CITY OF SANTA CLARITA
PLANNING COMMISSION MEETING

Tuesday, November 18, 2014
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 OCTOBER 21, 2014, REGULAR MEETING

COMMISSION SECRETARY ANNOUNCEMENT

A. PUBLIC HEARING

ITEM 1 MASTER CASE NO. 14-024, CONDITIONAL USE PERMIT NO. 14-004, OAK TREE PERMIT 14-003

Case Planner: James Chow, Associate Planner

Applicant: Sudhir Sood

Location: 25048 Valencia Boulevard (APN 2861-004-011)

Request: The applicant is requesting approval of a Conditional Use Permit (CUP) to allow for the construction of a gas station and 6,000 square-foot commercial building, consisting of a convenience store, restaurant, and office. The proposed project also includes an accessory, unmanned car wash. The applicant is also requesting a CUP in order to sell liquor as part of the convenience store. An Oak Tree

Permit is requested in order to remove one oak tree and encroach into the protected zone of two oak trees.

Recommendation: Staff recommends the Planning Commission adopt Resolution P14-17, adopting the Mitigated Negative Declaration and approving Master Case No. 14-024, Conditional Use Permit 14-004, Oak Tree Permit 14-003 to allow for the construction and operation of a gas station, a 6,000 square-foot commercial building, and an accessory car wash, located at 25048 Valencia Boulevard (APN: 2861-004-011), in the City of Santa Clarita, subject to the attached Conditions of Approval (Exhibit A).

ITEM 2 MASTER CASE NO. 13-096, ZONE CHANGE 13-004, INITIAL STUDY 14-006

Case Planner: Mike Marshall, Assistant Planner II

Applicant: The City of Santa Clarita

Location: The Soledad Canyon Road Corridor planning area is located within the City of Santa Clarita in the County of Los Angeles on Soledad Canyon Road, west of Solamint Road and east of the Santa Clara River near Camp Plenty Road. Soledad Canyon Road is commonly known as the primary major highway connecting the communities of Canyon Country and Valencia. The planning area embraces 181 acres of commercial development consisting of 1.4 million square feet of building space.

Request: This is a request to update the City of Santa Clarita's zoning regulations and zoning map for the Soledad Canyon Road corridor planning area to ensure consistency with the General Plan, as required by State Law.

Recommendation: Staff recommends the Planning Commission adopt Resolution P14-18, that recommends that the City Council adopt the Negative Declaration prepared for the project and approve the Soledad Canyon Road Corridor Plan, which includes Master Case No. 13-096, Zone Change 13-004, consisting of the Soledad Canyon Road Corridor Plan (Exhibit A), and Zoning Map (Exhibit B).

B. PLANNING MANAGER'S REPORT

C. PLANNING COMMISSIONERS' REPORTS

D. PUBLIC BUSINESS FROM THE FLOOR

E. 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 November 14, 2014, 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

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

Tuesday
October 21, 2014
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

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

APPROVAL OF THE MINUTES OF THE SEPTEMBER 2, 2014, REGULAR MEETING

A motion was made by Commissioner Burkhart and seconded by Vice Chair Ostrom to approve the minutes of the June 3, 2014, regular meeting. Said motion was approved by a vote of 5-0.

PUBLIC HEARING

ITEM 1 MASTER CASE NO. 14-111, CONDITIONAL USE PERMIT 14-010

Ben Jarvis, Associate Planner, gave the staff report and computer slide presentation.

The public hearing was opened at 6:10 p.m.

Ravinder Pilson, the applicant, spoke in support of the project and was available for questions.

No written comment cards were received.

The public hearing was closed at 6:10 p.m.

A motion was made by Commissioner Burkhart and seconded by Commissioner Heffernan to adopt Resolution P14-14, approving Master Case No. 14-111, Conditional Use Permit 14-010 to allow for a *Studio: Art, Dance, Martial Arts, Music, Tutoring, etc.*, use (instructional school/yoga studio) to be located at 24366 Walnut Street (APN 2831-010-028) subject to the attached Conditions of Approval (Exhibit A) in the City of Santa Clarita. A roll call vote was taken. Said motion was carried by a vote of 5-0

ITEM 2 MASTER CASE NO. 14-103, CONDITIONAL USE PERMIT 14-013

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

The public hearing was opened at 6:15 p.m.

Mardi Rivetti, Frieda Zimmerman, Art Moore, Melanie Fairchild, David Dzanis and Dominic Rivetti spoke in support of the project. Carol Riggins submitted a speaker card in support of the project but did not end up speaking.

Bradley Spencer spoke in opposition of the project.

No written comment cards were received.

The public hearing was closed at 6:45 p.m.

The Commissioners had questions regarding noise issues and how those would be addressed. Staff informed the Commission that the City's Community Preservation Division will respond if there are complaints and that the applicant has conditions of approval to adhere to, which includes abiding by the City's noise ordinance. The Commission also asked the applicant if she has immediate solutions if a dog becomes a public nuisance. The applicant's husband informed the Commission that they have foster families available if a dog needs to be removed from their home.

A motion was made by Vice Chair Ostrom and seconded by Commissioner Eichman to adopt Resolution P14-16, approving Master Case No. 14-103, Conditional Use Permit 14-013 for the operation of an animal shelter located at 26505 Ravenhill Road, subject to the attached conditions of approval (Exhibit "A"). Said motion was carried by a vote of 4-1, with Commissioner Burkhart voting in opposition.

ITEM 3 MASTER CASE NO. 14-156, CONDITIONAL USE PERMIT 14-012

Fred Follstad, Associate Planner, gave the staff report and computer slide presentation.

The public hearing was opened at 6:53 p.m.

Hunt Braly spoke in support of the item. Steven McInnss submitted a speaker card in support but did not speak.

Eight written comment cards were received in support of the item.

The public hearing was closed at 6:56 p.m.

A motion was made by Commissioner Burkhart and seconded by Vice Chair Ostrom to adopt Resolution P14-15, approving the Conditional Use Permit for a cigar club at 24250 Town Center Drive, Suite 130, subject to the attached conditions of approval (Exhibit "A"). A roll call vote was taken. Said motion was carried by a vote of 5-0.

PLANNING MANAGER'S REPORT

Jeff Hogan, Planning Manager, gave the report. Mr. Hogan informed the Commissioners that the next Planning Commission meeting will be held on November 18. He told the Commissioners that the Soledad Corridor project will be presented that evening and that they will be receiving a memo with a hard copy of the Soledad Corridor Plan. Mr. Hogan also let the Commissioners know that a community meeting will be held at the Canyon Country Library on October 29 regarding the Soledad Corridor Plan.

PLANNING COMMISSIONERS' REPORTS

There were no reports.

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.

Diane Trautman

Diane Trautman, Chair
Planning Commission

Jeff W. Hogan AICP, Planning Manager
Community Development

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CITY OF SANTA CLARITA
STAFF REPORT
MASTER CASE NO. 14-024
CONDITIONAL USE PERMIT 14-004, OAK TREE PERMIT 14-003

DATE: November 18, 2014

TO: Chairperson Trautman and Members of the Planning Commission

FROM: Jeff W. Hogan, Planning Manager

CASE PLANNER: James Chow, Associate Planner

APPLICANT: Sudhir Sood

LOCATION: 25048 Valencia Boulevard (APN 2861-004-011)

REQUEST: The applicant is requesting approval of a Conditional Use Permit (CUP) to allow for the construction of a gas station and 6,000 square-foot commercial building, consisting of a convenience store, restaurant, and office. The proposed project also includes an accessory, unmanned car wash. The applicant is also requesting a CUP in order to sell liquor as part of the convenience store. An Oak Tree Permit is requested in order to remove one oak tree and encroach into the protected zone of two oak trees.

BACKGROUND

Previous Development and Land Uses

The project site is a vacant parcel that was previously used for a gas station from the late 1960s until the mid-1970s. After demolition of the gas station, the subject property was used as a new home sales office and welcome center from the early 1980s until the late 1990s. The sales office and welcome center building was demolished in the early 2000s and the property has since been vacant.

Project Application and Development Review

In February 2014, the applicant, Sudhir Sood, submitted the subject CUP request to construct a gas station, commercial building, and accessory car wash on the project site. The application also includes a request to remove one non-heritage oak tree and to encroach into the protected zone of two oak trees. On April 3, 2014, staff conducted a Development Review Committee (DRC) meeting with the applicant, issued preliminary comments on the site plan, elevation plan, and landscape plan, and provided draft conditions of approval. The applicant subsequently revised the applicable plans and in October 2014, submitted revised plans for conditional approval.

Agenda Item: 1

PROJECT DESCRIPTION AND SETTING

Project Description

The proposed project includes the development of a new gas station, a 6,000 square-foot commercial building, and an accessory, unmanned car wash on the 1.28-acre project site. The proposed gas station would consist of 12 pumps and a 5,040 square-foot, 27'-0" tall canopy. The proposed commercial building would be up to two stories and 29'-1" in height and consist of a convenience store (3,400 square feet), restaurant (1,500 square feet), and office (1,100 square feet). As part of the proposed convenience store, the applicant is also requesting approval to sell liquor (up to 20 percent of the shelf space of the convenience store) for off-site consumption. The project also includes construction of an accessory, self-service car wash.

The proposed project would include 28 on-site parking spaces, a bus stop (with bus shelter), an employee break area, and a community identification monument sign. In compliance with the Unified Development Code (UDC), the applicant would be installing all of the necessary utility and drainage improvements, as well as the required landscaping. Minimal grading is required for the project in order to prepare the site for development. As a requirement of development, the applicant is responsible for street improvements, including the installation of a raised concrete/landscaped median along Valencia Boulevard, between Tourney Road and Interstate 5. The proposed development would also result in the removal of one, non-heritage oak tree (14-inch diameter) and the encroachment into the protected zone of two oak trees.

Setting

The project site is a vacant parcel that was previously used for a gas station until the mid-1970s and a home sales office until the late 1990s. The property does not consist of any buildings but does consist of pavement left over from previous uses. The project site is relatively flat, with a gradual slope leading up from the northern portion of the site toward a hillside located on the adjacent College of the Canyons property. The project site consists of three non-heritage oak trees with trunk diameters of four inches, four inches, and 14 inches. The subject site has approximately 250 feet of frontage along Valencia Boulevard and 330 feet of frontage along the Interstate 5 off ramp.

As shown in the attached aerial map, the project site is generally located at the southeast corner of Valencia Boulevard and Interstate 5. Adjoining the subject property to the east and the south is the campus of the College of the Canyons. Located to the north of the property and Valencia Boulevard are two office buildings, located within the Tourney Corporate Center. Located to the west of the project site is Interstate 5 and unincorporated areas of Los Angeles County.

GENERAL PLAN DESIGNATION AND ZONING

The General Plan designation for the subject property is Community Commercial (CC), which is intended for businesses providing retail and service uses which primarily serve the local market.

The zoning designation for the subject property is CC. The CC zone, as provided in Section 17.34.010 of the UDC, typically consists of commercial uses including restaurants, clothing stores, hardware and auto parts stores, grocery markets, pharmacies, banks and financial services, specialty retail, theaters and nightclubs, day care centers, and medical services. These areas are typically located along arterial streets or at the intersections of high traffic corridors. The subject property is also located within the Planned Development (PD) overlay zone, which is intended to provide additional discretion for previously vacant or underutilized parcels. All new development or redevelopment shall be subject to the approval of a CUP.

The following table and attached General Plan/zoning map summarize the General Plan designations, zoning, and land uses surrounding the subject property:

Subject Property: 25048 Valencia Boulevard (APN 2861-004-011)

	General Plan	Zoning	Land Use
Project Site:	Community Commercial (CC)	Community Commercial – Planned Development (CC-PD)	Vacant
North:	Business Park (BP)	Business Park (BP)	Professional Office
East:	Public/Institutional (PI)	Public/Institutional (PI)	Community College
South:	Public/Institutional (PI)	Public/Institutional (PI)	Community College
West:	Interstate 5/Los Angeles County	Interstate 5/Los Angeles County	Interstate 5 Freeway

Although the proposed uses are permitted land uses in the CC zone, the UDC requires the approval of a CUP for new construction in the PD overlay zone, in order to provide additional discretion and to allow neighboring property owners the opportunity to comment on the proposal, and to ensure that such uses will not adversely impact nearby properties and residents.

ANALYSIS

General Plan Consistency

The proposed development and land uses were analyzed for consistency with the General Plan. The proposed commercial development would be consistent with the CC land use designation and the types of uses envisioned therein. The CC designation is intended for businesses providing retail and service uses which primarily serve the local market. The proposed development and land uses are consistent with the following aspects of the Land Use Element of the General Plan:

Policy LU 4.3.4: Promote business development that upgrades and revitalizes older commercial corridors in a manner that reflects each area's character, architecture, and history.

Policy LU 6.5.4: Evaluate new development in consideration of its context, to ensure that buildings create a coherent living environment, a cohesive urban fabric, and contribute to a sense of place consistent with the surrounding neighborhoods.

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

The proposed development supports the General Plan policy of promoting business development that revitalizes an older commercial corridor. The subject site, which has been vacant for more than ten years, would be developed with a new gas station and commercial development along Valencia Boulevard that would be consistent with current development and architectural standards. The proposed architecture is consistent with the architectural style for the Valencia community and incorporates architectural detail and articulation, recommended in the City's Community Character and Design Guidelines. The proposed building materials include a smooth plaster and stone veneer and concrete tile, which are representative of appropriate architectural materials in the Valencia community. The proposed development and land uses also promote economic opportunity for the area and provides for opportunities for small and new businesses.

Compliance with the Unified Development Code

The proposed use was analyzed for compliance with the Unified Development Code (UDC). Although the proposed land uses are permitted by the UDC in the CC zone, any new development or redevelopment proposed in the PD overlay zone is subject to the approval of a CUP.

Pursuant to Section 17.38.060 of the UDC, a CUP is required for any new development or redevelopment (in excess of 50%) within a PD overlay zone. The proposal went through a comprehensive development review process, ensuring that all commercial development standards of Chapter 17.53 were adhered to. The proposed development complies with all parking standards, landscaping standards, specific development standards for fuel sales, and requirements related to off-site alcohol sales. Furthermore, the proposal also went through a comprehensive architectural design review process and was reviewed by RRM Group, the City's architectural design consultant. As part of the design review process, revisions to the elevations were requested in order to enhance the tower and roof design of the building and the design of the gas station canopy. Revisions were also requested to enhance the architectural detail and materials proposed in the original design. Final revisions and changes made to the architectural elevations have been approved by RRM and are consistent with the City's Community Character and Design Guidelines.

Pursuant to Section 17.51.040 of the UDC, an Oak Tree Permit is required in order to remove or encroach upon an oak tree. The project site consists of three non-heritage oak trees. The applicant proposes to encroach upon two oaks and remove the 14-inch diameter oak tree, which is necessary for the required grading for the project. As mitigation, the applicant will be planting three, sixty-inch oak trees to offset the impacts associated with the proposed removal. With the planting of the proposed mitigation oaks, the applicant would be in compliance with the oak tree preservation ordinance.

With its compliance with the development standards for the CC zone and the application of conditions of approval, attached as Exhibit A, the proposed gas station and commercial development would be in full compliance with the UDC.

ENVIRONMENTAL STATUS

An initial study was prepared, evaluating the environmental impacts created with the proposed project. Based on the initial study, a Mitigated Negative Declaration was prepared for the proposed project. The environmental documents were posted for public review for a 21-day review period, from October 28, 2014 to November 18, 2014. At the time this staff report was prepared, staff had received one comment letter from the South Coast Air Quality Management District (SCAQMD), requesting additional quantitative information related to construction and operational air quality impacts. A copy of the comment letter and staff's responses to comments are attached herein.

PUBLIC NOTICE AND COMMENT

On October 28, 2014, a Notice of Public Hearing and Notice of Intent to adopt a Mitigated Negative Declaration was sent to all property owners within a 1,000-foot radius of the project site, in accordance with Section 17.06.110(B) of the UDC. A legal notice advertising the public hearing was placed in The Signal, and a sign was posted on the project site. To date, the Community Development Department has not received any comments related to the proposed project.

CONCLUSION

The proposed gas station, 6,000 square-foot commercial building, and accessory car wash is compatible with the kinds of uses envisioned for the CC land use designation and zone, as outlined in the General Plan and the UDC. Therefore, staff has drafted the necessary findings for approval of a Conditional Use Permit and Oak Tree Permit, as found in Section 17.25.100 and 17.23.170 of the UDC.

RECOMMENDATION

Staff recommends that the Planning Commission:

Adopt Resolution P14-17, adopting the Mitigated Negative Declaration and approving Master Case No. 14-024, Conditional Use Permit 14-004, Oak Tree Permit 14-003 to allow for the construction and operation of a gas station, a 6,000 square-foot commercial building, and an accessory car wash, located at 25048 Valencia Boulevard (APN: 2861-004-011), in the City of Santa Clarita, subject to the attached Conditions of Approval (Exhibit A).

ATTACHMENTS

Resolution P14-17
Conditions of Approval (Exhibit A)
Notice of Public Hearing and Notice of Intent
Mitigated Negative Declaration and Initial Study
Comment Letter and Responses to Comments

Aerial Map
General Plan/Zoning Map
Site, Floor, Architectural, Landscape, and Grading Plans

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RESOLUTION NO. P14-17

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARITA APPROVING MASTER CASE NO. 14-024, CONDITIONAL USE PERMIT 14-004, OAK TREE PERMIT 14-003 AND ADOPTING A MITIGATED NEGATIVE DECLARATION TO ALLOW FOR THE CONSTRUCTION OF A GAS STATION, 6,000 SQUARE-FOOT COMMERCIAL BUILDING, AND ACCESSORY CAR WASH, AND FOR THE SALE OF LIQUOR (FOR OFF-SITE CONSUMPTION), LOCATED AT 25048 VALENCIA BOULEVARD (APN: 2861-004-011), 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. 14-024 (Conditional Use Permit 14-004, Oak Tree Permit 14-003) was filed by Sudhir Sood (hereinafter "Applicant") with the City of Santa Clarita on February 13, 2014. The property for which this application was filed is located at 25048 Valencia Boulevard (APN: 2861-004-011) (hereinafter "Subject Site");

B. The application was deemed complete on March 17, 2014;

C. A Development Review Committee (DRC) meeting was conducted on April 3, 2014, where preliminary site plan comments and draft conditions of approval were provided to the applicant in response to the formal application submittal;

D. The applicant proposes to construct a gas station with up to 12 pumps and a 27' tall canopy, a 6,000 square-foot, 29'-1" tall commercial building, and an accessory car wash on the subject site. The applicant also proposes to sell liquor (up to 20% of shelf space) on the subject site;

E. The General Plan designation for the subject site is CC (Community Commercial). The zoning for the subject site is CC-PD (Community Commercial – Planned Development overlay);

F. The surrounding land uses include existing office buildings to the north, a community college to the east and south, and the Interstate 5 freeway to the west of the subject site;

G. On November 18, 2014, 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 foregoing facts and findings, the Planning Commission hereby find as follows:

A. An Initial Study and a Mitigated Negative Declaration for this project have been prepared in compliance with the California Environmental Quality Act (CEQA);

B. The Initial Study has been circulated for review and comment by affected governmental agencies and the public, and all comments received, if any, have been considered. The Mitigated Negative Declaration was posted and advertised on October 28, 2014, in accordance with CEQA. The public review period was open from October 28, 2014 through November 18, 2014;

C. There is no substantial evidence that the project will have a significant effect on the environment. The Mitigated Negative Declaration reflects the independent judgment of the City of Santa Clarita;

D. The location of the documents and other material which constitutes the record of proceedings upon which the decision of the Planning Commission is the Master Case No. 14-024 project file within the Community Development Department and is in the custody of the Director of Community Development; and

E. The Planning Commission, based upon the findings set forth above, hereby finds that the Mitigated Negative Declaration for this project has been prepared in compliance with CEQA.

