas (GHG) analysis report was prepared by Impact Sciences (**Appendix B**) to determine the potential for new or additional impacts to occur as a result of Addendum 2013. The report assessed the potential of Addendum 2013 to result in new or substantially greater impacts. The report utilized the most updated thresholds from the SCAQMD to determine the potential for new or substantially greater impacts. These thresholds include Addendum 2013's consistency with the AQMP and the Addendum's potential to generate emissions in excess of the thresholds established by the SCAQMD to expose sensitive receptors to substantial pollutant

concentrations and generate objectionable odors. The report also provided an analysis for cumulative air quality impacts. At the time of the Certified EIR in 2006, the SCAQMD did not have a threshold of significance for respirable particulate matter (PM_{2.5}). An analysis of the potential for PM_{2.5} impacts is included in the report.

The Certified EIR did not address greenhouse gas (GHG) emissions. Nonetheless, for information purposes, the GHG emissions from Addendum 2013, as it compares to the Certified EIR, are included in this analysis. In comparison to the EIR analysis, the project's new trip generation estimates are significantly lower. The new trip generation is 945 fewer trips in the AM peak hour (523 vs. 1,468), 348 fewer trips in the PM peak hour (661 vs. 1,009), and 4,050 fewer trips in total daily trips (6,955 vs. 11,005). In comparison to the 2006 approved project, the trip generation is also significantly lower in the AM and PM peak hours, and lower in total daily trips. Specifically, the revised trip generation is 719 fewer trips in the AM peak hour (523 vs. 1,242), 82 fewer trips in the PM peak hour (661 vs. 743), and 828 fewer trips in total daily trips (6,955 vs. 7,783). In conclusion, the analysis presented above indicates that the proposed revisions to the project land uses will result in less traffic generation than the original project. Consequently, reduced traffic emissions would result in fewer GHG emissions.

Consistency with Air Quality Management Plan

Since the time of the EIR, the SCAQMD and the California Air Resource Board (CARB) adopted the 2007 AQMP, which is based on projections from the Southern California Association of Governments' (SCAG) 2004 Regional Transportation Plan (RTP). Addendum 2013 resulted in fewer on-site residents and vehicle trips and associated air pollutant emissions compared to the project assessed in the Certified EIR due to the reduction in residential uses from 979 units to 499 units. Therefore, Addendum 2013 would not result in any new or substantially greater impacts and would not conflict with the applicable AQMP.

Construction and Operational Emissions

Emissions modeling was conducted for Addendum 2013 using the current air quality model recommended by the SCAQMD. The California Emissions Estimator Model (CalEEMod) is a program that calculates air emissions from land use sources and incorporates the CARB's EMFAC model for on-road vehicle emissions and the OFFROAD model for off-road vehicle emissions. The model also incorporates factors specific to the SCAQMD, such as VOC content in architectural coating and vehicle fleet mixes. Construction emissions for Addendum 2013 were estimated assuming that the project contractor would comply with the requirements of SCAQMD Rule 403 (Fugitive Dust), which requires construction projects to control fugitive dust emissions. This was taken into account in the model by assuming the contractor would apply water a minimum of three times daily for dust suppression.

Construction was assumed to occur over two years. The number and types of construction equipment, vendor trips (e.g., transport of building materials), and worker trips were based on values provided in the CalEEMod model. In order to account for dust suppression in the CalEEMod model, it was assumed that the project contractor would comply with SCAQMD Rule 403 (Fugitive Dust). Table 3-1 provides the Keystone (Certified) Estimated Daily Construction Emissions for comparison purposes. Table 3-2 – Net Change in Construction Emissions between the Certified EIR and Addendum 2013 shows the net change in construction emissions from Addendum 2013 compared to the emissions presented in the Certified EIR. As shown in Table 3-1,

construction emissions from Addendum 2013 would be less than the project analyzed in the Certified EIR. Therefore, construction of the modified project would not result in any new or substantially greater impacts due to construction.

Table 3-1 – Keystone (Certified EIR) Estimated Daily Construction Emissions

Emissions Source	Emissions in Pounds Per Day				
	VOC	NO _x	CO	SO _x	PM ₁₀
Asphalt worker trips	0.02	0.01	0.25	0.00	0.00
Total emissions	43.23	106.27	180.27	0.03	4.27
SCAQMD thresholds	75.00	100.00	550.00	150.0	150.0
Significant impact?	No	Yes	No	No	No

Source: Christopher A. Joseph & Associates, March 2005.

Table 3-2 – Net Change in Construction Emissions between the Certified EIR and Addendum 2013

Construction Year	Maximum Change in Emissions					
	Pollutant (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2013	-24.62	-86.64	-254.1	-0.47	-0.93	-3.08
2014	-22.73	-78.8	-233.85	-0.47	-5.49	-3.99
2015	-1.79	-0.45	-5.35	-0.01	-0.1	-0.06
Maximum net change	-1.79	-0.45	-5.35	-0.01	-0.1	-0.06

Source: Impact Sciences, Inc. Emissions calculations are provided in Appendix 3.0, Appendix A of the Air Quality Technical Report

Note: PM₁₀ and PM_{2.5} fugitive dust emissions incorporate water as a control measure

Operational emissions would be generated by area and mobile sources as a result of normal day-to-day activities on the project site after occupation. Area source emissions would be generated by the consumption of natural gas for space and water heating devices (including residential use water heaters and boilers), the operation of landscape maintenance equipment, and the use of consumer products. Mobile emissions would be generated by the motor vehicles traveling to and from the project site.

The operational emissions associated with the Addendum 2013 were estimated using the CalEEMod model. CalEEMod can estimate mobile and area source emissions associated with land uses specific to a given operational year and location. Area source emissions are based on emission factors for natural gas, gasoline (for landscaping equipment), and consumer products contained in the CalEEMod model.

SCAQMD Rule 445 prohibits the installation of permanent indoor and outdoor wood-burning devices (such as fireplaces and stoves) in new developments. Thus, natural gas fireplaces were assumed in the analysis Addendum 2013. Trip generation rates were estimated using the CalEEMod model. The trip generation rates take into account the land uses and number of dwelling units. Table 3-3 provides the Estimated Daily Operational Emissions of the Keystone project (Certified EIR) for comparison purposes. Table 3-4 – Net Change in Estimated Operational Emissions shows the changes in operational emissions between the project analyzed in the Certified EIR and Addendum 2013.

Table 3-3 – Keystone (Certified EIR) Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds Per Day				
	VOC	NO _x	CO	SO _x	PM ₁₀
Summertime (smog season emissions)					
Water and space heating and cooking appliances	0.72	9.48	3.99	--	0.02
Landscape maintenance equipment	0.23	0.03	1.97	0.02	0.00
Consumer products	47.90	--	--	--	--
Motor vehicles	98.20	54.00	784.09	0.49	79.00
Total emissions	147.05	63.51	790.04	0.51	79.02
SCAQMD thresholds	55.0	55.00	550.00	150.00	150.00
Significant impact?	Yes	Yes	Yes	No	No
Wintertime (non-smog) season					
Water and space heating and cooking appliances	0.72	9.48	3.99	--	0.02
Fireplaces	167.00	1.90	184.22	0.29	25.23
Consumer products	47.90	--	--	--	--
Motor vehicles	66.84	71.97	685.81	0.39	79.00
Total emissions	282.46	83.34	874.01	0.68	104.25
SCAQMD thresholds	55.00	55.00	550.00	150.00	150.00
Significant impact?	Yes	Yes	Yes	No	No

Source: Christopher A. Joseph & Associates, March 2005

Table 3-4 – Net Change in Estimated Operational Emissions

Emissions Source	Pollutant (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Change in total summertime emissions ¹	-66.3	-27.5	-300.74	-0.6	-48.05	-27.03
Change in total wintertime emissions ²	-66.8	-29.4	-298.15	-0.6	-48.06	-27.04

Source: Impact Sciences, Inc. Emissions calculations are provided in Appendix 2.0, Appendix A of the Air Quality Technical Report.

¹ Summertime Emissions are representative of the conditions that may occur during the ozone season (May 1 to October 31).

² Wintertime Emissions are representative of the conditions that may occur during the balance of the year (November 1 to April 30).

As shown in Table 3-4, the operational emissions associated with implementation of Addendum 2013 would be much less than the project analyzed in the Certified EIR. Therefore, Addendum 2013 would result in reduced impacts compared to the project analyzed in the Certified EIR. The operational emissions associated with Addendum 2013 would not result in any new or substantially greater impacts.

CO Hotspots

With respect to CO hotspots, Addendum 2013 reduced project-related trips compared to the project analyzed in the Certified EIR. Furthermore, background CO concentrations in the Santa Clarita Valley have declined in recent years. Therefore, CO hotspot impacts for Addendum 2013 are adequately addressed in the Certified EIR, and no new or substantially greater impacts would occur.

Health Risks

With respect to health risks, Addendum 2013 did not include land uses that would emit toxic air contaminants (TACs) in measureable quantities. Sources of TACs from Addendum 2013's residential, commercial, and recreational land uses may include household solvents and cleaners

and motor vehicle emissions. However, residential land uses do not generate TAC emissions in quantities that would exceed the SCAQMD health risk thresholds. Additionally, Addendum 2013 would not attract a substantial number of diesel trucks and would not regularly use other types of diesel-fueled equipment. Therefore, Addendum 2013 would not result in TAC emissions that would cause new or substantially greater impacts. In addition, Addendum 2013 would not be located in close proximity to any off-site sources of TACs. Thus, Addendum 2013 would not locate sensitive receptors on-site that would be exposed to TAC emissions that would cause new or substantially greater health impacts.

Localized Significance Thresholds

In 2006, the SCAQMD adopted a new methodology to evaluate the significance of localized air quality impacts to sensitive receptors in the immediate vicinity of a project site as a result of construction and operational activities. The thresholds are based on standards established by the SCAQMD in the Localized Significance Threshold (LST) Methodology,³ which was later revised in 2008. The thresholds for nitrogen dioxide (NO₂) and CO represent the allowable increase in concentrations above background levels in the vicinity of the project that would not cause or contribute to an exceedance of the relevant ambient air quality standards. The threshold for PM₁₀ and PM_{2.5} are based on emission levels specified in SCAQMD rules so as to aid in progress toward attainment of the ambient air quality standards. As shown previously, the proposed modification of the project would result in reduced emissions of air pollutants during both construction and operation. This would also apply to the on-site emissions subject to LST analysis.

For project sites of 5 acres or less, the SCAQMD includes screening tables that can be used to determine the maximum allowable daily emissions that would satisfy the thresholds without project-specific dispersion modeling. The project site is approximately 30 acres in size. The screening levels were extrapolated for a 10-acre site based on the screening levels provided from the SCAQMD for 1-, 2-, and 5-acre sites. Using the screening levels for a 10-acre project would result in a highly conservative analysis as the thresholds would be set at a much lower level.⁴

The localized significance thresholds are compared to construction and operational emissions that occur on the project site. The thresholds do not apply to emissions occurring off the project site, such as emissions from motor vehicles.⁵ Addendum 2013's on-site emissions for construction and operation are shown in Table 3-5 – Localized Significance Thresholds Analysis. As shown, construction and operation of Addendum 2013 would generate on-site emissions that are less than the site-specific localized significance thresholds. Therefore, Addendum 2013 would have a less than significant impact on localized air quality and would not result in new or substantially greater impacts.

³ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, (2008).

⁴ Ian MacMillan, Program Supervisor–CEQA, South Coast Air Quality Management District, personal communication with Alan Sako, Impact Sciences, Inc., (March 31, 2011).

⁵ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, (2008) 1-4.

Table 3-5 – Localized Significance Thresholds Analysis

Addendum 2013	Pollutant (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Construction				
Maximum Daily On-Site Emissions	97.47	52.85	13.22	5.68
LST Screening Criteria	345	2,500	22	8
Exceeds Threshold?	No	No	No	No
Operational				
Maximum Daily On-site Emissions	3.61	28.10	0.77	0.77
LST Screening Criteria	345	2,500	5	2
Exceeds Threshold?	No	No	No	No

Source: Impact Sciences, Inc. Emissions calculations are provided in Appendix 2.0, Appendix A of the Air Quality Technical Report

Note: The NO_x threshold contained in the SCAQMD lookup tables are based on emissions of NO_x and assume gradual conversion to NO_x based on the distance from the project site boundary.

Odors

Addendum 2013 would not include any new types of land uses that would generate odorous emissions. Therefore, odor impacts for Addendum 2013 were adequately addressed in the Certified EIR, and no new or substantially greater impacts would occur.

Greenhouse Gases

As previously discussed, GHGs were not identified as air pollutants under the federal Clean Air Act or the California Clean Air Act at the time that the Keystone Project EIR was certified. In December 2009, the Resources Agency adopted amendments to the CEQA Guidelines that directed lead agencies to evaluate emissions of GHGs. The previously approved project did not address GHG emissions and, consequently, this Addendum is not required to address the subject (see *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal. App. 4th 515 [addendum upheld where previously certified EIR did not address GHGs and no challenge to that EIR was brought on GHG issues]). Nonetheless, for informational purposes, an analysis of the previously approved project and Addendum 2013 is presented below.

The GHG emissions associated with the project as analyzed in the Certified EIR (979 residential units) and Addendum 2013 (499 residential units) were estimated using the CalEEMod model. Unlike the prior air quality models such as URBEMIS, the CalEEMod program can calculate GHG emissions from land use projects. At full buildout, the project would result in direct annual emissions of GHGs. These emissions, primarily CO₂, methane (CH₄), and nitrous oxide (N₂O), are the result of fuel combustion from building heating systems and motor vehicles. Building and motor vehicle air conditioning systems may use hydrofluorocarbons (HFCs) (and hydrochlorofluorocarbons [HCFCs] and CFCs to the extent that they have not been completely phased out at later dates); these emissions are included in the calculations for motor vehicles from CalEEMod. The project would also result in indirect GHG emissions due to the electricity demand, water consumption, and waste generation. Emissions of GHG from both direct and indirect sources are included in the analysis.

The annual GHG emissions are provided below in Table 3-6 – Estimated Operational Greenhouse Gas Emissions. According to Appendix G of the CEQA Guidelines, projects would have a significant impact on GHGs if it would:

- generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The operational GHG emissions were estimated for both the project analyzed in the Certified EIR (979 residential units) and Addendum 2013 (499 residential units). The GHG emissions, now recognized as air pollutants, would still be emitted by the previously approved project. Thus, the GHG emissions presented in this assessment for Addendum 2013 were not considered to be new emissions or undisclosed impacts. These GHG emissions would have occurred regardless of the modifications to the project. As shown in Table 3-6, Addendum 2013 would result in fewer GHG emissions than the project analyzed in the Certified EIR. As a result, Addendum 2013 would not result in new or substantially greater GHG impacts.

Table 3-6 – Estimated Operational Greenhouse Gas Emissions

GHG Emissions Source	Estimated Certified EIR Project GHG Emissions (MTCO _{2e} /Year)*	Addendum 2013 GHG Emissions (MTCO _{2e} /Year)	Net GHG Emissions (MTCO _{2e} /Year)
Construction (amortized) emissions	393	130	-263
Operational (mobile) sources	9,003	6,351	-2,652
Area sources	739	377	-362
Energy sources	2,526	2,100	-426
Waste sources	236	266	30
Water sources	430	219	-211
Total	13,327	9,443	-3,884

*GHG emissions were not analyzed in the Certified EIR, but are estimated and included in the table for comparison purposes.
 Source: Impact Sciences, Inc. Emissions calculated are provided in Appendix 2.0, Appendix A of the Air Quality Technical Report.
 Totals in table may not appear to add exactly due to rounding.

Addendum 2013 would emit 3,884 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year less than the project analyzed in the Certified EIR. This Addendum is not required to address the subject of GHG emissions and such emissions would occur regardless of the modifications to the project. For informational purposes, it is shown that Addendum 2013 would result in fewer vehicle trips and associated GHG emissions compared to the project analyzed in the Certified EIR. Because Addendum 2013 would result in fewer GHG emissions, it is clear that it would not result in any new or substantially greater impacts.

As discussed, Addendum 2013 would reduce GHG emissions compared to the project analyzed in the Certified EIR. In addition, Addendum 2013 complies with applicable City of Santa Clarita Unified Developed Code provisions that have been adopted in recent years to reduce GHG emissions. These include Section 17.16.065 MU (Mixed Use Overlay Zone), which encourages the development of mixed use developments along Soledad Canyon Road and other areas; Section 15.46 (Construction and Demolition Ordinance), which generally requires 50% of construction waste to be diverted from landfills; and Section 25.01.010 (Adoption of the City Green Building Standards Code), which adopts the green building provisions of Title 24, Part 11, also known as

the CALGreen Code. Furthermore, the project would be located in close proximity to a Metrolink station, which would reduce vehicle trips from the project site. Development of infill sites, mixed-use residential and locating residential uses near public transportation are three strategies that are recommended by the state to reduce vehicle miles traveled, and associated GHG emissions. As a result, Addendum 2013 implements strategies beneficial to the state and would not hinder the state's ability to achieve the goals of AB 32 and would not result in new or substantially greater GHG impacts.

Furthermore, on August 28, 2012 the City Council of the City of Santa Clarita adopted the Santa Clarita Climate Action Plan (CAP). The CAP demonstrates that by implementing specific goals, objectives and policies included within the City of Santa Clarita's General Plan that the City will not only meet but exceed the greenhouse gas emission targets defined by Assembly Bill 32. Thus, by definition, projects that are consistent with the goals, objectives, and policies of the General Plan are also consistent with the CAP. Projects that are consistent with the CAP will result in a less than significant impact on greenhouse gas emissions.

The proposed project is consistent with the goals, objectives, and policies contained within the General Plan of the City of Santa Clarita and is therefore consistent with the CAP. Addendum 2013 included a change to the types of uses from a mix of single-family and multi-family to single-family and detached single-family uses on condominium lots. No new land uses would be introduced, nor would the basic character of the village change. The General Plan also includes policies focused on creating a mix of land uses to accommodate growth, developing healthy neighborhoods, creating a diverse economy, enhancing mobility, building on the community's history to create a scenic environment, and environmental responsibility. The project is generally consistent with these goals and their supporting policies through use of smart design, for example by including a mix of uses such as recreational and institutional uses. Further, the project was approved by the City in 2006 and has therefore been included in the City's baseline for analysis as the General Plan was developed. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2013.

Addendum 2013 would result in a less than significant impact on greenhouse gas emissions.

Analysis of Addendum 2014

Addendum 2014 would remove the 1,200- to 1,600-student and 70-faculty/staff junior high school, south of Golden Valley Road and replace it with 154 senior residential units and an approximately 30,400 square foot senior center. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet. Air quality analysis is measured by the number of traffic trips that a project would generate. According to the Five Knolls Project (formerly The Keystone Project)—Revised Land Use Traffic Analysis, prepared by Stantec Consulting Services Inc., August 29, 2014, "In comparison to the EIR analysis, the project's new trip generation estimates are significantly lower. The new trip generation is 945 fewer trips in the AM peak hour (523 vs. 1,468), 348 fewer trips in the PM peak hour (661 vs. 1,009), and 4,050 fewer trips in the total daily trips (6,955 vs. 11,005). In comparison to the 2006 approved project, the trip generation is also significantly lower in the AM and PM peak hours and lower in total daily trips. Specifically, the revised trip generation in Addendum 2014 is 719 fewer trips in the AM peak hour (523 vs. 1,242), 82 fewer trips in the PM peak hour (661 vs. 743), and 828 fewer trips in total daily trips (6,955 vs. 7,783)." Given that the traffic generated is generated less than the

project analyzed in the Certified EIR and the project approved in 2006, it can be assumed that air quality impacts would be reduced by the either scenario when compared to Addendum 2014.

Consistency with Air Quality Management Plan

Addendum 2014 would result in fewer residents and vehicle trips and associated air pollutant emissions compared to the project analyzed in the Certified EIR. Consequently, similar to the Certified EIR implementation of Addendum 2014 would not conflict with the applicable Air Quality Management Plan.

Construction and Operational Emissions

Construction and operational emissions would be reduced given fewer overall trips associated with Addendum 2014. Both construction and operational emissions from Addendum 2014 would be less than the project analyzed in the Certified EIR. Therefore, construction and operation of Addendum 2014 would not result in any new or substantially greater impacts, due to construction and operation.

CO Hotspots

With respect to CO hotspots, Addendum 2014 would reduce project-related trips compared to the project analyzed in the Certified EIR. Furthermore, background CO concentrations in the Santa Clarita Valley have declined in recent years. Therefore, CO hotspot impacts for Addendum 2014 are adequately addressed in the Certified EIR, and no new or substantially greater impacts would occur.

Health Risks

With respect to health risks, Addendum 2014 would not include land uses that would emit toxic air contaminants (TACs) in measureable quantities. Sources of TACs from Addendum 2014's residential and institutional land uses may include household solvents and cleaners and motor vehicle emissions. However, residential land uses do not generate TAC emissions in quantities that would exceed the SCAQMD health risk thresholds. Additionally, implementation of Addendum 2014 would not attract a substantial number of diesel trucks and would not regularly use other types of diesel-fueled equipment. Therefore, Addendum 2014 would not result in TAC emissions that would cause new or substantially greater impacts. In addition, that portion of the project site associated with Addendum 2014 would not be located in close proximity to any off-site sources of TACs. Thus, Addendum 2014 would not locate sensitive receptors on-site that would be exposed to TAC emissions that would cause new or substantially greater health impacts.

Localized Significance Thresholds

The localized significance thresholds are compared to construction and operational emissions that occur on the project site. Construction and operational emissions would be reduced given fewer overall trips associated with Addendum 2014. Both construction and operational emissions from Addendum 2014 would be less than the project analyzed in the Certified EIR. Therefore, construction and operation of Addendum 2014 would not result in any new or substantially greater localized significance threshold impacts, due to construction and operation.

Odors

Addendum 2014 would not include any new land uses that would generate odorous emission. Therefore, odor impacts associated with Addendum 2014 can be considered to be adequately addressed in the Certified EIR, and no new or substantially greater impacts would occur.

Greenhouse Gases

As stated above, GHGs were not identified as air pollutants under the federal Clean Air Act or the California Clean Air Act at the time that the Keystone Project EIR was certified. In December 2009, the Resources Agency adopted amendments to the State CEQA Guidelines that directed lead agencies to evaluate emissions of GHGs. Nonetheless as discussed above, a greenhouse gas analysis was prepared for Addendum 2013. The analysis concluded that Addendum 2013 demonstrated fewer greenhouse gases when compared to the Certified EIR. While the unit count proposed is greater than that discussed for Addendum 2013, the unit count in Addendum 2014 is below that of the Certified EIR. Furthermore, Addendum 2014 eliminates the junior high school and GHG emissions would be lower when compared to the Certified EIR. Consequently, Addendum 2014 would not result in new or substantially greater GHG impacts. In comparison to the EIR analysis, the project's new trip generation estimates are significantly lower. The new trip generation is 945 fewer trips in the AM peak hour (523 vs. 1,468), 348 fewer trips in the PM peak hour (661 vs. 1,009), and 4,050 fewer trips in total daily trips (6,955 vs. 11,005). In comparison to the 2006 approved project, the trip generation is also significantly lower in the AM and PM peak hours, and lower in total daily trips. Specifically, the revised trip generation is 719 fewer trips in the AM peak hour (523 vs. 1,242), 82 fewer trips in the PM peak hour (661 vs. 743), and 828 fewer trips in total daily trips (6,955 vs. 7,783). In conclusion, the analysis presented above indicates that the proposed revisions to the project land uses will result in less traffic generation than the original project. Consequently, reduced traffic emissions would result in fewer GHG emissions.

Furthermore, Addendum 2014 is consistent with the goals, objectives, and policies contained within the General Plan of the City of Santa Clarita and is, therefore, consistent with the CAP. The General Plan also includes policies focused on creating a mix of land uses to accommodate growth, developing healthy neighborhoods, creating a diverse economy, enhancing mobility, building on the community's history to create a scenic environment, and environmental responsibility. The project is generally consistent with these goals and their supporting policies through use of smart design, for example by including a mix of uses including residential and recreational (YMCA facility). Therefore, no new or substantially greater impacts would occur as a result of Addendum 2014.

Biological Resources

Summary of Analysis in the Keystone Project EIR

The principal direct impact of implementation of the project is the conversion of approximately 178.33 acres of the project site (71%) from an undeveloped to a developed condition. The southern portion of the project site is located within the Significant Ecological Areas (SEA) #23 – Santa Clara River. In addition, the project site is located within a Very High Fire Hazard Severity Zone as designated by the Los Angeles County Fire Department.

The seven plant communities (or types) present on-site include the following: 1) coastal sage scrub 2) chaparral, 3) non-native grassland, 4) southern cottonwood-willow riparian forest, 5) active wash, 6) exotic non-habitat vegetation, 7) individual oak trees. Significant impacts were identified related to the following:

Coastal Sage Scrub

The project site includes a total of approximately 100.07 acres of Coastal Sage Scrub (CSS). Grading for the project would permanently impact 86.00 acres of CSS, which includes 0.70 acre of fuel modification impacts. The remaining 14.07 acres will be retained within Natural Open Space. The total loss represents about 86% of this habitat type on the site and would be considered a significant impact prior to mitigation.

Chaparral

The project site includes a total of approximately 85.18 acres of Chaparral. Grading for the project would permanently impact 57.85 acres of chaparral, which includes approximately 4.72 acres of fuel modification impacts. The loss of chaparral, because it is within designated critical habitat and would be considered to be a Primary Constituent Element (PCE), would be a significant impact.

Southern Cottonwood-Willow Riparian Forest

The project site totals approximately 3.09 acres of southern cottonwood-willow riparian forest. Grading for the project would permanently impact 2.44 acres of riparian forest. The remaining 0.65 acre will be retained within Natural Open Space. The loss represents about 78.9% of this habitat type on the site and would be a significant impact.

Oak Trees

Of the eight oak trees found within the project study area, five oaks are located within the project site boundaries, east of the LADWP right-of-way. Oak tree number O-8, within the project site boundaries, would be removed during grading of a slope in Lot 115. The remaining four oak trees (O-3, O-4, O-5, and O-7) that are clustered together immediately adjacent to the right of way would be preserved in situ in an open space area not proposed for development.

Migratory Bird Treaty Act Compliance

Pursuant to the federal Migratory Bird Treaty Act, it is unlawful to “take” (i.e., capture, kill, pursue, or possess) migratory birds or their nests. Removal of vegetation associated with project implementation should not take place during the nesting season for most birds (January 31 to August 1) and for migratory birds (March 15 to August 15). The loss of an active nest of a migratory bird would be significant. With implementation of the recommended mitigation, this potential impact would be reduced to less than significant.

Impacts to Corps Jurisdiction

Grading of the project would result in impacts to 1.22 acres of Waters of the United States, of which less than 0.01 acre consists of jurisdictional wetlands. The loss of 1.22 acres of Waters of the United States is considered a significant impact.

Impacts on Habitat Adjacent to Santa Clara River Riparian Area

Upland habitat within 100 feet from riparian wildlife species is necessary to maintain species diversity within the riparian ecosystem and adequately buffer this ecosystem from adjacent incompatible land uses. Temporary grading would be allowed in the 100-foot buffer if the area is revegetated with native habitats following completion of grading. With incorporation of native habitat into the 100-foot buffer area, any impacts to the Santa Clara River would be reduced to less than significant.

Coastal California Gnatcatcher Critical Habitat Unit 13

Essentially, the entire Keystone site is located within Critical Habitat Unit 13 for the federally listed Threatened coastal California gnatcatcher, which was not identified on the site during focused protocol surveys. Nevertheless, the 86 acres of CSS and 58 acres of chaparral on the site, are considered to comprise PCEs that could potentially provide for breeding, foraging, and dispersal for this species and would be a significant impact. As noted under plant communities above, the loss of CSS and chaparral, totaling 138.43 acres combined within Critical Habitat Unit 13 would be a significant impact.

Analysis of Addendum 2013

Addendum 2013 included changes to the type of land uses on-site from a mix of attached multi-family and single-family to a combination of single-family and single-family detached on condominium lots. Other minor modifications to lot sizes would occur. The project would continue to convert the land from non-urbanized to urbanized uses. Mitigation measures D-1 through D-19 found in the Certified EIR which relate to construction and operation of the project would continue to be applicable to Addendum 2013. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

Addendum 2014 proposes to remove the junior high school and replace this use with a senior center and 154 senior residential units. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet.

The grading pad is the same as that proposed with the Certified EIR. Mitigation measures D-1 through D-19 found in the Certified EIR which relate to construction and operation of the project would continue to be applicable to Addendum 2014. Therefore, no new grading or impacts to biological resources would occur with implementation of Addendum 2014.

Cultural Resources

Summary of Analysis in the Keystone Project EIR

No structures are located on the project site, and therefore, the project would not result in any significant impacts related to physical (built) structures or architectural resources. However, seven historical archaeological sites have been recorded within a 1-mile radius of the project site. No such sites have been recorded on the project site. According to the Phase I Cultural Resources Investigation prepared by McKenna, et al. and included in the Certified EIR, although no evidence of historical

resources was found on the project site, the project site is moderately sensitive for historical resources, and unknown resources could be uncovered during project construction. To ensure that any unknown resources are not damaged or destroyed, mitigation measures E.1-1 through E.1-4 were included in the project.

Analysis of Addendum 2013

Addendum 2013 project modifications included changes to the types of land uses on-site from a mix of attached multi-family and single-family residential to a combination of single-family and single-family detached on condominium lots. Other minor modifications to lot sizes would occur. The project would continue to convert the land from non-urbanized to urbanized uses. Mitigation measures E.1-1 through E.1-4 included in the Certified EIR, which relate to construction and operation of the project, would continue to be applicable to Addendum 2013. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

Addendum 2014 proposes to remove the junior high school and replace this use with a senior center and 154 senior residential units. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet.

The grading pad is the same as that proposed with the Certified EIR. Mitigation measures E1-1 through E1-4 included in the Certified EIR, which relate to construction of the project, would continue to be applicable to Addendum 2014. Therefore, no new grading or impacts to cultural resources would occur with implementation of Addendum 2014.

Geology and Soils

Summary of Analysis in the Keystone Project EIR

The Certified EIR analyzed the potential for geologic and soils impacts to occur on the project site. Grading for the project would involve movement of 5.4 million cubic yards of cut and fill and 1.8 million cubic yards of remedial grading (alluvial grading, recompaction and slope buttressing as required). Mass grading by balanced cut and fill techniques would be used to create level building pads at a variety of grades between the Santa Clara River and the crest of the ascending ridges. Infrastructure is anticipated to include graded roadways and flood control channels. The Certified EIR determined only one minor fault is located on the project site and therefore, the risk of exposure to substantial effects of an earthquake would be less than significant. Three landslides have been mapped on the southeast portion of the project site; however, they do not encroach into the development area, but are located above the proposed multi-use trail at the southeastern corner of the project site.

Debris flow hazards exist on south-facing slopes on the south portion of the project site and on south-facing slopes in the central portion of the project site. Mitigation measures were included in the Certified EIR for the project to reduce this impact to less than significant. Mitigation measures were also required to reduce potential impacts related to earthwork activity such as site preparation, cut and fill operations, slope cut preparation, landside areas, ground failure, groundwater, transitional lots, soil corrosively, wind or water erosion of soils, and unstable earth conditions.

Analysis of Addendum 2013

Addendum 2013 changed the types of residential units on the project site. However, the location of the uses on the site and the earthwork required to construct the uses would be generally the same as that described with the Certified EIR. The project would continue to require cut and fill operations, slope cut preparation, shoring activities, and drainage control, and would continue to be subject to potential soil shrinkage, bulking and subsidence, and foundation settlement. Mitigation measures F-1 through F-41 included in the Certified EIR would continue to be required to reduce potential impacts associated with construction of Addendum 2013. With the continued inclusion of the measures as part of Addendum 2013, no new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

Addendum 2014 proposes to remove the junior high school and replace this use with a senior center and 154 senior residential units. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet.

The location of the uses on the site and the earthwork required to construct the uses would be generally the same as that described with the Certified EIR. The project would continue to require cut and fill operations, slope cut preparation, shoring activities, and drainage control and would continue to be subject to potential soil shrinkage, bulking and subsidence, and foundation settlement. The grading pad is the same as that proposed with the Certified EIR. Mitigation measures F-1 through F-41 found in the Certified EIR, which relate to construction of the project, would continue to be applicable to Addendum 2014. Therefore, no new grading or impacts to biological resources would occur with implementation of Addendum 2014.

Hazards

Summary of Analysis in the Keystone Project EIR

Analysis of the potential for impacts related to hazardous materials to occur on-site was assessed in the EIR for the project. Clearance of the project site may expose construction workers to hazardous materials or substances present in trash and debris on the project site. However, the services of properly trained and qualified hazardous waste handlers shall be used to perform hazardous waste cleanup or abatement, transportation, and disposal prior to construction, and appropriate protocol will be followed to ensure that construction workers are not exposed to toxic substances. Portions of the site have been used in the past for oil production. If development is to occur on the project site in the areas where oil production has occurred, each area must be remediated per state law. Additional mitigation to conduct an environmental site assessment to document the exact location of the oil well was included in the project to mitigate the effects of developing on an area previously used for oil production. The Phase I Environmental Site Assessments prepared for the project reviewed a database of government-regulated properties having known and/or recognized environmental conditions that have potential environmental concerns in the vicinity of the project. Based on the database review, there is a low probability that listed off-site properties in the search vicinity have impacted or are currently impacting the project site.

The uses on the site, such as the residences and institutional uses, would require the use of limited quantities of common cleaning and maintenance materials, which would be shipped, stored, used, and disposed of in accordance with applicable statutes. Further, the residents of the dwelling units are anticipated to use limited amounts of common cleaning materials. All land uses and materials would be in accordance with City zoning and local, state, and federal regulations.

Typical maximum electromagnetic field (EMF) levels at the edge of a 200-foot right of way for 230 kV transmission lines would be approximately 1.8 to 3.6 milliGauss (mG). This level is less than the background levels of 0.5 mG to 4.0 mG, which are typically found in the average home. Because there is no established threshold of significance for exposure to EMFs, there would be no significant impact associated with development of the project adjacent to LADWP right of way.

Analysis of Addendum 2013

Addendum 2013 would result in 499 units on the project site and change the types of residences from a combination of attached multi-family units and detached single-family units to all 119 single-family detached units and 380 single-family units on condominium lots. Addendum 2013 would not change the risk associated with hazardous materials, as the project would continue to require compliance with regulations related to former oil production sites. Further, the uses would continue to be residential.

Compliance with existing regulations and inclusion of the required mitigation measures would ensure that no new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

Addendum 2014 proposes to remove the junior high school and replace this use with a senior center and 154 senior residential units. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet.

Addendum 2014 would not change the risk associated with hazardous materials, as the project would continue to require compliance with regulations related to former oil production sites. Compliance with existing regulations and inclusion of the required mitigation measures G-1 through G-3 would ensure that no new or substantially greater impacts would occur as a result of Addendum 2013.

Hydrology and Water Quality

Summary of Analysis in the Keystone Project EIR

The Certified EIR presents an analysis of the hydromodification impacts associated with the project. Implementation of the project would alter the natural drainages on-site through the rechannelization of flow, modification of slopes during grading, and creation of impervious surfaces. The existing on-site drainages are tributaries to the Santa Clara River, as would be the post-construction drainage system. A portion of the natural drainages provided by the tributary canyons within the development area would be filled during project grading to support the proposed building pads. The development would increase the amount of runoff from those areas of the site that would be covered by roads, buildings, paved parking areas, and other relatively impermeable or impervious features. Specifically, impervious surfaces on the site would increase the amount of clear flow runoff from the site, while burned and bulked runoff and debris volumes would be reduced because the developed portions of the site would be over-covered with impervious surfaces and non-erodible vegetation, and because debris

basins that would reduce the amount of debris and sediment in the runoff are proposed at upstream locations.

The post-development runoff quantities would total 1,383 cubic feet per second (cfs) for the tributary area during a 50-year storm. When compared to pre-development runoff quantities, clear flows would increase by 7% over existing conditions. Burned and bulked flows being discharged from the site would total 1,706 cfs, which is a 14.1% reduction when compared to pre-development conditions. This reduction in burned and bulked flows is largely the result of the proposed upstream debris basins that would capture upstream bulk flows and allow debris to settle out from the runoff before it enters the storm system through the developed portion of the site. As a result, there would be a net decrease in runoff, and the project would not result in downstream flooding.

Significant efforts have been made to reduce dry weather flows associated with the project through project design features (PDFs) such as efficient irrigation systems, use of natural landscaping palettes, and infiltration/evaporation in treatment control facilities, making it unlikely that dry weather flows will persist as far as receiving waters. Even in the unlikely event that dry weather flows from the project were to reach receiving waters, based upon the studies presented in the EIR; it is not likely that such dry weather flows would noticeably increase bacteria concentrations in the receiving waters.

The Certified EIR also included modeled results predicting post-development water quality. Based on the model results and on the comprehensive site planning, source control, and treatment Best Management Practices (BMPs), total pollutant concentrations and loads from the project area comply with the narrative objective in the Basin Plan. Therefore, impacts to water quality were determined to be less than significant.

Impacts to receiving waters were found to be potentially significant and required mitigation including compliance with the MS4 permit including the Standard Urban Stormwater Mitigation Plan (SUSMP) requirements to reduce discharge, authorization from the Regional Water Quality Control Board (RWQCB) for coverage under the Construction General Permit for general construction, including preparation of a storm water pollution prevention plan (SWPPP), approval of the drainage concept study by the Los Angeles County Department of Public Works (LACDPW), preparation of an Erosion and Sediment Control Plan, implementation of BMPs, construction of debris basins and additional measures included as part of Certified EIR measures H-1 through H-15.

Analysis of Addendum 2013

Addendum 2013 proposed 499 units that would be developed in a combination of attached multi-family units and detached single-family units to all 119 single-family units with 380 single-family units on condominium lots. With Addendum 2013, total amount of lot coverage and impervious surface would be similar to the project analyzed in the Certified EIR. Further, the project would still be required to comply with SUSMP requirements and would include site design PDFs, source control, and treatment control BMPs. Further, Mitigation Measures H-1 through H-15 would continue to apply to Addendum 2013. Compliance with existing regulations and inclusion of the required mitigation measures would ensure that no new or substantially greater impacts would occur as a result of the Addendum 2013.

Analysis of Addendum 2014

Addendum 2014 proposes to remove the junior high school and replace this use with a senior center and 154 senior residential units. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet.

With Addendum 2014, total amount of lot coverage and impervious surface would be similar to the project analyzed in the Certified EIR. Further, the project would still be required to comply with SUSMP requirements and would include site design PDFs, source control, and treatment control BMPs. Further, Mitigation Measures H-1 through H-15 would continue to apply to Addendum 2014. Compliance with existing regulations and inclusion of the required mitigation measures would ensure that no new or substantially greater impacts would occur as a result of the Addendum 2014.

Land Use

Summary of Analysis in the Keystone Project EIR

The Certified EIR analyzed the project's consistency with applicable land use plans and policies, and the compatibility of the project with surrounding land uses were analyzed in the Keystone Project EIR. This evaluation addressed the consistency of the project with the City of Santa Clarita General Plan Elements (Land Use, Community Design, Economic Development and Community Revitalization, Circulation, Human Resources, Public Services, Facilities, and Utilities, Parks and Recreation, Open Space and Conservation, Air Quality, and Noise), the Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide and Growth Visioning Strategies. In addition, consistency with the City of Santa Clarita Zoning Ordinance, Residential Suburban (RS) and Residential Medium High (RMH) Districts, and Ridgeline and Hillside Development Ordinance were also analyzed. No significant impacts related to inconsistencies with applicable land use plans and policies were identified in the Certified EIR.

Analysis of Addendum 2013

Addendum 2013 would include a change to the type of uses from a mix of single-family and multi-family to single-family and detached single-family uses on condominium lots. No new land uses would be introduced, nor would the basic character of the village change. Since certification of the Keystone Project EIR, the City of Santa Clarita adopted an updated General Plan.

The City of Santa Clarita General Plan includes a focus on urban form and provides opportunities in some areas to create more urban environments with mixed-uses, walkable pathways, and ready access to public transit. The General Plan includes increased residential densities in many of these areas to promote additional housing in proximity to supportive commercial and public services. The General Plan encourages supportive densities, a mix of land uses, and design characteristics such as higher residential densities, reduced parking requirements, traffic calming strategies, street patterns with smaller blocks and high connectivity, and architecture that orients buildings to sidewalks, plazas and parks, rather than to parking lots. The mix of residential types, included trails, and associated amenities would be consistent with the General Plan's urban form policies.

The General Plan also includes policies focused on creating a mix of land uses to accommodate growth, developing healthy neighborhoods, creating a diverse economy, enhancing mobility, building on the community's history to create a scenic environment, and environmental responsibility. The project is

generally consistent with these goals and their supporting policies through use of smart design, for example by including a mix of uses such as recreational and institutional uses. Further, the project was approved by the City in 2006 and has therefore been included in the City's baseline for analysis as the General Plan was developed. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

Addendum 2014 modifications would remove the junior high school and replace with 154 senior residential units and a new senior center. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet.

The basic character of the village would not change. Since certification of the Keystone Project EIR, the City of Santa Clarita adopted an updated General Plan.

The City of Santa Clarita General Plan includes a focus on urban form and provides opportunities in some areas to create more urban environments with mixed-uses, walkable pathways, and ready access to public transit. The General Plan includes increased residential densities in many of these areas to promote additional housing in proximity to supportive commercial and public services. The General Plan encourages supportive densities, a mix of land uses, and design characteristics such as higher residential densities, reduced parking requirements, traffic calming strategies, street patterns with smaller blocks and high connectivity, and architecture that orients buildings to sidewalks, plazas and parks, rather than to parking lots. The mix of residential types, included trails, and associated amenities would be consistent with the General Plan's urban form policies.

The General Plan also includes policies focused on creating a mix of land uses to accommodate growth, developing healthy neighborhoods, creating a diverse economy, enhancing mobility, building on the community's history to create a scenic environment, and environmental responsibility. The project is generally consistent with these goals and their supporting policies through use of smart design, for example by including a mix of uses such as recreational and institutional uses. Further, the project was approved by the City in 2006 and has therefore been included in the City's baseline for analysis as the General Plan was developed. Both the junior high school and the YMCA are regional uses that serve residents beyond the confines of the Five Knolls project. Changes have occurred in the community that no longer require construction of a junior high school to serve regional needs. Furthermore, a new and larger senior center is needed to serve the expanding needs of the aging populations of the community. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2014.

Mineral Resources

Summary of Analysis in the Keystone Project EIR

Analysis within the Certified EIR indicated that a small portion of the project site, adjacent to the southern site margin is contained within a Mineral Resource Zone (MRZ-2), classification which is defined as an area "where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood of their presence exists." The EIR indicated that, according to the Division of Mines and Geology (DMG), the estimated resources of PCC-grade aggregate in MRZ-2 land that is technologically and economically available within Los Angeles County totals 11,929 million tons. Of that total, 750 million tons of PCC-grade aggregate are reserves (currently

owned or leased by aggregate producing companies and fully permitted to allow mining). Though project implementation

would convert the land from non-urbanized to urbanized uses, the project site land classified, as MRZ-3 would not be considered as part of the existing 11,929 million tons of PCC-aggregate resource and reserve as identified by the DMG. Therefore, no significant impacts related to mineral resources were identified in the Certified EIR.

Analysis of Addendum 2013

Addendum 2013 project modifications included changes to the type of land uses on-site from a mix of attached multi-family and single-family to a combination of single-family and single-family detached on condominium lots. Other minor modifications to lot sizes would occur. Addendum 2013 would continue to convert the land from non-urbanized to urbanized uses. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

Addendum 2014 proposed modifications would remove the junior high school and replace this use with 154 senior single-family units and a new senior center. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet.

Addendum 2014 would continue to convert the land from non-urbanized to urbanized uses, similar to the Certified EIR. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2014.

Noise

Summary of Analysis in the Keystone Project EIR

Analysis of the potential for roadway and stationary source noise to impact the proposed residential uses, as well as the potential construction noise impacts was assessed in the Certified EIR. Construction activities would primarily affect the existing residences located immediately east and northwest of the project site. The peak construction noise levels have been estimated for the times when construction activities would be occurring in close proximity to the existing homes. These closest activity construction noise levels are at the eastern end of Millridge Drive, the eastern end of Alta Knoll Drive, the western end of Huffy Street, the western end of Kelsey Street, and the western end of Ermine Street. Noise levels at all other construction times would be substantially lower at these locations. The noise levels at the residences near the eastern end of Millridge Drive would be substantially lower than at the other residential locations, because a prominent ridge would act as a large noise barrier between the construction activities and the homes at this location. The other residential locations would have direct lines of sight to the construction activities. Assuming that average daytime noise levels average around 45 A-weighted decibels (dB(A)) Equivalent Continuous Sound Level (Leq) at these homes (based on the noise levels monitored at the project site), the noise levels would represent an increase of more than 10 dB(A) equivalent continuous noise level (Leq) at each location. Mitigation measures included in the project reduced this impact to less than significant.

Future noise levels within the proposed site would be dominated by vehicular traffic on the new extension of Golden Valley Road and "I" Street. Other sources of noise would include new stationary

sources (such as outdoor ventilation and air conditioning equipment) and increased activity throughout the site. Future exterior noise levels at most of the proposed land use locations, as well as interior noise levels throughout the project area would not exceed City standards. However, the future exterior noise levels at several of the buildings proposed along Golden Valley Road could exceed City standards. These locations would not have much topographic variation and, therefore, natural barrier attenuation from Golden Valley Road. The noise levels would primarily affect the porches and balconies of these buildings, but outdoor activity areas where the residents would actually spend time outdoors are not proposed at these locations. Interior noise levels would meet City standards at these buildings.

Heating, ventilation, and air conditioning (HVAC) systems would be installed for the new buildings within the project site. Residential HVAC systems result in noise levels that average between 40 and 50 dB(A) Leq at 50 feet from the equipment. These noise levels would not exceed the City's exterior noise standards.

Based on this information, future residents of the project site could be exposed to exterior noise levels that exceed City standards. This would be a potentially significant noise impact regarding exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinances, or applicable standards of other agencies. Potential mobile noise impacts were mitigated to less than significant.

Analysis of Addendum 2013

Noise from Addendum 2013 would result from increased activity in the area and traffic generated by the residences and other uses. In addition, the northerly connection of I Street to Golden Valley Road was eliminated from the project. Other noise sources that would result from Addendum 2013 would include noise generated by future residents, and institutional uses. The institutional uses (school, YMCA) would generate noise from school buses, truck deliveries, loading/unloading activities, and other similar activities. These activities are potential point sources that could affect noise-sensitive receptors. However, these uses would not have major loading/unloading areas adjacent to homes.

Additional stationary sources could include point source noise such as people talking, doors slamming, lawn care equipment operation, stereos, and domestic animals. Suburban residential areas typically have ambient noise environments of between 52.0 and 61.0 dB(A) Equivalent Continuous Noise Level (Leq), which are composites of all noise levels (i.e., traffic and other noise sources) and typically do not exceed City noise standards; therefore, they are not considered significant. These noise levels also contribute to the ambient noise levels that are experienced in all residential areas. Addendum 2013 would result in fewer residents, and operational noise impacts would be reduced when compared to the previously approved project.

No change in construction activities or the noise associated with construction would result from Addendum 2013. The schedule could be shortened slightly due to the removal of the northerly extension of I Street; however, any decrease in construction activity would be negligible. Therefore, construction noise resulting from Addendum 2013 would not be different from the construction noise analyzed in the Certified EIR. The Certified EIR determined that the noise resulting from construction activities may be a short-term nuisance, but is not considered to be a significant impact. Mitigation measures identified as part of the Certified EIR to further reduce construction noise impacts would

remain applicable. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

Addendum 2014 proposed modifications that would remove the junior high school and replace this use with 154 senior single-family units and a new senior center. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet.

The proposed new uses would occur within the same grading footprint as that analyzed in the Certified EIR. No change in construction activities or the noise associated with construction would result from Addendum 2014. It can be expected that the construction of the proposed uses would be similar to those analyzed in the Certified EIR. The Certified EIR determined that the noise resulting from construction activities may be a short-term nuisance, but is not considered to be a significant impact. Mitigation measure K-1 identified as part of the Certified EIR to further reduce construction noise impacts would remain applicable. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2014.

Stationary noise sources would likely be less. A junior high school would be expected to generate more noise than 154 senior residential units. The junior high school was projected to accommodate 1,200 to 1,600 students and 70 faculty/staff and 2,592 average daily trips. Senior housing would result in 567 average daily trips. The senior center would generate 718 average daily trips. The total trips generated by the new uses would total 1,285, which results in 1,307 fewer trips per day when compared to the Certified EIR. The expected 308 senior residents would not create the same level of noise as that of 1,200 to 1,600 junior high school students both in the numbers of persons on the site and vehicular noise. Mitigation measures K-2 through K-4 identified as part of the Certified EIR to further reduce operational noise impacts would remain applicable. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2014.

Population, Employment, and Housing

Summary of the Analysis in the Keystone Project EIR

The Certified EIR analyzed the potential for housing impacts based on the inclusion of 96 single-family units and 883 multi-family homes resulting in a resident population of 2,992 persons. This increase would represent a 1.6% of the 2010 population of 187,795 and 1.6% of projected housing units (61,101) and would not exceed population growth rates or housing projections for the City. The Certified EIR also found the project would result in increased construction employment opportunities, but would not result in permanent population growth or job creation associated with construction. Further, development of the project would not directly induce substantial population growth directly with new employment. Impacts relating to new business opportunities were found to be less than significant.

The project would also develop new infrastructure (e.g., water facilities, sewer facilities, electrical transmission lines, and natural gas lines) to and within the project site. However, these facilities would not be growth inducing, as they would only serve on-site residents. Overall, the increase in population was found to be consistent with the growth projections in the City's General Plan, and the project was determined to not induce substantial growth in the area.

Analysis of Addendum 2013

Addendum 2013 would consist of 499 units, compared to the project analyzed in the Certified EIR; this would reduce the percentage of the total housing development in the City that the Keystone Project comprises. By reducing its share of the total housing in the City, potential housing impacts would be reduced compared to the analysis presented in the Certified EIR. Addendum 2013 would result in a total of 1,525 persons (assuming the same 3.056 persons per household used to calculate population). This would represent a decrease in the percentage share of population that the Keystone Project represents. No additional impacts related to employment would occur as no changes are proposed to the institutional uses. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

The proposed revisions would result in an increase of 154 units (for a total of 653 residential units) when compared to the Certified EIR. Therefore, even with the proposed 154 senior units, the total number of units would be below those analyzed in the Certified EIR by 326 units. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet.

By reducing its share of the total housing in the City, potential housing impacts would be reduced compared to the analysis presented in the Certified EIR. Addendum 2014 would result in a total of 1,996 persons (assuming the same 3.056 persons per household used to calculate population). This would represent a decrease in the percentage share of population that Five Knolls represents. The elimination of the junior high school eliminates the need for 70 educators and staff. This decrease would not be a substantial decrease in employment, as the staff had not been hired, and additionally is a small percentage of the employment population in the Santa Clarita Valley. Although the senior center would employ staff, it can be reasonably assumed that at best 20 to 30 employees would be added for this use. The staff initially projected for the YMCA would remain the same. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2014.

Public Services

Police Protection

Summary of Analysis in the Keystone Project EIR

There is not a directly proportional relationship between increases in land use activity and increases in demand for police protection services. However, an increase in the number of requests for assistance calls for the police services from new homes would be expected. Most of the calls would likely involve responses to domestic disputes, thefts, vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons. Such calls are typical of problems experienced in existing residential neighborhoods in the project area and do not represent unique law enforcement issues specific to the project.

As the project is developed, tax revenues from property and sales taxes would be generated and deposited in the City of Santa Clarita General Fund. A portion of these revenues would then be allocated, in accordance with the City of Santa Clarita and County of Los Angeles contractual service agreement, to maintain staffing and equipment levels for the Santa Clarita Valley Sheriff's Substation in response to related demands. As the current City revenue base provides for adequate Sheriff's service

in the City of Santa Clarita, it is anticipated that this same level of service would be provided for the project through existing funding sources as long as the City of Santa Clarita and the County of Los Angeles maintain service agreements. Although the project would increase demands for Sheriff's services, these service demands can be met through the allocation of revenues collected from the project using existing sources. Though the project could increase staffing levels at the Sheriff's substation, the increase in staff and equipment would not result in the need to physically alter the physical plant (Santa Clarita Sheriff's Substation), construction of which could cause significant environmental impacts in order to maintain service ratios and response times. Consequently, impacts on the Santa Clarita Valley Sheriff's Substation would be less than significant.

Implementation of project would result in an increased number of residents and visitors within the project site and the surrounding area, thereby, increasing the amount of permanent population subject to potential emergencies (e.g., earthquake, fire, etc.). In addition, as the project site is currently undeveloped the existing City Emergency Evacuation Plans do not include guidelines for evacuation of the project site in the event of a natural disaster. However, as the City is in current compliance with the state's Standard Emergency Management System it can be anticipated that the project site would be included in the evacuation plans. Given the number of evacuation routes associated with the project it is not anticipated that the design of the project would preclude implementation of an evacuation plan, which would provide for the safe movement of future residents. Consequently, no significant impacts are expected to occur with regard to emergency evacuation of the project site or its surroundings.

Analysis of Addendum 2013

Addendum 2013 changed the type of land uses on the project site from a mix of multi-family and single-family residences to 499 single-family residences. As there would be no increase in the anticipated number of residents, no additional impacts to police protection services would occur. Further, the general configuration of the site would remain the same, and would not preclude implementation of an evacuation plan. No additional impacts related to police protection or emergency services would occur. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

Addendum 2014 would result in an increase of 154 units (for a total of 653 residential units) when compared to the Previously Approved Project. Therefore, even with the proposed 154 senior units, the total number of units would be below those analyzed in the Certified EIR by 326 units. By reducing its share of the total housing in the City, potential housing impacts would be reduced compared to the analysis presented in the Certified EIR. Addendum 2014 would result in a total of 1,996 persons (assuming the same 3.056 persons per household used to calculate population). This would represent a decrease in the percentage share of population that the Keystone Project represents. Generally senior residential units do not present a substantial increase in service calls to police services. Given that there would be more students than seniors in the housing units and senior center, there is more potential for police services at the junior high school. Additionally, the removal of the junior high school would remove service call of police services for this use. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet, but it is not expected to create a significant increase in police service calls.

Nonetheless, Mitigation Measures M.1-1 through M.1-6 would be applicable to Addendum 2014. No additional impacts related to police services would occur. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2014.

Fire

Summary of Analysis in the Keystone Project EIR

The intensification of land uses combined with the increase in human activity on the project site would result in an increase in fire hazards and other associated needs for fire protection services. Generally these related to fire flows and wildfire hazards. The Los Angeles County Fire Department (LACFD) would determine the appropriate location and number of on-site fire hydrants during the final design process. Furthermore, the associated water infrastructure improvements would be required to meet commercial and residential fire flow requirements as determined by the Santa Clarita Water Company. Final approval from the LACFD will be required prior to issuance of a building permit for all phases of the project development to ensure adequate fire protection safety for the project and surrounding areas.

As discussed above, due to the location of the project site, development of the project would result in residential, educational and fitness facility uses in an area that has been designated as a very high fire hazard severity zone (VHFHSZ). With the development of the project on-site fire hazards associated with the natural vegetation would be slightly reduced due to the replacement of the vegetation cover with paved surfaces and landscaped vegetation, which would be irrigated. However, the potential for wildland fire hazards would still exist at the project site due to the vacant and/or limited development of land surrounding the project site, increased human activity in the area and the potential for fires due to accidental and arson-related causes.

The project includes several features that would substantially lower the risks of wildland/brush fires, including the following:

- Pursuant to the Los Angeles County Fire Code, the YMCA, junior high school and multifamily structures of the project may require installation of fire sprinklers to reduce potential fire and loss of life;
- Fire hydrants, water tanks and associated infrastructure (i.e., water lines) would be provided on-site in accordance with Fire Code requirements and with the approval of the LACFD;
- Brush around the future homes would be cleared and thinned in compliance with fuel modification requirements;
- Paved streets within the project would provide access to LACFD emergency vehicles;
- The project site would include multiple points of access for emergency vehicles; and
- All private gates shall comply with Regulation 5 of the Fire Code. Prior to the recordation of the Final Tract Map, the applicant shall receive approval of the gates from the Los Angeles County Fire Department.

Although plans for upgrading fire protection in the project area have been developed, the LACFD is not able to implement them without adequate funding. Therefore, as mitigation, the developer would be

required to pay a developer fee, with the funds directed towards the construction or expansion of fire protection facilities, which would serve the project site. Currently, the developer fee is a set amount per square foot of building space and is adjusted annually. With payment of the developer fee, the operational impact of the project upon fire protection services was found to be less than significant.

Analysis of Addendum 2013

Addendum 2013 would result in a total of 499 single-family residences. Rather than a mix of multi-family and single-family units, all units would be single family, including 380 single-family units on condominium lots and the 119 single-family fee lots. The project would continue to require fire protection services and the applicable project features described above will continue to be included in the project. Therefore, impacts related to fire protection services would remain less than significant. No new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

Addendum 2014 would result in an increase of 154 units (for a total of 653 residential units) when compared to the Previously Approved Project. Therefore, even with the proposed 154 senior units, the total number of units would be below those analyzed in the Certified EIR by 326 units. By reducing its share of the total housing in the City, potential housing impacts would be reduced compared to the analysis presented in the Certified EIR. Addendum 2014 would result in a total of 1,996 persons (assuming the same 3.056 persons per household used to calculate population). This would represent a decrease in the percentage share of population that the Keystone Project represents. Generally senior residential units do not present a substantial increase in service calls to fire services. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet and is not expected to significantly increase public service calls.

Nonetheless, Mitigation Measures M.2-1 through M.2-8 would remain applicable to Addendum 2014. No additional impacts related to fire services would occur. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2014.

Schools

Summary of Analysis in the Keystone Project EIR

The project site is within the Saugus Union School District and the William S. Hart Union High School District. The Saugus District provides elementary school service (grades K through 6) while the Hart District provides junior high education (grades 7 and 8) and high school education (grades 9 through 12). The EIR determined the Keystone Project would result in 319 additional students in the Saugus District and Hart District.

As illustrated in Table 3-7 – Keystone Project Student Generation the project would result in 167 elementary school students, 61 middle school students and 91 high school students. The Keystone Project EIR identified adequate capacity at the existing Saugus District schools (either Skyblue Mesa Elementary School or Emblem Elementary School) to accommodate the project. However, the EIR determined the mostly likely schools for the junior high and high school students were operating at or over capacity, resulting in the need for new facilities. The Certified EIR determined that with project compliance with the School Facilities Funding Agreements with the Saugus District and Hart District

(Mitigation Measure 3-1), project-specific impacts to schools and educational services would be less than significant and all local students would be housed.

Table 3-7 – Keystone Project Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total
Single-family residences ¹	96 units	46	16	24	86
Multi-family apartments ²	216 units	24	7	16	47
Townhouse units ³	667 units	97	38	51	186
Total		167	61	91	319

Source: Keystone Certified EIR

1 Student generation rates for single-family residential: 0.4790 elementary, 0.1713 middle and 0.2466 high school students per dwelling unit

2 Student generation rates for multi-family apartments: 0.1120 elementary, 0.0345 middle and 0.0745 high school students per dwelling unit

3 Student generation rates for townhouse units: 0.1455 elementary, 0.0571 middle and 0.0770 high school students per dwelling unit

Analysis of Addendum 2013

Addendum 2013 would result in a total of 499 single-family residences. As shown in Table 3.0-5, above, student generation rates are based on the type of land use. As Addendum 2013 would not include multifamily or attached units the number of expected students associated with the project would increase. The number of students in elementary schools would increase from 167 to 239. The number of students at middle schools would increase from 61 to 85. The number of students expected at the high school level would increase from 91 to 132. The Certified EIR indicated that four of the 12 high schools within the Hart District are at or over capacity. However, the Hart District as a whole was at 86% of capacity. As discussed previously, this represents a conservative estimate as 380 of the residences would be on condominium lots and would therefore be similar to condominium uses although they would be detached. The project would continue to comply with the School Facilities Funding Agreements with the Saugus District and Hart District (Mitigation Measure 3-1), therefore project specific impacts to schools and educational services would be less than significant, and all local students would be housed. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

Communication received from the Hart School District, the School District does not need or want the junior high school, as construction of the Castaic High School is a higher priority.⁶ Furthermore, the addition of 154 senior residential units would not increase the number of school children to either the Saugus Elementary or Wm. S. Hart Union High School District. Given that the Hart School District has determined that the junior high school site is not its top priority and senior residential units do not generate students, it can be concluded that Addendum 2014 would not create any new or substantially greater impacts as a result of project implementation.

⁶ Press Release from Wm. S. Hart Unified High School District, dated July 5, 2007

Libraries

Summary of Analysis in the Keystone Project EIR

Implementation of the project would increase demand for library services, specifically at the closest facility in Canyon Country, the Jo Anne Darcy Library. The Certified EIR found the project would increase the local permanent residential population by 2,992. Using the County Library's planning guidelines of 0.50 square foot of library facilities and 2.75 collection items per capita, the project would generate a need for an additional 1,496 square feet of library facilities and 8,228 additional collection items. The Santa Clarita Valley is currently under-served with regard to library services and development of the project would thereby increase the existing need for additional library facilities. However, the construction associated with these facilities was determined to be negligible under CEQA, and the project's impacts on libraries were determined to be less than significant.

Analysis of Addendum 2013

Addendum 2013 resulted in a total of 499 single-family residences. Rather than a mix of multi-family and single-family units, all units would be single-family, including 380 single-family units on condominium lots and the 119 single-family fee lots. The project would continue to place demand on library services. However, Addendum 2013 would result in fewer residents compared to the project analyzed in the Certified EIR (see the discussion under Population, Employment, and Housing, beginning on page 3-24 above), the demand associated with library facilities would not exceed the demand disclosed in the Certified EIR. Therefore, impacts related to library services would remain less than significant. No new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

Addendum 2014 would result in an increase of 154 units (for a total of 653 residential units) when compared to the Previously Approved Project. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet. Therefore, even with the proposed 154 senior units, the total number of units would be below those analyzed in the Certified EIR by 326 units. This would represent a decrease in the percentage share of population that the Keystone Project represents. The project would continue to place demand on library services. However, Addendum 2014 would result in fewer residents compared to the project analyzed in the Certified EIR (see the discussion Population, Employment, and Housing, beginning on page 3-24 above), and the demand associated with library facilities would not exceed the demand disclosed in the Certified EIR. Therefore, impacts related to library services would remain less than significant. No new or substantially greater impacts to library services would occur as a result of Addendum 2014.

Parks

Summary of Analysis in the Keystone Project EIR

There are no existing parks or trails on the project site. The proposed Keystone Project would include trails, open space, a private fitness facility (YMCA), and a public school (junior high). The project also includes construction of a multi-use trail in the southern portion of the project site (following the Santa Clara River) to the western boundary of the project site. The project includes an extension of this trail from the western project boundary to the eastern project boundary of Riverpark project, west of Newhall Ranch Road.

Natural open space areas on the project site total approximately 70 acres, and the graded lots total approximately 87 acres. Both the natural open space area and the open space graded lots are passive, and no recreational uses are proposed. The natural open space river lot (Lot 123), approximately 17 acres, would be dedicated to the City. The graded lots and other natural open space lots would be owned and maintained by the single-family development homeowner association (Lots 1 through 96), the multi-family homeowner associations (Lots 97 through 99), and the property owner (Lot 100).

The project trail system features the bicycle, equestrian and pedestrian trail system. The trail system has been proposed in accordance to the City of Santa Clarita's Master Trail System. The trail system is intended to provide on-site access to open space areas and connect the living areas, schools, and recreational uses with other nearby shopping, work, entertainment, civic, and recreational opportunities of the area.

The proposed trail plan includes a 25- to 35-foot-wide multi-use trail along the southern portion of the project site adjacent to the river. This trail would be a part of the City's Santa Clara River Trail. The Keystone Project portion of the trail would connect to the easterly end of River Park's trail, west of Newhall Ranch Road and continue east along the Santa Clara River to the project boundary and stop where connections to the trail would be provided in the future.

The multi-use trails outlined above incorporate Class I (off-street trails with fully separate travel-way designated exclusively for bicycle and pedestrian use). Bikeways are located along Golden Valley Road with a connector to the Santa Clara River Trail and from the project site to Newhall Ranch Road. A Class I trail is proposed from the YMCA site connecting to Newhall Ranch Road. The proposed bikeways and the connector route would be maintained by the City of Santa Clarita.

The proposed Keystone Project includes trails designated for pedestrian use only. The intention of these trails is to provide pedestrian access to open space areas within the project site for hiking and recreational use. These trails would be located within a 12-foot-wide easement and the pathways would be approximately 4 feet wide. The Homeowners Association would maintain the proposed pedestrian- only trails.

In addition, a trail is proposed on the Junior High School site, which would be used by the school district and the local residents for jogging, walking, etc. The trail would be approximately 4 feet wide and would be maintained by the William S. Hart School District.⁷

The City of Santa Clarita has adopted park dedication requirements for new subdivisions. The Quimby requirement is that land be dedicated or equivalent fees be paid, for neighborhood and community park or recreational purposes at the rate of a minimum of 3 acres per 1,000 persons residing within the project. Based on 2,992 persons, this would require a minimum of 8.98 acres of parkland. Project park requirements would be met based on the City's ordinance through a combination of the project features and payment of fees if necessary. No significant impacts were identified in the Certified EIR.

⁷ Note that while the referenced discussion addresses the Certified EIR, the removal of the junior high school would eliminate this trail.

Analysis of Addendum 2013

As discussed above, Addendum 2013 includes a combination of active and passive recreational facilities landscaped green space and pedestrian access to additional trails. No changes are proposed to the recreational amenities or open space provided on the site. As discussed above, the Quimby requirement is 3 acres for every 1,000 persons, and the project requirement would be reduced from 8.97 acres to 4.6 acres. Conformance with the City's General Plan of 5 acres per 1,000 residents would require 7.6 acres of dedicated parkland. Nonetheless, Addendum 2013 will continue to comply with the City's requirement through project features and payment of fees as necessary. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

Addendum 2014 would result in a total of 1,996 persons (assuming the same 3.056 persons per household used to calculate population). The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet and would provide for private recreation opportunities. As discussed above, the Quimby requirement is 3 acres for every 1,000 persons, the project requirement would be reduced from 8.97 acres to 6.0 acres. Conformance with the City's General Plan of 5 acres per 1,000 residents would require acres of dedicated parkland. Nonetheless, Addendum 2014 will continue to comply with the City's requirement through project features and payment of fees as necessary.

The proposed senior residential units would include a clubhouse and swimming pool. Additionally, the senior center would also provide for recreational opportunities. Nonetheless, Addendum 2014 would be required to implement Mitigation Measure M.5-1 as applicable. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2014.

Utilities

Water

Summary of Analysis in the Keystone Project EIR

The current water supply for the Santa Clarita Valley is derived from five primary sources:

- Groundwater from the alluvial aquifers;
- Groundwater from the Saugus formation;
- Imported State Water Project (SWP) water
- Dry year groundwater banking programs; and
- Recycled water

The sources of water supply with Castaic Lake Water Agency (CLWA) service area can be characterized as: (1) local supplies consisting of groundwater and recycled water; and (2) imported supplies that are transported via the SWP and consisting of SWP contract amounts and dry year supplies delivered from groundwater banking programs. Potential future sources include acquisition of additional imported water supplies, recycled water, desalination, storm water runoff, increased dry year Saugus pumping, and additional SWP reliability project. Demand side management programs (conservation) is also considered a component of water supply resulting from efforts by CLWA and other retailers to reduced water demand on a long term basis.

The Certified EIR for the Keystone Project included an assessment of water use for the development of 979 residential units. A Water Supply Assessment was sought from the CLWA. In its Water Supply Assessment, the CLWA concluded that the water demand generated by the project falls within the available and projected water supplies for normal, single-dry, and multiple-dry years through 2020 and within the 20-year water demand growth projected in CLWA’s 2000 UWMP, as amended. As a result, the CLWA found that it would be able to meet the water demand of the project, in addition to existing and planned future demands of the water system.

As shown in Table 3-8, the project would consume approximately 620 acre-feet per year (afy).

Table 3-8 – Estimated Water Demand

Land Use Category	Size	Annual Rate	Water Demand (acre-feet per year)
Single-family residences	96 units	0.80 af/unit	77
Condominiums	667 units	0.24 af/unit	160
Apartments	216 units	0.23 af/unit	50
School	21 acres	3 af/acre	63
YMCA facility	4 acres	3 af/acre	12
Manufactured slopes	86 acres	3 af/acre	258
Water feature	16 feet high	N/A	N/A
Total			620

Source: Keystone Draft EIR, 2006
 Impact Sciences 2012

Table 3-9 was provided in the EIR and shows that there would be sufficient water supply to meet the project’s water demand under an average/normal water year, single dry year, or multiple dry years.

Table 3-9 – Existing Water Supplies

	Available During Average Year (acre feet)	Available During Wet Year (acre feet)	Available During Single Dry Year (acre feet)	Available During Each of Three Consecutive Dry Years (acre feet)
Local supplies				
Alluvial aquifer	35,000	40,000	32,500	32,500
Saugus formation	11,000	11,000	15,000	24,000
Recycled water	1,700	1,700	1,700	1,700
Imported supplies				
SWP amount*	56,800	95,200	37,900	37,900
Draw from short-term semi-tropic bank account	0	0	50,870	16,950
Draw from flexible storage account	0	0	4,684	1,561
Existing supplies (2004)	104,500	147,900	142,654	114,611

Source: Keystone Certified EIR, 2006

For the 2000 UWMP, water supplies reflected in this table are based on SWP reliability as of 2000. Use of the 2003 SWP reliability figures would reduce the existing Single Dry Year and Consecutive Dry Year amounts to 18,088 AF and 35,244 AF respectively. The corresponding total existing supplies would be reduced to 122,842 AF and 112,955 respectively. Total existing and planned supplies in Single Dry and Consecutive Dry Years would be reduced to 147,272 AF and 134,305 AF, respectively. Assuming 76% reliability in the average year, total existing supplies would be 120,052 AF and total existing and planned supplies would be 135,352 AF.

* Since the 2000 UWMP was adopted, DWR released its SWP Delivery Reliability Report (May 2003), which analyzes the reliability of SWP supplies. During infrequent dry periods, deliveries are projected to be less than 50%, and possibly as low as 19% during an usual single dry year condition that occurs about once every 70 years. During very wet years, full deliveries can be expected. Thus, the amount of water available to CLWA in each of those dry years would be 19% of 95,200 AF (18,088 AF). In a worst-case multiple dry-year-period, the amount of water available to CLWA in each of those dry years would be 37% of 95,200 AF (35,244 AF). The May 2003 report also assumes average year SWP deliveries of 76%. This would result in 72,352 AF of CLWA's entitlement amount.

In addition the project includes development of a distribution system that would provide sufficient capacity for domestic and fire flow requirements. Mitigation measures are included in the Certified EIR to ensure impacts remain below a level of significance; these measures include the use of “smart sprinkler” irrigation systems and drought-tolerant landscaping.

Analysis of Addendum 2013

Addendum 2013 included 499 units with a change in the type of unit single-family and single-family on condominium lots. This change in the type of use could change water demand on the project site. The Santa Clarita Water District (SCWD) uses a water generation rate of 0.80 afy per unit for single-family residences. Using the generation factor for a single-family home, Addendum 2013 resulted in a total water demand of 399 afy for the residential components of the project. This would be an increase compared to the analysis presented in the Certified EIR which estimated 287 afy for the residential components. However, the water demand factor of 0.80 used by the SCWD is based on a typical single-family lot with a front and rear yard that would require water for landscaping. Addendum 2013, although consisting of detached homes, includes minimal landscaping for each of the 380 units on condominium lots and therefore would be expected to consume less than 0.80 afy per unit. Therefore, the analysis presented in this addendum represents a worst-case scenario. Due to the reduction in the number of units (compared to the Certified EIR) combined with the minimal landscaping; actual water demand would likely remain similar to the analysis presented in the Certified EIR.

The Certified EIR found sufficient water supplies would exist to serve the project. Since certification of the EIR, the SCWD, and CLWA have planned for the project in their calculation of water demand. Although Addendum 2013 could represent an incremental change in the amount of water demand, it

would not represent a significant change for the water suppliers. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2013.⁸

Analysis of Addendum 2014

The Santa Clarita Water District (SCWD) uses a water generation rate of 0.80 acre-feet per year (afy) per unit for single-family residences. Using the generation factor for a single-family home, Addendum 2014 resulted in an additional water demand of 112 afy for the senior-living residential components of the project. Adding this demand to the 2013 Addendum resulted in a demand of 511 afy for the residential components of the project. This would be an increase compared to the analysis presented in the Certified EIR, which estimated 287 afy for the residential components. However, the water demand factor of 0.80 used by the SCWD is based on a typical single-family lot with a front and rear yard that would require water for landscaping. Addendum 2013, although consisting of detached homes, includes minimal landscaping for each of the 380 units on condominium lots and therefore would be expected to consume less than 0.80 afy per unit. Similarly, the senior residential units will contain even smaller lots and are an attached product. The total water demand for Addendum 2014 would be 781 afy (511 afy for residential uses and 270 afy for non-residential uses). Due to the reduction in the number of units (compared to the Certified EIR) combined with the minimal landscaping, actual water demand would likely remain similar to the analysis presented in the Certified EIR. Nonetheless, Addendum 2014 would be required to implement Mitigation Measures N.1-1 through N.1-4 as applicable.

The Certified EIR found that sufficient water supplies would exist to serve the project. Since certification of the EIR, the SCWD and the Castaic Lake Water Agency (CLWA) have planned for the project in their calculation of water demand. Although Addendum 2014 represents an incremental change in the amount of water demand, it would not represent a significant change for the water suppliers. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2014.

Solid Waste

Summary of Analysis in the Keystone Project EIR

The Certified EIR for the Keystone Project evaluated the potential for solid waste impacts to occur. Approximately 80% of Santa Clarita's solid waste is sent to the Chiquita Canyon Sanitary Landfill (in Castaic), with most of the remaining being sent to the Antelope Valley Public Landfill (in Palmdale), the Puente Hills Landfill (in the City of Industry) and the Bradley Landfill (in Sun Valley).