SECTION 3. GENERAL FINDINGS FOR MASTER CASE NO. 14-024. Based on the foregoing facts and findings for Master Case No. 14-024, the Planning Commission hereby determines as follows:

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

The proposed gas station, commercial building, and accessory car wash are consistent with the General Plan and the underlying land use designation of CC (Community Commercial) for the subject site. The CC designation allows for commercial uses including retail, restaurants, and gas stations.

Furthermore, the proposed project would be consistent with the following policies of the General Plan:

Policy LU 4.3.4: Promote business development that upgrades and revitalizes older commercial corridors in a manner that reflects each area’s character, architecture, and history.

Policy LU 6.5.4: Evaluate new development in consideration of its context, to ensure that buildings create a coherent living environment, a cohesive urban fabric, and contribute to a sense of place consistent with the surrounding neighborhoods.

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

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

The proposed gas station, commercial building, and accessory car wash are permitted uses in the CC zone. Because the property is also located within the Planned Development overlay zone and because the proposal includes a request to sell liquor, the proposed project requires the approval of a CUP. Through the development review process for the project, it has been determined that the proposal complies with all applicable commercial development standards of the CC zone and the specific development standards for fuel sales. The site plan, elevation plan, landscape plans, and preliminary grading plans were thoroughly evaluated to ensure compliance with the applicable provisions of the UDC. Approval of the subject CUP, along with the conditions of approval, ensures compatibility of the proposed use with the surrounding developments and uses.

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 proposal, consisting of a request to construct a gas station, 6,000 square-foot commercial building, and accessory car wash, and a request to sell liquor, 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 CC zone in which the property is located. The proposed commercial development is designed to be compatible with the surrounding land uses and is in keeping with the development in the vicinity. The proposal was fully evaluated by regulatory agencies through the DRC process to ensure compliance with all applicable codes and regulations. The proposal was also subject to a public hearing process in which interested citizens in the vicinity were allowed to voice their opinions before the Planning Commission. Through the application of conditions of approval, the proposed residence will not be detrimental to the public health, safety, or welfare and will not be materially injurious to the properties 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;

   The subject site is suitable for the proposal with respect to design, location, shape, size, and operating characteristics. The proposed gas station, 6,000 square-foot commercial building, and accessory car wash will be located along an established commercial corridor that was zone for the purposes of commercial development. The subject site's 1.28-acre lot size, rectangular shape, and relatively flat lot are suitable to accommodate the proposed gas station and commercial building.

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 commercial development would be located in an established commercial area with an existing street network to services the land uses in the in area. Valencia Boulevard is improved to its ultimate width along the project frontage and would not require additional right of way. The applicant will be responsible for installing a raised concrete/landscaped median, between Tourney Road and Interstate 5. The applicant is also required to pay the applicable bridge and thoroughfare fee to offset traffic related impacts resulting from the project. The construction of the gas station and commercial building will not create a significant increase in capacity or demand of the streets in the vicinity as the property was envisioned for a commercial development.

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

   The proposal is suitable for the subject site with respect to public protection services. The subject site is located within an established community where fire protection and Sheriff protection is available. The project site is served by Fire Station No. 126 and Station No. 124 and the proposed project has been reviewed by the Los Angeles County Fire Department, Fire Prevention Unit. Sheriff services would be provided by the Santa Clarita Sheriff Station.

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.

   As a requirement of the development, the applicant will be installing all the necessary utilities for the proposed gas station and commercial development. Improvements include, but are not limited to, connecting the proposed building to an existing mainline sewer system and connecting the on-site storm drain system to a public storm drain system. The subject site is located within an established community where utilities are available to service the proposed development.

SECTION 4. ADDITIONAL FINDINGS FOR OAK TREE PERMIT 14-003. Based on the foregoing facts and findings for Oak Tree Permit 14-003, the Planning Commission hereby determines as follows:

A. The approving authority shall make one or more of the following findings before granting an Oak Tree Permit:

1) The condition or location of the oak tree(s) requires cutting to maintain or aid its health, balance, or structure;
2) The condition of the tree(s) with respect to disease, danger of falling, proximity to existing lots, pedestrian walkways or interference with utility services cannot be controlled or remedied through reasonable preservation and/or preventative procedures and practices;
3) It is necessary to remove, relocate, prune, cut or encroach into the protected zone of an oak tree to enable reasonable use of the subject property which is otherwise prevented by the presence of the tree and no reasonable alternative can be accommodated due to the unique physical development constraints of the property; or
4) The approval of the request will not be contrary to or in conflict with the general purpose and intent of the code.

The proposed construction of the gas station, commercial building, and accessory car wash would result in the removal of one non-heritage oak tree (oak tree #2) and the encroachment into the protected zone of two other oak trees (oak tree #1 and #3). The removal of the oak tree and encroachment into two oaks is necessary in order to accommodate the proposed development of the project site. To offset the impacts to the oak trees, the applicant will be required to plant three 60-inch box mitigation oak trees on the project site. Additionally, the applicant is required to provide the appropriate protective fencing and follow all oak tree preservation measures identified in the applicant's arborist report for the encroachment of the other oak trees. The conditional approval of the Oak Tree Permit would not conflict with the general purpose of the UDC.

B. No heritage oak tree shall be removed unless one or more of the above findings are made and the review authority also finds that the heritage oak tree's continued existence would prevent any reasonable development of the property and that no reasonable alternative can be accommodated due to the unique physical constraints of the property. It shall further be found that the removal of such heritage oak tree will not be unreasonably detrimental to the community and surrounding area

The proposed project would not result in the removal of a heritage oak tree. Section 17.51.040 (A)(2) defines a heritage oak tree as any oak tree measuring 108 inches or more in circumference or, in the case of a multiple trunk oak tree, two or more trunks measuring 72 inches each or greater in circumference. The proposed project would result in the removal of one, non-heritage oak tree measuring at 43.98 inches in circumference. As mentioned above, the applicant is required to plant mitigation oak trees to offset the

impacts associated with the removal of the subject oak tree.

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

Adopt Resolution P14-17, adopting the Mitigated Negative Declaration and approving Master Case No. 14-024, Conditional Use Permit 14-004, Oak Tree Permit 14-003, to allow for the construction of a gas station and a 6,000 square-foot commercial building and accessory car wash and to allow for the sale of liquor for off-site consumption, located at 25048 Valencia Boulevard (APN: 2861-004-011), subject to the attached conditions of approval (Exhibit A).

PASSED, APPROVED, AND ADOPTED this 18th day of November, 2014.

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 18th day of November, 2014 by the following vote of the Planning Commission:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

PLANNING COMMISSION SECRETARY

EXHIBIT A
RESOLUTION NO. P14-17
MASTER CASE NO. 14-024
CONDITIONAL USE PERMIT 14-004; OAK TREE PERMIT 14-003

DRAFT CONDITIONS OF APPROVAL

GENERAL CONDITIONS

GC1. The approval of this project shall expire if not put into use within two years from the date of conditional approval, unless it is extended in accordance with the terms and provisions of the City of Santa Clarita's Unified Development Code (UDC).

GC2. 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 60 days prior to expiration.

GC3. 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 180 calendar days or more shall terminate the approval of this use along with any associated vested rights to such use. The pre-existing legal use shall not be re-established or resumed after the 180-day period. Discontinuation shall include cessation of a use regardless of intent to resume.

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 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 attach, set aside, void, or annul the approval of this Project by the City. In the event the City becomes aware of any such claim, action, or proceeding, the City shall promptly 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 inspection 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 such as the Building Code, Plumbing Code, Grading Code, Highway Permit Ordinance, Mechanical Code, Unified Development Code, Sanitary Sewer and Industrial Waste Ordinance, Electrical Ordinance and Fire Code.

GC9. The applicant must sign and notarize the attached affidavit to confirm acceptance of the conditions of this grant. The notarized affidavit must then be returned to the Planning Division before occupancy.

GC10. 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

PL1. The applicant is hereby granted approval for the construction and operation of the following, located at 25048 Valencia Boulevard (APN 2861-004-011):

a. Gas station, consisting of up to 12 pumps and a 5,040 square-foot, 27-foot tall canopy;
b. A two-story, 29'-1" tall, 6,000 square-foot commercial building, consisting of a convenience store, restaurant (up to 1,500 square feet), and office; and
c. An accessory, unmanned car wash.

The development shall be constructed in accordance with the approved site plan, elevation plan, colors and materials board, preliminary landscape plan, and conceptual grading plan on file with the Planning Division in the Master Case No. 14-024 case file.

PL2. The applicant shall provide a total of 28 on-site parking spaces, including one space reserved for fuel-efficient and/or carpool parking and the required number of accessible spaces pursuant to the California Building Code. The applicant shall also provide a van loading stall, as indicated on the site plan.

SIGNAGE

PL3. Prior to occupancy, the applicant shall install a community gateway monument consisting of signage, landscaping, and/or fencing at the northwest corner of the project site, consistent with the City's adopted Beautification Master Plan. The

design plans (sign plan, elevation plan, landscape plan, etc.) for the gateway monument shall be reviewed and approved by the Director of Community Development, prior to issuance of building permits for the proposed development.

PL4. No business signage is approved as part of this permit. The applicant shall submit the required signing plans and application and obtain separate Planning Division approval for any signage proposed on the building and/or subject site.

LIQUOR SALES

PL5. Based upon the applicant's request to sell liquor, for off-site consumption, the applicant shall comply with the following requirements:

a) The sale of liquor (for off-site consumption) shall be permitted for the proposed convenience store. Such liquor sales may be permitted to up to 20 percent of the total shelf space of the convenience store, including refrigerated displays. Prior to occupancy, the applicant shall submit and receive approval of a floor plan demonstrating compliance with this requirement;
b) Liquor sales shall be allowed to occur between the hours of 9:00 a.m. and midnight. No liquor shall be sold between the hours of 12:00 a.m. and 9:00 a.m.

DEVELOPMENT STANDARDS FOR FUEL SALES

PL6. The applicant shall comply with all requirements of Section 17.63.030 (Fuel Sales) of the UDC. These requirements include but are not limited to the following:

a) Public restrooms shall be provided for the new fueling station;
b) Sale of merchandise shall be permitted only within an enclosed building; and
c) All light generated by canopy lights, parking lot lights, or other sources on site shall be focused downward to reduce glare and shall be shielded so as to prevent spillover onto adjacent properties.

GENERAL REQUIREMENTS

PL7. Pursuant to Section 11.44.080 of the Santa Clarita Municipal Code, hours of construction shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and between 8:00 a.m. to 6:00 p.m. on Saturday. There shall be no construction activities outside of the listed hours, on Sundays, or on federal holidays. Construction activities include the loading and unloading of materials and idling machinery or vehicles. Failure to comply with this requirement could result in a "stop work" notice being issued and/or fines. The applicant shall provide this information to all contractors performing work on the project site as part of their contracts to ensure conformance.

PL8. The applicant shall comply with the mitigation measures and monitoring activities identified in the Mitigation Monitoring and Reporting Program for Master Case

No. 14-024.

PL9. The applicant shall screen all mechanical devices, trash enclosures, recycling bins, utility boxes and other similar structures from the public right of way using mature landscaping, a wall, or other architectural features. All screening shall be approved by the Planning Division prior to installation.

PL10. All roof-mounted equipment shall be screened from the public view to the satisfaction of the Director of Community Development.

LANDSCAPING REQUIREMENTS

General Conditions

LR1. Prior to issuance of grading permit(s), the applicant shall provide final landscape, lighting and irrigation plans (Landscape Document Package) for Planning Division review and approval. The plan must be prepared by a California-registered landscape architect and shall be designed with the plant palette suitable for Santa Clarita (Sunset Western Garden Book Zone 18, minimum winter night temperatures typically 20º to 30º F; maximum summer high temperatures typically 105º F to 110º F). The landscape design plan shall meet the design criteria of the State Water Efficiency Landscape Ordinance as well as all other current Municipal Code / Unified Development Code requirements.

LR2. The applicant shall be aware that additional fees will be required to be paid by the applicant for the review of required landscape and irrigation plans by the City's landscape consultant based on an hourly rate. An invoice will be provided to the applicant at the completion of the review of the plans. The applicant will be required to pay all associated fees to the City of Santa Clarita prior to the release of the approved landscape and irrigation plans for the project.

Standard Landscape Requirements and Conditions

LR3. Required Landscape Plan Elements. Final landscape plans shall contain all elements as listed in the checklist for preliminary landscape plans (Attachment 'A'), and shall conform to the Landscaping and Irrigation Standards (§17.51.030) in the Unified Development Code. The following elements need to be addressed on the preliminary and/or final landscape plans.

a) Commercial and Industrial Projects:

1. Site and landscape plans shall include a calculation showing the percentage of the site to be landscaped (a minimum of ten (10) percent of the site area for landscaping, with a minimum of five (5) percent planting area in the parking lot) and a calculation showing the square footage of parking lot(s) and percentage of landscape in parking lot(s).

2. Required parking lot trees shall be distributed throughout the parking lot so as to maximize the aesthetic effect and compatibility with adjoining uses.
3. Parking lot trees shall be provided at the ratio of one (1) 24" box tree for every four (4) parking spaces. Thirty-six (36) inch box trees are required at the end of drive aisles. The Director may require thirty-six (36) inch or larger box trees on a case-by-case basis. An appropriate mixture of evergreen and deciduous species shall be used within the parking lot area, and the coverage canopy shall reach 50% within 8 years of planting.
4. Landscape and site plans shall show an outdoor employee break area, which shall be handicap-accessible, shaded and furnished with, at a minimum, tables, benches or chairs, bicycle racks, and waste container with ashtray.
5. Landscape plans shall show headlight-screening hedges or landscaped earthen berm, not less than thirty (30) inches nor more than forty-two (42) inches in height at specified locations on parking lot perimeters. Individual hedge plants shall be 36" tall and spaced so that they touch leaf-to-leaf at time of final inspection.
6. All landscape areas shall be a minimum of 5' wide.
7. The required front and street side yards shall be landscaped. All required landscaping shall be permanently maintained in a healthy and thriving condition free from weeds, trash, and debris. All plant material shall be irrigated by automatic sprinkler or drip irrigation systems (see water efficient landscape ordinance for irrigation requirements).
8. Trees visible from the property's public street frontage shall be a minimum 24" box size, and shall include a proportionate number of 36," 48," and 60" box-size specimens (*Santa Clarita Community Character and Design Guidelines, adopted March 2009*).
9. Landscape plans shall show plant material to screen at maturity all trash enclosures, transformer boxes, vault boxes, backflow devices, and other exterior mechanical equipment. Screening material may include trees, shrubs (15 gallon minimum size), clinging vines, etc. Masonry block (concrete masonry unit) trash enclosures shall be screened with both shrubs and clinging vines.
10. Landscape plans shall show all lighting fixtures, base dimensions, and typical finish elevations.
11. Prior to occupancy, the applicant will be required install <u>all</u> proposed irrigation and landscaping, including irrigation controllers, staking, mulching, etc., to the satisfaction of the Director of Community Development. The Director may impose inspection fees for more than one landscape installation inspection.
12. Prior to occupancy, the applicant will be required to submit to the Director of Community Development a letter from the project landscape architect certifying that all landscape materials and irrigation have been installed and function according to the approved landscape plans.

ENGINEERING

GENERAL REQUIREMENTS

EN1. Prior to issuance of grading permits, a Certificate of Compliance prepared by or under the direction of a person licensed to practice land surveying in the State of California shall be recorded in the Office of the County Recorder. The Certificate of Compliance shall be processed in compliance with applicable City of Santa Clarita, County of Los Angeles, and State of California Codes.

EN2. 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.

GRADING, DRAINAGE, & GEOLOGY REQUIREMENTS

EN3. Prior to issuance of grading permit, the applicant shall submit a grading plan consistent with the approved site 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.

EN4. The site plan shows an export of 8,036 CY of dirt from the project.

a) Prior to issuance of a grading permit for this project, the applicant shall submit a copy of the grading permit for the 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:
    1. Obtain an encroachment permit for the work.
    2. The hours of operation shall be between 8:30 am to 3:30 pm.
    3. 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.
    4. Provide traffic control and flagging personnel along the haul route to the satisfaction of the City Engineer.
c) Prior to issuance of building final, 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.

EN5. 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.

EN6. Prior to grading permit, the applicant shall have approved by the City Engineer, a drainage study demonstrating that post-development flows from the site will not be increased from pre-development flows, or mitigate for the increase.

EN7. Prior to grading permit, the applicant shall provide for contributory drainage from adjoining properties and return drainage to its natural conditions.

EN8. This project is a development planning priority project under the City's NPDES Municipal Stormwater Permit as a retail gasoline outlet. 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.

EN9. Under the provisions of the new Los Angeles County NPDES Stormwater (MS4) permit, development projects will be required to install Low-Impact Development BMPs (e.g. infiltration), and may be required to implement hydrologic control measures to address hydro-modification. This permit may impact the project, depending on grading permit issuance timeline. City is mandated to implement new permit requirements by May 2015.

EN10. This project will disturb less than one acre of land. Therefore, the project is subject to the following minimum construction requirements:

a) Sediments from areas disturbed by construction shall be retained on site, using structural drainage controls to the maximum extent practicable, and stockpiles of soil shall be properly contained to minimize sediment transport from the site to streets, drainage facilities, or adjacent properties via runoff, vehicle tracking, or wind.
b) Construction-related materials, wastes, spills or residues shall be retained on site to minimize transport from the site to streets, drainage facilities, or adjoining properties by wind or runoff.
c) Runoff from equipment and vehicle washing shall be contained at construction sites unless treated to remove sediments and pollutants.

STREET IMPROVEMENT REQUIREMENTS

EN11. 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 site plan, oak tree report and conditions of approval and obtain encroachment permits from the Engineering Division.

EN12. The property boundaries of the site abut the State of California, Department of Transportation (Caltrans) jurisdiction. Encroachments into Caltrans jurisdiction shall be permitted by Caltrans prior to issuance of any permits by the City.

EN13. Prior to issuance of building permits, the applicant shall record street dedication of existing public improvements along the north and west lot boundaries to the State of California.

EN14. Prior to building final, all new and existing power lines and overhead cables less than 34 KV within or fronting the project site shall be installed underground.

EN15. Prior to issuance of building permits, the applicant shall dedicate sidewalk easements sufficient to encompass ADA requirements for sidewalks installed with drive approaches in accordance with the current City standard APWA 110-2, Type C, or equivalent.

EN16. Prior to building final, the applicant shall replace any abandoned driveways with standard curb, gutter, sidewalk, and pavement in accordance with APWA standards, to the satisfaction of the City Engineer.

EN17. Prior to building final, the applicant shall repair any broken or damaged curb, gutter, sidewalk, and half section of pavement on streets abutting the project, to the satisfaction of the City Engineer.

SEWER IMPROVEMENT REQUIREMENTS

EN18. Prior to issuance of building permits, the applicant shall extend nearest existing main-line sewer to the project site, and construct a separate lateral to serve the project. Main-line sewers shall have a straight alignment, located five feet from either the northerly or the easterly sides of the centerlines of streets. On major or secondary highways, main-line sewer shall be located in the roadway six feet from curb line, in accordance with the City of Santa Clarita Municipal Code.

EN19. Prior to issuance of building permits, the proposed building(s) shall be connected to the closest existing sewer mainline system.

EN20. Prior to issuance of building permits, 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.

EN21. The on-site sewer shall be a privately maintained system. All sewer lines shall have a minimum 2% slope and pipe inverts shall be 6 feet below the curb grade. Prior to grading plan approval, the applicant shall demonstrate that all sewer pipes meet these requirements with the proposed building pad elevations. Private on-site sewers are reviewed and approved by the City's Building & Safety Division.

EN22. Prior to issuance of building permits, the applicant shall coordinate with the Building and Safety Division regarding payment of additional annexation fees, if required, to annex the property into the County Sanitation District.

BONDS AND MISCELLANEOUS REQUIREMENTS

EN23. 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.

TRAFFIC ENGINEERING

TE1. Adequate sight visibility is required at all project driveways and shall follow the latest Caltrans manual for applicable requirements.

TE2. All project driveways shall intersect with the adjacent roadway at 90 degrees or as close to 90 degrees as topography permits (no less than 80 degrees).