The Certified EIR determined that construction of the project would generate solid waste that would incrementally decrease the capacity and lifespan of landfills. In particular, site preparation (vegetation removal and grading activities) and construction activities would generate construction debris, including wood, paper, glass, plastic, metals, cardboard, and green waste. Even with mitigation measures to reduce waste through source reduction programs, this was identified as a significant and unavoidable impact due to the limited solid waste disposal capacity in the region.

⁸ Keystone Project DEIR, Volume II, July 2005, Appendix 10, SB 610 Water Supply Assessment for the Keystone Project, Castaic Lake Water Agency, Santa Clarita Water Division, March 30, 2005.

The Certified EIR for the project evaluated the potential long-term effect of the 979 residences, the Junior High School, and the YMCA facility. These components were found to generate approximately 10,839 pounds of solid waste per day, or 1,979 tons per year, as shown in Table 3-10 below.

Table 3-10 – Keystone Project Solid Waste

Land Use	Unit of Measure	Generation Factor (pounds/unit/day)	Total Waste Generation (pounds/day)	Total Waste Generation (tons/year)
Residential	96 du	11.40 lb/du	1,094	200
Multi-family	883 du	8.60 lb/day	7,594	1,386
Junior high school	1,200	1 lb/student	1,200	219
YMCA facility	30,476 sq. ft.	3.12 lb/100 sq. ft.	951	174
Total			10,839	1,979

Source: Keystone Certified EIR, 2006
 du = dwelling unit, sq. ft. = square feet

Per AB 939 there is a requirement to reduce the solid waste stream by 50%, which means that approximately 5,419.5 pounds of the project’s total waste stream (989 tons per year) would be diverted elsewhere than to a landfill (e.g., recycled.) Therefore, the project was determined to produce approximately 5,419.5 pounds per day of solid waste (2.71 tons). This was identified as a significant and unavoidable impact due to the limited landfill capacity the region.

Analysis of Addendum 2013

Addendum 2013 included 499 units. Rather than attached units, the Addendum 2013 consisted of a combination of single-family units and single-family residences on condominium lots. Construction would occur over a similar timeframe and would disturb a similar amount of the project site. Therefore, impacts related to construction debris would be expected to remain significant and unavoidable.

Assuming 11.40 pounds per day per dwelling units (the same factor used in the Certified EIR), Addendum 2013 would result in 5,689 pounds per day of solid waste. The solid waste associated with the Junior High School and the YMCA would remain the same. Therefore, the total solid waste generated by Addendum 2013 would be 7,840 pounds, which would be less than the analysis presented in the Certified EIR. Nonetheless, impacts related to solid waste would be expected to remain significant and unavoidable due to the limited amount of disposal space available in the region. As discussed above, while the impact would remain significant, implementation of Addendum 2013 would reduce the severity of the impact. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2013.

It should be noted that the City’s recently updated General Plan also considered solid waste impacts to be significant and unavoidable.

Analysis of Addendum 2014

Addendum 2014 would include 499 units and 154 senior residential units. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet.

Construction would occur over a similar timeframe and would disturb a similar amount of the project site. Therefore, impacts related to construction debris would be expected to remain significant and unavoidable.

Assuming 11.40 pounds per day per dwelling units (the same factor used in the Certified EIR), Addendum 2014 would result in 8,962 pounds per day of solid waste. The solid waste associated with the Junior High School would be eliminated, 998 lbs/day is estimated for the senior center and the YMCA would increase slightly with the increase in building area. The total solid waste generated by Addendum 2014 would be 8,962 lbs/day, which would be less than the analysis presented in the Certified EIR. Nonetheless, impacts related to solid waste would be expected to remain significant and unavoidable due to the limited amount of disposal space available in the region. As discussed above, while the impact would remain significant, Addendum 2014 would reduce the severity of the impact. Nonetheless, Addendum 2014 would be required to implement Mitigation Measures N.3-1 through N.3-17 as appropriate. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2014.

Traffic

Summary of Analysis in the Keystone Project EIR

The traffic analysis included a short-range and interim year time frame using the Santa Clarita Valley Consolidated Traffic Model (SCVCTM). The SCVCTM was developed jointly by the City of Santa Clarita and the County of Los Angeles and is the primary tool for forecasting traffic volumes in the Santa Clarita Valley. The performance criteria utilized is based on a volume to capacity ratio (V/C), and based on that V/C ratio a corresponding Level of Service (LOS) is defined. For intersections, the intersection capacity utilization (ICU) methodology is applied, providing a planning level basis for determining V/C and LOS. The ICU methodology sums the V/C ratio for critical movement of an intersection and is the preferred procedure for intersection analysis in the City of Santa Clarita.

Primary vehicle access to the site would be via a major arterial, Golden Valley Road, which would run on a north-south axis through the site, and Ermine Street to the east, which would connect to Golden Valley Road within the project site boundaries. Golden Valley Road would connect to the proposed east-west roadway, Newhall Ranch Road, which would intersect with Golden Valley Road north of the project boundary. With project implementation, Golden Valley Road would continue south through the project site to Newhall Ranch Road. There would be a gap between the project site southeastern boundary and the City's proposed Newhall Ranch Road alignment. The Project Applicant proposes to construct approximately 1,890 feet of roadway to connect the project site, via Golden Valley Road, to the proposed Newhall Ranch Road alignment. Construction of Golden Valley Road would include full grading, the construction of four vehicle lanes, a landscaped median, and a Class I trail within a maximum right-of-way of 126 feet. The roadway would be split by a median and would have varying levels of elevation depending upon the location on the project site.

The Certified EIR determined that the project is estimated to generate approximately 11,005 ADT with approximately 1,468 occurring in the AM peak hour and approximately 1,009 occurring in the PM peak hour. These values represent the total volume of traffic entering and exiting each component of the project site. On-site trip generation was calculated to estimate number of vehicles that will remain on the project's internal roadway system, traveling to and from the residential, school, and YMCA sites.

The Certified EIR analyzed four scenarios within the project impact analysis; these include: a) Without Golden Valley Road extension to Plum Canyon; and b) With Golden Valley Road connection to Plum Canyon Road. Each scenario includes two subsets of analyses, with and without an Ermine Street connection to the east. When the Cross Valley Connector is not completed as analyzed in Scenario 1, eight intersections show significant impacts in comparison to no-project conditions. The Cross Valley Connector is Golden Valley Road for Scenario 2, in which four intersections will show significant impacts. These intersections are as follows:

- 48. McBean Parkway & Newhall Ranch Road (Scenario 2)
- 65. Bouquet Canyon Road & Soledad Canyon Road (Scenarios 1 & 2)
- 66. Bouquet Canyon Road & Newhall Ranch Road (Scenarios 1 & 2)
- 67. Seco Canyon Road & Bouquet Canyon Road (Scenario 1)
- 160. Haskell Canyon Road & Bouquet Canyon Road (Scenario 1)
- 172. Whites Canyon Road & Soledad Canyon Road (Scenario 1 & 2)
- 173. Santa Catarina/GVR & Plum Canyon Road (Scenario 1)
- 174. Bouquet Canyon Road & Plum Canyon Road (Scenario 1)
- 198. Valley Center & Soledad Canyon Road (Scenario 1)

The significant impacts identified in this section occur with the project. It was therefore concluded that the project mitigation is not sufficient for either scenario in which the Cross Valley Connector is not completed.⁹ Intersections of particular importance to the project site for these scenarios are Bouquet Canyon Road at Plum Canyon Road and Bouquet Canyon Road at Newhall Ranch Road. Without the Cross Valley Connector, each of these intersections shows deficiencies without project traffic added. Without the relief provided by the Cross Valley Connector, even a small amount of additional traffic added to these locations will result in a significant impact.

Analysis of Addendum 2013

A traffic analysis memo was prepared by Stantec Consulting Services (**Appendix C**) to determine the potential for new or additional impacts to occur as a result of Addendum 2013. In addition to modification to the number of units and the change of unit to single family, site access was modified. The Approved TTM provided a north access and a south access on Golden Valley Road connected by a collector street (I Street). Addendum 2013 maintains a north and south access but eliminates I Street as a connection between the two.

Although the number of units is reduced compared to the number of units evaluated in the Certified EIR, the trip generation rates are generally higher with the single-family uses compared to multi-family uses. With the elimination of multi-family units from the project, 380 of the 499 units are on smaller condominium type lots; however, single-family trip generation rates were applied to present the most conservative analysis. As a result, overall trip generation with Addendum 2013 was lower compared to the analysis presented in the Certified EIR. Addendum 2013 resulted in 211 fewer AM peak hour trips (1,257 compared to 1,468 in the EIR) and 203 fewer PM peak hour trips (806 compared to 1,009). Total daily trips would be reduced by approximately 20% to 8,052, a reduction of 2,953 total trips. In comparison to Approved TTM, the trip generation is slightly higher in the AM and PM peak hours and total daily trips. Specifically, the revised trip generation is 15 more trips in the AM

⁹ The analysis references the Certified 2006 EIR. The Cross Valley Connector is now finished and operational.

peak hour (1,257 compared to 1,242), 63 more trips in the PM peak hour (806 compared to 743), and 269 more in total daily trips (8,052 compared to 7,783). Compared to the analysis presented in the Certified EIR, Addendum 2013 would not result in any new or substantially increased impacts.

As discussed above, Addendum 2013 also includes the elimination of the north/south access on Golden Valley Road provided by I Street. An operational analysis of the access intersections using Synchro is summarized in Table 3-11 below. With Addendum 2013, the north access is forecast to operate at LOS B in the AM peak hour and LOS A in the PM peak hour. The south access is forecast to operate at LOS C in the AM peak hour and LOS B in the PM peak hour.

Table 3-11 – Intersection Level of Service Summary

Intersection	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
North access at Golden Valley Road	17.8	BG	6.8	A
South access at Golden Valley Road	33.6	C	23.4	C

Source: Stantec Consulting Services, Inc. Memo for the Keystone Project – Revised Land Use, 2012

Based on the analysis provided by the traffic consultant, Addendum 2013 results in less traffic generation than the project analyzed in the Certified EIR, and the revisions to project access would operate acceptably. Therefore, no new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

The Certified EIR evaluated the impact of 979 dwelling units that consisted of 96 single-family lots, 216 multi-family apartment units, and 667 townhouse units, along with a junior high school and a YMCA community/fitness center. As noted above, the EIR was certified in 2006; however, the City Council approved a scaled down project with a total of 499 residential units – consisting of 312 detached single-family residential units and 187 for-sale townhome units, plus the junior high school and YMCA. In 2013, an addendum to the Certified EIR was prepared to change the mix of residential uses to consist of all single-family residences (still 499 total residential units).

The EIR traffic study identified a significant impact at nine off-site intersections based on the larger original project, which generated considerably more peak hour and daily traffic than the approved land use. However, an evaluation of the impacts on these intersections by the smaller approved land use, and whether mitigation would still be required with the smaller project, was not prepared at that time.

The potential impact of the proposed project on the intersections first evaluated in the project’s EIR has been prepared based on the peak hour trip generation of the proposed land use using the Santa Clarita Valley Consolidated Traffic Model (SCVCTM). The traffic generation estimates for the new proposed mix of land use is shown in Table 3-12 – Five Knolls Revised Project Land Use and Trip Generation Comparison below.

An updated impact analysis that is based on the current proposed project (that area is now proposed to consist of 154 age-restricted (active senior) residential housing units, an approximately 39,109 square foot YMCA, and an approximately 30,400 square foot senior center) has now been performed. The remainder of the project site continues to consist of 499 single-family residences.

The current proposed project is forecast to generate approximately 6,970 ADT in comparison to the approximately 11,000 ADT generated by the 2006 EIR project.¹⁰ This represents a 37% reduction in traffic generation.

Table 3-12 also includes a summary of the project’s trip generation estimates from the project’s Certified EIR, as well as trip generation estimates for the project as approved in 2006 (as noted above, the EIR evaluated a higher density project than what was ultimately approved, hence the listing of two different trip generation totals for comparison purposes).

Table 3-12 – Five Knolls Revised Project Land Use and Trip Generation Comparison

Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Single-Family	499 DU	95	279	374	319	185	504	4,775
Senior Housing	154 DU	12	22	34	25	17	42	567
YMCA	39,100 SF*	39	25	64	19	45	64	895
Senior Center	31,400 SF*	31	20	51	15	36	51	718
Total		177	346	523	378	283	661	6,955
Previous project – EIR analysis trip generation								
Total trips		602	866	1,468	604	405	1,009	11,005
Previous project – 2006 approved project trip generation								
Total trips		573	669	1,242	431	312	743	7,783
Previous project - 2013								
Total trips		574	683	1,257	458	348	806	8,052
Trip rates								
Single-family detached ¹		.19	.56	.75	.64	.37	1.01	9.57
Senior housing – detached (ITE 251) ²		.08	.14	.22	.16	.11	.27	3.68
YMCA/Recreation Community Center ¹		.99	.63	1.62	.48	1.16	1.64	22.88

DU = dwelling units; SF = square feet

Trip Rates Source:

1 The Keystone EIR Traffic Study (2005)/ITE Trip Generation Manual (7th Edition)

2 ITE Trip Generation Manual (9th Edition)

*Project areas having changed slightly since the preparation of the traffic analysis but not significantly that would change the conclusions of the study. In fact, trips generated would be slightly fewer.

In comparison to the Certified EIR analysis, the project’s new trip generation estimates are significantly lower. The new trip generation is 945 fewer trips in the AM peak hour (523 vs. 1,468), 348 fewer trips in the PM peak hour (661 vs. 1,009), and 4,050 fewer trips in total daily trips (6,955 vs. 11,005). In comparison to the 2006 approved project, the trip generation is also significantly lower in the AM and PM peak hours, and lower in total daily trips. Specifically, the revised trip generation is 719 fewer trips in the AM peak hour (523 vs. 1,242), 82 fewer trips in the PM peak hour (661 vs. 743), and 828 fewer total daily trips (6,955 vs. 7,783).

Table 3-13 summarizes the ICU values for the study intersections under One Valley One Vision (OVOV) General Plan build out conditions without and with the currently proposed project. As shown, the currently proposed project results in significant impacts at two of the 17 intersections originally evaluated in the project’s 2006 EIR. In comparison, the project evaluated in the 2006 EIR resulted in significant impacts at nine intersections.

¹⁰ Source: Revised Project Land Use Traffic Analysis, Stantec, December 8, 2014

Table 3-13 – Intersection Capacity Utilization Summary

Intersection	GP Buildout No-Project				GP Buildout with Proposed Project			
	AM		PM		AM		PM	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
39. Dickason Dr & Newhall Ranch Rd	0.61	B	1.21	F	0.61	B	1.21	F
48. McBean Pkwy & Newhall Ranch Rd	0.84	D	0.89	D	0.85	D	0.90	D
57. Valencia Blvd & Magic Mountain Pkwy	1.06	F	1.31	F	1.07 (1.06)	F (F)	1.34 (1.19)	F (F)
65. Bouquet Cyn Rd & Soledad Cyn Rd	0.73	C	0.86	D	0.73	C	0.87	D
66. Bouquet Cyn Rd & Newhall Ranch Rd	0.74	C	0.90	D	0.78	C	0.90	D
143. SR-14 NB Ramps & Placerita Cyn Rd	0.74	C	0.96	E	0.75	C	0.96	E
144. Sierra Hwy & SR-14 SB Ramps	0.91	E	1.30	F	0.91	E	1.30	F
145. Sierra Hwy & Placerita Cyn Rd	0.86	D	0.93	E	0.87	D	0.93	E
146. SR-14 NB Ramps & Golden Valley Rd	0.33	A	0.70	B	0.33	A	0.70	B
147. SR-14 SB Ramps & Golden Valley Rd	0.58	A	0.61	B	0.58	A	0.61	B
162. Sierra Hwy & Golden Valley Rd	0.85	D	1.18	F	0.85	D	1.18	F
163. Golden Valley Rd & Via Princessa	0.89	D	0.76	C	0.89	D	0.76	C
165. Golden Valley Rd & Valley Center Dr	0.59	A	0.65	B	0.60	A	0.71	C
166. Golden Valley Rd & Newhall Ranch Rd	0.61	B	0.74	C	0.66 (0.66)	B B	0.89 (0.71)	D C
172. Whites Cyn Rd & Soledad Cyn Rd	0.71	C	0.90	D	0.71	C	0.90	D
173. Golden Valley Rd & Plum Cyn Rd	0.60	A	0.50	A	0.61	B	0.52	A
198. Valley Center Dr & Soledad Cyn Rd	0.76	C	0.78	C	0.77	C	0.78	

Bold = Significant Project Impact
 Parentheses indicate ICU values with-mitigation.

Table 3-14 lists the intersections identified as significantly impacted by the 2006 EIR project and the corresponding mitigation measures identified at that time. Also listed are mitigation measures for the two intersections identified as significantly impacted by the current project. Following is a discussion of each of the original mitigation measures, along with their applicability to the currently proposed project.

Table 3-14 – Off-Site Intersection Mitigation Summary

Intersection	EIR Mitigation (From 2006 EIR Traffic Study)	Proposed Mitigation (Based on Current Project)
57. Valencia Blvd & Magic Mountain Pkwy	Add 2 nd WBL turn lane	Add 2 nd WBL turn lane Remove WBR turn lane
65. Bouquet Cyn Rd & Soledad Cyn Rd	Add 4 th NBT lane	None required
66. Bouquet Cyn Rd & Newhall Ranch Rd	Add 3 rd EBT lane	None required
144. Sierra Hwy & SR-14 SB Ramps	Add 2 nd SBL turn lane	None required
145. Sierra Hwy & Placerita Cyn Rd	Restripe 1 WBT lane to WBR turn lane Restripe 1 WBT lane to a shared thru/right lane	None required
162. Sierra Hwy & Golden Valley Rd	Add 3 rd WBT lane	Mitigation completed
163. Golden Valley Rd & Via Princessa	Future intersection built out to achieve LOS D	None required
166. Golden Valley Rd & Newhall Ranch Rd	Add 2 ^{ne} WBR turn lane or construct WBR as a free-flow turn lane	Construct WBR as free flow turn lane
172. Whites Cyn Rd & Soledad Cyn Rd	Restripe separate WBR turn lane to a shared thru/right lane	None required

NB = Northbound SB = Southbound EB = Eastbound WB = Westbound L = Left
 T = Thru R =Right

- Valencia Boulevard and Magic Mountain Parkway – The project was conditioned to install a second westbound left turn lane at the intersection of Valencia Boulevard and Magic Mountain Parkway. As Table 3-14 shows, the smaller proposed project would continue to have a significant impact on the intersection of Valencia Boulevard and Magic Mountain Parkway. The project would still be required to install the second westbound left-turn lane as mitigation. The westbound right-turn lane can be removed to accommodate the second left-turn lane.
- Bouquet Canyon Road and Soledad Canyon Road – The currently proposed project would have no significant impact at the intersection of Bouquet Canyon Road and Soledad Canyon Road. Since the smaller proposed project has no significant impact on the intersection of Bouquet Canyon Road and Soledad Canyon Road, no mitigation is required at this location. The intersection would operate at LOS D or better during the AM and PM peak hours.
- Bouquet Canyon Road and Newhall Ranch Road – The currently proposed project would have no significant impact on the intersection of Bouquet Canyon Road and Newhall Ranch Road, and the identified mitigation is no longer required for the project. The intersection would operate at LOS D or better during the AM and PM peak hours.
- Sierra Highway and SR-14 Southbound Ramps – Based on the proposed land use, the current project has no significant impact on the intersection of Sierra Highway and SR-14 southbound ramps during the AM or PM peak hour. Since the smaller proposed project has no significant impact on the intersection of Sierra Highway at SR-14 southbound ramps, no mitigation is required at this location.
- Sierra Highway and Placerita Canyon Road – The currently proposed project has no significant impact on the intersection of Sierra Highway and Placerita Canyon Road during the AM or PM peak hour. Since the smaller proposed project has no significant impact on the intersection of Sierra Highway at Placerita Canyon Road, no mitigation is required at this location.
- Sierra Highway and Golden Valley Road – The traffic study identified mitigation for the project at the intersection of Sierra Highway and Golden Valley Road consisting of three westbound through lanes. This improvement has already been constructed at the intersection. No further mitigation is required at this location.
- Golden Valley Road and Via Princessa – The future intersection of Golden Valley Road and Via Princessa would operate at LOS D or better during the peak hours with the lane configuration identified in the traffic study. The currently proposed project would have no significant impact on the intersection during the peak hours and no mitigation is required.
- Golden Valley Road and Newhall Ranch Road – The project was conditioned to install two westbound right-turn lanes at the intersection of Golden Valley Road and Newhall Ranch Road; however, the Traffic Study also identified a westbound free flow right-turn lane as an optional mitigation for this intersection. As Table 3-14 shows, the smaller proposed project would continue to have a significant impact on the intersection. With a westbound free flow right-turn lane as mitigation, the intersection would operate at LOS C or better under long-range conditions. No additional mitigation is required at this location.

- Whites Canyon Road and Soledad Canyon Road – The currently proposed project would have no significant impact on the intersection of Whites Canyon Road and Soledad Canyon Road under long-range conditions. No mitigation is required at this location. The intersection would operate at LOS D or better with the proposed project.

In conclusion, the analysis presented above indicates that the proposed revisions to the project land uses will result in less traffic generation than the original project. The new traffic generation is lower than the EIR estimates as well as lower than the traffic that would have been generated by the approved land uses. Mitigation measures for nine intersections significantly impacted by the larger original project were identified in the EIR traffic study. Of these nine intersections, the improvement at one intersection has already been constructed, six intersections are no longer significantly impacted by the smaller proposed project, and two intersections still require the improvements identified in the traffic study.

Nonetheless, Addendum 2014 would implement Mitigation Measures O-1, O-2, O-3, O-4, O-5, O-12, and O-15. Because Addendum 2014 generates less peak hour and daily traffic than the Certified EIR, the trips generated by the proposed revised land uses would not create any new traffic impacts on-site or off-site.

Energy Electricity

Summary of Analysis in the Keystone Project EIR

Development of the proposed 96 single-family homes and 883 multi-family homes, a junior high school, and a YMCA facility would result in a new demand for electricity at the project site. Upon full buildout, the project is anticipated to consume approximately 17,585 kilowatt-hours (kWh) per day (see Table 3-15). To serve the project's electricity needs, existing electrical lines in the project area would need to be extended. Southern California Edison (SCE) has determined that the electrical loads of the project are within the parameters of projected load growth for the area, and therefore, there would be an adequate power supply to serve the project.

Title 24 of the *California Code of Regulations* establishes energy conservation standards for new construction, including residential and non-residential buildings. The project would comply with Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water and space heating systems in all new construction. In addition, it is anticipated that the developer would participate in the California ENERGY STAR New Homes program administered by SCE to realize further energy efficiency.

With modern energy efficient construction materials and compliance with Title 24 standards, the project would be consistent with the state's energy conservation standards and therefore would not conflict with adopted energy conservation plans. The project was not found to have any significant impacts related to electricity.

Table 3-15 – Daily Electricity Consumption Keystone Project

Land Use	Size	Generation (KwH/DU/year)	Total Daily Electricity Consumption (KwH)
Single-family homes	96 DU	5,626.50	1,480
Multi-family homes	833 DU	5,626.50	13,612
YMCA	30,476 SF	10.50	877
Middle school	100,000 SF	5.90	1,616
Total			17,585

DU= dwelling unit; SF = square feet; KwH = kilowatt hour
 Source: Keystone Certified EIR, 2006

Analysis of Addendum 2013

As discussed, Addendum 2013 includes 499 single-family residential units. Using the same factors applied in the Certified EIR, the residential portion of the project results in 7,692 KwH per day. The electricity use associated with the school and the YMCA would remain the same. Therefore, the total electricity generated by Addendum 2013 is 10,185 KwH per day, which would be less than the analysis presented in the Certified EIR. Impacts would continue to be less than significant. No new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

As discussed, Addendum 2014, proposes removal of the junior high school and replaced with 154 senior residential units and a senior center. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet.

Using the same factors applied in the Certified EIR, the total electricity generated by Addendum 2014 would be 12,121 KwH per day, which is less than the analysis presented in the Certified EIR. Nonetheless, Addendum 2014 would be required to implement Mitigation Measures P.1-1 through P.1-2 as applicable. Impacts would continue to be less than significant. No new or substantially greater impacts would occur as a result of Addendum 2014.

Natural Gas

Summary of Analysis in the Keystone Project EIR

Development of the proposed 96 single-family homes and 883 multi-family homes, a school and a YMCA facility would result in a new demand for natural gas at the project site. As shown in Table 3-15, the project would consume approximately 152,800 cubic feet of natural gas per day. Southern California Gas (SCG) has stated that it can accommodate the natural gas needs of the project from existing medium pressure mains and current supply.

Table 3-16 – Natural Gas Consumption Keystone Project

Land Use	Size	Generation (cubic feet)	Total Natural Gas Consumption (cubic feet per day)
Single-family homes	96 DU	6,665/DU/month	21,328
Multi-family homes	833 DU	4,011.5/month	118,072
YMCA	30,476 SF	4.8/SF/month	4,876
Middle school	100,000 SF	2.9/SF/month	9,667
Total			153,943

DU= dwelling unit; SF = square feet; kWh = kilowatt hour
 Source: Keystone Certified EIR, 2006

Natural gas would likely be provided to the project site by providing service extensions from the 4-inch medium pressure main in Ermine Street and an additional extension from Newhall Ranch Road and/or Golden Valley Road. The project developer would be responsible for paying connection costs and possibly some or all of the expansion costs. While the extension of natural gas service to the project would include expansion of distribution infrastructure and capacity-enhancing alterations to existing facilities, these requirements are not expected to create significant impacts to the physical environment for the following reasons:

1. There would be no disruption in service to existing customers;
2. Extension of natural gas mains would be within public right-of-ways and any required road closures would be for a short period of time; and
3. The full cost of the proposed service extensions and the fair share costs of the expansion of the natural gas distribution systems would be borne by the project developer.

Therefore, impacts were found to be less than significant.

Analysis of Addendum 2013

As discussed, Addendum 2013 included 499 units. Using the same factors applied in the Certified EIR, the residential portion of the project would result in 110,861 cubic feet (cf) per day of natural gas consumption. The natural gas use associated with the school and the YMCA would remain the same. Therefore, the total electricity generated by Addendum 2013 would be 125,404 cf per day, which would be less than the analysis presented in the Certified EIR. Impacts would continue to be less than significant, and no new or substantially greater impacts would occur as a result of Addendum 2013.

Analysis of Addendum 2014

As discussed, Addendum 2014 proposes removal of the junior high school and replaces it with 154 senior residential units and a senior center. The YMCA would increase in square footage from 30,476 square feet to 39,109 square feet.

Using the same factors applied in the Certified EIR, total natural gas used by the uses proposed in Addendum 2014 totals 142,733 cf per day. This total generation factor is less than that presented in the Certified EIR. Nonetheless, Addendum 2014 would be required to implement Mitigation Measures P.2-1 through P.2-2 as applicable. Impacts would continue to be less than significant, and no new or substantially greater impacts would occur as a result of Addendum 2014.

Appendix A:
Wm. S. Hart Union High School District Press Release, July 5, 2007

BOARD STATEMENT/PRESS RELEASE

In 2005, the William S. Hart Union High School District entered into a mitigation agreement with Synergy-Brookfield, LLC to provide for mitigation of impacts anticipated to occur from development of new residential dwelling units within the District's boundaries.

Synergy-Brookfield increased its mitigation obligation by agreeing to provide an additional \$2 million to assist the District in the costs associated with constructing the District's Performing Arts facilities.

In addition, the District has worked with representatives of Synergy-Brookfield regarding the District's potential acquisition of approximately 20 acres which could be used by the District for a new junior high school site. The District sought the Santa Clarita Valley Facilities Foundation's assistance in designating and reserving a potential junior high school site with Synergy-Brookfield. Synergy-Brookfield has worked diligently with the District to address the District's needs for future junior high school facilities.

The Governing Board has spent a considerable amount of time reviewing the future capital facilities needs of the District and the financing requirements for such projects. The Board has determined that it is in the District's best interest to focus its resources on the priority projects of the District. Of primary significance is the District's emphasis on the need to complete the Castaic High School project. Accordingly, the Board has directed District staff not to move forward with the acquisition of the 20-acre site from Synergy-Brookfield.

Synergy-Brookfield has been cooperative with the District and supportive of the District's need to focus its energies on the District's priority projects. The Board thanks Synergy-Brookfield for its continued support and its collaborative efforts to address the school facilities needs of the District. Synergy-Brookfield plan to work closely with the City to determine the most appropriate future use for this property.

Appendix B: Air Quality and Greenhouse Gas (GHG) Analysis, Impact Sciences

Keystone Project

Air Quality and Greenhouse Gas Analysis

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SUMMARY

The Keystone Project (project) is located in Santa Clarita, on the north side of Soledad Canyon Road adjacent to the Santa Clara River and between Bouquet Canyon Road and Golden Valley Road. An Environmental Impact Report (EIR) for the project was written in 2005 and certified in 2006 and analyzed impacts from 979 dwelling units (96 single-family lots, 216 multi-family apartment units, and 667 townhouse units), graded lots for a junior high, and a 30,476 square foot community/fitness YMCA center. The City Council approved a “scaled-down” version of the project in 2006, the Approved Keystone Tentative Tract Map (or Approved TTM) included 499 units (96 single-family units, 223 single family lots, and 180 attached units); the proposed project modifications (herein referred to as “modified project” or “Revised TTM”) is comprised of 499 single-family units including 119 single-family residences on condominium lots and 380 single family units. The proposed change in the type of units and site plan orientation would not result in new or substantially greater impacts than those identified in the Certified EIR.

This analysis compares the air quality impacts that were identified in the Certified EIR with the impacts from the modified project (or Revised TTM). The impacts are assessed based on current methodologies from the South Coast Air Quality Management District (SCAQMD). The thresholds of significance for project construction and operation are based on mass daily emission thresholds for volatile reactive organic compounds (VOCs), oxides of nitrogen (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), respirable particulate matter less than 10 microns in diameter (PM₁₀), and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}). In 2006, the SCAQMD promulgated localized significance thresholds (LSTs) that identify local ambient air impacts during project construction and operation for nitrogen dioxide (NO₂), CO, PM₁₀, and PM_{2.5}. An evaluation of potential LST impacts from the modified project is included in this assessment.

The provisions of the California Environmental Quality Act (CEQA) in place at the time that the existing EIR was certified did not require the significance of greenhouse gas (GHG) emissions on global climate change to be evaluated. GHGs were not identified as air pollutants under the federal Clean Air Act or the California Clean Air Act at the time of the existing EIR. In December 2009, the Resources Agency adopted amendments to the *State CEQA Guidelines* that directed lead agencies to evaluate emissions of GHGs. As a result, this assessment includes an analysis of such GHG impacts.

Based on the results of this assessment, the modified project would not result in new or substantially greater air quality impacts that were previously identified in the Certified EIR. Criteria air pollutant emissions associated with the modified project would be lower compared to the emissions presented in the Certified EIR. In addition, the GHG emissions now recognized as air pollutants would still be emitted by the project as originally proposed. Thus, the GHG emissions presented in this assessment are not

considered to be new emissions or undisclosed impacts. These GHG emissions would have occurred regardless of the modifications to the project. Furthermore, as noted above, the criteria pollutant emissions for the modified project are reduced compared to the analysis presented in the Certified EIR. Therefore, the GHG emissions associated with the modified project would not result in any new or substantially more severe impacts than the project as analyzed in the Certified EIR.

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Appendix

- A Estimated Construction and Operational Emissions

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1.0 INTRODUCTION

The Keystone Project (project) is located in Santa Clarita, on the north side of Soledad Canyon Road adjacent to the Santa Clara River and between Bouquet Canyon Road and Golden Valley Road. An Environmental Impact Report (EIR) for the project was written in 2005 and certified in 2006 and analyzed impacts from 979 dwelling units (96 single-family lots, 216 multi-family apartment units, and 667 townhouse units), graded lots for a junior high, and a 30,476 square foot community/fitness YMCA center. The City Council approved a “scaled-down” version of the project in 2006, the Approved Keystone Tentative Tract Map (or Approved TTM) included 499 units (96 single-family units, 223 single family lots, and 180 attached units); the proposed project modifications (herein referred to as “modified project” or “Revised TTM”) is comprised of 499 single-family units including 119 single-family residences on condominium lots and 380 single family units. The number of units and residential type has changed compared to the Certified EIR, but the institutional uses have not. Therefore, the air quality and greenhouse gas emissions generated for this analysis will analyze the emissions from the residential uses proposed and identify the net change between the certified EIR project and the modified project.

The project is located in the South Coast Air Basin (Basin), which is a geographical region that shares the same air pollution concerns. The Basin consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside Counties. The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Basin. This analysis compares the air quality impacts that were identified in the Certified EIR with the impacts from the modified project. The impacts are assessed based on current methodologies from the SCAQMD. The thresholds of significance for project construction and operation are based on mass daily emission thresholds for volatile reactive organic compounds (VOCs), oxides of nitrogen (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), respirable particulate matter less than 10 microns in diameter (PM₁₀), and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}). In 2006, the SCAQMD promulgated localized significance thresholds (LSTs) that identify local ambient air impacts during project construction and operation for nitrogen dioxide (NO₂), CO, PM₁₀, and PM_{2.5}. An evaluation of potential LST impacts from the modified project is included in this assessment.

The Certified Keystone EIR did not address greenhouse gas (GHG) emissions and, consequently, this Addendum is not required to address the subject. (See *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515 [addendum upheld where previously certified EIR did not address greenhouse gases and no challenge to that EIR was brought on GHG issues].) Nonetheless, for information purposes, the GHG emissions from the modified project, as it compares to the project analyzed in the Certified EIR, are included in this analysis.

2.0 ENVIRONMENTAL SETTING

2.1 Regional Air Quality

Criteria Air Pollutants

The determination of whether a region's air quality is healthful or unhealthful is evaluated by comparing contaminant levels in ambient air samples to federal and state standards. The United States Environmental Protection Agency (US EPA) and the State of California have adopted health-based air quality standards, referred to as the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for the following seven criteria air pollutants: ozone (O₃), CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead (Pb). These standards were established to protect sensitive receptors from adverse health impacts due to exposure to air pollution with a margin of safety. The California standards are generally more stringent than the federal standards and in the case of PM₁₀ and SO₂, much more stringent. California has also established standards for sulfates, visibility reducing particles, hydrogen sulfide and vinyl chloride, none of which have corresponding federal standards.

The CAAQS and NAAQS for each of the criteria pollutants and their effects on health are summarized in **Table 1, Ambient Air Quality Standards and Health Effects**. **Table 1** also sets forth the state ambient air quality standards and health effects applicable to sulfates, visibility reducing particles, hydrogen sulfide and vinyl chloride, even though such pollutants are generally not applicable to the project.

Table 1
Ambient Air Quality Standards and Health Effects

Air Pollutant	Concentration/Averaging Time		Most Relevant Health Effects
	State Standard (CAAQS)	Federal Primary Standard (NAAQS)	
Ozone ¹	0.09 ppm, 1-hr. avg. 0.070 ppm, 8-hr avg.	0.075 ppm, 8-hr avg. (three-year average of annual 4 th -highest daily maximum)	(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage
Nitrogen Dioxide ¹	0.18 ppm, 1-hr avg. 0.030 ppm, annual arithmetic mean	0.100 ppm, 1-hr avg. (three-year average of the 98 th percentile of the daily maximum 1-hour average) 0.053 ppm, annual arithmetic mean	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extrapulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration

Air Pollutant	Concentration/Averaging Time		Most Relevant Health Effects
	State Standard (CAAQS)	Federal Primary Standard (NAAQS)	
Carbon Monoxide	20 ppm, 1-hr avg. 9.0 ppm, 8-hr avg.	35 ppm, 1-hr avg. (not to be exceeded more than once per year) 9 ppm, 8-hr avg. (not to be exceeded more than once per year)	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses
Sulfur Dioxide ²	0.25 ppm, 1-hr. avg. 0.04 ppm, 24-hr avg.	0.075 ppm, 1-hr avg. (three-year average of the 99th percentile)	Bronchoconstriction accompanied by symptoms, which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in person with asthma
Respirable Particulate Matter (PM10)	50 µg/m ³ , 24-hr avg. 20 µg/m ³ , annual arithmetic mean	150 µg/m ³ , 24-hr avg. (not to be exceeded more than once per year on average over three years)	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in the elderly
Fine Particulate Matter (PM2.5)	12 µg/m ³ , annual arithmetic mean	35 µg/m ³ , 24-hr avg. (three-year average of 98 th percentile) 15 µg/m ³ , annual arithmetic mean (three-year average)	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in the elderly
Lead ³	1.5 µg/m ³ , 30-day avg.	1.5 µg/m ³ , calendar quarter 0.15 µg/m ³ , three month rolling average	(a) Increased body burden, and (b) Impairment of blood formation and nerve conduction
Visibility-Reducing Particles	Reduction of visual range to less than 10 miles at relative humidity less than 70%, 8-hour avg. (10:00 AM–6:00 PM)	None	Visibility impairment on days when relative humidity is less than 70%.
Sulfates	25 µg/m ³ , 24-hr avg.	None	(a) Decrease in ventilatory function, (b) Aggravation of asthmatic symptoms, (c) Aggravation of cardio-pulmonary disease, (d) Vegetation damage, (e) Degradation of visibility, and (f) Property damage
Hydrogen Sulfide	0.03 ppm, 1-hr avg.	None	Odor annoyance
Vinyl Chloride ³	0.01 ppm, 24-hr avg.	None	Known carcinogen

Source: South Coast Air Quality Management District, Final Program Environmental Impact Report for the 2007 Air Quality Management Plan, (2007) Table 3.1-1, p. 3.1-3.

µg/m³ = microgram per cubic meter.

ppm = parts per million by volume.

¹ On January 25, 2010, the US EPA promulgated a new 1-hour NO₂ standard. The new 1-hour standard is 0.100 parts per million (188 micrograms per cubic meter [µg/m³]) and became effective on April 12, 2010.

² On June 3, 2010, the US EPA issued a new 1-hour SO₂ standard. The new 1-hour standard is 0.075 parts per million (196 µg/m³). The US EPA also revoked the existing 24-hour and annual standards citing a lack of evidence of specific health impacts from long-term exposures. The new 1-hour standard became effective 60 days after publication in the Federal Register.

³ The California Air Resources Board has identified lead and vinyl chloride as “toxic air contaminants” with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Generally, the sources for hydrogen sulfide emissions include decomposition of human and animal wastes and industrial activities, such as food processing, coke ovens, kraft paper mills, tanneries, and petroleum refineries. There are no such uses or sources associated with the project. Similarly, the sources for vinyl chloride emissions include manufacturing of plastic products, hazardous waste sites, and landfills; and there are no such uses or sources associated with the project. As a result, there is no need for any further evaluation of the hydrogen sulfide or vinyl chloride emissions associated with this project. In addition, according to the SCAQMD's *2007 Air Quality Management Plan*,¹ the sulfate and visibility-reducing particle standards have not been exceeded anywhere in the Basin. The California Air Resources Board (CARB) has determined that the CAAQS for lead was exceeded in Central Los Angeles County (SRA 1) based on monitoring data for 2006 through 2008.² The exceedance was primarily the result of lead emissions from an industrial lead-acid battery recycling facility in the City of Commerce. The SCAQMD currently maintains a network of three source-oriented lead monitors around the facility. Based on violations of the lead standard, the SCAQMD issued violation notices to the facility for exceeding the limit of 1.5 micrograms per cubic meter over a 30-day averaging period during five consecutive months (December 2007 through April 2008).³ Concentrations during this period also exceeded the federal lead standard. Since this time, the SCAQMD monitors show concentrations that are much lower, although they still exceed the revised federal lead standard of 0.15 µg/m³ calculated as a rolling three-month average. No other monitors in the Basin indicate lead exceedances.⁴ The project is not located in the same source receptor area as the lead exceedances in the City of Commerce. The project does not include any uses that would emit lead. Motor vehicles and paints used to be a source of lead; however, unleaded fuel and unleaded paints have virtually eliminated lead emissions from residential and commercial land use projects. As a result, there is no need for any further evaluation of lead emissions with respect to the project.

¹ South Coast Air Quality Management District, *2007 Air Quality Management Plan*, (2007).

² California Air Resources Board, *Proposed 2010 Amendments to the State Area Designations, Criteria, and Maps*, (2010) 23.

³ South Coast Air Quality Management District, "Facility Information Detail (FIND)," http://www.aqmd.gov/webapp/fim/prog/novnc.aspx?fac_id=124838. 2010.

⁴ California Air Resources Board, *Proposed 2010 Amendments to the State Area Designations, Criteria, and Maps*, (2010) 23.

Toxic Air Contaminants

In addition to criteria pollutants, the SCAQMD periodically assesses levels of toxic air contaminants (TACs) in the Basin. A TAC is defined by California Health and Safety Code Section 39655:

“Toxic air contaminant” means an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal act (42 USC. Sec. 7412(b)) is a toxic air contaminant.

Between April 2004 and March 2006, the SCAQMD conducted the Multiple Air Toxics Exposure Study III (MATES III), which is a follow-up, to previous MATES I and II air toxics studies conducted in the Basin. The MATES III Final Report was issued in September 2008 and was based on actual monitored data throughout the Basin. The study consisted of several elements, which included a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize carcinogenic risk across the Basin from exposure to TACs. The MATES III study applied a 2-kilometer (1.24-mile) grid over the Basin and reported carcinogenic risk within each grid space (covering an area of 4 square kilometers or 1.54 square miles). The study concluded that the average of the modeled air toxics concentrations measured at each of the monitoring stations in the Basin equates to a background cancer risk of approximately 1,200 in 1,000,000 primarily due to diesel exhaust. The MATES III study also found lower ambient concentrations of most of the measured air toxics compared to the levels measured in the previous MATES II study conducted during 1998 and 1999. Specifically, benzene and 1,3-butadiene, pollutants generated mainly from vehicles, were down 50 percent and 73 percent, respectively.⁵ The reductions were attributed to air quality control regulations and improved emission control technologies.

2.2 Local Air Quality

The SCAQMD has divided the Basin into Source Receptor Areas (SRAs) in which air quality monitoring stations are operated. The project site is located in the SRA 13 (Santa Clarita Valley). The monitoring station for this area is located at 22224 Placerita Canyon Road in Santa Clarita, approximately 2.2 miles south of the project site. This station monitors emission levels of O₃, NO₂, CO and PM₁₀. **Table 2, Ambient Pollutant Concentrations**, lists the ambient pollutant concentrations registered at this station and the exceedances of state and federal standards that have occurred from 2008 through 2010, the most recent years in which data is available from the SCAQMD. As shown, the monitoring station has registered values above state and federal standards for O₃, the state standard for PM₁₀.

⁵ South Coast Air Quality Management District, *Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES III) – Draft Report*, (2008) ES-2.

Table 2
Ambient Air Pollutant Concentrations

Pollutant	Standards ¹	Year		
		2008	2009	2010
OZONE (O₃)				
Maximum 1-hour concentration (ppm)		0.160	0.140	0.126
Maximum 8-hour concentration (ppm)		0.131	0.122	0.105
Number of days exceeding state 1-hour standard	0.09 ppm	54	57	18
Number of days exceeding state 8-hour standard	0.070 ppm	81	77	44
Number of days exceeding federal 8-hour standard	0.075 ppm	60	64	23
NITROGEN DIOXIDE (NO₂)				
Maximum 1-hour concentration (ppm)		0.07	0.06	0.0825
Annual average concentration (ppm)		0.0165	0.0151	0.0201
Number of days exceeding state 1-hour standard	0.18 ppm	0	0	0
CARBON MONOXIDE (CO)				
Maximum 1-hour concentration (ppm)		2	2	2
Maximum 8-hour concentration (ppm)		1.1	1.4	1.1
Number of days exceeding 1-hour standard	20 ppm	0	0	0
Number of days exceeding 8-hour standard	9.0 ppm	0	0	0
RESPIRABLE PARTICULATE MATTER (PM₁₀)				
Maximum 24-hour concentration (µg/m ³)		91	56	40
Annual average concentration (µg/m ³)		25.8	23.4	21.0
Number of samples exceeding state standard	50 µg/m ³	2	1	0
Number of samples exceeding federal standard	150 µg/m ³	0	0	0

Source: South Coast Air Quality Management District, "Historical Data by Year," <http://www.aqmd.gov/smog/historicaldata.htm>. 2012.

¹ Parts by volume per million of air (ppm), micrograms per cubic meter of air (µg/m³), or annual arithmetic mean (aam).

2.3 Greenhouse Gas Setting

Background

The natural process through which heat is retained in the troposphere⁶ is called the greenhouse effect. The greenhouse effect traps heat in the troposphere through a three-fold process: (1) short-wave radiation in the form of visible light emitted by the Sun is absorbed by the Earth as heat; (2) long-wave radiation re-emitted by the Earth; and (3) GHGs in the atmosphere absorbing or trapping the long-wave radiation and re-emitting it back towards the Earth and into space. Human activities that affect this third process is the focus of current climate change actions.

⁶ The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

While water vapor and carbon dioxide (CO₂) are the most abundant GHGs, other trace GHGs have a greater ability to absorb and re-radiate long-wave radiation. Scientists have established a Global Warming Potential (GWP) to gauge the potency of each GHG's ability to absorb and re-emit long-wave radiation. The GWP of a gas is determined using CO₂ as the reference gas with a GWP of 1 over 100 years. For example, a gas with a GWP of 10 is 10 times more potent than CO₂ over 100 years. The sum of each GHG multiplied by its associated GWP is referred to as carbon dioxide equivalents or CO₂e.

State law defines GHGs to include the following compounds:⁷

- **Carbon Dioxide (CO₂).** CO₂ is primarily generated from fossil fuel combustion from stationary and mobile sources. CO₂ is the reference gas (GWP of 1) for determining the GWPs of other GHGs.
- **Methane (CH₄).** CH₄ is emitted from biogenic sources (i.e., resulting from the activity of living organisms), incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The GWP of methane is 21.
- **Nitrous Oxide (N₂O).** N₂O produced by human-related sources including agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 310.
- **Hydrofluorocarbons (HFCs).** HFCs are typically used as refrigerants in both stationary refrigeration and mobile air conditioning. The GWPs of HFCs ranges from 140 for HFC-152a to 11,700 for HFC-23.
- **Perfluorocarbons (PFCs).** PFCs are compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. The GWPs of PFCs range from 5,700 to 11,900.
- **Sulfur Hexafluoride (SF₆).** SF₆ is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. Sulfur hexafluoride has a GWP of 23,900. It is not prevalent in the atmosphere (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm] of CO₂).⁸

The primary GHGs of concern relative to the project are CO₂, CH₄, and N₂O. These three GHGs are generally emitted from combustion activities. HFCs are associated with refrigeration and air conditioning and are accounted for in this analysis with respect to motor vehicle air conditioning system leakage. The other GHGs listed above are related to specific industrial uses and are not anticipated to be emitted in measurable or substantial quantities by the project.

⁷ All Global Warming Potentials are given as 100-year values. Unless noted otherwise, all Global Warming Potentials were obtained from the Intergovernmental Panel on Climate Change. *Climate Change 1995: The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the Intergovernmental Panel on Climate Change*. Cambridge (UK): Cambridge University Press, 1996.

⁸ US Environmental Protection Agency, "High GWP Gases and Climate Change," <http://www.epa.gov/highgwp/scientific.html#sf6>.

State of California Greenhouse Gas Emissions Inventory

CARB compiles GHG inventories for the State of California. Based on the 2008 GHG inventory data (the latest year for which data are available), California emitted 474 million metric tons of CO₂ equivalents (MMTCo₂e). This includes emissions resulting from imported electrical power in 2008.⁹ The primary contributors to GHG emissions in California are transportation, electric power production from both in-state and out-of-state sources, industry, agriculture and forestry, and other sources, which include commercial and residential activities.

Between 1990 and 2008, the population of California grew by approximately 8.1 million (from 29.8 to 37.9 million).¹⁰ This represents an increase of approximately 27.2 percent from 1990 population levels. In addition, the California economy, measured as gross state product, grew from \$773 billion in 1990 to \$1.9 trillion in 2008 representing an increase of approximately 147 percent (over twice the 1990 gross state product).¹¹ Despite the population and economic growth, California's net GHG emissions only grew by approximately 11 percent. The California Energy Commission (CEC) attributes the slow rate of growth to the success of California's renewable energy programs and its commitment to clean air and clean energy.¹²

Global Ambient CO₂, CH₄, and N₂O Concentrations

Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of carbon dioxide, methane, and nitrous oxide from before the start of the industrialization, around 1750, to over 650,000 years ago. For that period, it was found that carbon dioxide concentrations ranged from 180 ppm to 300 ppm. For the period from around 1750 to the present, global carbon dioxide concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.¹³ Recent values continue this upward trend. Global methane and nitrous oxide concentrations

⁹ California Air Resources Board, "California Greenhouse Gas 2000-2008 Inventory by Scoping Plan Category - Summary," <http://www.arb.ca.gov/cc/inventory/data/data.htm>. 2010. California's total statewide GHG emissions rank second in the United States (Texas is number one) with emissions of 417 MMTCo₂e excluding emissions related to imported electrical power.

¹⁰ US Census Bureau, "Data Finders," <http://www.census.gov/>. 2009; California Department of Finance, "E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-1008, with 2000 Benchmark," <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2009/>. (2010)

¹¹ California Department of Finance, "Financial & Economic Data: Gross Domestic Product, California," http://www.dof.ca.gov/HTML/FS_DATA/LatestEconData/FS_Misc.htm. 2011. Amounts are based on current dollars as of the data of the report (June 7, 2011).

¹² California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks 1990 to 2004*, (2006).

¹³ California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks 1990 to 2004*, (2006).

show similar increases for the same period (see **Table 3, Comparison of Global Pre-Industrial and Current GHG Concentrations**).

Table 3
Comparison of Global Pre-Industrial and Current GHG Concentrations

Greenhouse Gas	Natural Range for Last 650,000 Years¹ (ppm)	Year 1750 Concentrations (Early Industrial Period)¹ (ppm)	Year 2005 Concentrations¹ (ppm)	Year 2010 Concentrations^{2,3} (ppm)
Carbon Dioxide (CO ₂)	180 to 300	280	379	389
Methane (CH ₄)	0.320 to 0.790	0.715	1.774	1.870/1.748
Nitrous Oxide (N ₂ O)	0.180 to 0.260	0.270	0.319	0.323/0.322

Sources:

¹ Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, (2007) 3, 100.

² Dr. Pieter Tans, National Oceanic and Atmospheric Administration (NOAA)/Earth System Research Laboratory (ESRL), "Trends in Atmospheric Carbon Dioxide," <http://www.esrl.noaa.gov/gmd/ccgg/trends>. 2011.

³ Carbon Dioxide Information Analysis Center, "Recent Greenhouse Gas Concentrations," http://cdiac.ornl.gov/pns/current_ghg.html. 2011. The first value for CH₄ and N₂O represents Mace Head, Ireland, a mid-latitude Northern-Hemisphere site, and the second value represents Cape Grim, Tasmania, a mid-latitude Southern-Hemisphere site.

Effects of Global Climate Change

The primary effect of global climate change has been a rise in the average global tropospheric temperature of 0.2° Celsius per decade, determined from meteorological measurements worldwide between 1990 and 2005.¹⁴ Climate change modeling using 2000 emission rates shows that further warming is likely to occur, which would induce further changes in the global climate system during the current century.¹⁵ Changes to the global climate system and ecosystems and to California could include:

- Declining sea ice and mountain snowpack levels, thereby increasing sea levels and sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;¹⁶
- Rising average global sea levels primarily due to thermal expansion and the melting of glaciers, ice caps, and the Greenland and Antarctic ice sheets;¹⁷

¹⁴ Intergovernmental Panel on Climate Change, "Climate Change 2007: The Physical Science Basis, Summary for Policymakers," http://ipcc-wg1.ucar.edu/wg1/docs/WG1AR4_SPM_PlenaryApproved.pdf. (2007).

¹⁵ IPCC, "Climate Change 2007: The Physical Science Basis, Summary for Policymakers," (2007).

¹⁶ IPCC, "Climate Change 2007: The Physical Science Basis, Summary for Policymakers," (2007).

¹⁷ IPCC, "Climate Change 2007: The Physical Science Basis, Summary for Policymakers," (2007).

- Changing weather patterns, including changes to precipitation, ocean salinity, and wind patterns; and more energetic aspects of extreme weather including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;¹⁸
- Declining Sierra snowpack levels, which account for approximately half of the surface water storage in California, by 70 percent to as much as 90 percent over the next 100 years;¹⁹
- Increasing the number of days conducive to ozone formation by 25 to 85 percent (depending on the future temperature scenario) in high ozone areas located in the Southern California area and the San Joaquin Valley by the end of the 21st century;²⁰
- Increasing the potential for erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Delta and associated levee systems due to the rise in sea level;²¹
- Increasing pest infestation making California more susceptible to forest fires;²² and
- Increasing the demand for electricity by 1 to 3 percent by 2020 due to rising temperatures resulting in hundreds of millions of dollars in extra expenditures.²³

In 2009, the California Natural Resources Agency (CNRA) published the *California Climate Adaptation Strategy*²⁴ as a response to the Governor's Executive Order S-13-2008. The CNRA report lists specific recommendations for state and local agencies to best adapt to the anticipated risks posed by a changing climate. In accordance with the *California Climate Adaptation Strategy*, the California Energy Commission (CEC) was directed to develop a website on climate change scenarios and impacts that would be beneficial for local decision makers.²⁵ The website, known as Cal-Adapt, became operational in 2011.²⁶ According to the Cal-Adapt website, the project region could result in an average increase in temperature of approximately 7 to 11 percent (about 4.3 to 6.9° Fahrenheit) by 2070–2090, compared to the baseline 1961-1990 period. According to the Cal-Adapt website, these numbers represent a projection of potential future climate scenarios. The data are comprised of the average values from a variety of scenarios and

18 IPCC, "Climate Change 2007: The Physical Science Basis, Summary for Policymakers," (2007).

19 California Environmental Protection Agency, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, (2006).

20 California EPA, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger*, (2006).

21 California EPA, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger*, (2006).

22 California EPA, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger*, (2006).

23 California EPA, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger*, (2006).

24 California Natural Resources Agency, Climate Action Team, *2009 California Climate Adaptation Strategy: A Report to the Governor of the State of California in Response to Executive Order S-13-2008*, (2009).

25 California Natural Resources Agency, *2009 California Climate Adaptation Strategy*, (2009). 9

26 The Cal-Adapt website address is: <http://cal-adapt.org>.

models and is meant to illustrate how the climate may change based on a variety of different potential social and economic factors.

3.0 REGULATORY SETTING

3.1 Federal

The US EPA is responsible for enforcing the federal Clean Air Act and the NAAQS. The US EPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The US EPA also maintains jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes national emissions standards for vehicles. As part of its enforcement responsibilities, the US EPA requires each state with areas that do not meet the NAAQS to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the time frame identified in the SIP. The US EPA formally classifies air basins as attainment or nonattainment based on whether the region meets or exceeds the NAAQS. The status of the Basin with respect to attainment with the NAAQS is summarized in **Table 4, Attainment Status – South Coast Air Basin (Los Angeles County)**.

Table 4
Attainment Status – South Coast Air Basin (Los Angeles County)

Pollutant	State (CAAQS)	Federal (NAAQS)
Ozone (O ₃)	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO ₂)	Nonattainment	Attainment (Maintenance)
Sulfur Dioxide (SO ₂)	Attainment	Attainment/Unclassified
Respirable Particulates (PM ₁₀)	Nonattainment	Nonattainment
Fine Particulates (PM _{2.5})	Nonattainment	Nonattainment
Lead (Pb)	Nonattainment	Nonattainment
Sulfates (SO ₄)	Attainment	—
Hydrogen Sulfide (H ₂ S)	Unclassified	—
Vinyl Chloride	Unclassified	—
Visibility-Reducing Particles	Unclassified	—

Sources:

California Air Resources Board, "Area Designations Maps/State and National," <http://www.arb.ca.gov/design/adm/adm.htm>. 2012.

US Environmental Protection Agency, "Air Quality Maps," <http://www.epa.gov/region9/air/maps/index.html>. 2012.

3.2 State

CARB oversees air quality planning and control throughout California. It is primarily responsible for ensuring the implementation of the California Clean Air Act, responding to the federal Clean Air Act planning requirements applicable to the state, and regulating emissions from motor vehicles and consumer products within the state. Much of CARB's research goes toward automobile emissions, as they are primary contributors to air pollution in California. Under the Clean Air Act, CARB has the authority to establish more stringent standards for vehicles sold in California and for various types of equipment available commercially. It also sets fuel specifications to further reduce vehicular emissions. The California Clean Air Act established a legal mandate for air basins to achieve the CAAQS by the earliest practical date. Health and Safety Code Section 39607(e) requires CARB to establish and periodically review area designation criteria. These designation criteria provide the basis for CARB to designate areas of the state as attainment, nonattainment, or unclassified according to state standards. CARB makes area designations for 10 criteria pollutants: O₃, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, sulfates, lead, hydrogen sulfide, and visibility-reducing particles.²⁷ Air quality of a region is considered to be in attainment of the state standards if the measured ambient air pollutant levels for O₃, CO, NO₂, PM₁₀, PM_{2.5}, SO₂ (1- and 24-hour), and lead are not exceeded, and all other standards are not equaled or exceeded at any time in any consecutive three-year period. The status of the Basin with respect to attainment with the CAAQS is summarized in **Table 4**.

3.3 Regional

South Coast Air Quality Management District

The management of air quality in the Basin is the responsibility of the SCAQMD. The SCAQMD is responsible for bringing air quality in the areas under its jurisdiction into conformity with federal and state air quality standards. The SCAQMD primarily regulates emissions from stationary sources such as manufacturing and power generation. Mobile sources are largely out of the SCAQMD's jurisdiction and are up to CARB and the US EPA to regulate. In order to achieve air quality standards, the SCAQMD adopts an Air Quality Management Plan (AQMP) that serves as a guideline to bring pollutant

²⁷ California Air Resources Board, "Area Designations (Activities and Maps)," <http://www.arb.ca.gov/desig/desig.htm>. 2010. According to California Health and Safety Code, Section 39608, "state board, in consultation with the districts, shall identify, pursuant to subdivision (e) of Section 39607, and classify each air basin which is in attainment and each air basin which is in nonattainment for any state ambient air quality standard." Section 39607(e) states that the State shall "establish and periodically review criteria for designating an air basin attainment or nonattainment for any state ambient air quality standard set forth in Section 70200 of Title 17 of the California Code of Regulations. California Code of Regulations, Title 17, Section 70200 does not include vinyl chloride; therefore, CARB does not make area designations for vinyl chloride.

concentrations into attainment with federal and state standards. The SCAQMD determines if certain rules and control measures are appropriate for their specific region according to technical feasibility, cost effectiveness, and the severity of nonattainment. Once the SCAQMD has adopted the proper rules, control measures, and permit programs, it is responsible for implementing and enforcing compliance with those rules, control measures, and programs.

SCAQMD CEQA Air Quality Handbook

In 1993, the SCAQMD prepared its *CEQA Air Quality Handbook* to assist local government agencies and consultants in preparing environmental documents for projects subject to CEQA.²⁸ The SCAQMD is in the process of developing an *Air Quality Analysis Guidance Handbook* to replace the *CEQA Air Quality Handbook*. The documents describe the criteria that SCAQMD uses when reviewing and commenting on the adequacy of environmental documents. The Handbook recommends thresholds of significance in order to determine if a project will have a significant adverse environmental impact. Other important contents are methodologies for predicting project emissions and mitigation measures that can be taken to avoid or reduce air quality impacts. Although the Governing Board of the SCAQMD has adopted the *CEQA Air Quality Handbook*, and is in the process of developing a replacement document, it does not, nor does it intend to, supersede a local jurisdiction's CEQA procedures.²⁹

Supplemental information has been adopted by the SCAQMD pursuant to the *Air Quality Analysis Guidance Handbook* update. These include revisions to the air quality significance thresholds and a new procedure referred to as "localized significance thresholds," which has been added as a significance threshold under the *Final Localized Significance Threshold Methodology*.³⁰ Additionally, the SCAQMD has recommended that lead agencies not use the screening tables in the *CEQA Air Quality Handbook's* Chapter 6 because the tables were derived using an obsolete version of CARB's mobile source emission factor inventory and are also based on outdated trip generation rates from a prior edition of the Institute of Transportation Engineer's Trip Generation Handbook.³¹ The SCAQMD has also recommended that lead agencies not use the on-road mobile source emission factors in Table A9-5-J1 through A9-5-L as they are obsolete, and instead recommends using on-road mobile source emission factors approved by the

²⁸ South Coast Air Quality Management District, "Air Quality Analysis Guidance Handbook," <http://www.aqmd.gov/CEQA/hdbk.html>. (2009).

²⁹ South Coast Air Quality Management District, "Frequently Asked CEQA Questions," <http://www.aqmd.gov/ceqa/faq.html>. (2007).

³⁰ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, (2008).

³¹ South Coast Air Quality Management District, "CEQA Air Quality Handbook," (1993), <http://www.aqmd.gov/ceqa/oldhdbk.html>. (2007).

CARB.³² The outdated and obsolete information were not used in this analysis. The applicable portions of the *CEQA Air Quality Handbook*, the *Air Quality Analysis Guidance Handbook* supplemental information, and other revised methodologies were used in preparing the air quality analysis in this section.

SCAQMD Air Quality Management Plan

The SCAQMD is required to develop AQMPs describing how air quality in the Basin will be improved. In addition, the US EPA requires that conformity budgets be established in the AQMP based on the most recent planning assumptions. The SCAQMD adopted the currently applicable *2007 Air Quality Management Plan* on June 1, 2007. CARB approved the AQMP as the comprehensive SIP component for the Basin on September 27, 2007. The purpose of the AQMP for the Basin (and those portions of the Salton Sea Air Basin under the SCAQMD's jurisdiction) is to set forth a comprehensive program that will lead these areas into compliance with federal and state air quality planning requirements for ozone and PM_{2.5}. In addition, as part of the *2007 Air Quality Management Plan*, the SCAQMD requested US EPA's approval of a "bump-up" to the "extreme" nonattainment classification of ozone for the Basin. The extreme nonattainment classification would extend the ozone attainment date from 2021 to 2024 and allow for the attainment demonstration to rely on emission reductions from measures that anticipate the development of new technologies or improvement of existing control technologies. The US EPA approved the extreme nonattainment request on April 15, 2010.

The *2007 Air Quality Management Plan* focuses on attainment strategies for the ozone and PM_{2.5} standards through stricter control of sulfur oxides and directly emitted PM_{2.5}, NO_x, and VOCs. Although PM_{2.5} plans for nonattainment areas were due in April 2008, the SCAQMD has integrated PM_{2.5} and ozone reduction control measures and strategies in the *2007 Air Quality Management Plan*. The need to commence PM_{2.5} control strategies before April 2008 was due to the attainment date for PM_{2.5} (2015) being much earlier than that for ozone (2024 for the extreme nonattainment designation). Control measures and strategies for PM_{2.5} will also help control ozone generation in the region because PM_{2.5} and ozone share similar precursors (e.g., NO_x). In addition, the AQMP focuses on reducing VOC emissions, which have not been reduced at the same rate as NO_x emissions in the past. Hence, the Basin has not achieved the reductions in ozone as were expected in previous plans. A multi-level partnership of governmental agencies at the federal, state, regional, and local levels implement the programs contained in these plans. Agencies involved include the US EPA, CARB, local governments, Southern California Association of Governments (SCAG), and the SCAQMD.

³² South Coast Air Quality Management District, "EMFAC 2007 (v2.3) Emission Factors (On-Road)," <http://www.aqmd.gov/CEQA/handbook/onroad/onroad.html>. (2008).

SCAQMD Rules and Regulations

The SCAQMD is responsible for limiting the amount of emissions that can be generated throughout the South Coast Air Basin by various stationary, area, and mobile sources. Specific rules and regulations have been adopted by the SCAQMD Governing Board, which limit the emissions that can be generated by various uses/activities and that identify specific pollution reduction measures that must be implemented in association with various uses and activities. These rules not only regulate the emissions of the federal and state criteria pollutants but also toxic air contaminants and acutely hazardous materials. The rules are also subject to ongoing refinement by SCAQMD. The following rules listed below are several of the key rules that may be applicable to activities and uses associated with the project.

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material that causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust (see also Rule 1186).
- **Rule 445 (Wood Burning Devices)** – The purpose of this rule is to reduce the emission of particulate matter from wood burning devices. Beginning March 9, 2009, permanent indoor and outdoor wood-burning devices (such as fireplaces and stoves) cannot be installed in new developments.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- **Rule 1121 (Control of Nitrogen Oxides from Residential Type, Natural Gas-Fired Water Heaters)** - This rule prescribes NO_x emission limits for natural gas-fired water heaters with heat input rates less than 75,000 Btu per hour. It applies to manufacturers, distributors, retailers, and installers of natural gas-fired water heaters. In lieu of meeting these NO_x limits, this rule allows emission mitigation fees to be collected from water heater manufacturers to fund stationary and mobile source emission reduction projects targeted at offsetting NO_x emissions from water heaters that do not meet Rule 1121 emission standards.
- **Rule 1186 (PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations)** – This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

Stationary sources of emissions are subject to these and other rules and are regulated through SCAQMD's permitting process. Through this permitting process, SCAQMD monitors the amount of stationary emissions being generated and uses this information in developing AQMPs. The project would be subject to SCAQMD rules and regulations to reduce specific emissions and to mitigate potential air quality impacts; however, the project would not include any permitted stationary sources.³³

Southern California Association of Governments

SCAG is a council of governments for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As a regional planning agency, SCAG serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG also serves as the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews projects to analyze their impacts on SCAG's regional planning efforts.

Although SCAG is not an air quality management agency, it is responsible for several air quality planning issues. Specifically, as the designated Metropolitan Planning Organization (MPO) for the Southern California region, it is responsible, pursuant to Section 176(c) of the 1990 amendments to the Clean Air Act, for providing current population, employment, travel, and congestion projections for regional air quality planning efforts. The SCAG projections form the basis for the transportation components of the AQMP and are utilized in the preparation of air quality forecasts and the consistency analysis that is included in the AQMP.

3.4 Greenhouse Gas Regulations

Federal Greenhouse Gas Regulations

On September 15, 2009, the US EPA and the Department of Transportation's (DOT) National Highway Traffic Safety Administration (NHTSA) issued a joint proposal to establish a national program consisting of new standards for model year 2012 through 2016 light-duty vehicles that will reduce GHG emissions and improve fuel economy. The proposed standards would be phased in and would require passenger cars and light-duty trucks to comply with a declining emissions standard. In 2012, passenger cars and light-duty trucks would have to meet an average emissions standard of 295 grams of carbon dioxide

³³ SCAQMD Rule 219 (Equipment not requiring a written permit pursuant to Regulation II) lists specific equipment that does not require an SCAQMD permit. Among these include natural-gas fired water-heaters with a maximum heat input rating of 2,000,000 British thermal units (Btu) per hour or less, which are typical for residential and commercial uses.

(CO₂) per mile and 30.1 miles per gallon.³⁴ By 2016, the vehicles would have to meet an average standard of 250 grams of CO₂ per mile and 35.5 miles per gallon.³⁵ The final standards were adopted by the US EPA and DOT on April 1, 2010.

On December 7, 2009, the US EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution, which threatens public health and welfare.

While these findings do not impose requirements on industry or other entities, this action was a prerequisite to regulating and finalizing the joint US EPA and Department of Transportation's (DOT) National Highway Traffic Safety Administration (NHTSA) proposed GHG emissions standards for light-duty vehicles. The new standards apply to model year 2012 through 2016 light-duty vehicles. For the 2012 model year, passenger cars and light-duty trucks would have to meet an average emissions standard of 295 grams of carbon dioxide (CO₂) per mile and 30.1 miles per gallon.³⁶ By 2016, the vehicles would have to meet an average standard of 250 grams of CO₂ per mile and 35.5 miles per gallon.³⁷ The final standards were adopted by the US EPA and DOT on April 1, 2010.

State Greenhouse Gas Regulations

Title 24 Building Standards Code

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in

³⁴ US Environmental Protection Agency, "EPA and NHTSA Propose Historic National Program to Reduce Greenhouse Gases and Improve Fuel Economy for Cars and Trucks," <http://epa.gov/otaq/climate/regulations/420f09047a.htm>. (2009).

³⁵ US EPA, "EPA and NHTSA Propose Historic Nation Program," 2009.

³⁶ US Environmental Protection Agency, "EPA and NHTSA Propose Historic National Program to Reduce Greenhouse Gases and Improve Fuel Economy for Cars and Trucks," <http://epa.gov/otaq/climate/regulations/420f09047a.htm>. (2009).

³⁷ US EPA, "EPA and NHTSA Propose Historic Nation Program," (2009).

fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality.”³⁸ The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Part 11 of the Title 24 Building Standards Code became effective on January 1, 2011. Unless otherwise noted in the regulation, all newly constructed buildings in California are subject to the requirements of the CALGreen Code.

Renewables Portfolio Standard

In 2002, Senate Bill 1078 (SB 1078, Sher) established California’s Renewables Portfolio Standard (RPS) which requires investor-owned utilities, such as Pacific Gas and Electric, Southern California Edison, and San Diego Gas and Electric, to increase energy production from renewable source 1 percent per year up to a minimum of 20 percent of total energy generation by 2017. SB 107 (Simitian), signed by the Governor on September 26, 2008, accelerated the RPS timeframe by requiring investor-owned utilities to meet the 20 percent target by 2010.

On September 15, 2009, the Governor issued Executive Order S-21-0911 requiring CARB, under its AB 32 authority, to adopt regulations to meet a 33 percent RPS target by 2020. The CARB regulations would use a phased-in or tiered requirement to increase the amount of electricity from eligible renewable sources over an 8-year period beginning in 2012. CARB adopted the regulation in September 2010. In March 2011, the Legislature passed SB X1-2, which was signed into law by the governor. SB X1-2 requires utilities to procure renewable energy products equal to 33 percent of retail sales by December 31, 2020, and also established interim targets: 20 percent by December 31, 2013 and 25 percent by December 31, 2016. SB X1-2 also includes publicly owned utilities in California.

³⁸ California Building Standards Commission, 2008 California Green Building Standards Code, (2009) 3.

Pavley Motor Vehicle Standards

Assembly Bill 1493 (AB 1493, Pavley) was enacted on July 22, 2002 to reduce CO₂ emissions from the transportation sector. However, before the regulation could go into effect, the US EPA had to grant California a waiver under the federal Clean Air Act (CAA), which ordinarily preempts state regulation of motor vehicle emission standards. The US EPA did not issue the waiver until June 30, 2009.

On September 15, 2009, the US EPA and the Department of Transportation's (DOT) National Highway Traffic Safety Administration (NHTSA) issued a joint proposal to establish a national program consisting of new standards for model year 2012 through 2016 light-duty vehicles. By 2016, vehicles will have to meet an average standard of 250 grams of CO₂ per mile and 35.5 miles per gallon.³⁹ These standards were formally adopted by the US EPA and DOT on April 1, 2010. In light of the US EPA and NHTSA standards, California—and states adopting California emissions standards—have agreed to defer to the proposed national standard through model year 2016. The 2016 endpoint of the federal and state standards is similar, although the federal standard ramps up slightly more slowly than required under the state standard. The state standards (called the Pavley standards) require additional reductions in CO₂ emissions beyond 2016 (referred to as Pavley Phase II standards). The Phase II standards are under consideration but have not yet been adopted.

Assembly Bill 32

To further the goals established in Executive Order S-3-05, the Legislature enacted Assembly Bill 32 (AB 32, Nuñez and Pavley), the California Global Warming Solutions Act of 2006, which was signed into law on September 27, 2006. AB 32 represents the first enforceable statewide program to limit GHG emissions from all major industries with penalties for noncompliance. AB 32 requires the state to undertake several actions – the major requirements are discussed below.

State of California 1990 Greenhouse Gas Inventory

As required under AB 32, on December 6, 2007, CARB approved the 1990 greenhouse gas emissions inventory, thereby establishing the emissions limit for 2020. The 2020 emissions limit was set at 427 MMTCO₂e. The inventory revealed that in 1990, transportation, with 35 percent of the state's total emissions, was the largest single sector generating carbon dioxide, followed by industrial emissions, 24 percent; imported electricity, 14 percent; in-state electricity generation, 11 percent; residential use,

³⁹ US Environmental Protection Agency, "EPA and NHTSA Propose Historic National Program to Reduce Greenhouse Gases and Improve Fuel Economy for Cars and Trucks," <http://epa.gov/otaq/climate/regulations/420f09047a.htm>. (2009).

7 percent; agriculture, 5 percent; commercial uses, 3 percent; and forestry emissions (excluding sinks), less than 1 percent. These figures represent the 1990 values. AB 32 does not require individual sectors to meet their individual 1990 GHG emissions inventory; the total statewide emissions are required to meet the 1990 threshold by 2020.

Climate Change Scoping Plan

AB 32 required CARB to adopt a scoping plan indicating how reductions in significant GHG sources will be achieved through regulations, market mechanisms, and other actions. CARB released the *Climate Change Scoping Plan* in October 2008, which contained an outline of the proposed state strategies to achieve the 2020 GHG emission limits. The CARB Governing Board approved the *Climate Change Scoping Plan* on December 11, 2008. The *Climate Change Scoping Plan* indicates how emissions reductions will be achieved from significant sources of GHGs via regulations, market mechanism, and other actions. The *Climate Change Scoping Plan* identifies 18 recommended strategies the state should implement to achieve AB 32. CARB has identified ongoing programs and has adopted regulations for a number of individual measures to reduce GHG emissions in accordance with the *Climate Change Scoping Plan* strategies. Key elements of the *Climate Change Scoping Plan* include the following recommendations:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewable energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation.

Executive Order S-1-07

On January 18, 2007, California set a new Low Carbon Fuel Standard (LCFS) for transportation fuels sold within the state. Executive Order S-1-07 sets a declining standard for GHG emissions measured in CO₂-equivalent grams per unit of fuel energy sold in California. The target of the LCFS is to reduce the carbon intensity of California passenger vehicle fuels by at least 10 percent by 2020. The LCFS will apply

to refiners, blenders, producers, and importers of transportation fuels and will use market-based mechanisms to allow these providers to choose how they reduce emissions during the fuel cycle using the most economically feasible methods. CARB identified the LCFS as an early action item under AB 32 and the final regulation was adopted on April 23, 2009. The emissions model used in this analysis accounts for GHG reductions pursuant to the LCFS.

Senate Bill 375

The California Legislature passed SB 375 (Steinberg) on September 1, 2008. SB 375 requires CARB, working in consultation with the metropolitan planning organizations (MPOs), to set regional greenhouse gas reduction targets for the automobile and light truck sector for 2020 and 2035. The target must then be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or SCS.