TE3. Prior to street plan approval, the applicant shall show on the street plan drive approaches using a modified commercial driveway design (APWA 110-1, Type C or equivalent) that will provide a street/drive approach transition with a maximum algebraic grade difference of 10%. Construction details shall be shown on the street plan providing a transition no greater than this maximum.

TE4. The site shall be designed to adequately accommodate all vehicles (e.g. automobiles, vans, trucks) that can be expected to access the site. This includes, but is not limited to, adequate maneuvering areas around loading zones and parking spaces, and appropriate turning radii.

TE5. The location, width and depth of all project driveways and drive aisles shall conform to the approved site plan. No additional driveways shall be permitted.

TE6. Any dead-end drive aisles shall have a hammerhead or turn-around area to facilitate vehicular movements.

TE7. Prior to issuance of first building occupancy permit, the applicant shall install a raised, concrete, landscaped median, along Valencia Boulevard, between Tourney Road and the I-5 northbound on/off ramp, consistent with the City's Landscaped Median Design Standards. The raised median shall be designed to the satisfaction of the City Engineer and shall be shown on all applicable plans prior to issuance of first building permit. The irrigation meter and point of connection for the landscaped median shall be dedicated to the median and separated from any on-

site, private irrigation. See the attached Median Design Standards. The applicant shall be responsible for obtaining any necessary approvals from Caltrans.

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 Valencia B&T District. The current rate for this District is $22,950. The B&T rate is subject to change and is based on the rate at the time of payment.

Standard B&T Fee Calculation:
Commercial = the gross acres (1.28) x the district rate ($22,950) x 5.0 = $146,880 until June 30, 2015.

BUILDING AND SAFETY

BS1. Detailed construction plans shall be submitted to the Building and Safety Division for plan review and building permits. Supporting documentation, such as structural calcs, energy calcs and soil/geology reports shall be included in the plan submittal package.

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 2008 California Energy Code. The 2013 California Energy Code will become effective July 1, 2014.

BS3. 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.

BS4. Plans submitted to Building and Safety for plan review shall be 100% complete. Plans submitted shall show all work being performed for this project including Architectural, Structural, Mechanical, Electrical and Plumbing. Plans shall be prepared by a licensed Design Professional (architect or engineer).

BS5. The plans for this project shall show full compliance with the disabled access requirements as specified for public accommodations in Chapter 11B of the California Building Code.

BS6. A soils / geology investigation report will be required for this 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 included with the plans when submitted for review to building and safety.

BS7. Prior to issuance of building permits: any rough grading and/or re-compaction that are recommended in the soil/geology report must be completed and a final compaction report and pad certification shall be submitted to and approved by the Development Services Division.

BS8. After the project receives a final building inspection, a Certificate of Occupancy will be issued. The Certificate of Occupancy is required prior to the building being used or occupied.

BS9. For an estimate of the building permit fees and the backlog time for plan review, please contact the Building and Safety division directly.

BS10. Prior to issuance of building permits, additional clearances will be required from these agencies:

a) Santa Clarita Environmental Services (Construction & Demo Plan deposit);
b) William S. Hart School District and appropriate elementary school district;
c) Castaic Lake Water Agency;
d) L. A. County Fire Prevention Bureau, (including Petroleum Chemical Unit);
e) L. A. County Sanitation District;
f) L. A. County Environmental Programs (Industrial Waste);

Please contact the agencies above to determine if there are any plan review requirements and fees to be paid. Clearances from additional agencies may be required and will be determined during the plan review process. An agency referral list with contact information is available at the Building and Safety public counter.

BS11. 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), identification of any accessory occupancies or incidental uses, indication of whether the project is located in a flood hazard or fire hazard zone, and all other related data.

BS12. 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.

BS13. Structures shall be setback from the adjacent ascending slope to achieve a 15-ft setback (when slope heights are over 30-ft tall). It appears the south wall of the car wash bldg., may need to be a retaining wall of approximately 12-ft in height. See section 1808.7 CBC and/or the Slope Setback handout.

BS14. The California Plumbing Code (CPC) shall be used to determine the minimum number of plumbing fixtures. 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.

BS15. Each separate detached structure, such as the fueling canopy, trash enclosures, retaining walls, fences, require separate applications and building permits. These other structures need not be on separate plans, but may be part of the same plans for the main project.

BS16. These conditions are based on a review of conceptual plans submitted by the applicant during the development review process. Additional conditions and more detailed building code requirements will be listed during the plan review process.

ENVIRONMENTAL SERVICES

ES1. The applicant shall provide sufficient trash enclosures to house at least two (2) three-yard bins. One (1) of the bins should be reserved for recyclable materials only.

The architecture of the enclosure(s) shall be consistent with the surrounding architecture and shall be constructed with a solid roof. The enclosure(s) shall be located to provide convenient pedestrian and collection vehicle access.

ES2. All demolition projects regardless of valuation and new construction projects valuated greater than $500,000 must comply with the City's Construction and Demolition Materials (C&D) Recycling Ordinance.

ES3. The applicant shall comply with the following requirements from the 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 waste (dirt, rock, bricks, etc.) 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. The applicant may contact Environmental Services staff at (661) 286-4098 for a complete list of franchised haulers in the City.

OAK TREES

OT1. The applicant and their contractors shall be in compliance with the City of Santa Clarita Oak Tree Ordinance and Preservation and Protection Guidelines at all times throughout the said project.

OT2. The applicant and their contractors shall adhere to all Conditions of Approval and any on-site recommendations issued by the City of Santa Clarita Oak Tree Specialist and/or a qualified Urban Forestry associate.

OT3. The applicant is permitted to remove oak tree number two, which is a fourteen-inch (14") Coast Live Oak, *Quercus agrifolia,* for the development of the project. The proposed project will require the removal of this oak tree due to its growing location in relation to the grading and proposed development of the site.

OT4. The applicant is permitted to encroach into the protected zone of two small oak trees for the development of the project. The two oak tree encroachments include oak tree number one, which is a four inch (4") diameter Coast Live Oak, and oak tree number three, which is a four-inch (4") diameter Valley Oak, *Quercus lobata.*

OT5. The applicant is required to obtain an oak tree encroachment permit for the combination of impact activities to all three oak trees. The permit shall include the removal of the one coast live oak and the two encroachments.

OT6. The applicant shall mitigate for the removal of oak tree number two, which is a 14-inch diameter Coast Live Oak and valued at $8,300. The replacement mitigation shall consist of three 60-inch box Coast Live Oak trees planted within the project site. Each replacement/mitigation oak has an installed value of $2,964. The total mitigation replacement value for the three replacement oaks is $8,892 which exceeds the International Society of Arboriculture (ISA) tree value for oak tree number two.

OT7. The applicant shall maintain the mitigation oak trees for a minimum of three years after project completion. Maintenance shall include an annual oak tree report submitted to the City Oak Tree Specialist on the yearly anniversary of project completion. The report shall include the health and condition of all three

mitigation oak trees and any necessary maintenance recommendations for the ultimate successful establishment of the trees.

OT8. The applicant shall protect oak tree number one and three with protective fencing, as required by the City Oak Tree Ordinance. Oak tree number one has an ISA tree value of $195 and oak tree number three has an ISA tree value of $195. The approved oak tree mitigation value of $8,892 meets the ISA tree value for all three oak trees within the project site.

OT9. The oak tree protective fencing shall be installed at a location that will protect the two oak trees and allow for any necessary approved encroachments. Oak tree protective fencing shall be inspected and approved by the City Oak Tree Specialist prior to the start of demolition or grading. Protective temporary fencing shall be five-foot chain link material and remain in place for the duration of the project and cannot be removed without the approval from the City Oak Tree Specialist.

OT10. The applicant shall call the City Oak Tree Specialist to coordinate a pre-construction meeting prior to the start of any construction activities and to discuss the installation of the oak tree protective fencing.

OT11. The applicant is required to submit oak tree monitoring reports for all necessary encroachments into the protected zone of the two oak trees. Oak tree monitoring shall be performed by a qualified arborist and shall meet the preservation standards for the protection of trees during construction. The project arborist shall submit a monitoring report to the City Oak Tree Specialist of the encroachments the following day. Monitoring report can be emailed to rsartain@santa-clarita.com and shall contain pictures and a written description of encroachment activities including a list of the size and quantity of roots that were cut or damaged.

OT12. All protected oak trees shall be watered and provided preservation measures to ensure their continued health and survivability during construction activities.

OT13. At no time shall the rinsing or cleaning of any tools, equipment or vehicles be permitted within 100 feet of an oak tree. At no time shall any other form of liquid contaminate be permitted to enter the protected zone of an oak tree.

OT14. At no time shall the applicant or their contractors be permitted to store any form of construction material, equipment or vehicles within the protected zone of an oak tree. This shall include the parking of all personal vehicles owned by employees of the contractors. The applicant shall provide onsite parking for all employees outside of the protected zone of the oak trees.

OT15. All work completed within the protected zone of an oak tree shall be performed by hand. At no time shall any form of heavy equipment including but not limited to excavators, earthmovers, dozers, graders, compaction equipment, trenchers or any other form of machine operated equipment be permitted within the protected zone of an oak tree unless waived by the City Oak Tree Specialist.

OT16. Any roots two-inches (2") in diameter or larger that are encountered during construction shall be preserved at all times by immediately wrapping moistened layers of burlap around the root. Burlap shall be kept moist until all backfilling operations have been completed.

OT17. Prior to the issuance of grading permits, the applicant shall be required to submit a final landscape plan. The landscape plan shall be prepared by an approved licensed landscape architect and shall consist of native plant material compatible with native species of oak. The landscape plan shall include all proposed mitigation trees and required parkway trees planted within the public right of way.

OT18. Only plant material compatible with native species of oak trees shall be permitted within the protected zone of an existing oak or any specimen size oak. At no time shall any plant material be installed within 10' feet of the trunk of any oak tree unless approved by the City Oak Tree Specialist or as required in the Los Angeles County Fire Department Fuel Modification Plan.

OT19. At no time shall any overhead irrigation be permitted to come in contact with an oak tree. Exception to this condition may be on slopes where overhead irrigation is necessary for coverage of required slope stabilization plantings. Excessive amounts of water should be avoided. All oak trees planted on or off site shall be irrigated with an approved bubbler system only.

OT20. All oak trees, including box trees and more specifically specimen size oak trees, shall be irrigated on a separate irrigation line/system from other surrounding landscape. Irrigation to specimen size trees shall be approved by the City Oak Tree Specialist, the project arborist, and the Planning Division, at the recommendation of the supplier of the specimen size trees.

OT21. Oak trees 36" box in size or larger shall have a minimum three-inch (3") layer of natural wood chips / mulch installed at the base of each tree extending out to the edge of the canopy (drip line). Mulch shall not come in contact with the trunk of the tree.

OT22. Tree wells necessary to retain irrigation water on all oak trees 36" box or larger shall be constructed so that the water does not come in contact with the trunk of the tree and is targeted for the outer edge of the entire root-ball.

SPECIAL DISTRICTS

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

SD2. The applicant shall work with Special Districts to ensure that the design of the required landscaped median on Valencia Blvd is consistent with the City of Santa Clarita Median Design Guidelines. The median irrigation shall have its own point of connection including dedicated water and electric meters that is completely separate from the private property irrigation.

SD3. The applicant shall annex the property into the City's Streetlight Maintenance District (SMD) to fund the operations and maintenance of street lights and traffic signals.
   a) Following the completed annexation, there will be an annual SMD assessment on the property tax bill. The current assessment, for FY 14/15, is $75.73 per EBU (equivalent benefit unit).
   b) Benefit units are based on land use. The applicant shall refer to the "EBU calculation sheet" to determine the land use classification.
   c) A minimum of 120 days is required to process the annexation, which must be completed prior to building permit issuance.

LOS ANGELES COUNTY FIRE DEPARTMENT

FD1. The applicant shall install one (1) public fire hydrant along the center of the property's street frontage on Valencia Boulevard, to the satisfaction of the Fire Department. The fire hydrant shall be installed and tested, prior to issuance of building permits.

FD2. The required public fire flow shall be 2,000 gallons per minute @ 20 psi for duration of 2 hours.

FD3. A complete set of architectural plans shall be submitted and approved, prior to the issuance of a building permit.

TRANSIT

TR1. At this time the Transit Impact Fee does not apply to commercial/industrial developments. This fee is currently under revision. The applicant shall pay the fee in place at the time building permit issuance.

TR2. The applicant shall provide a bus stop at the location of Valencia Boulevard, between the project site's driveways.

TR3. The applicant shall construct a pedestrian path from the bus stop to the development.

TR4. The required bus stop may require additional right of way (ROW), as approved by the City Engineer.

TR5. The bus stop shall consist of a 5' x 20' concrete passenger waiting pad placed behind the sidewalk and include a stylized bench and trash receptacle. Proposed amenities shall be approved by City Transit staff prior to installation. Bench and trash receptacle specifications and all appropriate paperwork for the bus stop shall be supplied to the Transit Division prior to installation.

TR6. At the location of the bus stop, the sidewalk shall meet the street for no less than 25 feet.

TR7. The applicant shall construct an in-street concrete pad, pursuant to the current City standard and APWA 131-1.

TR8. The bus stop shall comply with all ADA regulations as specified in the most recent version of the California Disabled Accessibility Guidebook (CalDag).

TR9. Prior to occupancy of the first building, the bus stop shall be installed to the satisfaction of the Transit Division and Engineering Division.

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

NOTICE OF PUBLIC HEARING AND NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

APPLICATION: Master Case No. 14-024
Conditional Use Permit 14-004, Oak Tree Permit 14-003

PROJECT APPLICANT: Sudhir Sood

PROJECT LOCATION: 25048 Valencia Boulevard (APN 2861-004-011)

PROJECT DESCRIPTION: This applicant is requesting a Conditional Use Permit (CUP) for the construction of a new gas station (with 12 pumps and 5,040 square-foot canopy) and 6,000 square-foot commercial building up to 29 feet in height, consisting of a convenience store, restaurant, and office. The proposed project also includes an accessory (unmanned) car wash and associated equipment. The applicant is also requesting approval to sell alcohol (up to 20% of shelf space), for off-site consumption, as part of the proposed convenience store. An Oak Tree Permit is requested in order to remove one oak tree and encroach upon two oak trees located on the project site. The property is approximately 1.28 acres and is zoned CC (PD) (Community Commercial-Planned Development).

ENVIRONMENTAL REVIEW: A DRAFT MITIGATED NEGATIVE DECLARTION has been prepared for this proposed project and is available for a public review period, during which the City of Santa Clarita Community Development Department will receive comments, beginning at 12:00 p.m. on October 28, 2014, and ending at 12:00 p.m. on November 18, 2014. During the public review period, a copy of the Mitigated Negative Declaration and all supporting documents will be located at the Permit Center located in the City Hall Building at 23920 Valencia Boulevard, Suite 140, Santa Clarita, CA 91355. A copy of the draft Mitigated Negative Declaration (without all supporting documents) will be posted at the Santa Clarita Library, Valencia Branch during the public review period noted above.

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

DATE: Tuesday, November 18, 2014
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, November 7, 2014.

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: James Chow, Associate Planner, jchow@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, October 28, 2014


BP
OS
TOURNEY RD
SAINT ANNES RD
GOLDCREST DR
PINEHURST DR
GARLAND DR
UR
UR3
IRONWOOD DR
KNOLLWOOD LN
WOODLANDS DR
OS
I-5 S EXIT 169
BP
VALENCIA BLVD
1,000 foot radius
CC
GOLDEN STATE FRWY
Project Site
I-5 N EXIT 169
EAST RD
WEST RD
PI
THE OLD RD
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.

CITY OF SANTA CLARITA
MITIGATED NEGATIVE D E C L A R A T I O N

[X] Proposed [ ] Final

MASTER CASE NO: Master Case No. 14-024

PERMIT/PROJECT NAME: Conditional Use Permit 14-004, Oak Tree Permit 14-003

APPLICANT: Sudhir Sood
26858 Provence Drive
Calabasas, CA 91302

PROJECT LOCATION: 25048 Valencia Boulevard (APN 2861-004-011)

PROJECT DESCRIPTION: This is a request by the applicant, Sudhir Sood, for a Conditional Use Permit (CUP) for the construction of a new gas station (with 12 pumps and 5,040 square-foot canopy) and 6,000 square-foot commercial building, consisting of a convenience store, restaurant, and office. The proposed project also includes an accessory (unmanned) car wash and associated equipment. The applicant is also requesting approval to sell alcohol (up to 20% of shelf space), for off-site consumption, within the proposed convenience store. An oak tree permit is requested in order to remove one oak tree and encroach upon two oak trees located on the project site. The property is approximately 1.28 acres and is zoned CC (PD) (Community Commercial-Planned Development).

Based on the information contained in the Initial Study prepared for this project, and pursuant to the requirements of Section 15070 of the California Environmental Quality Act (CEQA), the City of Santa Clarita

[ ] City Council [X] Planning Commission [ ] Director of Community Development

finds that the project as proposed or revised will have no significant effect upon the environment, and that a Mitigated Negative Declaration shall be adopted pursuant to Section 15070 of CEQA.

Mitigation measures for this project

[ ] Are Not Required [X] Are Attached [ ] Are Not Attached

JEFF HOGAN, AICP
PLANNING MANAGER

Prepared by: _____ (Signature) James Chow, Associate Planner (Name, Title)

Approved by: _____ (Signature) Jason Smisko, Senior Planner (Name, Title)

Public Review Period From: October 28, 2014 To November 18, 2014.
Public Notice Given On: October 28, 2014.

[X] Legal Advertisement [X] Posting of Properties [X] Written Notice

CERTIFICATION DATE:

INITIAL STUDY
CITY OF SANTA CLARITA

Project Title/Master Case Number: Valencia Boulevard Gas Station Project
Master Case No. 14-024 (CUP 14-004, OTP 14-003)

Lead Agency name and address: City of Santa Clarita
Community Development Department
Planning Division
23920 Valencia Blvd., Suite 302
Santa Clarita, CA 91355

Contact person and phone number: James Chow, Associate Planner – (661) 255-4330

Project location: 25048 Valencia Boulevard (Assessor Parcel Number 2861-004-011) in the City of Santa Clarita, Los Angeles County, California. (Refer to Figure 1)

Applicant's name and address: Sudhir Sood
26858 Provence Drive
Calabasas, CA 91302

General Plan designation: Community Commercial (CC) (Refer to Figure 2)

Zoning: Community Commercial (CC), with a Planned Development Overlay (PD) (Refer to Figure 2)

Description of Project and Setting:

Project Description

The proposed project includes the development of a new 6,000 square-foot commercial building to consist of a convenience store, restaurant, and office on the 1.28-acre project site (APN 2861-004-011). The proposed commercial building would be up to two stories with a height of up to 29'-1." The proposal also includes the development of a gas station, consisting of a 5,040 square-foot, 27-foot tall canopy and 12 pumps, as well as an accessory, unmanned car wash. As part of the proposed convenience store, the applicant is also requesting approval to sell alcohol (up to 20 percent of the shelf space of the convenience store) for off-site consumption. The proposed development would also result in the removal of one oak tree and the encroachment into the protected zone of two oak trees.

The regional location of the project is shown in Figure 1 (Regional Location Map). The project site and its surrounding uses are depicted in Figure 2 (Aerial/Vicinity Map). The project site plan, grading plan, landscape plan, and building elevations are depicted in Figures 3-6.

Required Approvals/Entitlements

The proposed project involves the following discretionary approvals from the City of Santa Clarita:

- Conditional Use Permit (CUP) to develop a new commercial building within the PD Overlay zone; CUP to sell alcohol on the premises; and
- Oak Tree Permit for the removal of one oak tree and for encroachment into the drip line of two oak trees on the project site.

Circulation and Parking Improvements

The proposed project would take access from two points along Valencia Boulevard via two driveways into the project site. A "U" shaped drive aisle would connect the two driveways, on either side of the proposed gas canopy, which would also serve as the delivery truck pathway. The westerly drive aisle extends to the southern end of the property, leading to the proposed accessory, unmanned car wash, located behind the proposed commercial building.