As part of its responsibilities, in September 2010, CARB adopted a per capita reduction target of 8 percent for 2020 and 13 percent for 2035 for the Southern California Association of Governments (SCAG), which is the MPO for the region in which the project is located. Of note, the proposed reduction targets explicitly exclude emission reductions expected from the AB 1493 and the low carbon fuel standard regulations. In April 2012, SCAG adopted its 2012-2035 RTP/SCS. The SCS outlines SCAG's plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands and focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors. As discussed later in this analysis, the project would be located at an infill site in close proximity to a Metrolink station, which would reduce vehicle trips from the project site. Development of infill sites, mixed-use residential, and locating residential uses near public transportation are three strategies that are recommended by the state to reduce vehicle miles traveled, and associated GHG emissions and are strategies that would support the goals of the SCS.

Local Greenhouse Gas Regulations

South Coast Air Quality Management District

In April 2008, the SCAQMD, in order to provide guidance to local lead agencies on determining the significance of GHG emissions identified in CEQA documents, convened a GHG CEQA Significance

Threshold Working Group.⁴⁰ The goal of the working group is to develop and reach consensus on an acceptable CEQA significance thresholds for GHG emissions that may be utilized on an interim basis until CARB (or some other state agency) develops statewide guidance on assessing the significance of GHG emissions under CEQA.

Initially, SCAQMD staff presented the working group with a significance threshold that could be applied to various types of projects – residential; non-residential; industrial; etc. However, the threshold is still under development. In December 2008, staff presented the SCAQMD Governing Board with a significance threshold for stationary source projects where it is the lead agency. This threshold uses a tiered approach to determine a project’s significance, with 10,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) as a screening numerical threshold.

At present time, the SCAQMD has not adopted thresholds for projects such as the one analyzed in this study. The SCAQMD is considering a tiered approach to determine the significance of residential and commercial projects. The most recent draft approach that was published in September 2010 is as follows:

- **Tier 1:** Is the project exempt from further analysis under existing statutory or categorical exemptions? If yes, there is a presumption of less than significant impacts with respect to climate change.
- **Tier 2:** Is the project’s GHG emissions within the GHG budgets in an approved regional plan? (The plan must be consistent with *State CEQA Guidelines* Section 15064(h)(3), 15125(d), or 15152(s).) If yes, there is a presumption of less than significant impacts with respect to climate change.
- **Tier 3:** Is the project’s incremental increase in GHG emissions below or mitigated to less than the significance screening level (10,000 MTCO_{2e} per year for industrial projects; 3,500 MTCO_{2e} for residential projects; 1,400 MTCO_{2e} for commercial projects; 3,000 MTCO_{2e} for mixed-use or all land use projects)? If yes, there is a presumption of less than significant impacts with respect to climate change.
- **Tier 4:** Does the project meet one of the following performance standards? If yes, there is a presumption of less than significant impacts with respect to climate change.
 - **Option #1:** Achieve some percentage reduction in GHG emissions from a base case scenario, including land use sector reductions from AB 32 (e.g., 29 percent reduction as recommended by the San Joaquin Valley Air Pollution Control District).
 - **Option #2:** For individual projects, achieve a project-level efficiency target of 4.8 MTCO_{2e} per service population by 2020 or a target of 3.0 MTCO_{2e} per service population by 2035. For plans, achieve a plan-level efficiency target of 6.6 MTCO_{2e} per service population by 2020 or a target of 4.1 MTCO_{2e} per service population by 2035.

⁴⁰ For more information see: <http://www.aqmd.gov/ceqa/handbook/GHG/GHG.html>.

- **Tier 5:** Projects should obtain GHG emission offsets to reduce significant impacts. Offsets in combination with any mitigation measures should achieve the target thresholds for any of the above Tiers. Otherwise, project impacts would remain significant.

The SCAQMD has not announced when staff is expecting to present a finalized version of these thresholds to the Governing Board. The SCAQMD has also adopted Rules 2700, 2701, and 2702 that establishes a GHG reduction program within the SCAQMD; however, GHG emission reduction protocols pursuant to these rules have only been established for boilers and process heaters, forestry, and manure management reduction projects.

City of Santa Clarita

The City of Santa Clarita is currently implementing a variety of sustainable development programs designed to enhance the quality of life in the community and foster greater environmental sensitivity. The City has adopted several ordinances that promote sustainable development:

- **Municipal Code Section 17.16.065 MU—Mixed Use Overlay Zone.** These regulations encourage a mix of residential, commercial, employment and institutional opportunities within identified centers of activity along identified transportation corridors. The mixed use (MU) overlay zone provides a mechanism to revitalize older commercial corridors and specific individual properties, increase opportunities for infill housing while transforming and aesthetically improving transportation corridors into boulevards with mixed use projects, encourage new housing and innovative retail that is less automobile dependent, and help to create pedestrian-oriented neighborhoods where local residents have services, shops, jobs and access to transit within walking distance of their homes. The MU overlay zone applies to Soledad Canyon Road from Bouquet Canyon Road to Solamint Canyon Road, which includes the project site.
- **Municipal Code Section 15.46 – Construction and Demolition Ordinance.** The City’s Construction and Demolition Ordinance requires non-exempt projects to divert 50 percent of inert waste and 50 percent of construction and demolition waste from landfills.
- **Municipal Code Section 25.01.010 – Adoption of the City Green Building Standards Code.** There is hereby adopted by reference that certain code known and designated as the California Code of Regulations, Title 24, Part 11, further described and referred to as the 2010 California Green Building Standards Code, published by the California Building Standards Commission. Adoption of said code shall include those sections requiring enforcement by the local jurisdiction, and shall include the adoption of Appendices A4 and A5 contained therein as voluntary provisions only.

The project would comply with the applicable provisions of the City of Santa Clarita Municipal Code including those listed above.

4.0 METHODOLOGY

The air quality and GHG assessment of the project utilized approved emissions models and guidelines as tools to create the analytical basis for the assessment. The California Emissions Estimator Model (CalEEMod)⁴¹ was used to analyze the project emissions during construction and operation. CalEEMod is a program that calculates emissions from land use sources and incorporates the CARB's EMFAC model for on-road vehicle emissions and OFFROAD model for off-road vehicle emissions. The model also incorporates factors specific to the project region, such as VOC content in architectural coating and vehicle fleet mixes.

The SCAQMD's *Final Localized Significance Threshold Methodology* (LST Methodology) was used to assess conformity with the established LSTs. The SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the thresholds without project-specific dispersion modeling. The allowable emission rates depend on: (1) the SRA in which the project is located, (2) the size of the project site, and (3) the distance between the project site and the nearest sensitive receptor (e.g., residences, schools, hospitals). The project site is located in SRA 13 and is approximately 246 acres in size. The nearest off-site receptors are located adjacent to the project site to the east and west. The nearest receptor is approximately 80 meters to the west of the site, therefore a 50-meter distance was used to determine the screening criteria.

5.0 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the *State CEQA Guidelines*, projects would have a significant impact on air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

⁴¹ South Coast Air Quality Management District, "CalEEMod, Version 2011.1.1," <http://www.caleemod.com/>.

The *State CEQA Guidelines* Section 15064.7 provides the significance criteria established by the applicable air quality management district or air pollution control district, when available, may be relied upon to make determinations of significance. The *SCAQMD CEQA Air Quality Handbook* and related guidelines provide thresholds for assessing the significance of criteria air pollutants from construction and operation. Exceedance of the SCAQMD thresholds could result in a potentially significant air quality impact. Therefore, projects would result in a potentially significant impact to air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Generate total criteria pollutant emissions during construction or operation (direct and indirect) in excess of the thresholds given in **Table 5, SCAQMD Regional Emissions Significance Thresholds**;
- Expose sensitive receptors to substantial pollutant concentrations:
 - Cause or contribute to the formation of CO Hotspots;
 - Result in an incremental increase in cancer risk greater than or equal to 10 in 1 million, a cancer burden greater than 0.5 excess cancer cases (in areas where the incremental increase in risk is greater than one in 1 million), and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1; and/or
 - Exceed the localized significance thresholds given in **Table 6, SCAQMD Localized Significance Thresholds**.
- Expose sensitive receptors to objectionable odors affecting a substantial number of people.

If a project exceeds the regional emissions significance thresholds shown in **Table 5**, it would also result in a cumulatively considerable contribution to air quality impacts and would be considered cumulatively significant even if it conforms to the applicable Air Quality Management Plan.

Table 5
SCAQMD Regional Emissions Significance Thresholds

Phase	Pollutant (pounds per day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Construction	75	100	550	150	150	55
Operational	55	55	550	150	150	55

Source: South Coast Air Quality Management District, Air Quality Significance Thresholds, (2011).

The localized significance thresholds are shown in **Table 6**. A significant impact would occur during construction or operation if on-site emissions exceed the thresholds shown below.

Table 6
SCAQMD Localized Significance Thresholds

Localized Significance Threshold	Pollutant (pounds per day) ¹			
	NO _x	CO	PM10	PM2.5
Construction	345	2,500	22	8
Operational	345	2,500	5	2

Source: South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, (2008), Appendix C.

¹ The NO_x LST thresholds contained in the SCAQMD lookup tables are based on emissions of NO_x and assume gradual conversion to NO₂ based on the distance from the project site boundary.

According to Appendix G of the *State CEQA Guidelines*, projects would have a significant impact on GHGs if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflicts with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

While the SCAQMD has not formally adopted thresholds of significance for residential and commercial projects, the SCAQMD draft approach previously discussed under **Section 3.4.3** represents the best information to evaluate the significance of land use projects.

6.0 IMPACT ANALYSIS

Threshold 1: Conflict with or obstruct implementation of the applicable air quality plan.

The Certified EIR assessed the project's consistency with the applicable air quality plan. The population associated with the project analyzed in the Certified EIR would be within the growth estimates prepared by SCAG (Southern California Association of Governments). Since the project would not directly or indirectly induce substantial population or employment growth the project would be consistent with the 2003 AQMP employment forecasts for the City of Santa Clarita and the Santa Clarita Valley. In addition, the project includes a variety of features to promote non-motor vehicle transportation. Since the Certified EIR, the SCAQMD and CARB adopted the 2007 AQMP, which is based on projections from the SCAG 2004 Regional Transportation Plan (RTP). The modified project would result in fewer vehicle trips and associated air pollutant emissions compared to the project analyzed in the Certified EIR due to the reduction in residential uses from 979 units to 499 units. Therefore, the modified project would not result in any new or substantially greater impacts and would not conflict with the applicable AQMP.

Threshold 2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Construction Emissions

Air quality within the project area is regulated by the SCAQMD. Construction activities have the potential to cause temporary significant impacts with respect to air quality standards. According to the SCAQMD, a project's construction emissions are considered to cause a significant impact to air quality if they would exceed the SCAQMD thresholds of significance. The construction emissions associated with the project were estimated using CalEEMod. CalEEMod is a program that calculates air emissions from land use sources and incorporates the CARB's EMFAC model for on-road vehicle emissions and the OFFROAD model for off-road vehicle emissions. The model also incorporates factors specific to the Basin and the SCAQMD, such as VOC content in architectural coating and vehicle fleet mixes. During project construction, the model can analyze emissions that occur during different phases, such as grading and building construction.

Construction was assumed to occur over two years. The number and types of construction equipment, vendor trips (e.g., transport of building materials), and worker trips were based on values provided in the CalEEMod model. In order to account for dust suppression in the CalEEMod model, it was assumed that the project contractor would comply with SCAQMD Rule 403 (Fugitive Dust). **Table 7, Net Change in Estimated Construction Emissions**, shows the net change in construction emissions from the modified project compared to the emissions from the project analyzed in the Certified EIR. As shown in **Table 7**, construction emissions from the modified project would be less than the project analyzed in the Certified EIR. Therefore construction of the modified project would not result in any new or substantially greater impacts due to construction.

Table 7
Net Change in Estimated Construction Emissions
Between the 2005 EIR Project and the Modified Project

Construction Year	Maximum Change in Emissions in Pounds per Day ¹					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2013	-24.62	-86.64	-254.1	-0.47	-0.93	-3.08
2014	-22.73	-78.8	-233.85	-0.47	-5.49	-3.99
2015	-1.79	-0.45	-5.35	-0.01	-0.1	-0.06
Max Net Change	-1.79	-0.45	-5.35	-0.01	-0.1	-0.06

Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix A** of this assessment.

¹ PM₁₀ and PM_{2.5} fugitive dust emissions incorporate watering as a control measure.

Operational Emissions

Operational emissions would be generated by both area and mobile sources as a result of normal day-to-day activities on the project site after occupation. Area source emissions would be generated by the consumption of natural gas for space and water heating devices (including residential use water heater and boilers), the operation of landscape maintenance equipment, and from the use of consumer products. Mobile emissions would be generated by the motor vehicles traveling to and from the project site.

The operational emissions associated with the project were estimated using the CalEEMod model. CalEEMod can estimate mobile and area source emissions associated with land uses specific to a given operational year and location. Area source emissions are based on emission factors for natural gas, gasoline (for landscaping equipment), and consumer products contained in the CalEEMod model. SCAQMD Rule 445 prohibits the installation of permanent indoor and outdoor wood-burning devices (such as fireplaces and stoves) in new developments. Thus, natural gas fireplaces were assumed in the analysis for the modified project. Trip generation rates were estimated using the CalEEMod model. The trip generation rates take into account the land uses and number of dwelling units. **Table 8, Net Change in Estimated Operational Emissions**, shows the changes in operational emissions between the project analyzed in the Certified EIR and the modified project.

Table 8
Net Change in Estimated Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Change in Total Summertime Emissions ¹	-66.3	-27.5	-300.74	-0.6	-48.05	-27.03
Change in Total Wintertime Emissions ²	-66.8	-29.4	-298.15	-0.6	-48.06	-27.04

Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix A** of this assessment.

¹ Summertime Emissions" are representative of the conditions that may occur during the ozone season (May 1 to October 31).

² Wintertime Emissions" are representative of the conditions that may occur during the balance of the year (November 1 to April 30).

As shown in **Table 8**, the operational emissions associated with implementation of the modified project would be less than the project analyzed in the Certified EIR. Therefore, the modified project would result in reduced impacts compared to the project analyzed in the Certified EIR. The operational emissions associated with the modified project would not result in any new or substantially greater impacts.

Threshold 3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Construction and operation of the modified project would result in emissions that are generally less than the project analyzed in the Certified EIR. As such, the modified project would not result in new or substantially greater air quality impacts. The SCAQMD recommends that projects utilize the project-level thresholds for assessing cumulative impacts.⁴² Therefore, the modified project would also not result in any new or substantially greater cumulative impacts. The modified project would still be required to implement the mitigation measures identified in the Certified EIR to reduce air quality impacts.

Threshold 4: Expose sensitive receptors to substantial pollutant concentrations:

CO Hotspots Analysis

The Certified EIR concluded that the project would not cause CO hotspot concentrations that exceed federal or state ambient air quality standards. The modified project would reduce project-related trips compared to the project analyzed in the Certified EIR. Furthermore, background CO concentrations in the Santa Clarita Valley have declined in recent years. Therefore, CO hotspot impacts for the modified project are adequately addressed in the Certified EIR and no new or substantially greater impacts would occur.

Health Risks

The Certified EIR concluded that the proposed project would not contribute or be exposed to a significant health risk. The modified project would not result in any increase in land uses that would emit TACs in measureable quantities. Additionally, the modified project would not result in an increase in receptors exposed to TACs. Therefore, the modified project would not result in new or substantially greater impacts associated with health risks from TACs.

Localized Significance Thresholds Analysis

In 2006, the SCAQMD adopted a new methodology to evaluate the significance of localized air quality impacts to sensitive receptors in the immediate vicinity of a project site as a result of construction and operational activities. The thresholds are based on standards established by the SCAQMD in the

⁴² South Coast Air Quality Management District, *CEQA Air Quality Handbook*, (1993) 9–12.

LST Methodology,⁴³ which was later revised in 2008. The thresholds for NO₂ and CO represent the allowable increase in concentrations above background levels in the vicinity of the project that would not cause or contribute to an exceedance of the relevant ambient air quality standards. The threshold for PM₁₀ and PM_{2.5} are based on emission levels specified in SCAQMD rules so as to aid in progress toward attainment of the ambient air quality standards. As shown previously, the proposed modification of the project would result in reduced emissions of air pollutants during both construction and operation. This would also apply to the on-site emissions subject to LST analysis.

For project sites of 5 acres or less, the SCAQMD includes screening tables that can be used to determine the maximum allowable daily emissions that would satisfy the thresholds without project-specific dispersion modeling. The project site is approximately 30 acres in size. The screening levels were extrapolated for a 10-acre site based on the screening levels provided from the SCAQMD for 1-, 2-, and 5-acre sites. Using the screening levels for a 10-acre project would result in a highly conservative analysis as the thresholds would be set at a much lower level.⁴⁴

The localized significance thresholds are compared to construction and operational emissions that occur on the project site. The thresholds do not apply to emissions occurring off the project site, such as emissions from motor vehicles.⁴⁵ The modified project’s on-site emissions for construction and operation are shown in **Table 9, Localized Significance Thresholds Analysis**. As shown, construction and operation of the modified project would generate on-site emissions that are less than the site-specific localized significance thresholds. Therefore the modified project would have a less than significant impact on localized air quality and would not result in new or substantially greater impacts.

**Table 9
Localized Significance Thresholds Analysis**

Modified Project	Pollutant (pounds per day) ¹			
	NO _x	CO	PM ₁₀	PM _{2.5}
Construction				
Maximum Daily On-site Emissions	97.47	52.85	13.22	5.68
LST Screening Criteria	345	2,500	22	8
Exceeds Threshold?	NO	NO	NO	NO

⁴³ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, (2008).

⁴⁴ Ian MacMillan, Program Supervisor–CEQA, South Coast Air Quality Management District, personal communication with Alan Sako, Impact Sciences, Inc., (March 31, 2011).

⁴⁵ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, (2008) 1-4.

Modified Project	Pollutant (pounds per day) ¹			
	NO _x	CO	PM ₁₀	PM _{2.5}
Operational				
Maximum Daily On-site Emissions	3.61	28.10	0.77	0.77
LST Screening Criteria	345	2,500	5	2
Exceeds Threshold?	NO	NO	NO	NO

Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix A** of this assessment.

¹ The NO_x thresholds contained in the SCAQMD lookup tables are based on emissions of NO_x and assume gradual conversion to NO₂ based on the distance from the project site boundary.

Threshold 5: Create objectionable odors affecting a substantial number of people.

The Certified EIR concluded that the land uses proposed would not use any odorous products such as chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. As a result no odor impacts would be expected. The modified project would not include any new types of land uses that would generate odorous emissions. Therefore, odor impacts for the modified project are adequately addressed in the Certified EIR and no new or substantially greater impacts would occur.

Threshold 6: Generate greenhouse gas emissions that exceed the draft SCAQMD thresholds for residential projects.

As previously discussed, the Certified EIR did not address GHG emissions and, consequently, this Addendum is not required to address the subject. (See *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515 [addendum upheld where previously certified EIR did not address greenhouse gases and no challenge to that EIR was brought on GHG issues].) However, in the interest of full disclosure an analysis of GHG emissions is provided for informational purposes.

Construction GHG Emissions

The proposed project would result in short-term emissions of GHGs during construction. These emissions, primarily CO₂, CH₄, and N₂O, are the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are typically associated with specific industrial sources and are not expected to be emitted by the project. The emissions of CO₂, CH₄, and N₂O were estimated using CalEEMod using the same methodology as described for estimating criteria pollutants.

The majority of construction equipment (e.g., backhoes, cranes, rubber-tired loaders, scrapers, and haul trucks) rely on fossil fuels, primarily diesel, as an energy source. The combustion of fossil fuels in construction equipment results in GHG emissions of CO₂ and much smaller amounts of CH₄ and N₂O. Emissions of GHG would also result from the combustion of fossil fuels from haul trucks and vendor trucks delivering materials, and construction worker vehicles commuting, to and from the proposed project site. Typically, light-duty and medium-duty automobiles and trucks would be used for worker trips and heavy-duty trucks would be used from vendor trips. The majority of motor vehicles used for worker trips rely on gasoline as an energy source while motor vehicles used for vendor trips rely on diesel as an energy source. The combustion of gasoline in motor vehicles results in GHG emissions of CO₂ and smaller amounts of CH₄ and N₂O.

The construction GHG emissions were estimated for the housing portions of both the project analyzed in the Certified EIR (979 residential units) and the modified project (499 residential units). The remainder of the project was assumed to stay constant and would therefore represent a net zero change in impacts. Estimated emissions and their net difference are provided in **Table 10, Estimated Construction GHG Emissions**. Unlike federally and state-regulated criteria pollutants, which predominantly affect local and regional air quality, GHGs tend to remain in the atmosphere for longer periods of time and have global impacts. As previously discussed, the current recommended methodology for evaluating the global warming potential of GHGs is to estimate the climate change impacts of GHGs using the warming potential of CO₂ over a 100-year period as a baseline. Although GHGs are generated during construction and are accordingly considered one-time emissions, it is important to include construction-related GHG emissions when assessing all of the long-term GHG emissions associated with a project. Therefore, current CEQA practice is to annualize construction-related GHG emissions over a project’s lifetime in order to include these emissions as part of a project’s annualized lifetime total emissions, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies. A project lifetime has generally been defined as 30 years. In accordance with this methodology, the estimated change between the project analyzed in the Certified EIR and the modified project’s construction GHG emissions have been amortized over a 30-year period and are included in the annualized operational GHG emissions discussed below.

Table 10
Net Change in Estimated Construction Greenhouse Gas Emissions

GHG Emission Source	GHG Emissions (MTCO ₂ e/year)
Certified Project Total	11,804
Modified Project Total	3,908

GHG Emission Source	GHG Emissions (MTCO ₂ e/year)
Net Difference in Construction Emissions	-7,896
Annualized over Project Lifetime	-263

Source: Impact Sciences, Inc. Emissions calculations are provided in *Appendix A* of this assessment.

Totals in table may not appear to add exactly due to rounding.

Operational GHG Emissions

The modified project is anticipated to become operational in 2016. At full buildout, the project would result in direct annual emissions of GHGs during operation. These emissions, primarily CO₂, CH₄, and N₂O, are the result of fuel combustion from building heating systems and motor vehicles. Building and motor vehicle air conditioning systems may use HFCs (and HCFCs and CFCs to the extent that they have not been completely phased out at later dates); these emissions are included in the calculations for motor vehicles from CalEEMod.

The operational emissions associated with the project were estimated using the CalEEMod model. CalEEMod can estimate mobile and area source emissions associated with land uses specific to a given operational year and location. Area source emissions are based on emission factors for natural gas and gasoline (for landscaping equipment) contained in the CalEEMod model. Trip generation rates were estimated using the CalEEMod model.

The project would also result in indirect GHG emissions due to the electricity demand, water consumption, and waste generation. The emission factor for CO₂ due to electrical demand from Southern California Edison, the electrical utility serving the proposed project, was selected in the CalEEMod model. Emission factors for CO₂ are based on CARB's Local Government Operations Protocol.⁴⁶ Emission factors for CH₄ and N₂O are based on US EPA values.⁴⁷ The cited factors in the CARB report are based on data collected by the California Climate Action Registry. The emission factors take into account the current mix of energy sources used to generate electricity and the relative carbon intensities of these sources, and includes natural gas, coal, nuclear, large hydroelectric, and other renewable sources of energy. Electricity consumption was based on default data found in CalEEMod for the respective land use types.

⁴⁶ California Air Resources Board, *Local Government Operations Protocol for the Quantification and Reporting of Greenhouse Gas Emissions Inventories*, Version 1.1, (2010) 208.

⁴⁷ US Environmental Protection Agency, "E-Grid," <http://www.epa.gov/cleanenergy/energy-resources/egrid/index.html>.

In addition to electrical demand, the project would also result in indirect GHG emissions due to water consumption, wastewater treatment, and solid waste generation. CalEEMod default values were used for consumption of water and the generation of waste as well as the emissions resulting from these activities. GHG emissions from water consumption are due to the electricity needed to convey, treat, and distribute water. The annual electrical demand factors for potable water were obtained from the CEC.⁴⁸ GHG emissions from wastewater are due to the electricity needed to treat wastewater and the treatment process itself, which primarily releases CH₄ into the atmosphere. GHG emission factors for wastewater treatment were obtained from the US EPA.⁴⁹ GHG emissions from solid waste generation are due to the decomposition of organic material, which releases CH₄ into the atmosphere. The GHG emission factor for solid waste generation was based on Intergovernmental Panel on Climate Change (IPCC) methods for quantifying GHG emissions from solid waste and waste disposal rates were based on Calrecycle data.⁵⁰

The annual GHG emissions are provided below in **Table 11, Estimated Operational Greenhouse Gas Emissions**. The operational GHG emissions were estimated for both the project analyzed in the Certified EIR (979 residential units) and the modified project (499 residential units). The project analyzed in the Certified EIR would develop detached single-family homes, multi-family apartments, and townhouses. The modified project would develop detached single family homes, which in the case of the CalEEMod program, was modeled as detached single-family residences. The remaining land uses are assumed to remain unchanged, and would therefore contribute a zero net impact on GHG emissions. The GHG emissions, now recognized as air pollutants, would still be emitted by the project as originally proposed. Thus, the GHG emissions presented in this assessment for the modified project are not considered to be new emissions or undisclosed impacts. These GHG emissions would have occurred regardless of the modifications to the project. As shown in **Table 11**, the modified project would result in fewer GHG emissions than the project analyzed in the Certified EIR. As a result, the modified project would not result in new or substantially greater GHG impacts.

Table 11
Estimated Operational Greenhouse Gas Emissions

⁴⁸ California Energy Commission, *Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report* (CEC-500-2006-118), (2006) 22. Prepared by Navigant Consulting, Inc.

⁴⁹ US Environmental Protection Agency, *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Volume I, Chapter 4.3.5*, (1998).

⁵⁰ IPCC, *2006 IPCC Guidelines for National Greenhouse Gas Inventories*. (2006).

GHG Emissions Source	Certified Project GHG Emissions (MTCO₂e/Year)	Modified Project GHG Emissions (MTCO₂e/Year)	Net GHG Emissions (MTCO₂e/Year)
Construction (Amortized) Emissions	393	130	-263
Operational (Mobile) Sources	9,003	6,351	-2,652
Area Sources	739	377	-362
Energy Sources	2,526	2,100	-426
Waste Sources	236	266	30
Water Sources	430	219	-211
Total	13,327	9,443	-3,884

Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix A** of this assessment.
Totals in table may not appear to add exactly due to rounding.

The modified project would emit 3,884 MTCO₂e/Year less than the project analyzed in the Certified EIR. This Addendum is not required to address the subject of GHG emissions and such emissions would occur regardless of the modifications to the project. For informational purposes, it is shown that the modified project would result in fewer vehicle trips and associated GHG emissions compared to the project analyzed in the Certified EIR due to the reduction in residential uses from 979 units to 499 units. Because the modified project would result in fewer GHG emissions, it is clear that it would not result in any new or substantially greater impacts.

Threshold 7: Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Impacts from GHG emissions are by definition cumulative impacts. That is because GHG emissions from any single project would not affect global climate. Thus, the project's contribution to state, national, and global GHG emission inventories and the resultant effect on global climate should be evaluated on a cumulative basis.

Under Section 15064(h)(1) of the *State CEQA Guidelines*, a project must be assessed to determine if it would have a cumulatively considerable effect on a resource, where cumulatively considerable is defined as "the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."⁵¹ Section 15064(h)(4) further states, "The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are

⁵¹ *State CEQA Guidelines*, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, Section 15064.

cumulatively considerable.”⁵² Therefore, the fact that the proposed project would result in emissions of GHGs (chiefly carbon dioxide), and that global GHGs emissions contribute to the greenhouse effect and the resultant impacts on global climate, does not mean that the proposed project would have a cumulatively considerable impact on global climate.

As shown by the GHG emissions modeling conducted, the modified project would result in fewer GHG emissions compared to the project analyzed in the Certified EIR.

AB 32 is the State of California’s primary GHG emissions regulation, as previously discussed. AB 32 requires the state to reduce GHG emissions to 1990 levels by 2020. As the modified project would reduce GHG emissions compared to the project analyzed in the Certified EIR, and would comply with the City of Santa Clarita Municipal Code provisions, such as Section 17.16.065 MU (Mixed Use Overlay Zone), Section 15.46 (Construction and Demolition Ordinance), and Section 25.01.010 (Adoption of the City Green Building Standards Code), the modified project would not hinder the state’s ability to achieve the goals of AB 32. Furthermore, the project would be located at an infill site in close proximity to a Metrolink station, which would reduce vehicle trips from the project site. Development of infill sites, mixed-use residential, and locating residential uses near public transportation are three strategies that are recommended by the state to reduce vehicle miles traveled, and associated GHG emissions. As a result, the modified project would implement strategies beneficial to the state and would not result in new or substantially greater GHG impacts.

7.0 CUMULATIVE IMPACTS

As indicated above, construction and operation of the modified project would result in emissions that are less than the project analyzed in the Certified EIR. The project would not result in new or substantially greater air quality or GHG project-level impacts. The SCAQMD recommends that projects utilize the project-level thresholds for assessing cumulative impacts.⁵³ Therefore, the modified project would also not result in any new or substantially greater cumulative impacts. The modified project would still be required to implement the mitigation measures identified in the Certified EIR to reduce air quality impacts. These same measures would also have co-benefits of reducing GHG impacts, as they are largely emitted from the same sources.

⁵² *State CEQA Guidelines*, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, Section 15064.

⁵³ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, (1993) 9–12.

8.0 CONCLUSION

The air quality and GHG analysis for the Keystone project was prepared in accordance with the SCAQMD's *CEQA Air Quality Handbook* and other guidance provided by the SCAQMD. The Certified EIR for the project analyzed impacts from 979 residential units, graded lots for a junior high, and a 30,476 square foot community/fitness YMCA center. The modified project would result in 499 units. Emissions from construction of the modified project would result in fewer criteria air pollutant and GHG emissions compared to the project analyzed in the Certified EIR. Similarly, operation of the modified project would result in fewer criteria air pollutant and GHG emissions compared to the project analyzed in the Certified EIR. On-site emissions from the modified project would not exceed the localized significance thresholds established in the SCAQMD's LST Methodology. Furthermore, the modified project would not expose sensitive receptors to substantial pollutant concentrations and would not generate odorous emissions and would not expose sensitive receptors to nuisance odors. For these reasons, the modified project would not result in any new or substantially greater project-level or cumulative impacts.

APPENDIX A

Estimated Construction and Operational Emissions

Keystone Original
South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Condo/Townhouse	667	Dwelling Unit
Single Family Housing	96	Dwelling Unit
Apartments Mid Rise	216	Dwelling Unit

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Utility Company Southern California Edison
 Climate Zone 9 Precipitation Freq (Days) 31

1.3 User Entered Comments

Project Characteristics - 2016 op year
 Land Use - 96 sfh units 216 multi-family apartments 667 condo townhouse
 Construction Phase - Grading 1/1/13 to 3/22/13 paving 3/25/13 to 4/26/13 construction 4/29/13 to 10/27/14 coating 10/28/14 to 1/1/15
 Grading - 78.5 acres disturbed
 Energy Use -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

Year	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2013	4.18	20.52	33.88	0.06	31.62	1.11	32.73	0.18	1.07	1.25	0.00	5,531.33	5,531.33	0.35	0.00	5,538.59
2014	4.43	19.21	36.14	0.07	38.00	1.05	39.05	0.09	1.01	1.10	0.00	6,256.91	6,256.91	0.35	0.00	6,264.32
2015	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.72	0.00	0.00	0.72
Total	8.61	39.73	70.02	0.13	69.62	2.16	71.78	0.27	2.08	2.35	0.00	11,788.96	11,788.96	0.70	0.00	11,803.63

Mitigated Construction

Year	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2013	4.18	20.52	33.88	0.06	0.43	1.11	1.54	0.18	1.07	1.25	0.00	5,531.33	5,531.33	0.35	0.00	5,538.59
2014	4.43	19.21	36.14	0.07	0.26	1.05	1.31	0.09	1.01	1.10	0.00	6,256.91	6,256.91	0.35	0.00	6,264.32
2015	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.72	0.00	0.00	0.72
Total	8.61	39.73	70.02	0.13	0.69	2.16	2.85	0.27	2.08	2.35	0.00	11,788.96	11,788.96	0.70	0.00	11,803.63

2.2 Overall Operational

Unmitigated Operational

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	7.95	0.26	21.27	0.01		0.00	1.04		0.00	1.04	103.99	623.84	727.83	0.34	0.01	739.48
Energy	0.13	1.09	0.46	0.01		0.00	0.09		0.00	0.09	0.00	2,510.14	2,510.14	0.08	0.04	2,525.64
Mobile	5.53	13.22	54.10	0.10	10.40	0.63	11.02	0.16	0.58	0.75	0.00	8,994.97	8,994.97	0.37	0.00	9,002.65
Waste						0.00	0.00		0.00	0.00	105.34	0.00	105.34	6.23	0.00	236.07
Water						0.00	0.00		0.00	0.00	0.00	372.25	372.25	1.96	0.05	430.43
Total	13.61	14.57	75.83	0.12	10.40	0.63	12.15	0.16	0.58	1.88	209.33	12,501.20	12,710.53	8.98	0.10	12,934.27

2.2 Overall Operational

Mitigated Operational

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	7.95	0.26	21.27	0.01		0.00	1.04		0.00	1.04	103.99	623.84	727.83	0.34	0.01	739.48
Energy	0.13	1.09	0.46	0.01		0.00	0.09		0.00	0.09	0.00	2,510.14	2,510.14	0.08	0.04	2,525.64
Mobile	5.53	13.22	54.10	0.10	10.40	0.63	11.02	0.16	0.58	0.75	0.00	8,994.97	8,994.97	0.37	0.00	9,002.65
Waste						0.00	0.00		0.00	0.00	105.34	0.00	105.34	6.23	0.00	236.07
Water						0.00	0.00		0.00	0.00	0.00	372.25	372.25	1.96	0.05	430.43
Total	13.61	14.57	75.83	0.12	10.40	0.63	12.15	0.16	0.58	1.88	209.33	12,501.20	12,710.53	8.98	0.10	12,934.27

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Site Grading - 2013

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e			
Fugitive Dust					0.22	0.00	0.22	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Off-Road	0.35	2.87	1.56	0.00	0.14	0.14	0.14	0.14	0.00	0.14	0.00	290.47	0.03	0.00	291.06
Total	0.35	2.87	1.56	0.00	0.22	0.14	0.36	0.10	0.14	0.24	0.00	290.47	0.03	0.00	291.06

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e			
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.41	0.00	0.00	5.41
Total	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.41	0.00	0.00	5.41

3.2 Site Grading - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e		
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4		N2O	
Fugitive Dust					0.22	0.00	0.22	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.35	2.87	1.56	0.00		0.14	0.14	0.14	0.14	0.00	0.00	290.47	0.03	0.00	0.00	291.06	
Total	0.35	2.87	1.56	0.00	0.22	0.14	0.36	0.24	0.14	0.14	0.00	290.47	0.03	0.00	0.00	291.06	

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e	
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4		N2O
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.41	0.00	0.00	0.00	5.41
Total	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.41	0.00	0.00	0.00	5.41

3.3 Paving - 2013

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e			
Off-Road	0.07	0.42	0.26	0.00	0.04	0.04	0.04	0.00	33.08	0.01	0.00	33.19			
Paving	0.00				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Total	0.07	0.42	0.26	0.00	0.04	0.04	0.04	0.00	33.08	0.01	0.00	33.19			

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e			
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	1.72	0.00	0.00	1.72			
Total	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	1.72	0.00	0.00	1.72			

3.3 Paving - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e			
Off-Road	0.07	0.42	0.26	0.00	0.04	0.04	0.04	0.00	33.08	0.01	0.00	33.19			
Paving	0.00				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Total	0.07	0.42	0.26	0.00	0.04	0.04	0.04	0.00	33.08	0.01	0.00	33.19			

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e			
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	1.72	0.00	0.00	1.72			
Total	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	1.72	0.00	0.00	1.72			

3.4 Construction - 2013

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.95	6.06	3.92	0.01		0.46	0.46		0.46	0.46	0.00	558.50	558.50	0.08	0.00	560.11
Total	0.95	6.06	3.92	0.01		0.46	0.46		0.46	0.46	0.00	558.50	558.50	0.08	0.00	560.11

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.85	9.10	6.00	0.01	3.02	0.32	3.34	0.01	0.29	0.31	0.00	1,369.89	1,369.89	0.04	0.00	1,370.70
Worker	1.96	2.07	22.09	0.04	28.38	0.15	28.53	0.06	0.14	0.21	0.00	3,272.28	3,272.28	0.20	0.00	3,276.39
Total	2.81	11.17	28.09	0.05	31.40	0.47	31.87	0.07	0.43	0.52	0.00	4,642.17	4,642.17	0.24	0.00	4,647.09

3.4 Construction - 2013

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.95	6.06	3.92	0.01		0.46	0.46		0.46	0.46	0.00	558.50	558.50	0.08	0.00	560.11
Total	0.95	6.06	3.92	0.01		0.46	0.46		0.46	0.46	0.00	558.50	558.50	0.08	0.00	560.11

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.85	9.10	6.00	0.01	0.04	0.32	0.36	0.01	0.29	0.31	0.00	1,369.89	1,369.89	0.04	0.00	1,370.70
Worker	1.96	2.07	22.09	0.04	0.17	0.15	0.33	0.06	0.14	0.21	0.00	3,272.28	3,272.28	0.20	0.00	3,276.39
Total	2.81	11.17	28.09	0.05	0.21	0.47	0.69	0.07	0.43	0.52	0.00	4,642.17	4,642.17	0.24	0.00	4,647.09

3.4 Construction - 2014

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Off-Road	1.06	6.86	4.70	0.01	0.51	0.51	0.51	0.00	675.25	675.25	0.09	0.00	677.06		
Total	1.06	6.86	4.70	0.01	0.51	0.51	0.51	0.00	675.25	675.25	0.09	0.00	677.06		

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Vendor	0.94	9.98	6.65	0.02	3.65	0.35	3.99	0.00	1,660.19	1,660.19	0.04	0.00	1,661.08		
Worker	2.19	2.28	24.57	0.04	34.31	0.19	34.50	0.00	3,887.13	3,887.13	0.22	0.00	3,891.78		
Total	3.13	12.26	31.22	0.06	37.96	0.54	38.49	0.00	5,547.32	5,547.32	0.26	0.00	5,552.86		

3.4 Construction - 2014

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.06	6.86	4.70	0.01		0.51	0.51		0.51	0.51	0.00	675.25	675.25	0.09	0.00	677.06
Total	1.06	6.86	4.70	0.01		0.51	0.51		0.51	0.51	0.00	675.25	675.25	0.09	0.00	677.06

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.94	9.98	6.65	0.02	0.05	0.35	0.39	0.02	0.32	0.33	0.00	1,660.19	1,660.19	0.04	0.00	1,661.08
Worker	2.19	2.28	24.57	0.04	0.21	0.19	0.40	0.08	0.18	0.25	0.00	3,887.13	3,887.13	0.22	0.00	3,891.78
Total	3.13	12.26	31.22	0.06	0.26	0.54	0.79	0.10	0.50	0.58	0.00	5,547.32	5,547.32	0.26	0.00	5,552.86

3.5 Architectural Coating - 2014

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O			
Archit. Coating	0.21				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Off-Road	0.01	0.07	0.05	0.00	0.01	0.01	0.01	0.00	5.99	5.99	0.00	0.00	0.00	6.01	
Total	0.22	0.07	0.05	0.00	0.01	0.01	0.01	0.00	5.99	5.99	0.00	0.00	0.00	6.01	

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O			
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Worker	0.02	0.02	0.18	0.00	0.04	0.00	0.00	0.00	28.35	28.35	0.00	0.00	0.00	28.39	
Total	0.02	0.02	0.18	0.00	0.04	0.00	0.00	0.00	28.35	28.35	0.00	0.00	0.00	28.39	

3.5 Architectural Coating - 2014

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Archit. Coating	0.21				0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Off-Road	0.01	0.07	0.05	0.00	0.01	0.01	0.01	0.00	5.99	5.99	0.00	0.00	0.00	6.01	
Total	0.22	0.07	0.05	0.00	0.01	0.01	0.01	0.00	5.99	5.99	0.00	0.00	0.00	6.01	

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Worker	0.02	0.02	0.18	0.00	0.00	0.00	0.00	0.00	28.35	28.35	0.00	0.00	0.00	28.39	
Total	0.02	0.02	0.18	0.00	0.00	0.00	0.00	0.00	28.35	28.35	0.00	0.00	0.00	28.39	

3.5 Architectural Coating - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Archit. Coating	0.00				0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Off-Road	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.13	
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.13	

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.59	
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.59	

3.5 Architectural Coating - 2015

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O			
Archit. Coating	0.00				0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Off-Road	0.00	0.00	0.00	0.00			0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.13	
Total	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.13	

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O			
Hauling	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Worker	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.59	
Total	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.59	

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	tons/yr							MT/yr				
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Mitigated	5.53	13.22	54.10	0.10	10.40	0.63	11.02	0.16	0.58	0.75	0.00	8,994.97	8,994.97	0.37	0.00	9,002.65
Unmitigated	5.53	13.22	54.10	0.10	10.40	0.63	11.02	0.16	0.58	0.75	0.00	8,994.97	8,994.97	0.37	0.00	9,002.65
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Condo/Townhouse	4,395.53	4,775.72	4048.69	12,497,364	12,497,364
Single Family Housing	918.72	967.68	841.92	2,597,979	2,597,979
Apartments, Mid Rise	1,423.44	1,546.56	1311.12	4,047,122	4,047,122
Total	6,737.69	7,289.96	6,201.73	19,142,466	19,142,466

4.3 Trip Type Information

Land Use	Miles				Trip %				
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Condo/Townhouse	10.80	7.30	7.50	40.20	19.20	40.60	40.20	19.20	40.60
Single Family Housing	10.80	7.30	7.50	40.20	19.20	40.60	40.20	19.20	40.60

		Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	
Apartments Mid Rise	10.80	7.30	7.50	40.20	19.20	40.60	

5.0 Energy Detail

5.1 Mitigation Measures Energy

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	1,250.84	1,250.84	0.06	0.02	1,258.68
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	1,250.84	1,250.84	0.06	0.02	1,258.68
NaturalGas Mitigated	0.13	1.09	0.46	0.01		0.00	0.09		0.00	0.09	0.00	1,259.30	1,259.30	0.02	0.02	1,266.96
NaturalGas Unmitigated	0.13	1.09	0.46	0.01		0.00	0.09		0.00	0.09	0.00	1,259.30	1,259.30	0.02	0.02	1,266.96
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use	Natural Gas Use kBTU	tons/yr										MT/yr						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Apartments Mid Rise	3.18915e+006	0.02	0.15	0.06	0.00		0.00	0.01		0.00	0.01		0.00	0.00	170.19	0.00	0.00	171.22
Condo/Townhouse	1.64346e+007	0.09	0.76	0.32	0.00		0.00	0.06		0.00	0.06		0.00	0.00	877.01	0.02	0.02	882.35
Single Family Housing	3.97459e+006	0.02	0.18	0.08	0.00		0.00	0.01		0.00	0.01		0.00	0.00	212.10	0.00	0.00	213.39
Total		0.13	1.09	0.46	0.00		0.00	0.08		0.00	0.08		0.00	0.00	1,259.30	0.02	0.02	1,266.96

Mitigated

Land Use	Natural Gas Use kBTU	tons/yr										MT/yr						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Apartments Mid Rise	3.18915e+006	0.02	0.15	0.06	0.00		0.00	0.01		0.00	0.01		0.00	0.00	170.19	0.00	0.00	171.22
Condo/Townhouse	1.64346e+007	0.09	0.76	0.32	0.00		0.00	0.06		0.00	0.06		0.00	0.00	877.01	0.02	0.02	882.35
Single Family Housing	3.97459e+006	0.02	0.18	0.08	0.00		0.00	0.01		0.00	0.01		0.00	0.00	212.10	0.00	0.00	213.39
Total		0.13	1.09	0.46	0.00		0.00	0.08		0.00	0.08		0.00	0.00	1,259.30	0.02	0.02	1,266.96

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e	
Land Use	kWh	tons/yr							MT/yr	
Apartments Mid Rise	750967					218.43	0.01	0.00	219.80	
Condo/Townhouse: 2.89783e+006						842.90	0.04	0.01	848.18	
Single Family Housing	651528					189.51	0.01	0.00	190.70	
Total						1,250.84	0.06	0.01	1,258.68	

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e	
Land Use	kWh	tons/yr							MT/yr	
Apartments Mid Rise	750967					218.43	0.01	0.00	219.80	
Condo/Townhouse: 2.89783e+006						842.90	0.04	0.01	848.18	
Single Family Housing	651528					189.51	0.01	0.00	190.70	
Total						1,250.84	0.06	0.01	1,258.68	

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e		
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O		
Mitigated	7.95	0.26	21.27	0.01		0.00	1.04		0.00	1.04	103.99	623.84	727.83	0.34	0.01		739.48
Unmitigated	7.95	0.26	21.27	0.01		0.00	1.04		0.00	1.04	103.99	623.84	727.83	0.34	0.01		739.48
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e		
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O		
Architectural Coating	0.41					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00
Consumer Products	3.82					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00
Hearth	3.25	0.08	6.15	0.01		0.00	0.96		0.00	0.96	103.99	599.49	703.48	0.32	0.01		714.61
Landscaping	0.48	0.18	15.11	0.00		0.00	0.08		0.00	0.08	0.00	24.35	24.35	0.02	0.00		24.87
Total	7.96	0.26	21.26	0.01		0.00	1.04		0.00	1.04	103.99	623.84	727.83	0.34	0.01		739.48

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
	tons/yr										MT/yr						
Architectural Coating	0.41					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	3.82					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	3.25	0.08	6.15	0.01		0.00	0.96		0.00	0.96	103.99	599.49	703.48	0.32	0.01	714.61	
Landscaping	0.48	0.18	15.11	0.00		0.00	0.08		0.00	0.08	0.00	24.35	24.35	0.02	0.00	24.87	
Total	7.96	0.26	21.26	0.01		0.00	1.04		0.00	1.04	103.99	623.84	727.83	0.34	0.01	739.48	

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr			MT/yr				
Mitigated					372.25	1.96	0.05	430.43
Unmitigated					372.25	1.96	0.05	430.43
Total	NA	NA	NA	NA	NA	NA	NA	NA

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr							MT/yr
Apartments Mid Rise	14,0733 / 8,87228					82.13	0.43	0.01	94.97
Condo/Townhouse	43,4577 / 27,3973					253.62	1.34	0.04	293.26
Single Family Housing	6,25479 / 3,94323					36.50	0.19	0.01	42.21
Total						372.25	1.96	0.06	430.44

7.2 Water by Land Use

Mitigated

Land Use	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e	
	Mgal	tons/yr					MT/yr			
Apartments Mid Rise	14,0733 / 8,87228					82.13	0.43	0.01	94.97	
Condo/Townhouse	43,4577 / 27,3973					253.62	1.34	0.04	293.26	
Single Family Housing	6,25479 / 3,94323					36.50	0.19	0.01	42.21	
Total						372.25	1.96	0.06	430.44	

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					105.34	6.23	0.00	236.07
Unmitigated					105.34	6.23	0.00	236.07
Total	NA	NA	NA	NA	NA	NA	NA	NA

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr							MT/yr
Apartments Mid Rise	99.36					20.17	1.19	0.00	45.20
Condo/Townhouse	306.82					62.28	3.68	0.00	139.58
Single Family Housing	112.75					22.89	1.35	0.00	51.29
Total						105.34	6.22	0.00	236.07

8.2 Waste by Land Use

Mitigated

Land Use	Waste Disposed tons	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr								MT/yr
Apartments Mid Rise	99.36					20.17	1.19	0.00	45.20
Condo/Townhouse	306.82					62.28	3.68	0.00	139.58
Single Family Housing	112.75					22.89	1.35	0.00	51.29
Total						105.34	6.22	0.00	236.07

9.0 Vegetation

Keystone
South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	499	Dwelling Unit

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Utility Company Southern California Edison
 Climate Zone 9 Precipitation Freq (Days) 31

1.3 User Entered Comments

Project Characteristics - 2016 op year
 Land Use - 499 sfh units 78.5 acres
 Construction Phase - Grading 1/1/13 to 3/22/13 paving 3/25/13 to 4/26/13 construction 4/29/13 to 10/27/14 coating 10/28/14 to 1/1/15
 Grading - 78.5 acre project
 Energy Use -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

Year	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2013	2.01	12.80	11.83	0.02	4.66	0.77	5.43	0.12	0.76	0.88	0.00	1,946.21	1,946.21	0.16	0.00	1,949.57
2014	1.97	10.71	11.50	0.02	5.37	0.67	6.03	0.02	0.65	0.67	0.00	1,955.59	1,955.59	0.14	0.00	1,958.58
2015	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.29
Total	3.98	23.51	23.33	0.04	10.03	1.44	11.46	0.14	1.41	1.55	0.00	3,902.09	3,902.09	0.30	0.00	3,908.44

Mitigated Construction

Year	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2013	2.01	12.80	11.83	0.02	0.26	0.77	1.03	0.12	0.76	0.88	0.00	1,946.21	1,946.21	0.16	0.00	1,949.57
2014	1.97	10.71	11.50	0.02	0.05	0.67	0.72	0.02	0.65	0.67	0.00	1,955.59	1,955.59	0.14	0.00	1,958.58
2015	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.29
Total	3.98	23.51	23.33	0.04	0.31	1.44	1.75	0.14	1.41	1.55	0.00	3,902.09	3,902.09	0.30	0.00	3,908.44

2.2 Overall Operational

Unmitigated Operational

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	5.49	0.13	10.84	0.01		0.00	0.53		0.00	0.53	53.00	317.97	370.98	0.17	0.01	376.92
Energy	0.11	0.95	0.41	0.01		0.00	0.08		0.00	0.08	0.00	2,087.53	2,087.53	0.07	0.04	2,100.42
Mobile	3.90	9.32	38.16	0.07	7.34	0.44	7.78	0.11	0.41	0.53	0.00	6,345.51	6,345.51	0.26	0.00	6,350.93
Waste						0.00	0.00		0.00	0.00	118.76	0.00	118.76	7.02	0.00	266.16
Water						0.00	0.00		0.00	0.00	0.00	189.74	189.74	1.00	0.03	219.39
Total	9.50	10.40	49.41	0.09	7.34	0.44	8.39	0.11	0.41	1.14	171.76	8,940.75	9,112.52	8.52	0.08	9,313.82

2.2 Overall Operational

Mitigated Operational

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	5.49	0.13	10.84	0.01		0.00	0.53		0.00	0.53	53.00	317.97	370.98	0.17	0.01	376.92
Energy	0.11	0.95	0.41	0.01		0.00	0.08		0.00	0.08	0.00	2,087.53	2,087.53	0.07	0.04	2,100.42
Mobile	3.90	9.32	38.16	0.07	7.34	0.44	7.78	0.11	0.41	0.53	0.00	6,345.51	6,345.51	0.26	0.00	6,350.93
Waste						0.00	0.00		0.00	0.00	118.76	0.00	118.76	7.02	0.00	266.16
Water						0.00	0.00		0.00	0.00	0.00	189.74	189.74	1.00	0.03	219.39
Total	9.50	10.40	49.41	0.09	7.34	0.44	8.39	0.11	0.41	1.14	171.76	8,940.75	9,112.52	8.52	0.08	9,313.82

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Site Grading - 2013

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O			
Fugitive Dust					0.22	0.00	0.22	0.10	0.00	0.00	0.00	0.00	0.00	0.00	
Off-Road	0.35	2.87	1.56	0.00	0.14	0.14	0.14	0.00	0.00	290.47	0.03	0.00	0.00	291.06	
Total	0.35	2.87	1.56	0.00	0.22	0.14	0.36	0.24	0.00	290.47	0.03	0.00	0.00	291.06	

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O			
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	5.41	0.00	0.00	0.00	5.41	
Total	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	5.41	0.00	0.00	0.00	5.41	

3.2 Site Grading - 2013

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.22	0.00	0.22	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.35	2.87	1.56	0.00		0.14	0.14	0.14	0.14	0.14	0.00	290.47	290.47	0.03	0.00	291.06
Total	0.35	2.87	1.56	0.00	0.22	0.14	0.36	0.10	0.14	0.24	0.00	290.47	290.47	0.03	0.00	291.06

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.41	5.41	0.00	0.00	5.41
Total	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.41	5.41	0.00	0.00	5.41

3.3 Paving - 2013

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e			
Off-Road	0.07	0.42	0.26	0.00	0.04	0.04	0.04	0.00	33.08	0.01	0.00	33.19			
Paving	0.00				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Total	0.07	0.42	0.26	0.00	0.04	0.04	0.04	0.00	33.08	0.01	0.00	33.19			

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e			
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	1.72	0.00	0.00	1.72			
Total	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	1.72	0.00	0.00	1.72			

3.3 Paving - 2013

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.07	0.42	0.26	0.00		0.04	0.04		0.04	0.04	0.00	33.08	33.08	0.01	0.00	33.19
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.07	0.42	0.26	0.00		0.04	0.04		0.04	0.04	0.00	33.08	33.08	0.01	0.00	33.19

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72	1.72	0.00	0.00	1.72
Total	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72	1.72	0.00	0.00	1.72

3.4 Construction - 2013

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.95	6.06	3.92	0.01		0.46	0.46		0.46	0.46	0.00	558.50	558.50	0.08	0.00	560.11
Total	0.95	6.06	3.92	0.01		0.46	0.46		0.46	0.46	0.00	558.50	558.50	0.08	0.00	560.11

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.29	3.06	2.02	0.00	0.73	0.11	0.84	0.00	0.10	0.10	0.00	460.98	460.98	0.01	0.00	461.25
Worker	0.36	0.38	4.02	0.01	3.70	0.03	3.73	0.01	0.03	0.04	0.00	596.07	596.07	0.04	0.00	596.82
Total	0.65	3.44	6.04	0.01	4.43	0.14	4.57	0.01	0.13	0.14	0.00	1,057.05	1,057.05	0.05	0.00	1,058.07

3.4 Construction - 2013

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.95	6.06	3.92	0.01		0.46	0.46		0.46	0.46	0.00	558.50	558.50	0.08	0.00	560.11
Total	0.95	6.06	3.92	0.01		0.46	0.46		0.46	0.46	0.00	558.50	558.50	0.08	0.00	560.11

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.29	3.06	2.02	0.00	0.01	0.11	0.12	0.00	0.10	0.10	0.00	460.98	460.98	0.01	0.00	461.25
Worker	0.36	0.38	4.02	0.01	0.03	0.03	0.06	0.01	0.03	0.04	0.00	596.07	596.07	0.04	0.00	596.82
Total	0.65	3.44	6.04	0.01	0.04	0.14	0.18	0.01	0.13	0.14	0.00	1,057.05	1,057.05	0.05	0.00	1,058.07

3.4 Construction - 2014

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.06	6.86	4.70	0.01		0.51	0.51		0.51	0.51	0.00	675.25	675.25	0.09	0.00	677.06
Total	1.06	6.86	4.70	0.01		0.51	0.51		0.51	0.51	0.00	675.25	675.25	0.09	0.00	677.06

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.32	3.36	2.24	0.01	0.88	0.12	1.00	0.01	0.11	0.11	0.00	558.67	558.67	0.01	0.00	558.97
Worker	0.40	0.41	4.48	0.01	4.48	0.03	4.51	0.01	0.03	0.05	0.00	708.06	708.06	0.04	0.00	708.91
Total	0.72	3.77	6.72	0.02	5.36	0.15	5.51	0.02	0.14	0.16	0.00	1,266.73	1,266.73	0.05	0.00	1,267.88

3.4 Construction - 2014

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.06	6.86	4.70	0.01		0.51	0.51		0.51	0.51	0.00	675.25	675.25	0.09	0.00	677.06
Total	1.06	6.86	4.70	0.01		0.51	0.51		0.51	0.51	0.00	675.25	675.25	0.09	0.00	677.06

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.32	3.36	2.24	0.01	0.02	0.12	0.13	0.01	0.11	0.11	0.00	558.67	558.67	0.01	0.00	558.97
Worker	0.40	0.41	4.48	0.01	0.04	0.03	0.07	0.01	0.03	0.05	0.00	708.06	708.06	0.04	0.00	708.91
Total	0.72	3.77	6.72	0.02	0.06	0.15	0.20	0.02	0.14	0.16	0.00	1,266.73	1,266.73	0.05	0.00	1,267.88

3.5 Architectural Coating - 2014

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Archit. Coating	0.18				0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Off-Road	0.01	0.07	0.05	0.00	0.01	0.01	0.01	0.00	5.99	5.99	0.00	0.00	0.00	6.01	
Total	0.19	0.07	0.05	0.00	0.01	0.01	0.01	0.00	5.99	5.99	0.00	0.00	0.00	6.01	

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Worker	0.00	0.00	0.05	0.00	0.01	0.00	0.00	0.00	7.62	7.62	0.00	0.00	0.00	7.63	
Total	0.00	0.00	0.05	0.00	0.01	0.00	0.00	0.00	7.62	7.62	0.00	0.00	0.00	7.63	

3.5 Architectural Coating - 2014

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Archit. Coating	0.18				0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Off-Road	0.01	0.07	0.05	0.00	0.01	0.01	0.01	0.00	5.99	5.99	0.00	0.00	0.00	6.01	
Total	0.19	0.07	0.05	0.00	0.01	0.01	0.01	0.00	5.99	5.99	0.00	0.00	0.00	6.01	

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Worker	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	7.62	7.62	0.00	0.00	0.00	7.63	
Total	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	7.62	7.62	0.00	0.00	0.00	7.63	

3.5 Architectural Coating - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Archit. Coating	0.00				0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Off-Road	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.13	
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.13	

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.16	
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.16	

3.5 Architectural Coating - 2015

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr				
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Archit. Coating	0.00				0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Off-Road	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.13	
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.13	

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr				
	Exhaust PM10	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.16	
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.16	

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	3.90	9.32	38.16	0.07	7.34	0.44	7.78	0.11	0.41	0.53	0.00	6,345.51	6,345.51	0.26	0.00	6,350.93
Unmitigated	3.90	9.32	38.16	0.07	7.34	0.44	7.78	0.11	0.41	0.53	0.00	6,345.51	6,345.51	0.26	0.00	6,350.93
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Single Family Housing	4,775.43	5,029.92	4376.23	13,504,081	13,504,081
Total	4,775.43	5,029.92	4,376.23	13,504,081	13,504,081

4.3 Trip Type Information

Land Use	Miles				Trip %	
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	40.20	19.20	40.60

5.0 Energy Detail

5.1 Mitigation Measures Energy

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Electricity Mitigated					0.00	0.00	0.00	0.00	0.00	0.00	0.00	985.06	985.06	0.04	0.02	991.23
Electricity Unmitigated					0.00	0.00	0.00	0.00	0.00	0.00	0.00	985.06	985.06	0.04	0.02	991.23
NaturalGas Mitigated	0.11	0.95	0.41	0.01	0.00	0.08	0.08	0.00	0.08	0.00	0.00	1,102.47	1,102.47	0.02	0.02	1,109.18
NaturalGas Unmitigated	0.11	0.95	0.41	0.01	0.00	0.08	0.08	0.00	0.08	0.00	0.00	1,102.47	1,102.47	0.02	0.02	1,109.18
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	tons/yr										MT/yr						
	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Single Family Housing	kBTU																
	2.06596e+007	0.11	0.95	0.41	0.01	0.00	0.08	0.08	0.00	0.08	0.00	0.00	1,102.47	1,102.47	0.02	0.02	1,109.18
Total		0.11	0.95	0.41	0.01	0.00	0.08	0.08	0.00	0.08	0.00	0.00	1,102.47	1,102.47	0.02	0.02	1,109.18

5.2 Energy by Land Use - Natural Gas

Mitigated

Land Use	Natural Gas Use kBTU	tons/yr										MT/yr						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Single Family Housing	2.06596e+007	0.11	0.95	0.41	0.01		0.00	0.08		0.00	0.08			0.00	1,102.47	0.02	0.02	1,109.18
Total		0.11	0.95	0.41	0.01		0.00	0.08		0.00	0.08			0.00	1,102.47	0.02	0.02	1,109.18

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use kWh	tons/yr										MT/yr						
		ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e									
Single Family Housing	3.38659e+006					985.06	0.04	0.02										991.23
Total						985.06	0.04	0.02										991.23

5.3 Energy by Land Use - Electricity

Mitigated

Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh							
Single Family Housing	3.38659e+006							
					985.06	0.04	0.02	991.23
Total					985.06	0.04	0.02	991.23

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Mitigated	5.49	0.13	10.84	0.01		0.00	0.53		0.00	0.53	53.00	317.97	370.98	0.17	0.01	376.92
Unmitigated	5.49	0.13	10.84	0.01		0.00	0.53		0.00	0.53	53.00	317.97	370.98	0.17	0.01	376.92
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Architectural Coating	0.35					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	3.25					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	1.66	0.04	3.14	0.00		0.00	0.49		0.00	0.49	53.00	305.56	358.57	0.16	0.01	364.24
Landscaping	0.24	0.09	7.70	0.00		0.00	0.04		0.00	0.04	0.00	12.41	12.41	0.01	0.00	12.68
Total	5.50	0.13	10.84	0.00		0.00	0.53		0.00	0.53	53.00	317.97	370.98	0.17	0.01	376.92

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Architectural Coating	0.35					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	3.25					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	1.66	0.04	3.14	0.00		0.00	0.49		0.00	0.49	53.00	305.56	358.57	0.16	0.01	364.24
Landscaping	0.24	0.09	7.70	0.00		0.00	0.04		0.00	0.04	0.00	12.41	12.41	0.01	0.00	12.68
Total	5.50	0.13	10.84	0.00		0.00	0.53		0.00	0.53	53.00	317.97	370.98	0.17	0.01	376.92

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr							
Mitigated					189.74	1.00	0.03	219.39
Unmitigated					189.74	1.00	0.03	219.39
Total	NA	NA	NA	NA	NA	NA	NA	NA

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr							
Single Family Housing	32.5119 / 20.4966					189.74	1.00	0.03	219.39
Total						189.74	1.00	0.03	219.39

7.2 Water by Land Use

Mitigated

Land Use	Mgal	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Indoor/Outdoor Use									
Single Family Housing	32.51119 / 20.4966					189.74	1.00	0.03	219.39
Total						189.74	1.00	0.03	219.39

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

Category/Year	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Mitigated					118.76	7.02	0.00	266.16
Unmitigated					118.76	7.02	0.00	266.16
Total	NA	NA	NA	NA	NA	NA	NA	NA

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e	
Land Use	tons	tons/yr					MT/yr			
Single Family Housing	585.07					118.76	7.02	0.00	266.16	
Total						118.76	7.02	0.00	266.16	

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e	
Land Use	tons	tons/yr					MT/yr			
Single Family Housing	585.07					118.76	7.02	0.00	266.16	
Total						118.76	7.02	0.00	266.16	

9.0 Vegetation

Keystone Original
South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Condo/Townhouse	667	Dwelling Unit
Single Family Housing	96	Dwelling Unit
Apartments Mid Rise	216	Dwelling Unit

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Utility Company Southern California Edison
 Climate Zone 9 Precipitation Freq (Days) 31

1.3 User Entered Comments

Project Characteristics - 2016 op year
 Land Use - 96 sfh units 216 multi-family apartments 667 condo townhouse
 Construction Phase - Grading 1/1/13 to 3/22/13 paving 3/25/13 to 4/26/13 construction 4/29/13 to 10/27/14 coating 10/28/14 to 1/1/15
 Grading - 78.5 acres disturbed
 Energy Use -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
2013	42.56	193.88	366.83	0.68	394.75	10.55	405.30	3.31	10.13	10.99	0.00	67,354.76	0.00	3.94	0.00	67,437.44
2014	39.34	178.20	340.59	0.68	394.75	9.76	404.51	0.86	9.37	10.23	0.00	66,645.09	0.00	3.67	0.00	66,722.16
2015	9.93	3.18	9.22	0.02	1.75	0.28	2.03	0.02	0.28	0.30	0.00	1,663.44	0.00	0.11	0.00	1,665.74
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
2013	42.56	193.88	366.83	0.68	7.44	10.55	12.97	3.31	10.13	10.99	0.00	67,354.76	0.00	3.94	0.00	67,437.44
2014	39.34	178.20	340.59	0.68	2.41	9.76	12.17	0.86	9.37	10.23	0.00	66,645.09	0.00	3.67	0.00	66,722.16
2015	9.93	3.18	9.22	0.02	0.07	0.28	0.35	0.02	0.28	0.30	0.00	1,663.44	0.00	0.11	0.00	1,665.74
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

2.2 Overall Operational

Unmitigated Operational

Category	lb/day														
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O
Area	129.98	5.75	406.94	0.79	0.00	52.21	0.00	0.00	52.20	6,908.54	17,769.20	27.50	0.42	25,386.27	
Energy	0.70	5.96	2.54	0.04	0.00	0.48	0.00	0.00	0.48	7,606.24	0.15	0.14	7,652.53		
Mobile	33.46	77.22	325.45	0.65	68.54	3.71	72.24	0.97	3.46	4.43	61,881.01	2.39	61,931.17		
Total	164.14	88.93	734.93	1.48	68.54	3.71	124.93	0.97	3.46	57.11	6,908.54	87,256.45	30.04	0.56	94,969.97

Mitigated Operational

Category	lb/day														
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O
Area	129.98	5.75	406.94	0.79	0.00	52.21	0.00	0.00	52.20	6,908.54	17,769.20	27.50	0.42	25,386.27	
Energy	0.70	5.96	2.54	0.04	0.00	0.48	0.00	0.00	0.48	7,606.24	0.15	0.14	7,652.53		
Mobile	33.46	77.22	325.45	0.65	68.54	3.71	72.24	0.97	3.46	4.43	61,881.01	2.39	61,931.17		
Total	164.14	88.93	734.93	1.48	68.54	3.71	124.93	0.97	3.46	57.11	6,908.54	87,256.45	30.04	0.56	94,969.97

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Site Grading - 2013

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					7.43	0.00	7.43	3.31	0.00	3.31						0.00
Off-Road	11.85	97.47	52.85	0.10	4.59	4.59	4.59	4.59	4.59	4.59		10,856.66		1.06		10,878.90
Total	11.85	97.47	52.85	0.10	7.43	4.59	12.02	3.31	4.59	7.90		10,856.66		1.06		10,878.90

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.11	1.29	0.00	0.26	0.01	0.27	0.00	0.01	0.01		214.53		0.01		214.79
Total	0.11	0.11	1.29	0.00	0.26	0.01	0.27	0.00	0.01	0.01		214.53		0.01		214.79

3.2 Site Grading - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					7.43	0.00	7.43	3.31	0.00	3.31						0.00
Off-Road	11.85	97.47	52.85	0.10	4.59	4.59	4.59	4.59	4.59	4.59	0.00	10,856.66		1.06		10,878.90
Total	11.85	97.47	52.85	0.10	7.43	4.59	12.02	3.31	4.59	7.90	0.00	10,856.66		1.06		10,878.90

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.11	1.29	0.00	0.01	0.01	0.02	0.00	0.01	0.01		214.53		0.01		214.79
Total	0.11	0.11	1.29	0.00	0.01	0.01	0.02	0.00	0.01	0.01		214.53		0.01		214.79

3.3 Paving - 2013

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93		2,917.64		0.50		2,928.05
Paving	0.00				0.00	0.00	0.00	0.00	0.00	0.00						0.00
Total	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93		2,917.64		0.50		2,928.05

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.08	0.97	0.00	0.20	0.01	0.20	0.00	0.01	0.01		160.90		0.01		161.09
Total	0.08	0.08	0.97	0.00	0.20	0.01	0.20	0.00	0.01	0.01		160.90		0.01		161.09

3.3 Paving - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93	0.00	2,917.64	0.50	0.50		2,928.05
Paving	0.00				0.00	0.00	0.00	0.00	0.00	0.00						0.00
Total	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93	0.00	2,917.64	0.50	0.50		2,928.05

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00		0.00
Worker	0.08	0.08	0.97	0.00	0.01	0.01	0.01	0.00	0.01	0.01		160.90	0.01	0.01		161.09
Total	0.08	0.08	0.97	0.00	0.01	0.01	0.01	0.00	0.01	0.01		160.90	0.01	0.01		161.09

3.4 Construction - 2013

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21		6,958.26		0.96		6,978.36
Total	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21		6,958.26		0.96		6,978.36

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	9.36	103.14	62.53	0.16	37.90	3.60	41.49	0.15	3.31	3.46		17,115.43		0.46		17,125.17
Worker	22.50	22.28	259.96	0.44	356.85	1.75	358.60	0.71	1.62	2.33		43,281.07		2.52		43,333.90
Total	31.86	125.42	322.49	0.60	394.75	5.35	400.09	0.86	4.93	5.79		60,396.50		2.98		60,459.07

3.4 Construction - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21	0.00	6,958.26		0.96		6,978.36
Total	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21	0.00	6,958.26		0.96		6,978.36

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	9.36	103.14	62.53	0.16	0.44	3.60	4.04	0.15	3.31	3.46		17,115.43		0.46		17,125.17
Worker	22.50	22.28	259.96	0.44	1.97	1.75	3.71	0.71	1.62	2.33		43,281.07		2.52		43,333.90
Total	31.86	125.42	322.49	0.60	2.41	5.35	7.75	0.86	4.93	5.79		60,396.50		2.98		60,459.07

3.4 Construction - 2014

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76		6,958.26		0.89		6,976.99
Total	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76		6,958.26		0.89		6,976.99

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	8.51	93.72	56.97	0.16	37.90	3.21	41.11	0.15	2.96	3.10		17,157.53		0.42		17,166.36
Worker	20.89	20.32	239.72	0.44	356.85	1.79	358.64	0.71	1.66	2.37		42,529.30		2.36		42,578.80
Total	29.40	114.04	296.69	0.60	394.75	5.00	399.75	0.86	4.62	5.47		59,686.83		2.78		59,745.16

3.4 Construction - 2014

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76	0.00	6,958.26		0.89		6,976.99
Total	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76	0.00	6,958.26		0.89		6,976.99

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	8.51	93.72	56.97	0.16	0.45	3.21	3.66	0.15	2.96	3.10		17,157.53		0.42		17,166.36
Worker	20.89	20.32	239.72	0.44	1.97	1.79	3.75	0.71	1.66	2.37		42,529.30		2.36		42,578.80
Total	29.40	114.04	296.69	0.60	2.42	5.00	7.41	0.86	4.62	5.47		59,686.83		2.78		59,745.16

3.5 Architectural Coating - 2014

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	8.88				0.00	0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24		281.19		0.04		282.03
Total	9.33	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24		281.19		0.04		282.03

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.69	0.67	7.96	0.01	1.75	0.06	1.81	0.02	0.06	0.08		1,412.37		0.08		1,414.02
Total	0.69	0.67	7.96	0.01	1.75	0.06	1.81	0.02	0.06	0.08		1,412.37		0.08		1,414.02

3.5 Architectural Coating - 2014

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	8.88				0.00	0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03
Total	9.33	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.69	0.67	7.96	0.01	0.07	0.06	0.12	0.02	0.06	0.08		1,412.37		0.08		1,414.02
Total	0.69	0.67	7.96	0.01	0.07	0.06	0.12	0.02	0.06	0.08		1,412.37		0.08		1,414.02

3.5 Architectural Coating - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	8.88				0.00	0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.57	1.90	0.00	0.22	0.22	0.22		0.22	0.22		281.19		0.04		281.96
Total	9.29	2.57	1.90	0.00	0.22	0.22	0.22		0.22	0.22		281.19		0.04		281.96

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.65	0.62	7.32	0.01	1.75	0.06	1.81	0.02	0.06	0.08		1,382.25		0.07		1,383.78
Total	0.65	0.62	7.32	0.01	1.75	0.06	1.81	0.02	0.06	0.08		1,382.25		0.07		1,383.78

3.5 Architectural Coating - 2015

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	8.88				0.00	0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.57	1.90	0.00	0.22	0.22	0.22	0.22	0.22	0.22	0.00	281.19		0.04		281.96
Total	9.29	2.57	1.90	0.00	0.22	0.22	0.22	0.22	0.22	0.22	0.00	281.19		0.04		281.96

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.65	0.62	7.32	0.01	0.07	0.06	0.13	0.02	0.06	0.08		1,382.25		0.07		1,383.78
Total	0.65	0.62	7.32	0.01	0.07	0.06	0.13	0.02	0.06	0.08		1,382.25		0.07		1,383.78

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	lb/day					lb/day					CO2e		
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4		N2O	
Mitigated	33.46	77.22	325.45	0.65	68.54	3.71	72.24	0.97	3.46	4.43	61,881.01	2.39	61,931.17	NA	NA	NA	NA
Unmitigated	33.46	77.22	325.45	0.65	68.54	3.71	72.24	0.97	3.46	4.43	61,881.01	2.39	61,931.17	NA	NA	NA	NA
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Condo/Townhouse	4,395.53	4,775.72	4048.69	12,497,364	12,497,364
Single Family Housing	918.72	967.68	841.92	2,597,979	2,597,979
Apartments, Mid Rise	1,423.44	1,546.56	1311.12	4,047,122	4,047,122
Total	6,737.69	7,289.96	6,201.73	19,142,466	19,142,466

4.3 Trip Type Information

Land Use	Miles				Trip %				
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Condo/Townhouse	10.80	7.30	7.50	40.20	19.20	40.60	40.20	19.20	40.60
Single Family Housing	10.80	7.30	7.50	40.20	19.20	40.60	40.20	19.20	40.60

	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Land Use						
Apartments Mid Rise	10.80	7.30	7.50	40.20	19.20	40.60

5.0 Energy Detail

5.1 Mitigation Measures Energy

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Natural Gas Mitigated	0.70	5.96	2.54	0.04	0.00	0.00	0.48	0.00	0.00	0.48		7,606.24		0.15	0.14	7,652.53
Natural Gas Unmitigated	0.70	5.96	2.54	0.04	0.00	0.00	0.48	0.00	0.00	0.48		7,606.24		0.15	0.14	7,652.53
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use	Natural Gas Use kBTU	ROG	NOx	CO	SO2	lb/day					lb/day							
						Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Apartments Mid Rise	8737.4	0.09	0.81	0.34	0.01	0.00	0.07	0.07	0.00	0.07	0.07	0.00	0.00	0.07	1,027.93	0.02	0.02	1,034.19
Condo/Townhouse	45026.4	0.49	4.15	1.77	0.03	0.00	0.34	0.34	0.00	0.34	0.34	0.00	0.00	0.34	5,297.22	0.10	0.10	5,329.46
Single Family Housing	10889.3	0.12	1.00	0.43	0.01	0.00	0.08	0.08	0.00	0.08	0.08	0.00	0.00	0.08	1,281.09	0.02	0.02	1,288.89
Total		0.70	5.96	2.54	0.05	0.00	0.49	0.49	0.00	0.49	0.49	0.00	0.00	0.49	7,606.24	0.14	0.14	7,652.54