As identified on the site plan in Figure 3, the project proposes a total of 28 on-site parking spaces as well as one loading/delivery space. These spaces would be located on the north and west sides of the proposed building and would accommodate the proposed commercial uses.

Landscape Improvements

The proposed project would be landscaped with a variety of street trees, perimeter/boundary vegetation, parking lot landscape areas, and a landscaped employee break area. One (1) oak tree is proposed for removal and two (2) other oaks would be encroached upon with the proposed development. Three (3) sixty (60) inch box oak trees are proposed as part of the landscape improvements, which are shown on the landscape plan in Figure 5.

Grading, Drainage, and Utility Improvements

Given the effectively flat condition of the project site, the grading required for the proposed project is limited to site preparation with a proposed export of approximately 8,000 cubic yards of dirt. The project does not include excavation for subterranean floors or parking, as such below-grade facilities are not proposed. Underground utility (water, sewer, electric, and telecommunications) connections would be established via trenching.

Drainage would be improved with the proposed development. Storm water would be directed via surface flows primarily to the northern and eastern portions of the project site, to proposed trench drains, as shown on the grading plan, in Figure 4.

Existing Setting and Surrounding Land Uses:

The project site (APN 2861-004-011) is a vacant parcel that was previously used for a gas station until the mid-1970s and a home sales office until the late 1990s. The property does not consist of any buildings but does consist of pavement left over from previous uses. Towards the southern portion of the parcel, there is a gradual slope leading up toward a hillside, located on the adjacent College of the Canyons property. The subject site has approximately 250 feet of frontage along Valencia Boulevard and 330 feet of frontage along Interstate 5.

As shown in Figure 2 (aerial/vicinity map), the project site is generally located at the southeast corner of Valencia Boulevard and Interstate 5. Adjoining the subject property to the east and the south is the campus of the College of the Canyons. Located to the north of the property and Valencia Boulevard are two office buildings, located within the Tourney Corporate Center. Located to the west of the project site is Interstate 5 and unincorporated areas of Los Angeles County.

Other Public Agencies Whose Approval is Required:

The proposed project involves the following discretionary approval, in addition to the discretionary approvals of the lead agency:

- State of California, Department of Transportation (Caltrans): Dedication of public improvements

No discretionary approvals from state or local agencies other than the City of Santa Clarita and Caltrans are known or expected to be required for the project.

Figure 1: Regional Location Map

Figure 2: Aerial / Vicinity Map

Figure 3 – Site Plan

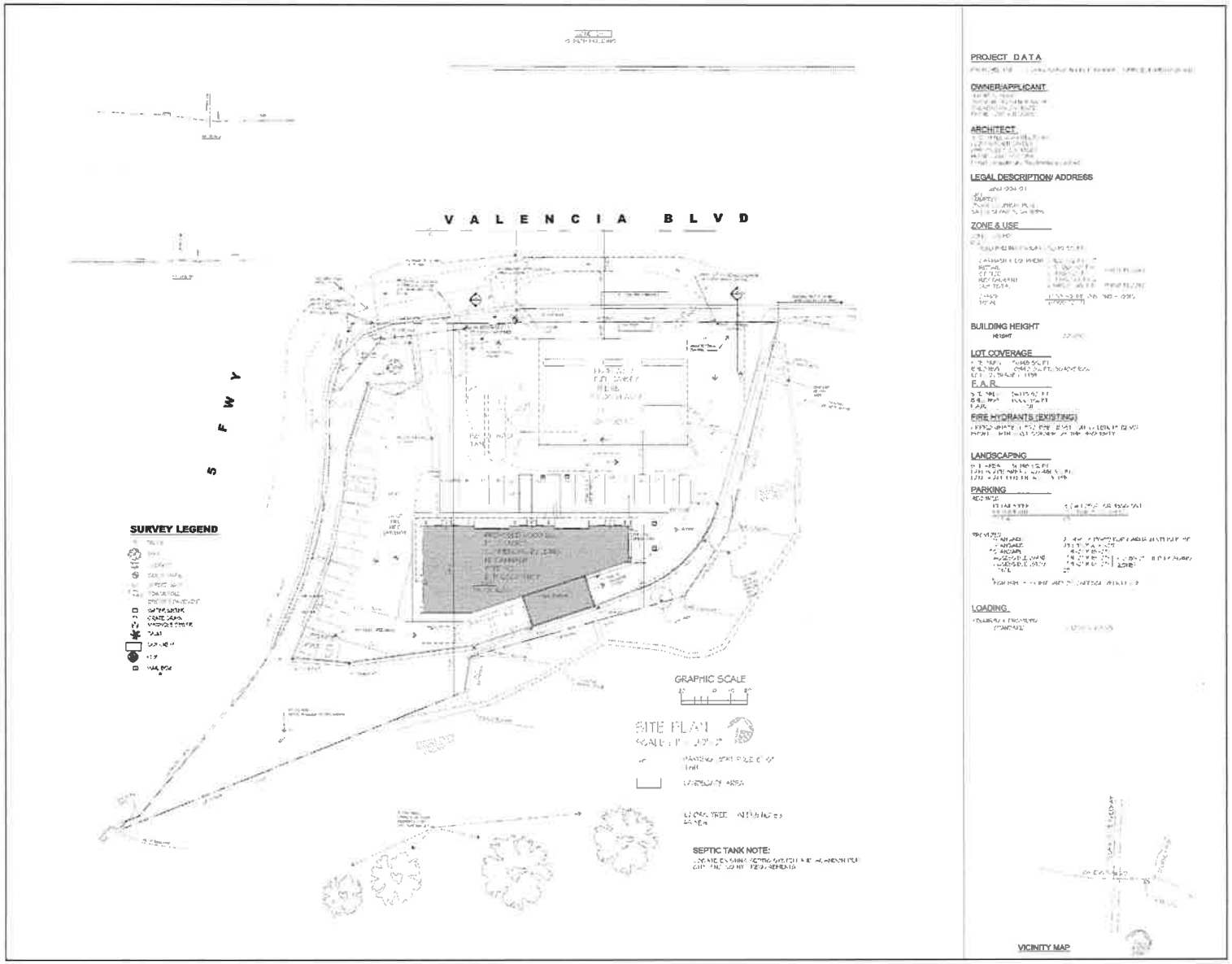

Figure 4 – Grading Plan

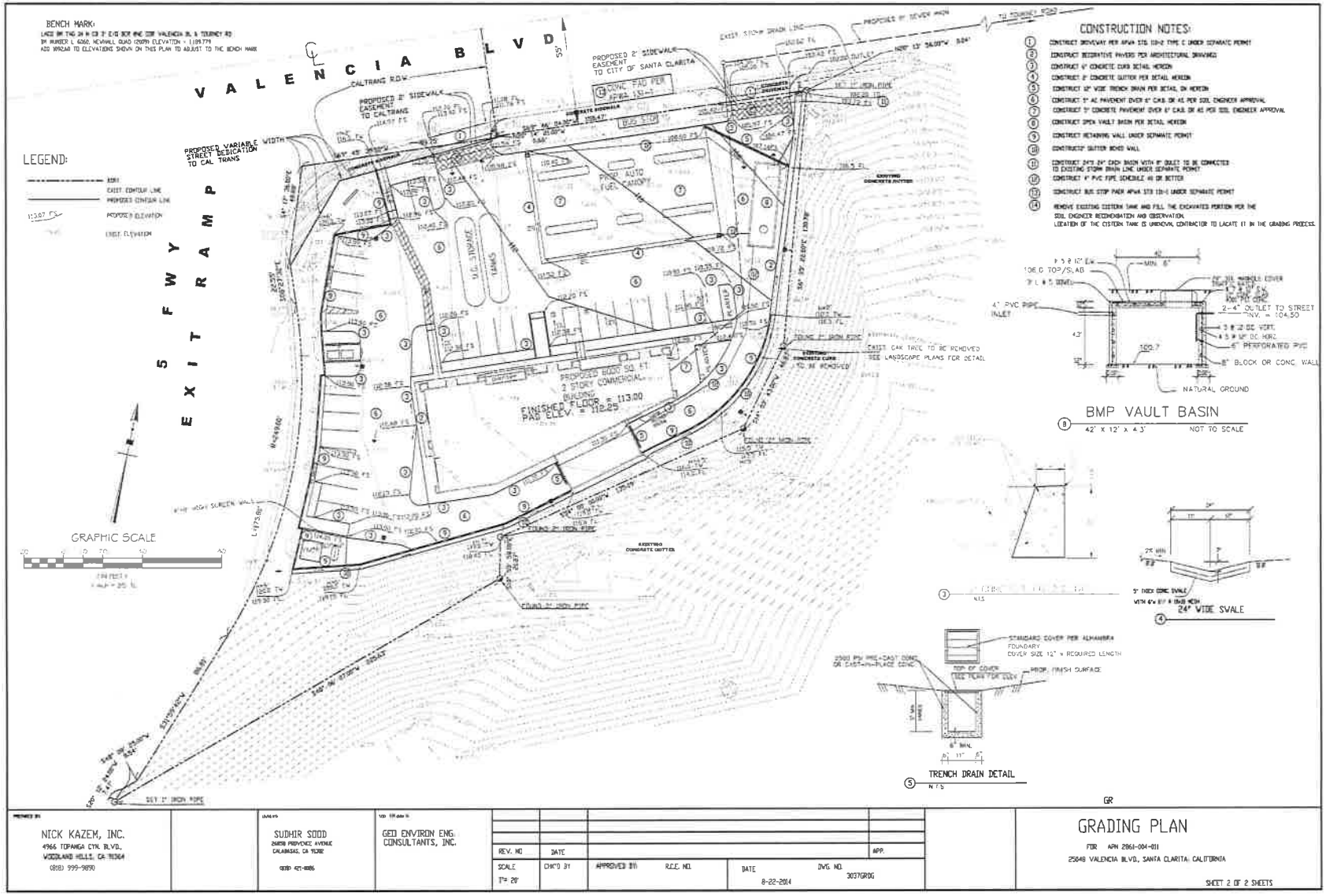

Figure 5 – Landscape Plan

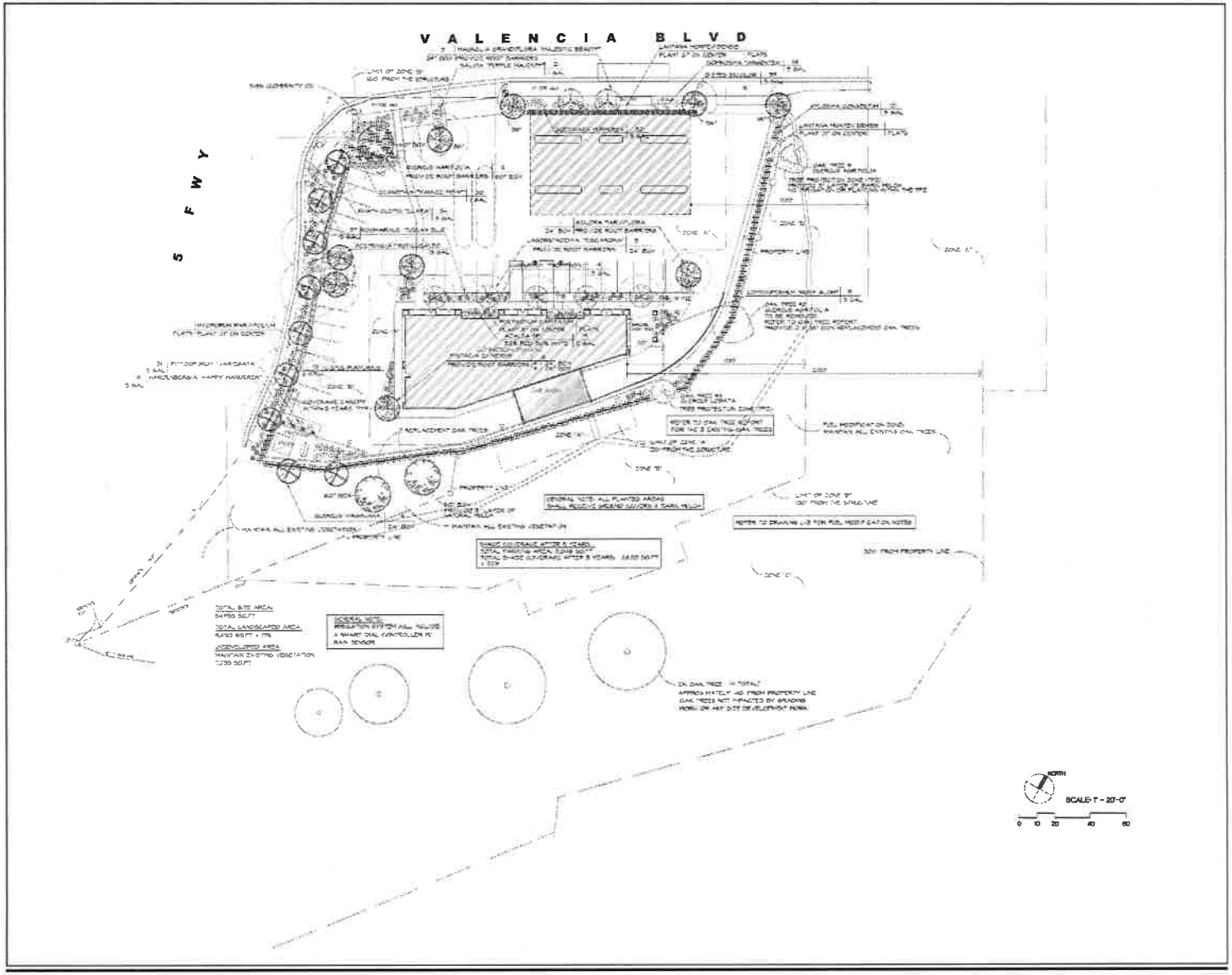

Figure 6 –Elevation Plan

A. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a **"Potentially Significant Impact"** or a **"Less Than Significant with Mitigation"** as indicated by the checklist on the following pages.

[ ]	Aesthetics	[ ]	Agriculture Resources	[ ]	Air Quality
[X]	Biological Resources	[ ]	Cultural Resources	[ ]	Geology /Soils
[ ]	Greenhouse Gas Emissions	[ ]	Hazards & Hazardous Materials	[ ]	Hydrology / Water Quality
[ ]	Land Use / Planning	[ ]	Mineral Resources	[ ]	Noise
[ ]	Population / Housing	[ ]	Public Services	[ ]	Recreation
[ ]	Transportation/Traffic	[ ]	Utilities / Service Systems	[ ]	Mandatory Findings of Significance

B. DETERMINATION:

On the basis of this initial evaluation:

[ ] I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

[X] I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

[ ] I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

[ ] I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

[ ] I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date 10/27/14
James Chow, Associate Planner

Signature _____ Date 10-27-14
Jason Smisko, Senior Planner

C. EVALUATION OF ENVIRONMENTAL IMPACTS: *Only check "Less Than Significant with Mitigation" if this is a Mitigated Negative Declaration. Check one box for each question. Make sure your impact judgment discussions in D and the boxes you check here in C, are consistent.*

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	[ ]	[ ]	[X]	[ ]
b) Substantially damage scenic resources, including, but not limited to, primary/secondary ridgelines, trees, rock outcroppings, and historic buildings within a state scenic highway?	[ ]	[ ]	[X]	[ ]
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	[ ]	[ ]	[X]	[]
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	[ ]	[ ]	[X]	[ ]
II. AGRICULTURE AND FOREST RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	[ ]	[ ]	[ ]	[X]
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	[ ]	[ ]	[ ]	[X]
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220 (g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	[ ]	[ ]	[ ]	[X]
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	[ ]	[ ]	[ ]	[X]

III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	[ ]	[ ]	[ ]	[X]
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	[ ]	[ ]	[X]	[ ]
c) 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)?	[ ]	[ ]	[X]	[ ]
d) Expose sensitive receptors to substantial pollutant concentrations?	[ ]	[ ]	[X]	[ ]
e) Create objectionable odors affecting a substantial number of people?	[ ]	[ ]	[ ]	[X]
f) Other _____	[ ]	[ ]	[ ]	[ ]

IV. BIOLOGICAL RESOURCES – Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	[ ]	[X]	[ ]	[ ]
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	[ ]	[ ]	[ ]	[X]
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	[ ]	[ ]	[ ]	[X]
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? Oak trees?	[ ]	[X]	[ ]	[ ]
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	[ ]	[ ]	[ ]	[X]
g) Affect a Significant Ecological Area (SEA) or Significant Natural Area (SNA) as identified on the City of Santa Clarita ESA Delineation Map?	[ ]	[ ]	[ ]	[X]
g) Other _____	[ ]	[ ]	[ ]	[ ]
V. CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	[ ]	[ ]	[ ]	[X]
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	[ ]	[ ]	[ ]	[X]
c) Directly or indirectly destroy or impact a unique paleontological resource or site or unique geologic feature?	[ ]	[ ]	[ ]	[X]
d) Disturb any human remains, including those interred outside of formal cemeteries?	[ ]	[ ]	[ ]	[X]
VI. GEOLOGY AND SOILS - Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	[ ]	[ ]	[ ]	[X]
ii) Strong seismic ground shaking?	[ ]	[ ]	[X]	[ ]
iii) Seismic-related ground failure, including liquefaction?	[ ]	[ ]	[X]	[ ]
iv) Landslides?	[ ]	[ ]	[ ]	[X]
b) Result in substantial wind or water soil erosion or the loss of topsoil, either on or off site?	[ ]	[ ]	[X]	[ ]
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	[ ]	[ ]	[ ]	[X]
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	[ ]	[ ]	[ ]	[X]
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	[ ]	[ ]	[ ]	[X]
f) Change in topography or ground surface relief features?	[ ]	[ ]	[ ]	[X]
g) Earth movement (cut and/or fill) of 10,000 cubic yards or more?	[ ]	[ ]	[ ]	[X]
h) Development and/or grading on a slope greater than 10% natural grade?	[ ]	[ ]	[ ]	[X]
i) The destruction, covering or modification of any unique geologic or physical feature?	[ ]	[ ]	[ ]	[X]
j) Other _____	[ ]	[ ]	[ ]	[ ]
VII. GREENHOUSE GAS EMISSIONS- Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	[ ]	[ ]	[X]	[ ]
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	[ ]	[ ]	[X]	[ ]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	[ ]	[ ]	[X]	[ ]
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving explosion or the release of hazardous materials into the environment (including, but not limited to oil, pesticides, chemicals, fuels, or radiation)?	[ ]	[ ]	[X]	[ ]
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	[ ]	[ ]	[X]	[ ]
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	[ ]	[ ]	[X]	[ ]
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	[ ]	[ ]	[ ]	[X]
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	[ ]	[ ]	[ ]	[X]
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	[ ]	[ ]	[ ]	[X]
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	[ ]	[ ]	[X]	[ ]
i) Exposure of people to existing sources of potential health hazards (e.g. electrical transmission lines, gas lines, oil pipelines)?	[ ]	[ ]	[ ]	[X]
j) Other _____	[ ]	[ ]	[ ]	[ ]
IX. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	[ ]	[ ]	[X]	[ ]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	[ ]	[ ]	[X]	[ ]
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	[ ]	[ ]	[X]	[ ]
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	[ ]	[ ]	[X]	[ ]
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	[ ]	[ ]	[X]	[ ]
f) Otherwise substantially degrade water quality?	[ ]	[ ]	[X]	[ ]
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	[ ]	[ ]	[ ]	[X]
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	[ ]	[ ]	[ ]	[X]
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	[ ]	[ ]	[ ]	[X]
j) Inundation by seiche, tsunami, or mudflow?	[ ]	[ ]	[ ]	[X]
k) Changes in the rate of flow, currents, or the course and direction of surface water and/or groundwater?	[ ]	[ ]	[X]	[ ]
l) Other modification of a wash, channel creek or river?	[ ]	[ ]	[ ]	[X]
m) Impact Stormwater Management in any of the following ways:	[ ]	[ ]	[X]	[ ]
i) Potential impact of project construction and project post-construction activity on storm water runoff?	[ ]	[ ]	[X]	[ ]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
ii) Potential discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	[ ]	[ ]	[X]	[ ]
iii) Significant environmentally harmful increase in the flow velocity or volume of storm water runoff?	[ ]	[ ]	[X]	[ ]
iv) Significant and environmentally harmful increases in erosion of the project site or surrounding areas?	[ ]	[ ]	[X]	[ ]
v) Storm water discharges that would significantly impair or contribute to the impairment of the beneficial uses of receiving waters or areas that provide water quality benefits (e.g. riparian corridors, wetlands, etc.)	[ ]	[ ]	[X]	[ ]
vi Cause harm to the biological integrity of drainage systems, watersheds, and/or water bodies?	[ ]	[ ]	[X]	[ ]
vii) Does the proposed project include provisions for the separation, recycling, and reuse of materials both during construction and after project occupancy?	[ ]	[ ]	[X]	[ ]
X. LAND USE AND PLANNING - Would the project:				
a) Disrupt or physically divide an established community (including a low-income or minority community)?	[ ]	[ ]	[ ]	[X]
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	[ ]	[ ]	[ ]	[X]
c) Conflict with any applicable habitat conservation plan, natural community conservation plan, and/or policies by agencies with jurisdiction over the project?	[ ]	[ ]	[ ]	[X]
XI. MINERAL AND ENERGY RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	[ ]	[ ]	[ ]	[X]
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Use nonrenewable resources in a wasteful and inefficient manner?	[ ]	[ ]	[X]	[ ]
XII. NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	[ ]	[ ]	[X]	[ ]
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	[ ]	[ ]	[X]	[ ]
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	[ ]	[ ]	[X]	[ ]
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	[ ]	[ ]	[X]	[ ]
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	[ ]	[ ]	[ ]	[X]
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	[ ]	[ ]	[ ]	[X]
XIII. POPULATION AND HOUSING - Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	[ ]	[ ]	[X]	[ ]
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere (especially affordable housing)?	[ ]	[ ]	[ ]	[X]
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES - Would the project result in:				
a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	[ ]	[ ]	[X]	[ ]
ii) Police protection?	[ ]	[ ]	[X]	[ ]
iii) Schools?	[ ]	[ ]	[ ]	[X]
iv) Parks?	[ ]	[ ]	[ ]	[X]
XV. RECREATION - Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	[ ]	[ ]	[ ]	[X]
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	[ ]	[ ]	[ ]	[X]
XVI. TRANSPORTATION/TRAFFIC - Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	[ ]	[ ]	[X]	[ ]
b) Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	[ ]	[ ]	[X]	[ ]
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	[ ]	[ ]	[ ]	[X]
e) Result in inadequate emergency access?	[ ]	[ ]	[ ]	[X]
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	[ ]	[ ]	[X]	[ ]
XVII. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	[ ]	[ ]	[ ]	[X]
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	[ ]	[ ]	[ ]	[X]
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	[ ]	[ ]	[X]	[ ]
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	[ ]	[ ]	[X]	[ ]
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	[ ]	[ ]	[X]	[ ]
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	[ ]	[ ]	[ ]	[X]
g) Comply with federal, state, and local statutes and regulations related to solid waste?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	[ ]	[X]	[ ]	[ ]
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	[ ]	[X]	[ ]	[ ]
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	[ ]	[ ]	[ ]	[X]
XIX. DEPARTMENT OF FISH AND WILDLIFE NO EFFECTS DETERMINATION				
a) Will the project have an adverse effect either individually or cumulatively, on fish and wildlife resources? Wildlife shall be defined for the purpose of this question as "all wild animals, birds, plants, fish, amphibians, and related ecological communities, including the habitat upon which the wildlife depends for its continued viability."	[ ]	[X]	[ ]	[ ]