Mitigated

Land Use	Natural Gas Use kBTU	ROG	NOx	CO	SO2	lb/day					lb/day							
						Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Apartments Mid Rise	8737.4	0.09	0.81	0.34	0.01	0.00	0.07	0.07	0.00	0.07	0.07	0.00	0.00	0.07	1,027.93	0.02	0.02	1,034.19
Condo/Townhouse	45026.4	0.49	4.15	1.77	0.03	0.00	0.34	0.34	0.00	0.34	0.34	0.00	0.00	0.34	5,297.22	0.10	0.10	5,329.46
Single Family Housing	10889.3	0.12	1.00	0.43	0.01	0.00	0.08	0.08	0.00	0.08	0.08	0.00	0.00	0.08	1,281.09	0.02	0.02	1,288.89
Total		0.70	5.96	2.54	0.05	0.00	0.49	0.49	0.00	0.49	0.49	0.00	0.00	0.49	7,606.24	0.14	0.14	7,652.54

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Mitigated	129.98	5.75	406.94	0.79	0.00	0.00	52.21	0.00	0.00	52.20	6,908.54	17,769.20	27.50	0.42	25,386.27	
Unmitigated	129.98	5.75	406.94	0.79	0.00	0.00	52.21	0.00	0.00	52.20	6,908.54	17,769.20	27.50	0.42	25,386.27	
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	2.26				0.00	0.00	0.00	0.00	0.00	0.00						0.00
Consumer Products	20.90				0.00	0.00	0.00	0.00	0.00	0.00						0.00
Hearth	104.20	4.78	324.06	0.78	0.00	0.00	51.77	0.00	0.00	51.76	6,908.54	17,622.00	27.35	0.42	25,235.92	
Landscaping	2.61	0.97	82.88	0.00	0.00	0.00	0.45	0.00	0.00	0.45		147.20	0.15		150.35	
Total	129.97	5.75	406.94	0.78	0.00	0.00	52.22	0.00	0.00	52.21	6,908.54	17,769.20	27.50	0.42	25,386.27	

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	2.26					0.00	0.00		0.00	0.00						0.00
Consumer Products	20.90					0.00	0.00		0.00	0.00						0.00
Hearth	104.20	4.78	324.06	0.78		0.00	51.77		0.00	51.76	6,908.54	17,622.00		27.35	0.42	25,235.92
Landscaping	2.61	0.97	82.88	0.00		0.00	0.45		0.00	0.45		147.20		0.15		150.35
Total	129.97	5.75	406.94	0.78		0.00	52.22		0.00	52.21	6,908.54	17,769.20		27.50	0.42	25,386.27

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Keystone
South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	499	Dwelling Unit

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Utility Company Southern California Edison
 Climate Zone 9 Precipitation Freq (Days) 31

1.3 User Entered Comments

Project Characteristics - 2016 op year
 Land Use - 499 sfh units 78.5 acres
 Construction Phase - Grading 1/1/13 to 3/22/13 paving 3/25/13 to 4/26/13 construction 4/29/13 to 10/27/14 coating 10/28/14 to 1/1/15
 Grading - 78.5 acre project
 Energy Use -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2013	17.94	107.24	112.73	0.21	55.68	6.74	62.42	3.31	6.62	7.91	0.00	20,601.65	0.00	1.57	0.00	20,634.66
2014	16.61	99.40	106.74	0.21	55.68	6.17	61.85	0.18	6.06	6.24	0.00	20,478.88	0.00	1.46	0.00	20,509.60
2015	8.14	2.73	3.87	0.01	0.47	0.24	0.71	0.01	0.24	0.24	0.00	652.54	0.00	0.06	0.00	653.72
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Mitigated Construction

Year	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2013	17.94	107.24	112.73	0.21	7.44	6.74	12.04	3.31	6.62	7.91	0.00	20,601.65	0.00	1.57	0.00	20,634.66
2014	16.61	99.40	106.74	0.21	0.51	6.17	6.68	0.18	6.06	6.24	0.00	20,478.88	0.00	1.46	0.00	20,509.60
2015	8.14	2.73	3.87	0.01	0.02	0.24	0.25	0.01	0.24	0.24	0.00	652.54	0.00	0.06	0.00	653.72
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

2.2 Overall Operational

Unmitigated Operational

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	74.15	2.93	207.42	0.40		0.00	26.61		0.00	26.61	3,521.31	9,057.03		14.02	0.22	12,939.48
Energy	0.61	5.22	2.22	0.03		0.00	0.42		0.00	0.42		6,659.02		0.13	0.12	6,699.54
Mobile	23.08	53.28	224.55	0.45	47.29	2.56	49.85	0.67	2.39	3.05		42,696.60		1.65		42,731.21
Total	97.84	61.43	434.19	0.88	47.29	2.56	76.88	0.67	2.39	30.08	3,521.31	58,412.65		15.80	0.34	62,370.23

Mitigated Operational

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	74.15	2.93	207.42	0.40		0.00	26.61		0.00	26.61	3,521.31	9,057.03		14.02	0.22	12,939.48
Energy	0.61	5.22	2.22	0.03		0.00	0.42		0.00	0.42		6,659.02		0.13	0.12	6,699.54
Mobile	23.08	53.28	224.55	0.45	47.29	2.56	49.85	0.67	2.39	3.05		42,696.60		1.65		42,731.21
Total	97.84	61.43	434.19	0.88	47.29	2.56	76.88	0.67	2.39	30.08	3,521.31	58,412.65		15.80	0.34	62,370.23

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Site Grading - 2013

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					7.43	0.00	7.43	3.31	0.00	3.31						0.00
Off-Road	11.85	97.47	52.85	0.10	4.59	4.59	4.59	4.59	4.59	4.59		10,856.66		1.06		10,878.90
Total	11.85	97.47	52.85	0.10	7.43	4.59	12.02	3.31	4.59	7.90		10,856.66		1.06		10,878.90

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.11	1.29	0.00	0.26	0.01	0.27	0.00	0.01	0.01		214.53		0.01		214.79
Total	0.11	0.11	1.29	0.00	0.26	0.01	0.27	0.00	0.01	0.01		214.53		0.01		214.79

3.2 Site Grading - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					7.43	0.00	7.43	3.31	0.00	3.31						0.00
Off-Road	11.85	97.47	52.85	0.10	4.59	4.59	4.59	4.59	4.59	4.59	0.00	10,856.66		1.06		10,878.90
Total	11.85	97.47	52.85	0.10	7.43	4.59	12.02	3.31	4.59	7.90	0.00	10,856.66		1.06		10,878.90

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.11	1.29	0.00	0.01	0.01	0.02	0.00	0.01	0.01		214.53		0.01		214.79
Total	0.11	0.11	1.29	0.00	0.01	0.01	0.02	0.00	0.01	0.01		214.53		0.01		214.79

3.3 Paving - 2013

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93		2,917.64		0.50		2,928.05
Paving	0.00				0.00	0.00	0.00	0.00	0.00	0.00						0.00
Total	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93		2,917.64		0.50		2,928.05

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.08	0.97	0.00	0.20	0.01	0.20	0.00	0.01	0.01		160.90		0.01		161.09
Total	0.08	0.08	0.97	0.00	0.20	0.01	0.20	0.00	0.01	0.01		160.90		0.01		161.09

3.3 Paving - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93	0.00	2,917.64	0.50	0.50		2,928.05
Paving	0.00				0.00	0.00	0.00	0.00	0.00	0.00						0.00
Total	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93	0.00	2,917.64	0.50	0.50		2,928.05

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.08	0.97	0.00	0.01	0.01	0.01	0.00	0.01	0.01		160.90		0.01		161.09
Total	0.08	0.08	0.97	0.00	0.01	0.01	0.01	0.00	0.01	0.01		160.90		0.01		161.09

3.4 Construction - 2013

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21		6,958.26		0.96		6,978.36
Total	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21		6,958.26		0.96		6,978.36

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	3.15	34.71	21.04	0.06	9.15	1.21	10.36	0.05	1.11	1.16		5,759.48		0.16		5,762.76
Worker	4.10	4.06	47.35	0.08	46.53	0.32	46.85	0.13	0.29	0.42		7,883.91		0.46		7,893.54
Total	7.25	38.77	68.39	0.14	55.68	1.53	57.21	0.18	1.40	1.58		13,643.39		0.62		13,656.30

3.4 Construction - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21	0.00	6,958.26		0.96		6,978.36
Total	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21	0.00	6,958.26		0.96		6,978.36

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	3.15	34.71	21.04	0.06	0.15	1.21	1.36	0.05	1.11	1.16		5,759.48		0.16		5,762.76
Worker	4.10	4.06	47.35	0.08	0.36	0.32	0.68	0.13	0.29	0.42		7,883.91		0.46		7,893.54
Total	7.25	38.77	68.39	0.14	0.51	1.53	2.04	0.18	1.40	1.58		13,643.39		0.62		13,656.30

3.4 Construction - 2014

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76		6,958.26		0.89		6,976.99
Total	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76		6,958.26		0.89		6,976.99

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	2.86	31.54	19.17	0.06	9.15	1.08	10.23	0.05	0.99	1.04		5,773.65		0.14		5,776.62
Worker	3.81	3.70	43.67	0.08	46.53	0.33	46.86	0.13	0.30	0.43		7,746.97		0.43		7,755.99
Total	6.67	35.24	62.84	0.14	55.68	1.41	57.09	0.18	1.29	1.47		13,520.62		0.57		13,532.61

3.4 Construction - 2014

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76	0.00	6,958.26	0.89	0.89		6,976.99
Total	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76	0.00	6,958.26	0.89	0.89		6,976.99

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00
Vendor	2.86	31.54	19.17	0.06	1.15	1.08	1.23	0.05	0.99	1.04		5,773.65	0.14	0.14		5,776.62
Worker	3.81	3.70	43.67	0.08	0.36	0.33	0.68	0.13	0.30	0.43		7,746.97	0.43	0.43		7,755.99
Total	6.67	35.24	62.84	0.14	1.51	1.41	1.91	0.18	1.29	1.47		13,520.62	0.57	0.57		13,532.61

3.5 Architectural Coating - 2014

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	7.56				0.00	0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24		281.19		0.04		282.03
Total	8.01	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24		281.19		0.04		282.03

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.19	0.18	2.14	0.00	0.47	0.02	0.49	0.01	0.01	0.02		379.44		0.02		379.89
Total	0.19	0.18	2.14	0.00	0.47	0.02	0.49	0.01	0.01	0.02		379.44		0.02		379.89

3.5 Architectural Coating - 2014

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	7.56				0.00	0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03
Total	8.01	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.19	0.18	2.14	0.00	0.02	0.02	0.03	0.01	0.01	0.02		379.44		0.02		379.89
Total	0.19	0.18	2.14	0.00	0.02	0.02	0.03	0.01	0.01	0.02		379.44		0.02		379.89

3.5 Architectural Coating - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	7.56				0.00	0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.57	1.90	0.00	0.22	0.22	0.22		0.22	0.22		281.19		0.04		281.96
Total	7.97	2.57	1.90	0.00	0.22	0.22	0.22		0.22	0.22		281.19		0.04		281.96

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.17	0.17	1.97	0.00	0.47	0.02	0.49	0.01	0.01	0.02		371.35		0.02		371.76
Total	0.17	0.17	1.97	0.00	0.47	0.02	0.49	0.01	0.01	0.02		371.35		0.02		371.76

3.5 Architectural Coating - 2015

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	7.56				0.00	0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.57	1.90	0.00	0.22	0.22	0.22	0.22	0.22	0.22	0.00	281.19		0.04		281.96
Total	7.97	2.57	1.90	0.00	0.22	0.22	0.22	0.22	0.22	0.22	0.00	281.19		0.04		281.96

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.17	0.17	1.97	0.00	0.02	0.02	0.03	0.01	0.01	0.02		371.35		0.02		371.76
Total	0.17	0.17	1.97	0.00	0.02	0.02	0.03	0.01	0.01	0.02		371.35		0.02		371.76

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	lb/day					lb/day					CO2e
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	
Mitigated	23.08	53.28	224.55	0.45	47.29	2.56	49.85	0.67	2.39	3.05	42,696.60	1.65	42,731.21		
Unmitigated	23.08	53.28	224.55	0.45	47.29	2.56	49.85	0.67	2.39	3.05	42,696.60	1.65	42,731.21		
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA		

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate		Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday Sunday		
Single Family Housing	4,775.43	5,029.92	13,504,081	13,504,081
Total	4,775.43	5,029.92	13,504,081	13,504,081

4.3 Trip Type Information

Land Use	Miles				Trip %	
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	40.20	19.20	40.60

5.0 Energy Detail

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
NaturalGas Mitigated	0.61	5.22	2.22	0.03	0.00	0.00	0.42	0.00	0.00	0.42		6,659.02		0.13	0.12	6,699.54
NaturalGas Unmitigated	0.61	5.22	2.22	0.03	0.00	0.00	0.42	0.00	0.00	0.42		6,659.02		0.13	0.12	6,699.54
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day																
Single Family Housing	56601.6	0.61	5.22	2.22	0.03	0.00	0.00	0.42	0.00	0.00	0.42		6,659.02		0.13	0.12	6,699.54
Total		0.61	5.22	2.22	0.03	0.00	0.00	0.42	0.00	0.00	0.42		6,659.02		0.13	0.12	6,699.54

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	lb/day																
	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Single Family Housing	56.6016	0.61	5.22	2.22	0.03	0.00	0.00	0.42	0.00	0.00	0.42		6,659.02		0.13	0.12	6,699.54
Total		0.61	5.22	2.22	0.03	0.00	0.00	0.42	0.00	0.00	0.42		6,659.02		0.13	0.12	6,699.54

6.0 Area Detail

6.1 Mitigation Measures Area

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	74.15	2.93	207.42	0.40	0.00	0.00	26.61	0.00	0.00	26.61	3,521.31	9,057.03	14.02	0.22	0.22	12,939.48
Unmitigated	74.15	2.93	207.42	0.40	0.00	0.00	26.61	0.00	0.00	26.61	3,521.31	9,057.03	14.02	0.22	0.22	12,939.48
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

SubCategory	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	1.92					0.00	0.00		0.00	0.00						0.00
Consumer Products	17.78					0.00	0.00		0.00	0.00						0.00
Hearth	53.11	2.44	165.17	0.40		0.00	26.39		0.00	26.38	3,521.31	8,982.00		13.94	0.22	12,862.84
Landscaping	1.33	0.49	42.25	0.00		0.00	0.23		0.00	0.23		75.03		0.08		76.63
Total	74.14	2.93	207.42	0.40		0.00	26.62		0.00	26.61	3,521.31	9,057.03		14.02	0.22	12,939.47

Mitigated

SubCategory	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	1.92					0.00	0.00		0.00	0.00						0.00
Consumer Products	17.78					0.00	0.00		0.00	0.00						0.00
Hearth	53.11	2.44	165.17	0.40		0.00	26.39		0.00	26.38	3,521.31	8,982.00		13.94	0.22	12,862.84
Landscaping	1.33	0.49	42.25	0.00		0.00	0.23		0.00	0.23		75.03		0.08		76.63
Total	74.14	2.93	207.42	0.40		0.00	26.62		0.00	26.61	3,521.31	9,057.03		14.02	0.22	12,939.47

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Keystone Original
South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Condo/Townhouse	667	Dwelling Unit
Single Family Housing	96	Dwelling Unit
Apartments Mid Rise	216	Dwelling Unit

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Utility Company Southern California Edison
 Climate Zone 9 Precipitation Freq (Days) 31

1.3 User Entered Comments

Project Characteristics - 2016 op year
 Land Use - 96 sfh units 216 multi-family apartments 667 condo townhouse
 Construction Phase - Grading 1/1/13 to 3/22/13 paving 3/25/13 to 4/26/13 construction 4/29/13 to 10/27/14 coating 10/28/14 to 1/1/15
 Grading - 78.5 acres disturbed
 Energy Use -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
2013	44.44	201.93	357.82	0.64	394.75	10.62	405.37	3.31	10.20	11.05	0.00	63,605.77	0.00	3.85	0.00	63,686.56
2014	41.07	185.18	332.14	0.64	394.75	9.82	404.57	0.86	9.43	10.29	0.00	62,949.17	0.00	3.58	0.00	63,024.25
2015	9.97	3.27	8.71	0.02	1.75	0.28	2.03	0.02	0.28	0.30	0.00	1,547.27	0.00	0.11	0.00	1,549.49
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
2013	44.44	201.93	357.82	0.64	7.44	10.62	13.03	3.31	10.20	11.05	0.00	63,605.77	0.00	3.85	0.00	63,686.56
2014	41.07	185.18	332.14	0.64	2.41	9.82	12.24	0.86	9.43	10.29	0.00	62,949.17	0.00	3.58	0.00	63,024.25
2015	9.97	3.27	8.71	0.02	0.07	0.28	0.35	0.02	0.28	0.30	0.00	1,547.27	0.00	0.11	0.00	1,549.49
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

2.2 Overall Operational

Unmitigated Operational

Category	lb/day														
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O
Area	129.98	5.75	406.94	0.79	0.00	52.21	0.00	0.00	52.20	6,908.54	17,769.20	27.50	0.42	25,386.27	
Energy	0.70	5.96	2.54	0.04	0.00	0.48	0.00	0.00	0.48	7,606.24	0.15	0.14	7,652.53		
Mobile	35.16	83.25	317.12	0.60	68.54	72.27	3.73	0.97	4.46	57,629.35	2.41	57,679.90			
Total	165.84	94.96	726.60	1.43	68.54	124.96	3.73	0.97	57.14	6,908.54	83,004.79	30.06	0.56	90,718.70	

Mitigated Operational

Category	lb/day														
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O
Area	129.98	5.75	406.94	0.79	0.00	52.21	0.00	0.00	52.20	6,908.54	17,769.20	27.50	0.42	25,386.27	
Energy	0.70	5.96	2.54	0.04	0.00	0.48	0.00	0.00	0.48	7,606.24	0.15	0.14	7,652.53		
Mobile	35.16	83.25	317.12	0.60	68.54	72.27	3.73	0.97	4.46	57,629.35	2.41	57,679.90			
Total	165.84	94.96	726.60	1.43	68.54	124.96	3.73	0.97	57.14	6,908.54	83,004.79	30.06	0.56	90,718.70	

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Site Grading - 2013

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					7.43	0.00	7.43	3.31	0.00	3.31						0.00
Off-Road	11.85	97.47	52.85	0.10	4.59	4.59	4.59	4.59	4.59	4.59		10,856.66		1.06		10,878.90
Total	11.85	97.47	52.85	0.10	7.43	4.59	12.02	3.31	4.59	7.90		10,856.66		1.06		10,878.90

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.13	1.21	0.00	0.26	0.01	0.27	0.00	0.01	0.01		196.57		0.01		196.82
Total	0.12	0.13	1.21	0.00	0.26	0.01	0.27	0.00	0.01	0.01		196.57		0.01		196.82

3.2 Site Grading - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					7.43	0.00	7.43	3.31	0.00	3.31						0.00
Off-Road	11.85	97.47	52.85	0.10	4.59	4.59	4.59	4.59	4.59	4.59	0.00	10,856.66		1.06		10,878.90
Total	11.85	97.47	52.85	0.10	7.43	4.59	12.02	3.31	4.59	7.90	0.00	10,856.66		1.06		10,878.90

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.13	1.21	0.00	0.01	0.01	0.02	0.00	0.01	0.01		196.57		0.01		196.82
Total	0.12	0.13	1.21	0.00	0.01	0.01	0.02	0.00	0.01	0.01		196.57		0.01		196.82

3.3 Paving - 2013

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93		2,917.64		0.50		2,928.05
Paving	0.00				0.00	0.00	0.00	0.00	0.00	0.00						0.00
Total	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93		2,917.64		0.50		2,928.05

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.10	0.90	0.00	0.20	0.01	0.20	0.00	0.01	0.01		147.43		0.01		147.62
Total	0.09	0.10	0.90	0.00	0.20	0.01	0.20	0.00	0.01	0.01		147.43		0.01		147.62

3.3 Paving - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93	0.00	2,917.64	0.50	0.50		2,928.05
Paving	0.00				0.00	0.00	0.00	0.00	0.00	0.00						0.00
Total	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93	0.00	2,917.64	0.50	0.50		2,928.05

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00		0.00
Worker	0.09	0.10	0.90	0.00	0.01	0.01	0.01	0.00	0.01	0.01		147.43	0.01	0.01		147.62
Total	0.09	0.10	0.90	0.00	0.01	0.01	0.01	0.00	0.01	0.01		147.43	0.01	0.01		147.62

3.4 Construction - 2013

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21		6,958.26		0.96		6,978.36
Total	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21		6,958.26		0.96		6,978.36

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	9.83	107.86	70.30	0.16	37.90	3.66	41.56	0.15	3.37	3.52		16,988.70		0.49		16,998.93
Worker	23.91	25.59	243.19	0.40	356.85	1.75	358.60	0.71	1.62	2.33		39,658.81		2.40		39,709.27
Total	33.74	133.45	313.49	0.56	394.75	5.41	400.16	0.86	4.99	5.85		56,647.51		2.89		56,708.20

3.4 Construction - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21	0.00	6,958.26	0.96	0.96		6,978.36
Total	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21	0.00	6,958.26	0.96	0.96		6,978.36

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	9.83	107.86	70.30	0.16	0.44	3.66	4.11	0.15	3.37	3.52		16,988.70	0.49	0.49		16,998.93
Worker	23.91	25.59	243.19	0.40	1.97	1.75	3.71	0.71	1.62	2.33		39,658.81	2.40	2.40		39,709.27
Total	33.74	133.45	313.49	0.56	2.41	5.41	7.82	0.86	4.99	5.85		56,647.51	2.89	2.89		56,708.20

3.4 Construction - 2014

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76		6,958.26		0.89		6,976.99
Total	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76		6,958.26		0.89		6,976.99

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	8.95	97.67	64.67	0.16	37.90	3.28	41.17	0.15	3.01	3.16		17,027.28		0.44		17,036.55
Worker	22.17	23.35	223.57	0.40	356.85	1.79	358.64	0.71	1.66	2.37		38,963.63		2.24		39,010.71
Total	31.12	121.02	288.24	0.56	394.75	5.07	399.81	0.86	4.67	5.53		55,990.91		2.68		56,047.26

3.4 Construction - 2014

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76	0.00	6,958.26	0.89	0.89		6,976.99
Total	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76	0.00	6,958.26	0.89	0.89		6,976.99

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	8.95	97.67	64.67	0.16	0.45	3.28	3.72	0.15	3.01	3.16		17,027.28	0.44	0.44		17,036.55
Worker	22.17	23.35	223.57	0.40	1.97	1.79	3.75	0.71	1.66	2.37		38,963.63	2.24	2.24		39,010.71
Total	31.12	121.02	288.24	0.56	2.42	5.07	7.47	0.86	4.67	5.53		55,990.91	2.68	2.68		56,047.26

3.5 Architectural Coating - 2014

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	8.88				0.00	0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24		281.19		0.04		282.03
Total	9.33	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24		281.19		0.04		282.03

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.74	0.78	7.42	0.01	1.75	0.06	1.81	0.02	0.06	0.08		1,293.96		0.07		1,295.52
Total	0.74	0.78	7.42	0.01	1.75	0.06	1.81	0.02	0.06	0.08		1,293.96		0.07		1,295.52

3.5 Architectural Coating - 2014

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	8.88				0.00	0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03
Total	9.33	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.74	0.78	7.42	0.01	0.07	0.06	0.12	0.02	0.06	0.08		1,293.96		0.07		1,295.52
Total	0.74	0.78	7.42	0.01	0.07	0.06	0.12	0.02	0.06	0.08		1,293.96		0.07		1,295.52

3.5 Architectural Coating - 2015

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	8.88				0.00	0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.57	1.90	0.00	0.22	0.22	0.22		0.22	0.22		281.19		0.04		281.96
Total	9.29	2.57	1.90	0.00	0.22	0.22	0.22		0.22	0.22		281.19		0.04		281.96

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.69	0.71	6.81	0.01	1.75	0.06	1.81	0.02	0.06	0.08		1,266.08		0.07		1,267.54
Total	0.69	0.71	6.81	0.01	1.75	0.06	1.81	0.02	0.06	0.08		1,266.08		0.07		1,267.54

3.5 Architectural Coating - 2015

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	8.88				0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	0.41	2.57	1.90	0.00	0.22	0.22	0.22	0.22	0.22	0.22	0.00	281.19		0.04		281.96
Total	9.29	2.57	1.90	0.00	0.22	0.22	0.22	0.22	0.22	0.22	0.00	281.19		0.04		281.96

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.69	0.71	6.81	0.01	0.07	0.06	0.13	0.02	0.06	0.08		1,266.08		0.07		1,267.54
Total	0.69	0.71	6.81	0.01	0.07	0.06	0.13	0.02	0.06	0.08		1,266.08		0.07		1,267.54

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	lb/day					lb/day					CO2e	
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4		N2O
Mitigated	35.16	83.25	317.12	0.60	68.54	3.73	72.27	0.97	3.49	4.46	57,629.35	2.41	57,679.90	NA	NA	NA
Unmitigated	35.16	83.25	317.12	0.60	68.54	3.73	72.27	0.97	3.49	4.46	57,629.35	2.41	57,679.90	NA	NA	NA
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Condo/Townhouse	4,395.53	4,775.72	4048.69	12,497,364	12,497,364
Single Family Housing	918.72	967.68	841.92	2,597,979	2,597,979
Apartments, Mid Rise	1,423.44	1,546.56	1311.12	4,047,122	4,047,122
Total	6,737.69	7,289.96	6,201.73	19,142,466	19,142,466

4.3 Trip Type Information

Land Use	Miles				Trip %				
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Condo/Townhouse	10.80	7.30	7.50	40.20	19.20	40.60	40.20	19.20	40.60
Single Family Housing	10.80	7.30	7.50	40.20	19.20	40.60	40.20	19.20	40.60

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Apartments Mid Rise	10.80	7.30	7.50	40.20	19.20	40.60

5.0 Energy Detail

5.1 Mitigation Measures Energy

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Natural Gas Mitigated	0.70	5.96	2.54	0.04	0.00	0.00	0.48	0.00	0.00	0.48		7,606.24		0.15	0.14	7,652.53
Natural Gas Unmitigated	0.70	5.96	2.54	0.04	0.00	0.00	0.48	0.00	0.00	0.48		7,606.24		0.15	0.14	7,652.53
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use	Natural Gas Use kBTU	ROG	NOx	CO	SO2	lb/day					lb/day							
						Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Apartments Mid Rise	8737.4	0.09	0.81	0.34	0.01	0.00	0.07	0.07	0.00	0.07	0.07	0.00	0.00	0.07	1,027.93	0.02	0.02	1,034.19
Condo/Townhouse	45026.4	0.49	4.15	1.77	0.03	0.00	0.34	0.34	0.00	0.34	0.34	0.00	0.00	0.34	5,297.22	0.10	0.10	5,329.46
Single Family Housing	10889.3	0.12	1.00	0.43	0.01	0.00	0.08	0.08	0.00	0.08	0.08	0.00	0.00	0.08	1,281.09	0.02	0.02	1,288.89
Total		0.70	5.96	2.54	0.05	0.00	0.49	0.49	0.00	0.49	0.49	0.00	0.00	0.49	7,606.24	0.14	0.14	7,652.54

Mitigated

Land Use	Natural Gas Use kBTU	ROG	NOx	CO	SO2	lb/day					lb/day							
						Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Apartments Mid Rise	8737.4	0.09	0.81	0.34	0.01	0.00	0.07	0.07	0.00	0.07	0.07	0.00	0.00	0.07	1,027.93	0.02	0.02	1,034.19
Condo/Townhouse	45026.4	0.49	4.15	1.77	0.03	0.00	0.34	0.34	0.00	0.34	0.34	0.00	0.00	0.34	5,297.22	0.10	0.10	5,329.46
Single Family Housing	10889.3	0.12	1.00	0.43	0.01	0.00	0.08	0.08	0.00	0.08	0.08	0.00	0.00	0.08	1,281.09	0.02	0.02	1,288.89
Total		0.70	5.96	2.54	0.05	0.00	0.49	0.49	0.00	0.49	0.49	0.00	0.00	0.49	7,606.24	0.14	0.14	7,652.54

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Mitigated	129.98	5.75	406.94	0.79	0.00	0.00	52.21	0.00	0.00	52.20	6,908.54	17,769.20	27.50	0.42	25,386.27	
Unmitigated	129.98	5.75	406.94	0.79	0.00	0.00	52.21	0.00	0.00	52.20	6,908.54	17,769.20	27.50	0.42	25,386.27	
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	2.26				0.00	0.00	0.00	0.00	0.00	0.00						0.00
Consumer Products	20.90				0.00	0.00	0.00	0.00	0.00	0.00						0.00
Hearth	104.20	4.78	324.06	0.78	0.00	0.00	51.77	0.00	0.00	51.76	6,908.54	17,622.00	27.35	0.42	25,235.92	
Landscaping	2.61	0.97	82.88	0.00	0.00	0.00	0.45	0.00	0.00	0.45		147.20	0.15		150.35	
Total	129.97	5.75	406.94	0.78	0.00	0.00	52.22	0.00	0.00	52.21	6,908.54	17,769.20	27.50	0.42	25,386.27	

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Architectural Coating	2.26					0.00	0.00		0.00	0.00						0.00
Consumer Products	20.90					0.00	0.00		0.00	0.00						0.00
Hearth	104.20	4.78	324.06	0.78		0.00	51.77		0.00	51.76	6,908.54	17,622.00		27.35	0.42	25,235.92
Landscaping	2.61	0.97	82.88	0.00		0.00	0.45		0.00	0.45		147.20		0.15		150.35
Total	129.97	5.75	406.94	0.78		0.00	52.22		0.00	52.21	6,908.54	17,769.20		27.50	0.42	25,386.27

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Keystone
South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Single Family Housing	499	Dwelling Unit

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Utility Company Southern California Edison
 Climate Zone 9 Precipitation Freq (Days) 31

1.3 User Entered Comments

Project Characteristics - 2016 op year
 Land Use - 499 sfh units 78.5 acres
 Construction Phase - Grading 1/1/13 to 3/22/13 paving 3/25/13 to 4/26/13 construction 4/29/13 to 10/27/14 coating 10/28/14 to 1/1/15
 Grading - 78.5 acre project
 Energy Use -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2013	18.36	109.43	112.29	0.20	55.68	6.76	62.45	3.31	6.64	7.91	0.00	19,899.19	0.00	1.56	0.00	19,931.92
2014	16.99	101.28	106.39	0.20	55.68	6.19	61.87	0.18	6.08	6.26	0.00	19,785.54	0.00	1.45	0.00	19,815.97
2015	8.15	2.76	3.73	0.01	0.47	0.24	0.71	0.01	0.24	0.24	0.00	621.33	0.00	0.06	0.00	622.49
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Mitigated Construction

Year	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2013	18.36	109.43	112.29	0.20	7.44	6.76	12.04	3.31	6.64	7.91	0.00	19,899.19	0.00	1.56	0.00	19,931.92
2014	16.99	101.28	106.39	0.20	0.51	6.19	6.70	0.18	6.08	6.26	0.00	19,785.54	0.00	1.45	0.00	19,815.97
2015	8.15	2.76	3.73	0.01	0.02	0.24	0.25	0.01	0.24	0.24	0.00	621.33	0.00	0.06	0.00	622.49
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

2.2 Overall Operational

Unmitigated Operational

Category	lb/day														
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O
Area	74.15	2.93	207.42	0.40	0.00	26.61	0.00	0.00	26.61	3,521.31	9,057.03	14.02	0.22	12,939.48	
Energy	0.61	5.22	2.22	0.03	0.00	0.42	0.00	0.42	6,659.02	0.13	0.12	6,699.54			
Mobile	24.26	57.44	218.81	0.41	47.29	2.58	49.87	0.67	2.41	3.07	39,763.04	1.66	0.34	39,797.93	
Total	99.02	65.59	428.45	0.84	47.29	2.58	76.90	0.67	2.41	30.10	3,521.31	55,479.09	15.81	0.34	59,436.95

Mitigated Operational

Category	lb/day														
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O
Area	74.15	2.93	207.42	0.40	0.00	26.61	0.00	0.00	26.61	3,521.31	9,057.03	14.02	0.22	12,939.48	
Energy	0.61	5.22	2.22	0.03	0.00	0.42	0.00	0.42	6,659.02	0.13	0.12	6,699.54			
Mobile	24.26	57.44	218.81	0.41	47.29	2.58	49.87	0.67	2.41	3.07	39,763.04	1.66	0.34	39,797.93	
Total	99.02	65.59	428.45	0.84	47.29	2.58	76.90	0.67	2.41	30.10	3,521.31	55,479.09	15.81	0.34	59,436.95

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Site Grading - 2013

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					7.43	0.00	7.43	3.31	0.00	3.31						0.00
Off-Road	11.85	97.47	52.85	0.10	4.59	4.59	4.59	4.59	4.59	4.59		10,856.66		1.06		10,878.90
Total	11.85	97.47	52.85	0.10	7.43	4.59	12.02	3.31	4.59	7.90		10,856.66		1.06		10,878.90

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.13	1.21	0.00	0.26	0.01	0.27	0.00	0.01	0.01		196.57		0.01		196.82
Total	0.12	0.13	1.21	0.00	0.26	0.01	0.27	0.00	0.01	0.01		196.57		0.01		196.82

3.2 Site Grading - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					7.43	0.00	7.43	3.31	0.00	3.31						0.00
Off-Road	11.85	97.47	52.85	0.10	4.59	4.59	4.59	4.59	4.59	4.59	0.00	10,856.66		1.06		10,878.90
Total	11.85	97.47	52.85	0.10	7.43	4.59	12.02	3.31	4.59	7.90	0.00	10,856.66		1.06		10,878.90

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.13	1.21	0.00	0.01	0.01	0.02	0.00	0.01	0.01		196.57		0.01		196.82
Total	0.12	0.13	1.21	0.00	0.01	0.01	0.02	0.00	0.01	0.01		196.57		0.01		196.82

3.3 Paving - 2013

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93		2,917.64		0.50		2,928.05
Paving	0.00				0.00	0.00	0.00	0.00	0.00	0.00						0.00
Total	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93		2,917.64		0.50		2,928.05

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.10	0.90	0.00	0.20	0.01	0.20	0.00	0.01	0.01		147.43		0.01		147.62
Total	0.09	0.10	0.90	0.00	0.20	0.01	0.20	0.00	0.01	0.01		147.43		0.01		147.62

3.3 Paving - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93	0.00	2,917.64	0.50	0.50		2,928.05
Paving	0.00				0.00	0.00	0.00	0.00	0.00	0.00						0.00
Total	5.53	33.81	20.89	0.03	2.93	2.93	2.93	2.93	2.93	2.93	0.00	2,917.64	0.50	0.50		2,928.05

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00		0.00
Worker	0.09	0.10	0.90	0.00	0.01	0.01	0.01	0.00	0.01	0.01		147.43	0.01	0.01		147.62
Total	0.09	0.10	0.90	0.00	0.01	0.01	0.01	0.00	0.01	0.01		147.43	0.01	0.01		147.62

3.4 Construction - 2013

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21		6,958.26		0.96		6,978.36
Total	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21		6,958.26		0.96		6,978.36

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	3.31	36.30	23.66	0.05	9.15	1.23	10.38	0.05	1.13	1.18		5,716.83		0.16		5,720.27
Worker	4.35	4.66	44.30	0.07	46.53	0.32	46.85	0.13	0.29	0.42		7,224.10		0.44		7,233.29
Total	7.66	40.96	67.96	0.12	55.68	1.55	57.23	0.18	1.42	1.60		12,940.93		0.60		12,953.56

3.4 Construction - 2013

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21	0.00	6,958.26	0.96	0.96		6,978.36
Total	10.70	68.47	44.34	0.07	5.21	5.21	5.21	5.21	5.21	5.21	0.00	6,958.26	0.96	0.96		6,978.36

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	3.31	36.30	23.66	0.05	0.15	1.23	1.38	0.05	1.13	1.18		5,716.83		0.16		5,720.27
Worker	4.35	4.66	44.30	0.07	0.36	0.32	0.68	0.13	0.29	0.42		7,224.10		0.44		7,233.29
Total	7.66	40.96	67.96	0.12	0.51	1.55	2.06	0.18	1.42	1.60		12,940.93		0.60		12,953.56

3.4 Construction - 2014

Unmitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76		6,958.26		0.89		6,976.99
Total	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76		6,958.26		0.89		6,976.99

Unmitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	3.01	32.87	21.76	0.05	9.15	1.10	10.25	0.05	1.01	1.06		5,729.81		0.15		5,732.94
Worker	4.04	4.25	40.73	0.07	46.53	0.33	46.86	0.13	0.30	0.43		7,097.46		0.41		7,106.04
Total	7.05	37.12	62.49	0.12	55.68	1.43	57.11	0.18	1.31	1.49		12,827.27		0.56		12,838.98