D. DISCUSSION OF ENVIRONMENTAL IMPACTS AND/OR EARLIER ANALYSIS:

Section and Subsections	Evaluation of Impacts
I. AESTHETICS	**a) Less Than Significant Impact:** The City of Santa Clarita lies within Southern California's Santa Clarita Valley, which is bounded by the San Gabriel Mountains to the south and east, the Santa Susanna Mountains to the southwest, and the mountains of the Los Padres and Angeles National Forests to the north. The surrounding natural mountains and ridgelines, some of which extend into the City, provide a visual backdrop for the City. Other scenic resources within or visible from the City include the Santa Clara River corridor, forested/vegetated land, and a variety of canyons and natural drainages in portions of the City. The proposed project would not damage any scenic resources and would not interrupt any views of scenic resources. As proposed, the height of the commercial structures would be consistent with the permitted height in the Unified Development Code (UDC), which is 35 feet for commercial buildings. The maximum building height for the project would be 29 feet, 1 inch. Given the fact that the site is surrounded on the south and east sides by hillside property that is 50-60 higher in elevation than the project site, the proposed buildings would not be visible from the south or east. The site is surrounded by properties to the north that have been developed with office buildings and state right-of-way to the west that consists of mature landscaping, that would partially screen the proposed development from those locations. Because the proposed project's buildings are within the height permitted within the Community (CC) zone and due to its limited visibility, the proposed project would not have a significant impact on scenic vistas. **b) Less Than Significant Impact:** The only roadway in Santa Clarita that is identified in the California Department of Transportation's State Scenic Highway program is Interstate 5, which is designated as an Eligible State Scenic Highway. This designated eligible segment of I-5 extends from the I-210 interchange to the State Route (SR) 126/Newhall Ranch Road interchange. SR 126 from the city's boundary at I-5 west to SR 150 in Ventura County is also designated an Eligible State Scenic Highway. Because the project site is surrounded on the south side by hillside property that is 50-60 feet higher in elevation than the project site, the proposed development would not be visible from Interstate 5 from the south. The proposed project would be visible from certain locations along Interstate 5, from the north. Although the project may be visible from locations along Interstate 5, the proposed commercial development is located adjacent to a hillside property that would serve as a backdrop to the development and would not damage any scenic resources along this interstate. In addition, the proposed development was designed in compliance with the City's Community Character and Design Guidelines. Therefore, the proposed project would not have a significant impact on scenic resources. **c) Less than Significant Impact:** The proposed project consists of a commercial development consisting of a 6,000 square-foot building, a new gas station and accessory car wash, which is a land use that is consistent with the surrounding parcels and permitted within the CC zone. The proposed development meets all height, massing, and setback requirements in the City's UDC and would be in character with the surrounding development. Therefore, the proposed project would not significantly impact the visual character or quality of the site and surroundings.

	d) Less than Significant Impact: The project does not propose any lighting for nighttime events or sporting activities. The only outdoor lighting included in the project is typical parking lot lighting and pedestrian safety lighting. In accordance with the City's UDC, the proposed outdoor light sources will be covered and facing down in order to minimize creation of glare and ambient light sources. In addition, the light generated by nearby uses, would mask the light generated by the proposed development. The light that would be generated by the proposed project and resulting increased human activity of the site would not detract from daytime or nighttime views. Therefore, the project would not cause significant lighting or glare impacts.
II. AGRICULTURE RESOURCES	**a) No Impact:** The site is not within an area of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as identified by the California Department of Conservation's California Important Farmland Finder (accessed September 16, 2014). Therefore, the proposed project would have no impact to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. **b) No Impact:** Santa Clarita does not have agricultural preserve areas. Further, there is no Williamson Act contract land in the city. Therefore, the proposed project would not conflict with zoning for agricultural use or Williamson Act contracts and would have no related impacts. **c) No Impact:** The project site is currently zoned Community Commercial (CC) and is not located within an area zoned as Open Space-National Forest (OS-NF). Therefore, implementation of the proposed project would not conflict with the existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned as Timberland Production. Therefore, no impact would occur. **d) No Impact:** The project site is currently zoned Community Commercial (CC) and is not located within an area zoned as Open Space-National Forest (OS-NF). In addition, the project site does not contain any forestland. Therefore, implementation of the proposed project would not result in the loss of forestland or conversion of forestland to non-forest use. No impact would occur. **e) No Impact:** There are currently no agricultural operations being conducted on the project site, and the site is not zoned for agricultural uses. In addition, there is no forestland located on the proposed project site or in the vicinity of the proposed project site, as the area is highly urbanized. No farmland or forestland would be converted to other uses under the proposed project, and no impact would occur.
III. AIR QUALITY	**a) No Impact:** Santa Clarita is within the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east and by the Pacific Ocean to the south and west. The air quality in the SCAB is managed by the South Coast Air Quality Management District (SCAQMD). The SCAB has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Because of the violations of the California ambient air quality standards (CAAQS), the California Clean Air Act requires triennial preparation of an Air Quality Management Plan (AQMP). The AQMP analyzes air quality on a regional level and identifies region-wide attenuation methods to achieve the air quality standards. These region-wide attenuation methods include regulations for stationary-source polluters; facilitation of new transportation technologies, such as low-emission vehicles; and capital improvements, such as park-and-ride facilities and public transit improvements.

	The most recent plan is the 2012 AQMP adopted on December 7, 2012. The 2012 AQMP is designed to meet the state and federal Clean Air Act planning requirements and focuses on new federal ozone and ultra-fine particulate matter ($PM_{2.5}$) standards. The SCAQMD's AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, and to attain clean air within the region. Projects that are considered to be consistent with the AQMP would not interfere with attainment, because this growth is included in the projections used to formulate the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds. AQMPs utilize projections of population and transportation activity forecasted by SCAG in their Regional Transportation Plan (RTP). If the project is consistent with the General Plan and zoning, it has been assumed in the AQMP and won't obstruct implementation of the AQMP. The proposed project is consistent with the zoning and General Plan land use designation for the site. As a result, the project is consistent with the growth expectations for the region. The proposed project is therefore consistent with the AQMP and would have no associated impacts. **b) Less Than Significant Impact:** Santa Clarita is located in a nonattainment area, an area that frequently exceeds national and state ambient air quality standards. However, the construction- and operation-related emissions of the project itself would be well below the South Coast Air Quality Management District's (SCAQMD) land use, construction, and mobile emission thresholds for significant air quality impacts, according to the thresholds for regional criteria pollutants established by the SCAQMD. Therefore, the proposed project would not result in significant air quality impacts related to the air quality standards. **c) Less Than Significant Impact:** As discussed in Section III.b, the proposed project would not exceed the thresholds of significance established by the SCAQMD. The SCQAMD established these thresholds in consideration of cumulative air pollution in the SCAB. As such, projects that do not exceed the SCAQMD's thresholds are not considered to significantly contribute to cumulative air quality impacts. **d) Less Than Significant Impact:** Certain residents, such as the very young, the elderly, and those suffering from certain illnesses or disabilities, are particularly sensitive to air pollution and are considered sensitive receptors. In addition, active park users, such as participants in sporting events, are sensitive air pollutant receptors due to increased breathing rates. Land uses where sensitive air pollutant receptors congregate include schools, daycare centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities. During construction, incidental amounts of toxic substances such as oils, solvents, paints, adhesives, and coatings would be used. The use and application of these substances would comply with all applicable SCAQMD rules for their use, storage, and disposal. The project site is not immediately adjacent to any sensitive receptors, and the proposed project would not place sensitive land uses adjacent to substantial air pollution sources. Therefore, the proposed project would have no significant air quality impacts on sensitive receptors. **e) No Impact:** The proposed use of the site and the surrounding uses are not shown

	on Figure 5-5, Land Uses Associated with Odor Complaints, of the 1993 SCAQMD's CEQA Air Quality Handbook. Therefore, the proposed project would have no odor-related impacts.
IV. BIOLOGICAL RESOURCES	**a) Less Than Significant with Mitigation:** The project site is located within an urbanized area in the Valencia community of Santa Clarita and is surrounded by office buildings to the north, a community college to the east and south, and Interstate 5 to the west. The site was previously developed with a gas station and a home sales office and consists of pavement left over from previous land uses. The site is not within an ecologically sensitive area or an area of importance for the California gnatcatcher, as shown on the City's respective mapping, and not within an adopted SEA. The site is not known or expected to contain any species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Three native oaks exist on the project site. Two of these oaks would be preserved in place and one oak is proposed to be removed. Mitigation Measure BIO-1, identified in section e), below, provides measures to mitigate any potential impacts to the on-site oaks. With the incorporation of Mitigation Measure BIO-1, the proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts are considered less than significant after mitigation. **b) No Impact:** The project site contains no riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish or Wildlife Service. Vegetation on site is limited to non-native and maintained grasses and ornamental landscaping. Therefore, the project would have no impact on riparian habitat or other sensitive natural community. **c) No Impact:** The proposed project site does not contain any federally protected wetlands as defined in Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, riverine, etc.). Therefore, the proposed project would not have adverse effects on protected wetlands. **d) No Impact:** The site is currently a vacant parcel in a developed area. This portion of the city does not support the dispersal of wildlife, and the proposed project would not restrict wildlife movement. Therefore, the proposed project would have no impact on the movement of fish or wildlife, wildlife corridors, or the use of wildlife nursery sites. **e) Less than Significant with Mitigation:** The City of Santa Clarita's Oak Tree Ordinance (Section 17.51.040 of the UDC) is the only local policy or ordinance that protects biological resources. This ordinance establishes regulatory measures that mandate the manner in which oak trees may be removed, pruned, cut or encroached upon. Oak trees include any tree of the oak genus Quercus, which includes, valley oaks, California live oaks, canyon oaks, interior live oaks and scrub oaks, regardless of size. The project site contains two coast live oak (*Quercus agrifolia*) and one valley oak (*Quercus lobata*) trees. Two of these oaks would be preserved in-place, with encroachments into their protected zones proposed. One oak tree is proposed for removal. An *Oak Tree Report* (dated September 4, 2014) was prepared for the

proposed project by Don Wynn, Certified Arborist #3927, and is included as Appendix A of this Initial Study. Based on this report, the following table describes the three on-site oaks:

Table IV-1: Oak Trees

	Species	Diameter at Breast Height (inches)	Height (feet)	Width (feet)	Disposition
1	*Quercus agrifolia* Coast live oak	4	13	9	Conserve/ Encroach
2	*Quercus agrifolia* Coast live oak	14	18	23	Remove
3	*Quercus lobata* Valley oak	4	10	3	Conserve/ Encroach

The proposed project requires an oak tree permit due to encroachment into the protected zones of two of the oaks and the removal of one oak. Mitigation Measure BIO-1 is identified to preserve, conserve, and/or replace the existing oak trees on site. With the incorporation of this mitigation measure, the proposed project would not result in significant impacts related to conflicts with any local policies or ordinance protecting biological resources.

Mitigation Measure BIO-1: The applicant shall retain a certified arborist to assist ensure the following techniques are implemented to protect, conserve, and/or replace the oak trees on site:

1. The oak tree that will be removed (Oak tree #2), shall be replaced with three (3) new, 60" box oak trees, as noted on the Planting Plan.
2. All work within the protective zone shall be performed in the presence of an Oak Tree Preservation Consultant.
3. The extent of all new construction shall be staked, where applicable, and reviewed with the Oak Tree Preservation Consultant.
4. Any approved pruning shall be done by a qualified tree trimmer, and observed by the Oak Tree Preservation Consultant.
5. Hand dig vertical trenches at the final location and "bridge over" any and all roots encountered (1" and larger).
6. Install 5' high temporary chain link fencing following the limit of the Tree Protection Zone as noted on the Planting Plan.
7. Three (3) warning signs shall be posted. The signs shall be 2 square feet and contain the following language:

   WARNING
   THIS FENCE SHALL NOT BE REMOVED OR RELOCATED WITHOUT WRITTEN AUTHORIZATION FROM THE CITY OF SANTA CLARITA DEPARTMENT OF COMMUNITY DEVELOPMENT
8. Should any work be required within the limit of work, and temporary fence must be opened, the Oak Tree Preservation Consultant must direct all work at any time the fence is open.
9. The area within the chain link fence shall not be used at any time for material or equipment storage or parking.
10. No chemicals or herbicides shall be applied to the soil surface within 100' of an oak tree's root protected zone.
11. Copies of the following shall be maintained on the site during any work around the oak tree, as applicable:
    Oak Tree Report
    Oak Tree Permit
    Oak Tree Location Map
    Engineering Plans

	Oak Tree Preservation and Guidelines Oak Tree Ordinance Approved Site Plan Approved Planting & Irrigation Plan 12. A utilities trenching pathway plan must be submitted, prior to completion of grading and prior to the construction phase, in order to avoid unnecessary damage to tree root systems. **f) No Impact:** The project site is not within a habitat conservation plan (HCP), natural community conservation plan (NCCP), or other approved local, regional, or state habitat conservation plan. Therefore, the project would not conflict with any adopted habitat conservation plans, and the project would have no related impacts. **g) No Impact:** The project site is not within a Significant Ecological Area identified on Exhibit CO-5 (Significant Ecological Areas) of the City's General Plan Conservation Element. The project site is also not within a Significant Natural Area identified by the CDFW. Therefore, the proposed project would not affect a Significant Ecological Area or Significant Natural Area.
V. CULTURAL RESOURCES	**a) No Impact:** There are no known buildings, structures, natural features, works of art, or similar objects on the site that are listed on the National Register of Historic Places, the California Register, or a local register or which have a significant historic value to the city which are to be demolished, relocated, removed, or significantly altered by the project. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource, and the project would have no related impacts. **b) No Impact:** There are no known prehistoric or historic archeological sites on the project site. In addition, the project site does not contain undisturbed surficial soils. The site was formerly used for a gas station and a home sales office and was entirely developed with associated structures and facilities. If archaeological resources once existed on site, it is likely that previous grading, construction, and modern use of the site have either removed or destroyed them. Consequently, surficial soils on the project site are devoid of archaeological resources. Development of the proposed project would involve minor grading to establish building pads and develop on-site infrastructure. However, the proposed grading would not encroach into undisturbed soils. Therefore, the proposed project would have no impacts on archaeological resources. **c) No Impact:** No paleontological resources or unique geologic features are known to exist on site. Furthermore, the project does not involve excavation for subterranean levels or other extensive grading. The grading proposed is for site preparation and utility installation. This minor grading would occur in surface earth materials and would not extend into deep, older earth materials or bedrock where paleontological resources may be found. Therefore, it is not anticipated that the proposed project would encounter any paleontological resources, and the project would have no impacts. **d) No Impact:** There are no known human remains on the site. The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. Thus, human remains are not expected to be encountered during construction of the proposed project. In the unlikely event that human remains are encountered during project construction, State Health and Safety Code Section 7050.5 requires the project to halt until the County Coroner

	has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Compliance with these regulations would ensure the proposed project would not impact human remains.
VI. GEOLOGY AND SOILS	**a)i. No Impact:** The project site is not located in an Alquist-Priolo Earthquake Fault Zone or within any other fault zones, as identified on Figure 3.9-3 of the City's General Plan EIR. Regardless, the proposed project is required to comply with the California Building Code that establishes regulations for structures in potentially hazardous areas in order to withstand impacts caused from localized earthquake activity. Therefore, the proposed project would not expose people or structures to potential adverse effects from the rupture of a known earthquake fault and would cause no associated impacts. **a)ii. Less Than Significant Impact:** Santa Clarita is within a seismically active region of Southern California. Consequently, the proposed project will likely be subject to strong seismic ground shaking. However, the risks of earthquake damage can be minimized through proper engineering, design, and construction. The proposed structures are required to be built according to the California Building Standards Code (Building Code) and other applicable codes, and are subject to building inspection during and after construction. Structures for human habitation must be designed to meet or exceed Building Code standards for Seismic Zone 4. Conformance to these required standards ensures that the proposed project would not result in significant impacts due to strong seismic ground shaking. **a)iii. Less than Significant Impact:** A portion of the project site is within a liquefaction investigation area shown, as shown on both Exhibit S-3 of the City's General Plan Safety Element. To investigate the potential liquefaction constraints that affect the project site, Geo Environ Eng. Consultants, Inc. (Geo Environ) prepared a *Geotechnical Investigation Report* for the project (January 10, 2014), which is included as Appendix B of this Initial Study. In regards to liquefaction, Geo Environ concludes the following: • The plan construction and development of the site is considered feasible from a geotechnical engineering point of view provided the engineering recommendations of the report are followed. • The surface and the subsurface soil on the site will be adequate for the support of the structure(s) and any fill soils proposed for the site. • The proposed structure(s), grading, and development of the site will not cause adverse safety hazards or instability to the adjacent properties or their structures. • Conversely, the adjacent properties or their structures will not cause adverse safety hazards or instability to the planned development. • Laboratory expansion test indicate that the soils on the site have low expansion potential. • The site is not susceptible to liquefaction. Given the conclusion of the project's Geotechnical Investigation Report, along with the project's required compliance with the California Building Code, the project would not result in significant impacts related to liquefaction or other seismic-related ground failure. **a)iv. No Impact:** The project site is not within a landslide hazard zone identified on city or state mapping, as shown on Exhibit S-3 of the City's General Plan Safety Element. Furthermore, there are no unstable slopes on the project site. Therefore, the proposed project would not expose people or structures to potential adverse