3.4 Construction - 2014

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76	0.00	6,958.26		0.89		6,976.99
Total	9.94	64.16	43.90	0.07	4.76	4.76	4.76	4.76	4.76	4.76	0.00	6,958.26		0.89		6,976.99

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	3.01	32.87	21.76	0.05	0.15	1.10	1.25	0.05	1.01	1.06		5,729.81		0.15		5,732.94
Worker	4.04	4.25	40.73	0.07	0.36	0.33	0.68	0.13	0.30	0.43		7,097.46		0.41		7,106.04
Total	7.05	37.12	62.49	0.12	0.51	1.43	1.93	0.18	1.31	1.49		12,827.27		0.56		12,838.98

3.5 Architectural Coating - 2014

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	7.56				0.00	0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24		281.19		0.04		282.03
Total	8.01	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24		281.19		0.04		282.03

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.20	0.21	1.99	0.00	0.47	0.02	0.49	0.01	0.01	0.02		347.63		0.02		348.05
Total	0.20	0.21	1.99	0.00	0.47	0.02	0.49	0.01	0.01	0.02		347.63		0.02		348.05

3.5 Architectural Coating - 2014

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	7.56				0.00	0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03
Total	8.01	2.77	1.92	0.00	0.24	0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.20	0.21	1.99	0.00	0.02	0.02	0.03	0.01	0.01	0.02		347.63		0.02		348.05
Total	0.20	0.21	1.99	0.00	0.02	0.02	0.03	0.01	0.01	0.02		347.63		0.02		348.05

3.5 Architectural Coating - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	7.56				0.00	0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.57	1.90	0.00	0.22	0.22	0.22		0.22	0.22		281.19		0.04		281.96
Total	7.97	2.57	1.90	0.00	0.22	0.22	0.22		0.22	0.22		281.19		0.04		281.96

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.18	0.19	1.83	0.00	0.47	0.02	0.49	0.01	0.01	0.02		340.14		0.02		340.53
Total	0.18	0.19	1.83	0.00	0.47	0.02	0.49	0.01	0.01	0.02		340.14		0.02		340.53

3.5 Architectural Coating - 2015

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	7.56				0.00	0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.57	1.90	0.00	0.22	0.22	0.22	0.22	0.22	0.22	0.00	281.19		0.04		281.96
Total	7.97	2.57	1.90	0.00	0.22	0.22	0.22	0.22	0.22	0.22	0.00	281.19		0.04		281.96

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.18	0.19	1.83	0.00	0.02	0.02	0.03	0.01	0.01	0.02		340.14		0.02		340.53
Total	0.18	0.19	1.83	0.00	0.02	0.02	0.03	0.01	0.01	0.02		340.14		0.02		340.53

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	24.26	57.44	218.81	0.41	47.29	2.58	49.87	0.67	2.41	3.07		39,763.04		1.66		39,797.93
Unmitigated	24.26	57.44	218.81	0.41	47.29	2.58	49.87	0.67	2.41	3.07		39,763.04		1.66		39,797.93
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Single Family Housing	4,775.43	5,029.92	4376.23	13,504,081	13,504,081
Total	4,775.43	5,029.92	4,376.23	13,504,081	13,504,081

4.3 Trip Type Information

Land Use	Miles				Trip %	
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Single Family Housing	10.80	7.30	7.50	40.20	19.20	40.60

5.0 Energy Detail

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
NaturalGas Mitigated	0.61	5.22	2.22	0.03	0.00	0.00	0.42	0.00	0.00	0.42		6,659.02		0.13	0.12	6,699.54
NaturalGas Unmitigated	0.61	5.22	2.22	0.03	0.00	0.00	0.42	0.00	0.00	0.42		6,659.02		0.13	0.12	6,699.54
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day																
Single Family Housing	56601.6	0.61	5.22	2.22	0.03	0.00	0.00	0.42	0.00	0.00	0.42		6,659.02		0.13	0.12	6,699.54
Total		0.61	5.22	2.22	0.03	0.00	0.00	0.42	0.00	0.00	0.42		6,659.02		0.13	0.12	6,699.54

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	lb/day																
	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Single Family Housing	56.6016	0.61	5.22	2.22	0.03	0.00	0.00	0.42	0.00	0.00	0.42	6,659.02	6,659.02	0.13	0.12	0.12	6,699.54
Total		0.61	5.22	2.22	0.03	0.00	0.00	0.42	0.00	0.00	0.42	6,659.02	6,659.02	0.13	0.12	0.12	6,699.54

6.0 Area Detail

6.1 Mitigation Measures Area

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	74.15	2.93	207.42	0.40	0.00	0.00	26.61	0.00	0.00	26.61	3,521.31	9,057.03	14.02	0.22	0.22	12,939.48
Unmitigated	74.15	2.93	207.42	0.40	0.00	0.00	26.61	0.00	0.00	26.61	3,521.31	9,057.03	14.02	0.22	0.22	12,939.48
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

SubCategory	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	1.92					0.00	0.00		0.00	0.00						0.00
Consumer Products	17.78					0.00	0.00		0.00	0.00						0.00
Hearth	53.11	2.44	165.17	0.40		0.00	26.39		0.00	26.38	3,521.31	8,982.00		13.94	0.22	12,862.84
Landscaping	1.33	0.49	42.25	0.00		0.00	0.23		0.00	0.23		75.03		0.08		76.63
Total	74.14	2.93	207.42	0.40		0.00	26.62		0.00	26.61	3,521.31	9,057.03		14.02	0.22	12,939.47

Mitigated

SubCategory	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	1.92					0.00	0.00		0.00	0.00						0.00
Consumer Products	17.78					0.00	0.00		0.00	0.00						0.00
Hearth	53.11	2.44	165.17	0.40		0.00	26.39		0.00	26.38	3,521.31	8,982.00		13.94	0.22	12,862.84
Landscaping	1.33	0.49	42.25	0.00		0.00	0.23		0.00	0.23		75.03		0.08		76.63
Total	74.14	2.93	207.42	0.40		0.00	26.62		0.00	26.61	3,521.31	9,057.03		14.02	0.22	12,939.47

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Appendix C: Traffic Analysis Memo, Stantec Consulting



Stantec Consulting Services Inc.
38 Technology Drive, Suite 100, Irvine CA 92618-5312

December 8, 2014
File: 2073006940

Attention: Ian Pari
City of Santa Clarita
23920 Valencia Blvd, Suite 304
Santa Clarita, CA 91355

Dear Mr. Pari,

Reference: Keystone/Five Knolls – Traffic Mitigation Update

In June 2005, a traffic impact study was prepared for the Keystone project. The project was approved on April 25, 2006, along with an Environmental Impact Report (EIR) that was certified on April 25, 2006 ("Previously Approved Project"). The Previously Approved Project included a junior high school and other uses in the area south of Golden Valley Road. However, the School District does not need or want the junior high school, as construction of the Castaic High School is a higher priority. At the same time, the Santa Clarita Valley Committee on Aging released a needs assessment that current senior center facilities are inadequate. Thus, the proposed project modification would remove the junior high school use and replace it with 154 senior residential units and an approximately 31,400-square-foot senior center. The associated recreational facilities previously approved would remain unchanged.

This traffic analysis provides an update with respect to the change in type of uses south of Golden Valley Road (i.e., eliminating the junior high school and replacing it with 154 senior housing units and a senior center), referred to here as the "Proposed Keystone Project".

History of the Project

In July 2005, a Draft EIR was prepared for the Keystone project. The Draft EIR analyzed the project, which at that time consisted of the subdivision of the site into 132 lots for a mix of residential (single-family and multi-family), recreational, educational, YMCA facility, and open space uses. The project specifically included construction of 979 dwelling units that consists of 96 single-family lots, 216 multifamily apartment units and 667 townhouse units and finished (graded) lots for a 1,200- to 1,600-student and 70-faculty/staff junior high school, and a 30,476 square-foot community/fitness YMCA center. The EIR was certified by the City Council on April 25, 2006.

Subsequently, when the City Council took action on the project on April 25, 2006, approval of the project was granted but reduced in size. The Keystone project was revised such that the Approved Tentative Tract Map (Approved TTM) included a total of 499 residential units including 96 single family lots, 223 detached single family residential units, and 180 for-sale townhome units,



December 8, 2014

Ian Pari

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Reference: Keystone/Five Knolls – Traffic Mitigation Update

as well as finished (graded) lots for a 1,200- to 1,600-student and 70 faculty/staff junior high school, and an approximate 30,476 square foot community /fitness YMCA center. The Approved TTM also included a trail system that connects to regional trails as well as on-site trails, an 8.7-acre park, and a 1.6-acre private park for the multi-family units use only.

The EIR Traffic Study identified a significant impact at nine off-site intersections based on the larger project that included 979 dwelling units. As noted above, the Approved TTM includes just 499 residential units, which would generate less peak hour and daily traffic than the 979 residential units evaluated in the EIR. However, an evaluation of the impacts based on the smaller Approved TTM project, and whether mitigation would still be required with the smaller project, was not prepared at that time.

Traffic Analysis

An updated impact analysis that is based on the Proposed Keystone Project (i.e., the approved 499 residential units plus the age-restricted senior housing, the senior center and the YMCA) has now been performed. The Proposed Keystone Project is forecast to generate approximately 6,970 average daily trips (ADT) in comparison to the approximately 11,000 ADT estimated in the certified Keystone project Final EIR (source: Revised Project Land use Traffic Analysis, Stantec, August 15, 2014). This represents a 37 percent reduction in traffic generation.

The potential impact of the Proposed Keystone Project on the intersections first evaluated in the certified Keystone project Final EIR has been determined in this analysis based on the peak hour trip generation of the Proposed Keystone Project land use and traffic volume forecasts derived using the Santa Clarita Valley Consolidated Traffic Model (SCVCTM). Table 1 summarizes the ICU values for the study area intersections under One Valley One Vision (OVOV) General Plan buildout conditions without and with the Proposed Keystone Project. As shown, the Proposed Keystone Project results in significant impacts at two of the 17 intersections originally evaluated in the certified Keystone project Final EIR. In comparison, the certified Keystone project Final EIR identified significant impacts at nine intersections.

Table 2 lists the intersections identified as significantly impacted in the certified Keystone project Final EIR and the corresponding mitigation measures identified at that time. Also listed are mitigation measures for the two intersections identified as significantly impacted by the Proposed Keystone Project. Following is a discussion of each of the original mitigation measures, along with their applicability to the Proposed Keystone Project.



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Valencia Boulevard and Magic Mountain Parkway

The certified Keystone project Final EIR has a mitigation measure to install a second westbound left turn lane at the intersection of Valencia Boulevard and Magic Mountain Parkway. As Table 1 shows, the Proposed Keystone Project would continue to have a significant impact on the intersection. The project would still be required to install the second westbound left-turn lane as mitigation. However, the westbound right-turn lane can be removed to accommodate the second left-turn lane and the project's impacts would be mitigated to a less than significant level.

Bouquet Canyon Road and Soledad Canyon Road

The certified Keystone project Final EIR has a mitigation measure to add a fourth northbound through lane at the intersection of Bouquet Canyon Road and Soledad Canyon Road. The Proposed Keystone Project would have no significant impact on the intersection. Since the smaller proposed project has no significant impact on the intersection of Bouquet Canyon Road and Soledad Canyon Road, no mitigation is required at this location.

Bouquet Canyon Road and Newhall Ranch Road

The certified Keystone project Final EIR has a mitigation measure to add a second southbound left turn lane, add a second southbound right turn lane, and add a third eastbound through lane at the intersection of Bouquet Canyon Road and Newhall Ranch Road. The Proposed Keystone Project would have no significant impact on the intersection. Since the smaller proposed project has no significant impact on the intersection of Bouquet Canyon Road and Newhall Ranch Road, no mitigation is required at this location.

Sierra Highway and SR-14 Southbound Ramps

The certified Keystone project Final EIR has a mitigation measure to add a northbound right turn lane and add a second southbound left turn lane at the intersection of Sierra Highway and the SR-14 Southbound Ramps. The Proposed Keystone Project would have no significant impact on the intersection. Since the smaller proposed project has no significant impact on the intersection of Sierra Highway and the SR-14 southbound ramps, no mitigation is required at this location.

Sierra Highway and Placerita Canyon Road

The certified Keystone project Final EIR has a mitigation measure to restripe one westbound through lane to a right-turn lane and restripe the other westbound through lane to a shared through/right turn lane at the intersection of Sierra Highway and Placerita Canyon Road. The



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Proposed Keystone Project would have no significant impact on the intersection. Since the smaller proposed project has no significant impact on the intersection of Sierra Highway at Placerita Canyon Road, no mitigation is required at this location.

Sierra Highway and Golden Valley Road

The certified Keystone project Final EIR has a mitigation measure to add a third westbound through lane at the intersection of Sierra Highway and Golden Valley Road, which has already been constructed. The Proposed Keystone Project would have no significant impact on the intersection. Since the smaller proposed project has no significant impact on the intersection of Sierra Highway and Golden Valley Road, no mitigation is required at this location. Nonetheless, the mitigation has been completed as stated above.

Golden Valley Road and Via Princessa

The certified Keystone project Final EIR has a mitigation measure that this future intersection of Golden Valley Road and Via Princessa is to be constructed to achieve LOS D. The Proposed Keystone Project would have no significant impact on the intersection. Since the smaller proposed project has no significant impact on the intersection of Golden Valley Road and Via Princessa, no mitigation is required at this location.

Golden Valley Road and Newhall Ranch Road

The certified Keystone project Final EIR has a mitigation measure to add a second westbound right turn lane at the intersection of Golden Valley Road and Newhall Ranch Road. The certified Keystone project Final EIR traffic study also identified a westbound free flow right-turn lane as alternative mitigation for this intersection. As Table 1 shows, the smaller proposed project would continue to have a significant impact on the intersection. With a westbound free flow right-turn lane as mitigation, the project's impacts would be mitigated to a less than significant level.

Whites Canyon Road and Soledad Canyon Road

The certified Keystone project Final EIR has a mitigation measure to restripe the westbound right turn lane to a shared through/right turn lane at the intersection of Whites Canyon Road and Soledad Canyon Road. The currently proposed project would have no significant impact on the intersection. Since the smaller proposed project has no significant impact on the intersection of Whites Canyon Road and Soledad Canyon Road, no mitigation is required at this location.



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Reference: Keystone/Five Knolls – Traffic Mitigation Update

Conclusion

The Proposed Keystone Project generates 37 percent less traffic than what was estimated in the certified Keystone project Final EIR. Mitigation measures for nine intersections significantly impacted by the larger original project were identified in the EIR traffic study. Of these nine intersections, the improvement at one intersection has already been constructed, six intersections are no longer significantly impacted by the smaller proposed project, and two intersections still require the improvements identified in the traffic study.

Sincerely,

STANTEC CONSULTING SERVICES INC.

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Attachment: Table 1 Intersection Capacity Utilization Summary
Table 2 Off-Site Intersection Mitigation Summary
ICU Worksheets

c. Brent Caldwell, Caldwell Development Solutions
Marc Huffman, Brookfield

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Table 1 Intersection Capacity Utilization Summary

Intersection	GP Buildout No-Project				GP Buildout with Proposed Project			
	AM		PM		AM		PM	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
39. Dickason Dr & Newhall Ranch Rd	0.61	B	1.21	F	0.61	B	1.21	F
48. McBean Pkwy & Newhall Ranch Rd	0.84	D	0.89	D	0.85	D	0.90	D
57. Valencia Blvd & Magic Mtn Pkwy	1.06	F	1.31	F	1.07 (1.06)	F (F)	1.34 (1.19)	F (F)
65. Bouquet Cyn Rd & Soledad Cyn Rd	0.73	C	0.86	D	0.73	C	0.87	D
66. Bouquet Cyn Rd & Newhall Ranch Rd	0.74	C	0.90	D	0.78	C	0.90	D
143. SR-14 NB Ramps & Placerita Cyn Rd	0.74	C	0.96	E	0.75	C	0.96	E
144. Sierra Hwy & SR-14 SB Ramps	0.91	E	1.30	F	0.91	E	1.30	F
145. Sierra Hwy & Placerita Cyn Rd	0.86	D	0.93	E	0.87	D	0.93	E
146. SR-14 NB Ramps & Golden Valley Rd	0.33	A	0.70	B	0.33	A	0.70	B
147. SR-14 SB Ramps & Golden Valley Rd	0.58	A	0.61	B	0.58	A	0.61	B
162. Sierra Hwy & Golden Valley Rd	0.85	D	1.18	F	0.85	D	1.18	F
163. Golden Valley Rd & Via Princessa	0.89	D	0.76	C	0.89	D	0.76	C
165. Golden Valley Rd & Valley Center Dr	0.59	A	0.65	B	0.60	A	0.71	C
166. Golden Valley Rd & Newhall Ranch Rd	0.61	B	0.74	C	0.66 (0.66)	B B	0.89 (0.71)	D C
172. Whites Cyn Rd & Soledad Cyn Rd	0.71	C	0.90	D	0.71	C	0.90	D
173. Golden Valley Rd & Plum Cyn Rd	0.60	A	0.50	A	0.61	B	0.52	A
198. Valley Center Dr & Soledad Cyn Rd	0.76	C	0.78	C	0.77	C	0.78	C

Bold = Significant Project Impact
 Parentheses indicate ICU values with-mitigation.



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Reference: Keystone/Five Knolls – Traffic Mitigation Update

Table 2 Off-Site Intersection Mitigation Summary

Intersection	EIR Mitigation (From 2006 EIR Traffic Study)	Proposed Mitigation (Based on Current Project)
57. Valencia Blvd & Magic Mtn Pkwy	Add 2 nd WBL turn lane	Add 2 nd WBL turn lane Remove WBR turn lane
65. Bouquet Cyn Rd & Soledad Cyn Rd	Add 4 th NBT lane	None required
66. Bouquet Cyn Rd & Newhall Ranch Rd	Add 2 nd SBL turn lane Add 2 nd SBR turn lane Add 3 rd EBT lane	None required
144. Sierra Hwy & SR-14 SB Ramps	Add NBR turn lane Add 2 nd SBL turn lane	None required
145. Sierra Hwy & Placerita Cyn Rd	Restripe 1 WBT lane to WBR turn lane Restripe 1 WBT lane to a shared thru/right lane	None required
162. Sierra Hwy & Golden Valley Rd	Add 3 rd WBT lane	Mitigation completed and none required
163. Golden Valley Rd & Via Princessa	Future intersection built out to achieve LOS D	None required
166. Golden Valley Rd & Newhall Ranch Rd	Add 2 nd WBR turn lane or construct WBR as a free-flow turn lane	Construct WBR as free flow turn lane
172. Whites Cyn Rd & Soledad Cyn Rd	Restripe separate WBR turn lane to a shared thru/right lane	None required
NB = Northbound SB = Southbound EB = Eastbound WB = Westbound L = Left T = Thru R = Right		

39. Dickason & Newhall Ranch

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	360	.10*	30	.01
NBT	2	3500	330	.09	710	.20*
NBR	1	1750	130	.07	1000	.57
SBL	2	3500	360	.10	470	.13*
SBT	3	5250	580	.11*	280	.06
SBR	0	0	20		10	
EBL	2	3500	100	.03*	430	.12
EBT	3	5250	360	.07	2160	.41*
EBR	1	1750	150	.09	140	.08
WBL	2	3500	690	.20	380	.11*
WBT	4	7000	1920	.27*	1580	.23
WBR	1	1750	340	.19	190	.11
Right Turn Adjustment					NBR	.26*
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION .61 1.21

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	360	.10*	30	.01
NBT	2	3500	330	.09	730	.21*
NBR	1	1750	130	.07	1000	.57
SBL	2	3500	360	.10	470	.13*
SBT	3	5250	580	.11*	280	.06
SBR	0	0	20		10	
EBL	2	3500	100	.03*	440	.13
EBT	3	5250	390	.07	2160	.41*
EBR	1	1750	160	.09	140	.08
WBL	2	3500	690	.20	390	.11*
WBT	4	7000	1920	.27*	1580	.23
WBR	1	1750	360	.21	200	.11
Right Turn Adjustment					NBR	.25*
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION .61 1.21

48. McBean & Newhall Ranch

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	360	.10*	600	.17*
NBT	3	5250	610	.12	1680	.32
NBR	1	1750	440	.25	580	.33
SBL	2	3500	330	.09	80	.02
SBT	4	7000	1950	.28*	1200	.17*
SBR	f		390		50	
EBL	2	3500	120	.03*	540	.15*
EBT	4	7000	560	.08	2320	.33
EBR	1	1750	390	.22	700	.40
WBL	2	3500	760	.22	390	.11
WBT	3	5250	1750	.33*	1550	.30*
WBR	1	1750	90	.05	310	.18
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .84 .89

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	390	.11*	600	.17*
NBT	3	5250	610	.12	1680	.32
NBR	1	1750	440	.25	630	.36
SBL	2	3500	320	.09	70	.02
SBT	4	7000	1960	.28*	1210	.17*
SBR	f		380		50	
EBL	2	3500	120	.03*	550	.16*
EBT	4	7000	580	.08	2300	.33
EBR	1	1750	390	.22	690	.39
WBL	2	3500	780	.22	400	.11
WBT	3	5250	1750	.33*	1560	.30*
WBR	1	1750	90	.05	300	.17
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .85 .90

57. Valencia & Magic Mountain

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	830	.22	1560	.43*
NBR	0	0	310		690	
SBL	1	1750	50	.03	90	.05*
SBT	3	5250	1670	.32*	1600	.30
SBR	2	3500	410	.12	390	.11
EBL	2	3500	330	.09	550	.16
EBT	2	3500	600	.17*	1530	.45*
EBR	0	0	10		50	
WBL	1	1750	810	.46*	490	.28*
WBT	2	3500	1690	.48	1330	.38
WBR	1	1750	190	.11	70	.04
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.06 1.31

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	840	.22	1560	.43*
NBR	0	0	310		680	
SBL	1	1750	50	.03	90	.05*
SBT	3	5250	1700	.32*	1610	.31
SBR	2	3500	390	.11	390	.11
EBL	2	3500	330	.09	480	.14
EBT	2	3500	600	.17*	1600	.47*
EBR	0	0	10		50	
WBL	1	1750	820	.47*	500	.29*
WBT	2	3500	1710	.49	1320	.38
WBR	1	1750	190	.11	70	.04
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.07 1.34

2040 OVOV Cumu - With Proj & Mitigation						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	10	.01*	80	.05
NBT	3	5250	840	.22	1560	.43*
NBR	0	0	310		680	
SBL	1	1750	50	.03	90	.05*
SBT	3	5250	1700	.32*	1610	.31
SBR	2	3500	390	.11	390	.11
EBL	2	3500	330	.09*	480	.14
EBT	2	3500	600	.17	1600	.47*
EBR	0	0	10		50	
WBL	2	3500	820	.23	500	.14*
WBT	2	3500	1710	.54*	1320	.40
WBR	0	0	190		70	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION 1.06 1.19

65. Bouquet Canyon & Soledad Canyon

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	20	.01*	30	.02
NBT	3	5250	410	.08	1910	.36*
NBR	1	1750	250	.14	350	.20
SBL	3	5250	190	.04	360	.07*
SBT	2.5	7000	1440	.41*	1230	{.23}
SBR	1.5		1480		640	{.23}
EBL	3	5250	330	.06	930	.18*
EBT	3	5250	900	.18*	1330	.28
EBR	0	0	40		130	
WBL	3	5250	160	.03*	280	.05
WBT	3	5250	770	.15	770	.15*
WBR	1	1750	170	.10	310	.18
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for WBR						

TOTAL CAPACITY UTILIZATION .73 .86

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	20	.01*	30	.02
NBT	3	5250	420	.08	1920	.37*
NBR	1	1750	250	.14	350	.20
SBL	3	5250	180	.03	360	.07*
SBT	2.5	7000	1450	.41*	1350	{.26}
SBR	1.5		1510		650	{.24}
EBL	3	5250	340	.06	960	.18*
EBT	3	5250	900	.18*	1350	.28
EBR	0	0	40		130	
WBL	3	5250	170	.03*	280	.05
WBT	3	5250	750	.14	770	.15*
WBR	1	1750	170	.10	300	.17
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for WBR						

TOTAL CAPACITY UTILIZATION .73 .87

66. Bouquet Cyn & Newhall Ranch

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	220	.06*	490	.14*
NBT	4	7000	500	.07	2180	.31
NBR	1	1750	110	.06	320	.18
SBL	2	3500	50	.01	60	.02
SBT	4	7000	2070	.30*	1550	.22*
SBR	1	1750	470	.27	220	.13
EBL	3	5250	100	.02	1080	.21*
EBT	3	5250	800	.15*	1550	.30
EBR	2	3500	230	.07	300	.09
WBL	2	3500	440	.13*	310	.09
WBT	4	7000	1670	.24	1580	.23*
WBR	1	1750	20	.01	70	.04
Clearance Interval				.10*	.10*	
Note: Assumes Right-Turn Overlap for SBR EBR						

TOTAL CAPACITY UTILIZATION .74 .90

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	220	.06*	490	.14*
NBT	4	7000	500	.07	2180	.31
NBR	1	1750	120	.07	220	.13
SBL	2	3500	50	.01	60	.02
SBT	4	7000	2070	.30*	1550	.22*
SBR	1	1750	480	.27	210	.12
EBL	3	5250	100	.02	1080	.21*
EBT	3	5250	930	.18*	1610	.31
EBR	2	3500	230	.07	380	.11
WBL	2	3500	490	.14*	350	.10
WBT	4	7000	1700	.24	1620	.23*
WBR	1	1750	20	.01	60	.03
Clearance Interval				.10*	.10*	
Note: Assumes Right-Turn Overlap for SBR EBR						

TOTAL CAPACITY UTILIZATION .78 .90

143. SR-14 NB Rmps & Placerita

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	910	.52*	1340	.77*
NBT	0	0	0		0	
NBR	1	1750	80	.05	120	.07
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	210	.06	230	.07
EBR	f		300		780	
WBL	0	0	0		0	
WBT	2	3500	400	.12*	240	.09*
WBR	0	0	20		90	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .74 .96

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	920	.53*	1340	.77*
NBT	0	0	0		0	
NBR	1	1750	80	.05	120	.07
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	210	.06	230	.07
EBR	f		300		810	
WBL	0	0	0		0	
WBT	2	3500	390	.12*	240	.09*
WBR	0	0	20		90	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .75 .96

144. Sierra Hwy & SR-14 SB Ramps

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3500	420	.12*	1950	.56*
NBR	d	1750	220	.13	100	.06
SBL	1	1750	280	.16*	580	.33*
SBT	2	3500	610	.17	580	.17
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1750	920	.53*	540	.31*
WBT	0	0	0		0	
WBR	1	1750	40	.02	40	.02
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .91 1.30

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	2	3500	420	.12*	1970	.56*
NBR	d	1750	220	.13	100	.06
SBL	1	1750	280	.16*	580	.33*
SBT	2	3500	520	.15	580	.17
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1750	920	.53*	540	.31*
WBT	0	0	0		0	
WBR	1	1750	50	.03	40	.02
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .91 1.30

145. Sierra Hwy & Placerita Canyon

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	200	.11*	180	.10
NBT	2	3500	250	.07	1300	.37*
NBR	d	1750	340	.19	750	.43
SBL	1	1750	110	.06	30	.02*
SBT	2	3500	950	.27*	890	.25
SBR	d	1750	370	.21	210	.12
EBL	1	1750	20	.01	80	.05
EBT	2	3500	1170	.33*	1080	.31*
EBR	d	1750	320	.18	260	.15
WBL	1	1750	80	.05*	70	.04*
WBT	2	3500	860	.25	850	.24
WBR	d	1750	370	.21	660	.38
Right Turn Adjustment					Multi	.09*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION			.86		.93	

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	200	.11*	190	.11
NBT	2	3500	250	.07	1330	.38*
NBR	d	1750	340	.19	770	.44
SBL	1	1750	110	.06	30	.02*
SBT	2	3500	960	.27*	890	.25
SBR	d	1750	370	.21	210	.12
EBL	1	1750	20	.01	70	.04
EBT	2	3500	1180	.34*	1100	.31*
EBR	d	1750	330	.19	270	.15
WBL	1	1750	80	.05*	70	.04*
WBT	2	3500	860	.25	840	.24
WBR	d	1750	370	.21	670	.38
Right Turn Adjustment					Multi	.08*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION			.87		.93	

146. SR-14 NB Rp & Golden Valley

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	90	.03*	140	.04*
NBT	0	0	0		0	
NBR	1	1750	130	.07	380	.22
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	240	.07*	1440	.41*
EBT	2	3500	90	.03	310	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3500	450	.13*	540	.15*
WBR	0	0	10		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .33 .70

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	90	.03*	140	.04*
NBT	0	0	0		0	
NBR	1	1750	130	.07	380	.22
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	240	.07*	1430	.41*
EBT	2	3500	90	.03	310	.09
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3500	450	.13*	540	.15*
WBR	0	0	10		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .33 .70

147. SR-14 SB Rp & Golden Valley

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		0		0	
SBT	0	3500	0	{.26}*	0	
SBR	1.5		1120		330	{.00}
EBL	0	0	0		0	
EBT	3	5250	330	.09*	1740	.34*
EBR	0	0	140		60	
WBL	1	1750	220	.13*	290	.17*
WBT	3	5250	330	.06	380	.07
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .58 .61

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		0		0	
SBT	0	3500	0	{.26}*	0	
SBR	1.5		1120		340	{.00}
EBL	0	0	0		0	
EBT	3	5250	330	.09*	1740	.34*
EBR	0	0	140		60	
WBL	1	1750	220	.13*	290	.17*
WBT	3	5250	320	.06	380	.07
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .58 .61

162. Sierra & Golden Valley

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	200	.11*	750	.43*
NBT	2	3500	170	.05	1160	.33
NBR	1	1750	30	.02	140	.08
SBL	1	1750	0	.00	0	.00
SBT	2	3500	450	.13*	610	.17*
SBR	1	1750	660	.38	450	.26
EBL	2	3500	190	.05*	600	.17
EBT	2	3500	280	.08	1630	.47*
EBR	1	1750	260	.15	470	.27
WBL	2	3500	160	.05	40	.01*
WBT	3	5250	1350	.26*	520	.10
WBR	1	1750	10	.01	10	.01
Right Turn Adjustment			SBR	.20*		
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for SBR WBR NBR EBR						

TOTAL CAPACITY UTILIZATION .85 1.18

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	200	.11*	760	.43*
NBT	2	3500	170	.05	1160	.33
NBR	1	1750	30	.02	140	.08
SBL	1	1750	0	.00	10	.01
SBT	2	3500	450	.13*	610	.17*
SBR	1	1750	660	.38	450	.26
EBL	2	3500	200	.06*	600	.17
EBT	2	3500	300	.09	1630	.47*
EBR	1	1750	270	.15	470	.27
WBL	2	3500	160	.05	40	.01*
WBT	3	5250	1350	.26*	550	.10
WBR	1	1750	10	.01	10	.01
Right Turn Adjustment			SBR	.19*		
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for SBR WBR NBR EBR						

TOTAL CAPACITY UTILIZATION .85 1.18

163. Golden Valley & Via Prncesa

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	870	.25*	280	.08*
NBT	3	5250	1360	.26	1230	.23
NBR	1	1750	40	.02	170	.10
SBL	2	3500	20	.01	130	.04
SBT	3	5250	510	.10*	1680	.32*
SBR	1	1750	600	.34	550	.31
EBL	2	3500	570	.16*	230	.07
EBT	3	5250	520	.10	1040	.20*
EBR	2	3500	220	.06	1040	.30
WBL	2	3500	80	.02	70	.02*
WBT	3	5250	1040	.20*	580	.11
WBR	1	1750	120	.07	60	.03
Right Turn Adjustment			SBR	.08*	EBR	.04*
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION .89 .76

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	820	.23*	290	.08*
NBT	3	5250	1350	.26	1270	.24
NBR	1	1750	40	.02	170	.10
SBL	2	3500	20	.01	140	.04
SBT	3	5250	530	.10*	1680	.32*
SBR	1	1750	630	.36	580	.33
EBL	2	3500	590	.17*	240	.07
EBT	3	5250	520	.10	1050	.20*
EBR	2	3500	220	.06	1040	.30
WBL	2	3500	80	.02	70	.02*
WBT	3	5250	1050	.20*	590	.11
WBR	1	1750	120	.07	60	.03
Right Turn Adjustment			SBR	.09*	EBR	.04*
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION .89 .76

165. Golden Valley & Valley Cntr

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	400	.11*	210	.06*
NBT	3	5250	600	.11	1000	.19
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5250	880	.17*	1050	.20*
SBR	f		440		880	
EBL	2	3500	730	.21*	1030	.29*
EBT	0	0	0		0	
EBR	2	3500	220	.06	390	.11
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .59 .65

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	400	.11*	210	.06*
NBT	3	5250	630	.12	1080	.21
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5250	940	.18*	1070	.20*
SBR	f		510		920	
EBL	2	3500	750	.21*	1230	.35*
EBT	0	0	0		0	
EBR	2	3500	220	.06	370	.11
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .60 .71

166. Gldn Valley & Newhall Ranch

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	740	.21*	340	.10*
SBT	0	0	0		0	
SBR	2	3500	840	.24	370	.11
EBL	2	3500	230	.07*	940	.27*
EBT	3	5250	580	.11	1600	.30
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	1210	.23*	1430	.27*
WBR	1	1750	130	.07	610	.35
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.61		.74

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	860	.25*	460	.13*
SBT	0	0	0		0	
SBR	2	3500	960	.27	470	.13
EBL	2	3500	310	.09*	760	.22*
EBT	3	5250	600	.11	1530	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	1160	.22*	1360	.26*
WBR	1	1750	220	.13	950	.54
Right Turn Adjustment					WBR	.18*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.66		.89

2040 OVOV Cumu - With Proj & Mitigation						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	860	.25*	460	.13*
SBT	0	0	0		0	
SBR	2	3500	960	.27	470	.13
EBL	2	3500	310	.09*	760	.22*
EBT	3	5250	600	.11	1530	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	1160	.22*	1360	.26*
WBR	f		220		950	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.66		.71

172. Whites Cyn & Soledad Cyn

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	210	.06*	500	.14*
NBT	3	5250	560	.11	950	.18
NBR	1	1750	160	.09	440	.25
SBL	2	3500	340	.10	320	.09
SBT	2	3500	680	.19*	890	.25*
SBR	1	1750	480	.27	340	.19
EBL	2	3500	40	.01*	640	.18
EBT	3	5250	700	.16	1630	.37*
EBR	0	0	140		320	
WBL	2	3500	340	.10	150	.04*
WBT	3	5250	1490	.28*	1040	.20
WBR	1	1750	490	.28	550	.31
Right Turn Adjustment			SBR	.07*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.71		.90

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	210	.06*	490	.14*
NBT	3	5250	550	.10	950	.18
NBR	1	1750	160	.09	440	.25
SBL	2	3500	340	.10	330	.09
SBT	2	3500	670	.19*	880	.25*
SBR	1	1750	480	.27	340	.19
EBL	2	3500	40	.01*	630	.18
EBT	3	5250	710	.16	1620	.37*
EBR	0	0	140		310	
WBL	2	3500	350	.10	150	.04*
WBT	3	5250	1490	.28*	1050	.20
WBR	1	1750	500	.29	550	.31
Right Turn Adjustment			SBR	.07*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.71		.90

173. Santa Catarina/GVR & Plum

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	80	.05*	100	.06
NBT	1	1750	100	.06	400	.23*
NBR	1	1750	60	.03	90	.05
SBL	1	1750	10	.01	10	.01*
SBT	1	1750	260	.23*	180	.17
SBR	0	0	150		120	
EBL	1	1750	70	.04	120	.07
EBT	3	5250	260	.07*	470	.11*
EBR	0	0	140	.08	100	
WBL	1	1750	260	.15*	90	.05*
WBT	3	5250	260	.05	280	.06
WBR	0	0	10		10	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION			.60		.50	

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	80	.05*	110	.06
NBT	1	1750	100	.06	400	.23*
NBR	1	1750	60	.03	140	.08
SBL	1	1750	10	.01	10	.01*
SBT	1	1750	270	.24*	180	.17
SBR	0	0	150		120	
EBL	1	1750	70	.04	120	.07
EBT	3	5250	250	.07*	470	.12*
EBR	0	0	140	.08	170	
WBL	1	1750	270	.15*	100	.06*
WBT	3	5250	260	.05	280	.06
WBR	0	0	10		10	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION			.61		.52	

198. Valley Center & Soledad

2040 OVOV Cumulative - No Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	360	.10*	920	.26*
SBT	0	0	0		0	
SBR	1	1750	490	.28	180	.10
EBL	2	3500	120	.03*	410	.12
EBT	3	5250	1130	.22	2250	.42*
EBR	0	0	0		-50	
WBL	0	0	0		0	
WBT	3	5250	1990	.38*	1170	.22
WBR	f		830		980	
Right Turn Adjustment			SBR	.15*		
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION .76 .78

2040 OVOV Cumulative - With Project						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	410	.12*	940	.27*
SBT	0	0	0		0	
SBR	1	1750	500	.29	200	.11
EBL	2	3500	140	.04*	590	.17
EBT	3	5250	1120	.21	2150	.41*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	1990	.38*	1170	.22
WBR	f		830		1020	
Right Turn Adjustment			SBR	.13*		
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION .77 .78