	effects from landslides and would have no associated impacts. **b) Less Than Significant Impact:** During construction of the proposed project, the soils on site may become exposed and thus subject to erosion. However, the project is required to comply with existing regulations that reduce erosion potential. The proposed project will comply with SCAQMD Rule 403, which would reduce the potential for wind erosion. Similarly, water erosion during construction would be substantially reduced by complying with the National Pollutant Discharge Elimination System (NPDES). As further detailed in subsection VIII, Hazards and Hazardous Materials, of this report, the NPDES requires the construction of the project to incorporate best management practices (BMPs) to reduce erosion and prevent eroded soils from washing off site. Thus, the potential to increase erosion during any construction activity would be substantially reduced through required compliance with existing regulations. Operation of the proposed commercial development and gas station would not cause wind or water erosion or the loss of topsoil. **c) No Impact:** The project site is a relatively flat parcel that is not located on a cliff, mountainside, bluff, or other geographic feature with stability concerns. The site and vicinity are not susceptible to landslide, subsidence, or collapse. Therefore, the proposed project would not cause impacts related to unstable geologic units or soils. **d) No Impact:** The project site is underlain by large-grained sand and gravel. This type of surface material has a low expansion potential. Therefore, the proposed project would not result in impacts related to expansive soils. **e) No Impact:** The project will be required to connect to the existing public sewer system. Therefore, soil suitability for septic tanks or alternative wastewater disposal systems is not applicable in this case, and the proposed project would have no associated impacts. **f) No Impact:** The project site is relatively flat and the only proposed grading is for site preparation and utility installation. The proposed project would not result in noticeable changes in topography or ground surface relief features. **g) No Impact:** The project does not involve more than 10,000 cubic yards of earthwork. Therefore, the proposed project would have no associated impacts. **h) No Impact:** As discussed, the project site is largely flat and there are no natural slopes greater than 10 percent grade existing on site. Therefore, the proposed project would not cause any impacts from development or grading slopes greater than 10 percent natural grade. **i) No Impact:** As discussed, the topography of the project site, as existing, is effectively flat. The site does not contain any ridgelines or other regionally notable topographic features. Therefore, the proposed project would not result in the destruction, covering, or modification of any unique geologic or physical feature, and the project would have no related impact.
VII. GREENHOUSE GAS EMISSIONS	**a) Less than Significant Impact:** The City of Santa Clarita's Climate Action Plan (CAP) identifies the amount of greenhouse gases (GHG) emitted within Santa Clarita and establishes a set of strategies that reduces the amount of greenhouse gases produced in the city to a level that is consistent with the reduction goals identified in the California Global Warming Solutions Act of 2006 (AB 32) (Health

	and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599). The proposed project would be consistent with the General Plan and UDC. Because goals, objectives, and policies approved under the General Plan are forecast to meet the GHG emission reduction targets mandated by AB 32, development projects that are able to demonstrate consistency with the General Plan and Zoning Ordinance are by association consistent with the CAP. Since the project is consistent with the General Plan land use designation and zoning for the site, impacts relating to GHG emissions are less than significant. **b) Less than Significant Impact:** The proposed project would be consistent with the CAP. The CAP must achieve emission reduction goals consistent with those outlined by the California Global Warming Solutions Act of 2006 (AB 32). Therefore the proposed project would not conflict with any applicable plans or policies adopted for the purpose of reducing the emissions of GHG and would be considered less than significant.
VIII. HAZARDS AND HAZARDOUS MATERIALS	**a-c) Less Than Significant Impact:** The proposed project includes the construction and operation of a 6,000 square-foot commercial building, a gas station and accessory car wash, which involves the use and storage of hazardous materials. During the operation phase of the project, hazardous or potentially hazardous materials will be routinely handled, stored, and dispensed on the project site. Since the proposed project includes a gas station, an underground storage tank (UST) will store gas and diesel fuel on the project site. Because of the nature of the proposed project, and in particular the gas station, the project will be subject to routine inspection by federal, State, and local regulatory agencies with jurisdiction over fuel dispensing facilities. In order to remain operational, the proposed project, including the UST and all associated fuel delivery infrastructure (i.e., gas pumps), will be required to comply with all applicable federal, State, and local regulation, including, but not limited to those provisions established by Section 2540.7, Gasoline Dispensing and Service Stations, of the California Occupational Safety and Health Regulations; Chapter 38, Liquefied Petroleum Gases, of the California Fire Code; the California Health and Safety Code; and the Los Angeles County Health and Safety Code. Collectively, the routine inspection of the gas station, the UST, and all associated fuel delivery infrastructure, along with the continued mandated compliance with all federal, State, and local regulations, will ensure that the proposed project is operated in a nonhazardous manner. Therefore, potential impacts associated with handling, storing, and dispensing of hazardous materials will be less than significant. **d) Less Than Significant Impact:** The project site is not known or expected to contain any hazardous materials. The site is not found on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (http://www.envirostor.dtsc.ca.gov/public/default.asp or http://geotracker.waterboards.ca.gov/). The project site was utilized from the late 1960s to the mid-1970s as a gas service station, which would have had fuel USTs. According to the Phase 1 Environmental Site Assessment, attached herein as Appendix C, there is no presence of on-site USTs, as the USTs were likely removed during demolition of the previous gas station. Furthermore, through a subsurface investigation of the site, it was determined that there was no significant release of gasoline related volatiles at the subject site. As a result, any impacts would be considered less than significant. **e) No Impact:** There are no airports located within 2 miles of the project site, and the project site is not within an airport land use plan. Therefore, the project would

	not result in a safety hazard for people residing or working in proximity to an airport, and the proposed project would have no associated impacts. **f) No Impact:** The project site is not within the vicinity of a private airstrip. There are no airplane transportation facilities, public or private, within 2 miles of the project site. Therefore, the project would not result in a safety hazard for people residing or working in proximity to a private airstrip, and the proposed project would have no associated impacts. **g) No Impact:** The construction and operation of the proposed project would not place any permanent or temporary physical barriers on any existing public streets. Furthermore, the project site is not utilized by any emergency response agencies, and no emergency response facilities exist in the project vicinity. Therefore, the proposed project would have no impact to emergency response planning. **h) Less than Significant Impact:** As identified on the City's online mapping program (Fire Hazard Zones), the project site is not within a fire hazard zone. Although this portion of the Valencia Boulevard corridor is entirely developed, the project site is located within 1,000 feet of a brush area. The project will be required to conform to any conditions of approval imposed by the Fire Department upon their review of the project. These conditions generally include access requirements, water system requirements, fuel modification plan requirements, and additional requirements. Because the project will be required to comply with any and all conditions imposed by the Fire Department, the proposed project's wildfire-related impacts are considered less than significant. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and the project would have no associated impacts. **i) No Impact:** The site is not known to contain any electrical transmission lines, gas lines, oil lines, or other hazardous material conduits or storage facilities. Therefore, the proposed project would not expose people to existing sources of potential health hazards, and the project would have no related impacts.
IX. HYDROLOGY AND WATER QUALITY	**a) Less Than Significant Impact:** Section 303 of the federal Clean Water Act requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California's Porter/Cologne Act, the Regional Water Quality Control Boards (RWQCBs) of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the Clean Water Act. Santa Clarita is within the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB adopted water quality objectives in its Stormwater Quality Management Plan (SQMP). This SQMP is designed to ensure stormwater achieves compliance with receiving water limitations. Thus, stormwater generated by a development that complies with the SQMP does not exceed the limitations of receiving waters and thus does not exceed water quality standards. Compliance with the SQMP is ensured by Section 402 of the Clean Water Act, which is known as the National Pollutant Discharge Elimination System (NPDES). Under this section, municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdiction. These permits are known as Municipal Separate Storm Sewer Systems (MS4) permits. Stormwater and non-stormwater flows enter and are conveyed through the MS4 and discharged to surface water bodies of the Los Angeles region. These discharges are regulated under countywide waste discharge requirements contained in Order No. R4-2012-

	01753 (NPDES Permit No. CAS004001, Waste Discharge Requirements for Municipal Separate Storm Sewer System [MS4] Discharges Within the Coastal Watersheds of Los Angeles County, Except Discharges Originating from the City of Long Beach MS4), which was adopted November 8, 2012. Chapter 17.90 of the City's Zoning Code prescribes the requirements of the NPDES compliance for all grading plans. In addition, as required by the MS4 permit, the City of Santa Clarita has adopted a Standard Urban Stormwater Mitigation Plan (SUSMP) ordinance to ensure new developments comply with the SQMP. The City's SUSMP ordinance, as described in Chapter 17.95 of the City's Zoning Code, requires new developments to implement best management practices (BMPs) that reduce water quality impacts, including erosion and siltation, to the maximum extent practicable. This ordinance also requires most new developments to submit a plan to the City that demonstrates how the project will comply with the City's SUSMP and identifies the project-specific BMPs that will be implemented. The project consists of developing a 6,000 square-foot commercial building, a new gas station and accessory car wash. None of the proposed uses are point source generators of water pollutants. As an urban development, the proposed project would add typical urban, nonpoint-source pollutants to stormwater runoff. As discussed, these pollutants are permitted by the countywide MS4 permit and would not exceed any receiving water limitations. Since the proposed development meets the City's SUSMP requirement thresholds, this project is considered a planning priority project under the MS4 Permit. In accordance with the MS4 Permit and the City's SUSMP ordinance, a project-specific SUSMP that incorporates appropriate post construction BMPs into the design of the project must be prepared and approved prior to issuance of any grading or building permits. Compliance with the MS4 permit and the SUSMP would ensure that the proposed project would not violate any water quality standards or waste discharge requirements, and the project would have no related significant impacts. **b) Less Than Significant Impact:** The project would not install any groundwater wells and would not otherwise directly withdraw any groundwater. In addition, there are no known aquifer conditions at the project site or in the surrounding area that could be affected by excavation or development of the project. Therefore, the proposed project would not physically interfere with any groundwater supplies. The Santa Clara River and its tributaries are the primary groundwater recharge areas for the Santa Clarita Valley (General Plan Conservation Element 2012). The site's runoff currently flows into an engineered storm drain system and is not part of the natural drainage system that is largely responsible for recharging groundwater. The proposed project would alter the drainage of the site by adding impermeable surfaces; however, the proposed project would maintain the site's outflow into the supporting storm drain system. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and the project would have no related significant impacts. **c) Less Than Significant Impact:** Development projects that increase the volume or velocity of surface water can result in an increase in erosion and siltation. Increased surface water volume and velocity causes an increase in siltation and sedimentation by increasing both soil/water interaction time and the sediment load potential of water. The project site does not include any discernable drainage courses; however, it

would alter the drainage of the site by installing an engineered drainage system. The proposed drainage plan does not include the channelization of any drainage courses and would not focus surface water flows into areas of exposed soil. In addition, the on-site drainage system, in accordance with the NPDES requirements discussed in Issue a) above, is also required to include best management practices (BMPs) to reduce erosion and siltation to the maximum extent practicable. Therefore, with the application of standard engineering practices, NPDES requirements, and City standards, the project would not result in substantial erosion or siltation on- or off-site, and the project would have no related significant impacts.

d) Less Than Significant Impact: As discussed in Issue c) above, the proposed project would include a drainage system that will comply with the MS4 permit to handle both the runoff that currently flows to the site from surrounding development and the increased runoff from the proposed impermeable surfaces on site. Therefore, the project would not result in flooding on- or off-site, and the project would have no related impacts.

e) Less Than Significant Impact: The project is required to comply with the City's engineering standards for volume of water discharged in the storm drain system and will comply with the City's SUSMP ordinance to ensure that stormwater flows are properly treated before entering the storm drain system. Therefore, the proposed project would not affect the capacity of the stormwater drainage system and would not create any source of polluted runoff.

f) Less Than Significant Impact: The proposed project would not alter the water sources on the site and in the surrounding area. The proposed development would not be a point-source generator of water pollutants. Compliance with the City's SUSMP ordinance will ensure that the proposed project would not generate stormwater pollutants that would substantially degrade water quality.

The project, however, also has the potential to generate short-term water pollutants during construction, including sediment, trash, construction materials, and equipment fluids. The countywide MS4 permit requires construction sites to implement BMPs to reduce the potential for construction-induced water pollutant impacts. These BMPs include methods to prevent contaminated construction site stormwater from entering the drainage system and preventing construction-induced contaminants from entering the drainage system. The MS4 identifies the following minimum requirements for construction sites in Los Angeles County:

1. Sediments generated on the project site shall be retained using adequate treatment control or structural BMPs;
2. Construction-related materials, wastes, spills, or residues shall be retained at the project site to avoid discharge to streets, drainage facilities, receiving waters, or adjacent properties by wind or runoff;
3. Non-stormwater runoff from equipment and vehicle washing and any other activity shall be contained at the project site; and
4. Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs (as approved in Regional Board Resolution No. 99-03), such as the limiting of grading scheduled during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes.

g) No Impact: The project site is not within the 100-year or 500-year flood zones

	as shown on the City's Flood Zones map. Therefore, the proposed project would not place future housing in flood hazard areas and would have no related impacts. **h) No Impact:** The project site is not within the 100-year or 500-year flood zones as shown on the City's Safety Element, Exhibit S-4 (Surface Water). Therefore, the proposed project would not place future structures in a flood hazard area and would have no related impacts. **i) No Impact:** The project site is not within a flood hazard area, and there are no levees, dams, or other water detention facilities in the vicinity of the project site. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving flooding, and the project would have no related impacts. **j) No Impact:** No bodies of water in the vicinity of the project site are capable of producing seiche or tsunami. Similarly, the project site is not in an area prone to landslides, soil slips, or slumps. Therefore, the proposed project would have no impact from seiche, tsunami, or mudflow. **k) Less Than Significant Impact:** The project would alter the site's drainage patterns. However, as discussed above in Issues c) and d), compliance with City engineering requirements and the City's SUSMP ordinance would ensure proper design of the proposed drainage system. In addition, the project involves grading for minimal surface-level grading for the proposed commercial development. However, the project does not involve grading or excavation into the groundwater table and would not place any subterranean structures or foundations that would encroach into groundwater aquifer. Consequently, groundwater flows would not be affected. Therefore, the proposed project would not result in significant impacts from changes in the rate of flow, currents, or the course and direction of surface water and groundwater. **l) No Impact:** The project would not cause any other impacts due to the modification of a wash, channel, creek, or river. See also Issues c) and d), above. **m) Less Than Significant Impact:** As discussed above in Issues a), c), d), and e), the project is required to comply with the City's SUSMP ordinance, the countywide MS4 permit, and the State's NPDES General Construction Permit and is required to implement a SUSMP compliance plan and SWPPP. Compliance with these requirements of the Clean Water Act and the NPDES will ensure the proposed project would not significantly impact stormwater management.
X. LAND USE AND PLANNING	**a) No Impact:** The project would not physically divide an existing community, as the site is surrounded by development including an office development to the north, a community college to the east and south, and Interstate 5 to the west. The project would not result in barriers or obstruction for pedestrians. Therefore, the project would have no impact related to physically dividing a community. **b) No Impact:** The project site is not part of a specific plan area or any other plan designed with the purpose of avoiding or mitigating an environmental effect. Santa Clarita is not within the Coastal Zone. The project site has a General Plan designation and zoning of Community Commercial (CC), which are consistent with the proposed uses for the property. Therefore, the proposed project would not cause impacts due to conflicts with applicable land use plans, policies, or regulations. **c) No Impact:** As discussed in Section IV.f) of this report, the project site is not

	within a habitat conservation plan (HCP), natural community conservation plan (NCCP), or other approved environmental resource conservation plan. Therefore, the project would not conflict with any adopted environmental conservation plans, and the project would have no related impacts.
XI. MINERAL AND ENERGY RESOURCES	**a–b) No Impact:** The project site is not within a mineral area identified on Exhibit CO-2 (Mineral Resources) of the City's General Plan Conservation Element and is not otherwise known to contain mineral resources. Therefore, the proposed project would not result in the loss of availability of a known mineral resource, and the project would have no related impacts. **c) Less Than Significant Impact:** The project would utilize building materials and human resources for construction of the project. Many of the resources utilized for construction are nonrenewable, including manpower, sand, gravel, earth, iron, steel, and hardscape materials. Other construction resources, such as lumber, are slowly renewable. In addition, the project would commit energy and water resources as a result of the construction, operation, and maintenance of the proposed development. Much of the energy that will be utilized on site will be generated through combustion of fossil fuels, which are nonrenewable resources. Market-rate conditions encourage the efficient use of materials and manpower during construction. Similarly, the energy and water resources that would be utilized by the proposed project would be supplied by the regional utility purveyors, which participate in various conservation programs. Furthermore, there are no unique conditions that would require excessive use of nonrenewable resources on site, and the project is expected to utilize energy or water resources in the same manner as typical modern development. Therefore, the proposed project would not use nonrenewable resources in a wasteful and inefficient manner, and the project would have no related significant impacts.
XII. NOISE	**a) Less Than Significant Impact:** The proposed project involves the development of a 6,000 square-foot commercial building, gas station, and accessory car wash. Commercial uses are not considered sensitive noise receptors. The Noise Element in the City's General Plan (Exhibit N-8) identifies the City's normally acceptable noise level for commercial areas at 70 dBA. Based on the City's Noise Contour Map (General Plan Exhibit N-6), the proposed commercial development would be placed within a 70 dBA contour area and thus in an area acceptable for commercial uses. The land uses in the project vicinity include office buildings within a business park, a community college, and the Interstate 5 freeway. The proposed project is consistent with the existing land uses in the area as well as commercially zoned properties, and would not produce noise levels in excess of standards established in the City's General Plan or Noise Ordinance, or applicable standards of other agencies. Therefore, the proposed project would not expose persons to excess noise levels and would have no related significant impacts. **b) Less Than Significant Impact:** There are no established vibration standards in the City of Santa Clarita. Regardless, the proposed 6,000 square-foot commercial development, gas station, and accessory car wash uses at the specified location would neither generate nor expose people to excessive groundborne vibrations or groundborne noise levels. Construction of the project may temporarily generate vibrations. However, the proposed project does not involve construction practices that are typically associated with vibrations, such as pile driving and large-scale demolition. Therefore, the proposed project would not cause significant vibration impacts.

c) Less Than Significant Impact: The proposed project consists of developing a 6,000 square-foot commercial building, gas station, and accessory car wash. The project would generate vehicle trips that may increase traffic noise levels in the surrounding roadway areas. However, the increases in traffic volumes that would be caused by the proposed project would not cause a noticeable increase in roadway noise. Therefore, no significant long-term noise impacts are anticipated from the project (see also Issue a) above).

d) Less Than Significant Impact: Construction of the project would generate short-term noise. Examples of the level of noise generated by construction equipment at 50 feet from the source is presented in the following table.

Table XII-1
Noise Levels Generated by Typical Construction Equipment

Type of Equipment	Range of Sound Levels	Suggested Sound Levels for Analysis
	(dBA at 50 feet)	
Pile driver (12,000–18,000 ft-lb/blow)	81–96	93
Rock drill	83–99	96
Jackhammer	75–85	82
Pneumatic tools	78–88	85
Pumps	68–80	77
Dozer	85–90	88
Tractor	77 – 82	80
Concrete mixer	75–88	85
Front-end loader	86–90	88
Hydraulic backhoe	81–90	86
Hydraulic excavator	81–90	86
Grader	79–89	86
Air compressor	76–86	86
Truck	81–87	86
Source: EPA 1971		

Noise levels decrease substantially with distance. Tractors, trucks, and graders result in noise levels in the 80–86 dBA level at 50 feet.

Title 11, Chapter 44, Noise Regulations of the City's Municipal Code (Section 11.44.040) provides the following noise production limitations:

A. It shall be unlawful for any person within the city to produce or cause or allow to be produced noise which is received on property occupied by another person within the designated region, in excess of the following levels, except as expressly provided otherwise herein:

Region	Time	Sound Level dB
Residential zone	Day	65
Residential zone	Night	55
Commercial and manufacturing	Day	80
Commercial and manufacturing	Night	70
At the boundary line between a residential property and a commercial and manufacturing property, the noise level of the quieter zone shall be used.		

B. Corrections to Noise Limits. The numerical limits given in Subsection A above shall be adjusted by the following corrections, where the following noise conditions exist:

Noise	Condition Correction (in dB)
(1) Repetitive impulsive noise	-5
(2) Steady whine, screech or hum	-5
The following corrections apply to day only:	
(3) Noise occurring more than 5 but less than 15 minutes per hour	+5
(4) Noise occurring more than 1 but less than 5 minutes per hour	+10
(5) Noise occurring less than 1 minute per hour	+20

Section 11.44.080 of the Municipal Code places the following limitations on construction times for purposes of limiting noise impacts and the project will be subject to this limitation. Therefore, no nighttime noise impacts are anticipated.

> No person shall engage in any construction work which requires a building permit from the City on sites within three hundred (300) feet of a residentially zoned property except between the hours of seven a.m. to seven p.m. Monday through Friday and eight a.m. to six p.m. on Saturday. Further, no work shall be performed on the following public holidays: New Year's Day, Independence Day, Thanksgiving, Christmas, Memorial Day, and Labor Day.

Project construction is required to meet these standards, and the project poses no unique conditions that require excessive noise to be generated during construction, such as jackhammering or demolition. Therefore, the proposed project would not cause any significant impacts from temporarily generating noise.

e) No Impact: There are no public use airports in Santa Clarita, and no portion of the city is within an airport land use plan.

f) No Impact: There are no private airstrips in Santa Clarita.

XIII. POPULATION AND HOUSING

a) Less Than Significant Impact: Growth-inducing impacts are caused by those characteristics of a project that foster or encourage population and/or economic growth. These characteristics include adding residential units or businesses, expanding infrastructure, and generating employment opportunities. The project would involve the construction and operation of a gas station along with a 6,000 square-foot commercial building and its businesses. However, the project conforms

	to the City's land use designation of Community Commercial (CC) and would be within the buildout limits as provided in the City's General Plan. Furthermore, the proposed project would not otherwise induce growth by expanding the capacity of the roadway network or utility infrastructure. Therefore, although the proposed project would add new commercial development and new businesses, the project would not cause significant growth-inducing impacts. **b) No Impact:** The project site is currently vacant and does not include any housing units that would be removed. Therefore, the proposed project would not displace any housing and would have no associated impacts. **c) No Impact:** The project site is currently vacant and does not include any housing units that would be removed. Therefore, the proposed project would not displace any people and would have no associated impacts.
XIV. PUBLIC SERVICES	**a)i. Less Than Significant Impact:** The proposed project would not result in the need for additional new or altered fire protection services and would not alter acceptable service ratios or response times. The proposed project would develop a currently vacant site with a 6,000 square-foot commercial building, a gas station, and accessory car wash, and, in turn, would increase the structures served by the Los Angeles County Fire Department. The project site would be served by Fire Station No. 126 and/or No. 124. The project does not propose any structures or uses that cannot be adequately served by the Fire Department's existing resources. Therefore, the proposed project would not significantly impact fire protection services. **a)ii. Less Than Significant Impact:** The proposed project will not result in the need for additional new or altered police protection services and will not alter acceptable service ratios or response times. The proposed project would develop a currently vacant site with a 6,000 square-foot commercial building, a gas station, and accessory car wash, and, in turn, could increase the demand for police services, which are provided by the Los Angeles County Sheriff's Department. The project site is served by the Santa Clarita Sheriff Station. The project does not propose any structures or uses that cannot be adequately served by the Sheriff's Department's existing resources. Therefore, the proposed project would not significantly impact police protection services. **a)iii. No Impact:** The project would be within the Newhall School District (NSD) for elementary school and the William S. Hart School District (WHSD) for junior high and high school. However, the proposed project would not develop any new residential dwellings and thus would not directly increase the population of school-aged children served by the NSD and the WHSD. Therefore, the proposed project would not impact school services. **a)iv. No Impact:** The proposed project would not contribute new residences to the area that would lead to an increase in the use of the local and regional parks systems. Therefore, the proposed project would have no adverse impact on park services.
XV. RECREATION	**a) No Impact:** The proposed development involves the construction and operation of a gas station along with a 6,000 square-foot commercial building, and accessory car wash that would be utilized primarily by the population of the city and surrounding communities. The proposed project is not expected to increase the use of public parks. Therefore, the project would not lead to physical deterioration of any existing recreational facilities, and would have no related impacts.

	b) No Impact: The proposed project includes the construction of and operation of a gas station along with a 6,000 square-foot commercial building, and accessory car wash and does not include residential units that would require park development fees or implementation of new recreational facilities. Therefore, the project would not have an adverse physical effect on the environment from the construction or expansion of recreational facilities.
XVI. TRANSPORTATION / TRAFFIC	**a-b) Less Than Significant Impact:** The proposed project includes a 6,000 square-foot commercial development, gas station facility, and accessory car wash. Based on the trip generation rates identified by the Institute of Transportation Engineers (ITE), the project (ITE Land Use 946) would generate an estimated 49 trips during the AM peak hour and 70 trips during the PM peak hour. In comparison, a commercial retail center (ITE Land Use 814) of the same size would generate 41 trips during the AM peak hour and 30 trips during the PM peak hour. As compared to a commercial retail center, the proposed project would result in a net change of 8 trips during the AM peak hour and 40 trips during the PM peak hour. In accordance with the City's Traffic Impact Report Guidelines, projects that generate less than 50 trips during both the AM or PM peak hours do not require a traffic impact analysis. Similarly, the Los Angeles County Congestion Management Program (CMP) does not require traffic impact analyses for projects that contribute less than 50 trips to CMP arterial monitoring intersections during either the AM or PM weekday peak hours. Therefore, the proposed project would not exceed, either individually or cumulatively, an established level of service standard or any other circulation system performance measures established by the City or in the Los Angeles County CMP, and the project would cause no related significant impacts. **c) No Impact:** The project site is not within an airport land use plan or within 2 miles of a public airport or public use airport. There are no airports in Santa Clarita. Consequently, the proposed project would not affect any airport facilities and would not cause a change in the directional patterns of aircraft. Therefore, the proposed project would have no impact to air traffic patterns. **d) No Impact:** The project has been evaluated by the City's Traffic Division. Its circulation design has been found to not contain any hazardous conditions. In addition, the project's circulation design meets the City's engineering standards. Therefore, the proposed project would not increase hazards due to a design feature or incompatible use and would have no associated impacts. **e) No Impact:** The project's ingress/egress and circulation are required to meet the Los Angeles County Fire Department's standards, which ensure new developments provide adequate access for emergency vehicles. The project site and surrounding roadway network do not pose any unique conditions that raise concerns for emergency access, such as narrow, winding roads or dead-end streets. Thus, standard engineering practices are expected to achieve the Fire Department's standards. Furthermore, final project plans are subject to review and approval by the Fire Department to ensure that the site's access complies with all Fire Department ordinances and policies. With the required compliance with all Fire Department ordinances and policies, the project would not cause significant impacts due to inadequate emergency access. Therefore, the project would have no impact related to emergency access.

	f) Less Than Significant Impact. The proposed project is served by City of Santa Clarita Transit. The proposed project would not directly or indirectly cause the transit agency to change its service to the project area. The applicant is required to install a bus stop (including a bus shelter and in-street concrete pad) along the project frontage. Further, as the proposed project would not result in a significant impact to any of the identified study intersections, these transit services would not experience a substantial delay in service due to the proposed project. In addition, the proposed project has a pedestrian- and bicycle-friendly design. Therefore, the proposed project would result in a less than significant impact related to adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. No mitigation measures are required.
XVII. UTILITIES AND SERVICE SYSTEMS	**a) No Impact:** The project includes developing a gas station along with a 6,000 square-foot commercial building, and accessory car wash. The proposed project is consistent with the existing zoning and General Plan land use designations for the site. None of the proposed uses would generate atypical wastewater such as industrial or agricultural effluent. All wastewater generated by the proposed project is expected to be domestic sewage. Wastewater treatment facilities are designed to treat domestic sewage; thus, typical domestic sewage does not exceed wastewater treatment requirements. Since the project would not generate atypical wastewater and is consistent with the City's General Plan and zoning, the project would not exceed wastewater treatment requirements. The project would have no associated impacts. **b) No Impact:** The proposed development would increase the demand for water and wastewater service. However, as discussed in subsection XVII, Utilities and Service Systems, Issues d) and e) of this report, the increase to water/wastewater service demand is minimal in comparison to the existing service areas of the water and wastewater service purveyors, and the facilities currently maintained by the service purveyors are adequate to serve the proposed increase in demand. The only water and wastewater improvements required for the project are on-site pipelines and unit connections to the infrastructure systems, which are subject to connection fees. Therefore, the proposed project would not require or result in the construction or expansion of new water or wastewater treatment facilities off-site, and the project would have no associated impacts. **c) Less Than Significant Impact:** As discussed in subsection IX, Hydrology and Water Quality, Issues c) and d) of this report, the proposed project would implement an engineered drainage system that would connect to the City's storm drain located at the front (north side) of the site. It has been determined that the system would involve connecting the on-site storm drain system to an existing storm drain line along Valencia Boulevard. As required by the City of Santa Clarita and the countywide MS4 permit, the final design of the development's drainage system must engineered so that post-development peak runoff discharge rates are equal to or less than pre-development peak runoff rates. Therefore, the proposed project would not require or result in the construction of new off-site stormwater drainage facilities or the expansion of existing facilities off-site, and the project would have no related significant impacts. **d) Less Than Significant Impact:** The proposed project is consistent with the City's General Plan and zoning. The Valencia Water Company (VWC) provides water services to the project site. The VWC's water sources are derived from the State Water Project and local groundwater resources generated primarily from the Santa Clara River. These existing water supplies are sufficient to serve the proposed development. Therefore, the proposed project would not require new or

	expanded water entitlements, and the project would have no related significant impacts. **e) Less Than Significant Impact:** The proposed project is consistent with the City's General Plan and zoning designations. The Santa Clarita Valley Sanitation District (of the County of Los Angeles Sanitation Districts) provides wastewater services to the project site. The Santa Clarita Sanitation District's existing facilities are sufficient to accommodate the proposed development. Therefore, the proposed project would result in a determination by the wastewater treatment provider that it has adequate capacity to serve the proposed development, and the project would have no related significant impacts. **f) No Impact:** The proposed project is consistent with the City's General Plan and zoning. The project would be served by the Chiquita Canyon Landfill (CCL) with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Under the current CUP issued for the CCL, the projected closure date is 2019. A proposed revision to the CCL Master Plan (currently under environmental review with the Los Angeles County Department of Regional Planning) includes an expansion of the facility that would extend the projected landfill closure date 10-15 years beyond the current closure date. **g) No Impact:** The California Integrated Waste Management Act requires that jurisdictions maintain a 50 percent or better diversion rate for solid waste. The City implements this requirement through the City's franchised Solid Waste Management Services. Per the agreements between the City and the franchised trash disposal companies, each franchisee is responsible for meeting the minimum recycling diversion rate of 50 percent on a quarterly basis. Franchisees are further encouraged to meet the City's overall diversion rate goal of 75 percent. The proposed project is required to comply with the applicable solid waste franchise's recycling system, and thus, will meet the City's and California's solid waste diversion regulations. Therefore, the project would not cause any significant impacts from conflicting with statutes or regulations related to solid waste.
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	**a) Less Than Significant Impact With Mitigation:** Based on the analysis in subsection IV, Biological Resources, of this document, with the incorporation of mitigation measures, the proposed project would not have substantial impacts to special-status species, stream habitat, and wildlife dispersal and migration. Furthermore, the proposed project would not affect the local, regional, or national populations or ranges of any plant or animal species and would not threaten any plant communities. Therefore, with the incorporation of mitigation measures, the proposed project does not have a Mandatory Finding of Significance due to impacts to biological resources. **b) Less Than Significant Impact With Mitigation:** The proposed project would not cause impacts that are cumulatively considerable. The project has the potential to contribute to cumulative air quality, greenhouse gas, biological resource, hydrology, water quality, noise, traffic, and utility impacts. However, based on the analysis contained in this document, the project would not have a cumulatively considerable contribution to any significant cumulative impact. Therefore, with the incorporation of mitigation measures, the proposed project does not have a Mandatory Finding of Significance due to cumulative impacts. **c) No Impact:** As discussed in subsections VIII, Hazards and Hazardous Materials, and XVI, Transportation/Traffic, of this document, the proposed project would not expose persons to flooding or transportation hazards. Subsection VI, Geology and

	Soils, of this document explains that occupants of the proposed project could be exposed to strong seismic earth shaking due to the potential for earthquakes in Southern California. The earth and geology conditions of the site would be alleviated by the required compliance with the California Building Code; thus, the proposed project would not result in adverse effects on human beings from geotechnical considerations. Therefore, the project would not create environmental effects that would cause substantial adverse effects on humans.
XIX. DEPARTMENT OF FISH AND WILDLIFE NO EFFECTS DETERMINATION	**a) Less than Significant with Mitigation:** As discussed in Section IV of this document, the proposed project has the potential to adversely affect wildlife resources. However with the incorporation of mitigation measures, the project would not cause any significant impacts on biological resources. Nonetheless, the project does not qualify for a Department of Fish and Wildlife 'No Effect' finding.

MITIGATION MONITORING PROGRAM

Identification of Mitigation Measures and Monitoring Activities
I. AESTHETICS
None Required
II. AGRICULTURAL RESOURCES
None Required
III. AIR QUALITY
None Required
IV. BIOLOGICAL RESOURCES

Mitigation Measure BIO-1: The applicant shall retain a certified arborist to assist ensure the following techniques are implemented to protect, conserve, and/or replace the oak trees on site:

1. The oak tree that will be removed (Oak tree #2), shall be replaced with three (3) new, 60" box oak trees, as noted on the Planting Plan.
2. All work within the protective zone shall be performed in the presence of an Oak Tree Preservation Consultant.
3. The extent of all new construction shall be staked, where applicable, and reviewed with the Oak Tree Preservation Consultant.
4. Any approved pruning shall be done by a qualified tree trimmer, and observed by the Oak Tree Preservation Consultant.
5. Hand dig vertical trenches at the final location and "bridge over" any and all roots encountered (1" and larger).
6. Install 5' high temporary chain link fencing following the limit of the Tree Protection Zone as noted on the Planting Plan.
7. Three (3) warning signs shall be posted. The signs shall be 2 square feet and contain the following language:

   WARNING
   THIS FENCE SHALL NOT BE REMOVED OR
   RELOCATED WITHOUT WRITTEN AUTHORIZATION
   FROM THE CITY OF SANTA CLARITA DEPARTMENT
   OF COMMUNITY DEVELOPMENT
8. Should any work be required within the limit of work, and temporary fence must be opened, the Oak Tree Preservation Consultant must direct all work at any time the fence is open.
9. The area within the chain link fence shall not be used at any time for material or equipment storage or parking.
10. No chemicals or herbicides shall be applied to the soil surface within 100' of an oak tree's root protected zone.
11. Copies of the following shall be maintained on the site during any work around the oak tree, as applicable:
    Oak Tree Report, Oak Tree Permit, Oak Tree Location Map, Engineering Plans, Oak Tree Preservation and Guidelines, Oak Tree Ordinance, Approved Site Plan, Approved Planting & Irrigation Plan.
12. A utilities trenching pathway plan must be submitted, prior to completion of grading and prior to the construction phase, in order to avoid unnecessary damage to tree root systems.

Party Responsible for Mitigation: Project Applicant
Monitoring Action/Timing: Prior to grading.
Enforcing, Monitoring Agency: City of Santa Clarita Planning Division

Identification of Mitigation Measures and Monitoring Activities
V. CULTURAL RESOURCES
None Required
VI. GEOLOGY AND SOILS
None Required
VII. GREENHOUSE GAS EMISSIONS
None Required
VIII. HAZARDS AND HAZARDOUS MATERIALS
None Required
IX. HYDROLOGY AND WATER QUALITY
None Required
X. LAND USE AND PLANNING
None Required
XI. MINERAL AND ENERGY RESOURCES
None Required
XII. NOISE
None Required
XIII. POPULATION AND HOUSING
None Required
XIV. PUBLIC SERVICES
None Required
XV. RECREATION
None Required
XVI. TRANSPORTATION/TRAFFIC
None Required
XVII. UTILITIES AND SERVICES SYSTEMS
None Required
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE
Mitigation Measure BIO-1 as required in Section IV

APPENDIX A - OAK TREE REPORT

25048 VALENCIA BOULEVARD
SANTA CLARITA, CA

OAK TREE REPORT

PREPARED BY: **Wynn Landscape Architects, Inc**
P.O. Box 1440
Topanga
CA 90290
Tel: (310)-455-4245
License # 3927

September 4, 2014

APPENDIX A - OAK TREE REPORT

TABLE OF CONTENTS

INTRODUCTION

Project Description & Background:

There are three existing protected oak trees on 25048 Valencia Boulevard, Santa Clarita. There are a further four oak trees on the east-south east side of the property, approximately 140' from the property line. Wynn Landscape Architects discussed these four oak trees with Robert Sartain, at the City of Santa Clarita. We were told that there was no need to include these trees in the oak tree report, provided that they are not impacted by any grading or construction.
The site survey work was completed on January 15, 2014 and January 26, 2014. The initial report was revised and updated to-day.

OBSERVATIONS

Health & condition:

The three Oak trees in close proximity to the grading and construction work are in average to poor condition.

FINDINGS

The two Oak trees, on the site, as noted on the Planting Plan, will be retained. The other Oak tree (listed as #2) will be removed. The remaining four oak trees that are located approximately 140' beyond the property line, will not be impacted by the construction. The two protected oak trees will be protected following the Oak Tree Preservation Guidelines below.

RECOMMENDATIONS

The Contractor shall ensure that all protected oak trees on east-south east side of the property, will be protected during the construction, compliant with the Urban Forestry Division requirements.

The oak tree that will be removed (Oak tree #2), will be replaced with three new, 60" Box Oak trees, as noted on the Planting Plan.

OAK TREE PRESERVATION GUIDELINES

In order to maintain the well being of the native oak tree community, the following measures would be initiated to protect any retained oaks during the construction phase:

1. All work within the protective zone shall be performed in the presence of an Oak Tree Preservation Consultant.

2. The extent of all new construction shall be staked, where applicable, and reviewed with the Oak Tree Preservation Consultant.

APPENDIX A - OAK TREE REPORT

3. Any approved pruning shall be done by a qualified tree trimmer, and observed by the Oak Tree Preservation Consultant.

4. Hand dig vertical trenches at the final location and “bridge over” any and all roots encountered (1” and larger).

5. Install 5’ high temporary chain link fencing shall be installed following the limit of the Tree Protection Zone as noted on the Planting Plan.

6. 3 warning signs shall be posted. The signs shall be 2’ square and contain the following language:

   WARNING
   THIS FENCE SHALL NOT BE REMOVED OR
   RELOCATED WITHOUT WRITTEN AUTHORIZATION
   FROM THE CITY OF SANTA CLARITA DEPARTMENT
   OF PLANNING AND COMMUNITY DEVELOPMENT

7. Should any work be required within the limit of work, and temporary fence must be opened, the Oak Tree Preservation Consultant must direct all work at any time the fence is open.

8. The area within the chain link fence shall not be used at any time for material or equipment storage or parking.

9. No chemicals or herbicides shall be applied to the soil surface within 100’ of an oak tree’s root protected zone.

10. Copies of the following shall be maintained on the site during any work around the oak tree, as applicable:
    - Oak Tree Report
    - Oak Tree Permit
    - Oak Tree Location Map
    - Engineering Plans
    - Oak Tree Preservation and Guidelines
    - Oak Tree Ordinance
    - Approved Site Plan
    - Approved Planting & Irrigation Plan

11. A utilities trenching pathway plan must be submitted, prior to completion of grading and prior to the construction phase, in order to avoid unnecessary damage to tree root systems.

APPENDIX

#1 Tree Survey – shown on Planting Plan
#2 Tree Evaluation Forms & Photographs of Surveyed Trees (3 Pages)

CERTIFICATION

I, Don Wynn, (Wynn Landscape Architects, Inc) Landscape License # 3927, certify to the best of my knowledge and belief:
That the statements of fact contained in this report are true and correct.
That my analysis, opinions and conclusions were developed, and this report has been prepared, in conformity with the standards of arboricultural practice.

Don Wynn (License #3927)
Wynn Landscape Architects, Inc, P.O. Box 1440, Topanga, CA 90290 Tel: (310)-455-4245

APPENDIX A - OAK TREE REPORT

TREE EVALUATION FORM

Species:	**Quercus agrifolia**	**Tag # 1**
Appearance (A-F)	E	
Health (A-F)	E	
Measurements:	9' spread	
Height	13'	
No. of trunks:	1	
Diameter of trunk:	4"	

Vigor:		**Structure**	
Chlorosis		Broken branches	
Wilt		Poor pruning	X
Mainstem dieback (major)		Mechanical injury	
Twig dieback (minor)		Wire/Nails	
Deadwood		Torn branch scars	
Thinning of crown		Sharp branch angle	X
		Low branching	
Pests:		Water trap	
Borers		Cavit. Trunk	
Ants	X	Cavit. Branch	
Woodpeckers		Lopsided canopy	
Witches broom		Excess horiz. Growth	
Pit scale		Decay/Rot	
Oak moth		Fire/Lightening	
Bees		Roots exposed	
Plant parasites		Hazardous conditions	
Diseases:			
Leaf scorch			
Exfoliation			
Trunk lesions			
Cankers			
Environment			
Soil build up			
Poor drainage			
Undermining erosion			

Remarks / Recommendations

Retain and ensure that adequate protection is provided during construction compliant with Urban Forestry Division requirements.

Landscape Architect License No. Date

APPENDIX A - OAK TREE REPORT

TREE EVALUATION FORM

Species: **Quercus agrifolia** **Tag # 2**

Appearance (A-F)	B
Health (A-F)	B
Measurements:	23' spread
Height	18'
No. of trunks:	1
Diameter of trunk:	14"

Vigor:		**Structure**	
Chlorosis		Broken branches	
Wilt		Poor pruning	X
Mainstem dieback (major)		Mechanical injury	
Twig dieback (minor)		Wire/Nails	
Deadwood		Torn branch scars	
Thinning of crown		Sharp branch angle	X
		Low branching	
Pests:		Water trap	
Borers		Cavit. Trunk	
Ants	X	Cavit. Branch	
Woodpeckers		Lopsided canopy	
Witches broom		Excess horiz. Growth	
Pit scale		Decay/Rot	
Oak moth		Fire/Lightening	
Bees		Roots exposed	
Plant parasites		Hazardous conditions	
Diseases:			
Leaf scorch			
Exfoliation			
Trunk lesions			
Cankers			
Environment			
Soil build up			
Poor drainage			
Undermining erosion			

Remarks / Recommendations

Remove - Potential impact from construction.

Provide 3 x 60" Box Quercus agrifolia trees (as replacement trees)

Landscape Architect License No. Date

APPENDIX A - OAK TREE REPORT

TREE EVALUATION FORM

Species: **Quercus lobata** **Tag # 3**

Appearance (A-F)	E
Health (A-F)	E
Measurements:	3' spread
Height	10'
No. of trunks:	1
Diameter of trunk:	4"

Vigor:	
Chlorosis	
Wilt	
Mainstem dieback (major)	
Twig dieback (minor)	X
Deadwood	
Thinning of crown	

Structure	
Broken branches	
Poor pruning	
Mechanical injury	
Wire/Nails	
Torn branch scars	
Sharp branch angle	X
Low branching	
Water trap	
Cavit. Trunk	
Cavit. Branch	
Lopsided canopy	X
Excess horiz. Growth	
Decay/Rot	
Fire/Lightening	
Roots exposed	
Hazardous conditions	

Pests:	
Borers	
Ants	X
Woodpeckers	
Witches broom	
Pit scale	
Oak moth	
Bees	
Plant parasites	

Diseases:	
Leaf scorch	
Exfoliation	
Trunk lesions	
Cankers	

Environment	
Soil build up	
Poor drainage	
Undermining erosion	

Remarks / Recommendations

Retain and ensure that adequate protection is provided during construction compliant with Urban Forestry Division requirements.

Landscape Architect License No. Date

APPENDIX A - OAK TREE REPORT

Valencia Gas Station Oak tree report checklist 9/24/14 RS

1. Oak Tree Inventory / Survey– Complete,
    a. 3 oaks, (2 QA, 1 QL.)
    b. Two four inch diameter and one 14 inch diameter
2. Appraisal of oaks – Complete
    a. Oak number one, Quercus agrifolia appraised at $195
    b. Oak number two Quercus agrifolia appraised at $8,300
    c. Oak number three Quercus agrifolia appraised at $195
3. Removals and Preservation Plan - Complete
    a. One removal of Oak tree Number two 14-inch oak with mitigation, tree value of $8,300
    b. Other two oaks to be preserved
4. Mitigation plan – Complete
    a. Proposed three 60-inch box tree replacements
    b. Installed value of mitigation oaks is 60-inch = $2,964
    c. Total installed mitigation = $8,892
    d. This meets and exceeds the removal tree value.
5. Mitigation planting locations – To be determined

APPEXNDIX B - GEOTECHNICAL REPORT

PRELIMINARY GEOTECHNICAL INVESTIGATION
FOR FOUNDATION DESIGN,
PROPOSED GASOLINE SERVICE STATION, W/MARKET & RESTAURANT
25048 VALENCIA BLVD.
SANTA CLARITIA, CALIFORNIA

January 10, 2014
Job No. 13-704P

Prepared For:

MR. SUDHIR SOOD
26858 PROVENCE AVENUE
CALABASAS, CA 91302

APPEXNDIX B - GEOTECHNICAL REPORT

Job No. 13-704P
January 10, 2013

Mr. Sudhir Sood
26858 Provence Avenue
Calabasas, Ca 91302

Subject: **Preliminary Geotechnical Investigation for Foundation Design, Proposed Gas Station w/ Market, Restaurant, 25048 Valencia Blvd., Santa Claritia, California**

Reference:

1) N.G. Patel Architects, Inc., 8/15/13, " Site Plan, Proposed Gas Station w/ Market, Restaurant, 25048 Valencia Blvd., Santa Claritia**,** California"

Gentlemen:

In accordance with your request and authorization, we have performed a preliminary geotechnical engineering investigation for the subject project. The accompanying report presents the preliminary results of our field exploration work, laboratory tests, our geotechnical experience previously performed in the vicinity of the project site, as well as engineering analysis. The subsurface and foundation conditions are discussed and preliminary recommendations for the geotechnical engineering aspects of the project are presented.

This opportunity to be of service is appreciated. If you have any questions concerning our findings, please call at your convenience.

Respectfully submitted,

Geo Environ Eng. Consultants, Inc.

_____	_____
Jabed Masud	Esmail Rastegari
President/Associate Engineer	Civil Engineer, RCE 43332

JM/ER/gm

Attachments: Appendix 'A' - Drawings
Appendix 'B' - Boring Logs
Appendix 'C' - Laboratory Test Results

SCOPE

The scope of this study was designed to determine and evaluate the surface and subsurface conditions of the subject site and to present preliminary recommendations for the foundation systems and grading requirements as they relate to the planned development

The scope included the following geotechnical functions:

- Review of available literature pertaining to the site and vicinity.
- Evaluation of natural and manmade surface features at the site and contiguous areas.
- Drilling and logging of exploratory borings.
- Securing of bulk and undisturbed samples of earth materials from the trenches for laboratory testing.
- Laboratory testing of selected samples.
- Geotechnical engineering analysis of data obtained during the study.
- Preparation of this report and the accompanying illustrations to present the findings, conclusions, and recommendations pertaining to the planned construction.

The scope of work did not include any environmental assessment of the property or opinions relating to possible soil or subsurface contamination by hazardous or toxic substances.

SITE DESCRIPTION

Location

The subject property upon which the soil exploration has been performed is located at S.E. corner of Valencia Blvd. and the I-5 Freeway, in the City of Santa Clarita, Los Angeles County, California. Surrounding the site are commercial properties.

Site Conditions

The site is a rectangular size property, approximately 1.2 acre in size and relatively flat. The site presently vacant covered with scattered AC pavements. The property is bounded on the south and east by natural hill sides. Unknown underground lines may be present at the site.

PROPOSED CONSTRUCTION & GRADING

Preliminary details of the proposed construction and the reference drawing were provided by the client, and the project Architect. The proposed construction will be comprised of a retail store (5250 sft), a carwash (1150 sft) tunnel, office building (1000 sft) . We anticipate the structures will be one story, standard wood frame construction. Loads on the foundations are unknown but are expected to be between 2 and 4 kips per linear foot. Column loads are expected to be between 50 and 100 kips. Appurtenant construction will include underground storage tanks (UST's) and utilities, gas pumps, fire hydrants, lighting, asphalt concrete and concrete pavement , and landscaping.

No grading plans were to provided to this firm for our use during this study. However, cut and fill grading are anticipated within the proposed construction areas. Should details involved in final design vary from those outlined above, this firm should be notified for review and possible revision of our recommendations.

FIELD STUDY

A field study consisting of site observations and subsurface exploration was conducted on January 4, 2014. Three (3) exploratory borings were drilled to a maximum depth of 15 feet below existing surface The soils encountered in the exploratory drilling were logged by our field personnel. The boring logs are included in Appendix 'A'. The approximate location of the borings are shown on the plot plan in Appendix 'C'.

Disturbed and undisturbed samples of the soils encountered were obtained at frequent intervals in the borings. Undisturbed samples were obtained by driving a thin walled steel sampler with successive drops of a 140-pound weight having a free fall of 30 inches. The blow count for each one foot of penetration is shown on the boring logs. Undisturbed soils were retained in brass rings with a 1-inch height and 2.413-inch in side diameter. The ring samples were retained in close fitting moisture proof containers and transported to our laboratory for testing.

The exploratory borings used for subsurface exploration were backfilled with reasonable effort to restore the area to their original condition prior to leaving the site.

LABORATORY TEST

The results of laboratory tests performed on disturbed, undisturbed, and remolded soil samples are presented in appendix 'C'. Following is a listing and brief explanation of the laboratory tests which were performed as part of this study. The remaining soil samples are stored in our laboratory for future reference. Unless notified to the contrary, all samples will be disposed of 30 days after the date of this report.

Classification

The field classification of the soils were verified in the laboratory in general accordance with the Unified Soil Classification System. The final classification is shown on the boring logs.

Field Moistures and Densities

The field moisture content was determined for each of the disturbed and undisturbed soil samples. The dry density was also determined for each of the undisturbed samples. The dry density was determined in pounds per cubic foot and the field moisture content was determined as a percentage of the dry weight of the soil. Both results are shown on boring logs.

Consolidation Tests

Settlement predictions of the soil's behavior under load were made on the basis of the consolidation tests which are performed in general accordance with ASTM D-2435 procedures. The Consolidation apparatus is designed to receive a one inch high ring.

Expansion Characteristics

Laboratory expansion tests were performed on a near surface soil sample in general accordance with ASTM D-4829 procedures.

Direct Shear Test

Direct Shear test was performed in the Direct Shear Test Machine which is of the strain control type in general with ASTM D-3080 procedure. Each sample was sheared under varying pressures normal to the face of the specimen to determine the shear strength (cohesion and angle of internal friction). Samples were tested in a submerged condition. The result is plotted on the "Direct Shear Test Graph."

GEOTECHNICAL CONDITIONS

Earth Materials

The test borings encountered top soil or possible fill soils extending to depths of about 1.5 feet below existing grade. Theses possible fill soils were comprised of silty sand with some gravel, slightly moist, and moderately compacted.

Native soils (alluvium) encountered beneath the top soil or possible fill soils generally consist of fine to fine to medium to a depth of 5 feet; and then fine to medium sand to 15 feet, the maximum depth explored. A more detailed description of the earth materials encountered is presented on the log borings in Appendix 'A'. The soil strata as the boring logs represents the soil conditions in the actual boring locations other variations may occur between the borings. Lines of demarcation represent the approximate boundary between the soil types, but the transition may be gradual.

Groundwater

Groundwater was not encountered in the exploratory borings during our subsurface exploration. Groundwater is expected to be greater than 50 feet below existing surface based on the USGS map.

Seismicity

The frequency of earthquake and intensity of seismic ground shaking to be expected at the site depends upon which fault produces the earthquake, the earthquake magnitude and the distance to the epicenter.

Nearby active fault line are the Holser, Santa Susana, San Gabriel, these have associated postulated, maximum probable earthquake magnitudes of 7.0. In turn, the probabilistic ground motion acceleration range upwards to $\pm$ 0.62g. The related California Building Code factors include the type b, Holser Fault the near source zone at 0.0 kilometer toward the south and a soil profile type of alluvium or Sd.

Based on the California Building Code acceptance of some structural damage without collapse, the subject development may be designed in accordance with the seismic formulas and requirements presented in the latest version of the California Building Code (CBC 2012). It is the responsibility of the project structural engineer to utilize the critical seismic factors to be used for building design and to implement the applicable sections of the code.

Liquefaction

Based on the subsurface soils within the subject site and review of the seismic hazard report, Newhall Quadrangles, the potential for liquefaction is very remote.

CONCLUSIONS

- The plan construction and development of the site is considered feasible from a geotechnical engineering point of view provided the engineering recommendations of this report are followed.
- The surface and the subsurface soil on the site will be adequate for the support of the structure and any fill soils proposed for the site.
- The proposed structure, grading, and development of the site will not cause adverse safety hazards or instability to the adjacent properties or their structures.
- Conversely, the adjacent properties or their structures will not cause adverse safety hazards or instability to the planned development.
- Laboratory expansion test indicate that the soils on the site have low expansion potential.
- The site is not susceptible to liquefaction.

RECOMMENDATIONS

Rough Grading Recommendation

The following recommendations may need to be modified and/ or supplemented during rough grading as field conditions necessitate. All earthwork and grading shall be performed in accordance with the recommendations presented herein, and in accordance with all applicable requirements of the Grading Code of the City of Santa Clarita, California.

The proposed building areas (additions) shall be overexacavated to a depth of 5.0 feet below the existing soil grade, or 2 .0 feet below the proposed footing bottoms, whichever is greater. Where possible, the limits of overexcavation for building areas shall extend at least 5.0 feet beyond the proposed building limits or to the property line whichever is less. The proposed driveway and parking areas may be overexacavated to a depth of 1.0 feet below the existing soil grade. The excavated soils free from debris or other organic may be replaced as a certified compacted fill.

The competency of the exposed overexcavation bottoms must be determined by the soil engineer or his representative at the time they are exposed and prior to scarification or placement of fill. All overexcavation bottoms and any areas to receive fill shall be scarified a minimum of 6 inches, watered or aerated as necessary to achieve optimum moisture content, and properly compacted to at least 90% of maximum dry density prior to filling.

For the purpose of estimating earthwork quantities, a shrinkage factor of 10-15 % may be assumed for the existing near surface on-site soil to be used as fill and compacted to 90% of maximum dry density. Subsidence due to grading is estimated to be .1 feet.

Any soil to be placed as fill, whether natural or import, shall be approved by the soil engineer or his representative prior to their placement. The fill material shall be free from vegetation, organic material or debris. Import soil shall be no more expansive than the existing near surface soils on the site. Suitable fill soil shall be placed in horizontal lifts not exceeding 6 inches in thickness after compaction and uniformly watered or aerated to obtain optimum moisture content. Each layer shall be spread evenly and shall be thoroughly mixed during the spreading to ensure uniformity of the soil and optimum moisture in each layer. After each lift has been placed, it shall be thoroughly compacted to not less than 90% of maximum dry density.

The soil engineer or his representative shall observe the placement of fill and should take sufficient tests to verify the moisture content and the uniformity and degree of compaction obtained. In-place density testing should be performed in accordance with ASTM acceptable to the local building authority. The optimum moisture content and the maximum dry density for compacted soils shall be determined in accordance with ASTM D-1557 procedures.

Due to the possibility of imported fill soil in the building areas and / or variable soil strata that may be exposed in the building pad, typical soil samples should be obtained at completion of rough grading for laboratory testing to confirm the expansion characteristics of the graded site.

FOUNDATION DESIGN RECOMMENDATIONS

Conventional Building and Canopy Footing Recommendations

- All exterior continuous building footings should have minimum embedment of 18 inches below lowest adjacent final grade, tied with the existing footings, wherever necessary .

- Continuous footing should be reinforced with at least two (2) # 4 rebars at the top and at the bottom of the footing in order to minimize the effects of any minor variations in the engineering characteristics in the supporting soils.
- All pad footings should be a minimum of 24 inches square by 24 inches in depth.

The project civil/ or structural engineer shall determine actual footing widths, depths and reinforcements necessary to resist design vertical, horizontal and uplift forces.

Allowable Soil Bearing Capacities

Based on the field and laboratory test data, an allowable soil bearing value of 2000 psf is recommended for the design of the continuous and spread footings for the proposed building. The allowable bearing value for the proposed canopy footings should be 3000 psf, for minimum embedment of 5 feet into native soils. A 1/3 increase in the above bearing value may be used when considering short term loading from wind or seismic sources.

Settlement

Using the recommended bearing value and the maximum assumed wall and column loads, the total settlement is estimated to be 0.5 inches . The differential settlement is estimated to be on the order of 0.25 inches, between similarly loading footing of the same size, over a minimum horizontal distance of 30 feet.

Lateral Bearing Pressure

Additional soil design parameters that may be pertinent to the design and development based on undisturbed natural soil or properly compacted fill are as follows:

- Allowable lateral soil pressures (Equivalent Fluid Pressure) Passive case: 300 psf/ft.
- Allowable Coefficient of Friction between concrete and soil: 0.35

Seismic Design

In accordance with the CBC 2012, the structural design should consider the following design parameters:

Site Latitude: 34.40835

Site Longitude: 118.57419999

Site Class: D

Short Period Site Coefficient- **Fa: 1.0**

Long Period Site Coefficient- **Fv: 1.5**

Mapped Spectral Response Acceleration-Short Period: (0.2 sec)**-Ss: 2.307**

Mapped Spectral Response Acceleration-Short Period: (1 sec**)-S1: 0.713**

Adjusted Spectral Response Acceleration-Short Period: (0.2 sec)-**Sms: 2.307**

Adjusted Spectral Response Acceleration-Short Period: (1 sec)-**Sm1**: **1.069**

Design Spectral Response Acceleration-Short Period: (0.2 sec)-**Sds**: **1.538**

Design Spectral Response Acceleration-Short Period: (1 sec)-**Sd1**: **0.713**

FLOOR SLAB RECOMMENDATIONS

Concrete slabs should be constructed in accordance with the following section.

Floor slabs should be a minimum of 4 inches thick. Floor slabs should be reinforced with # 3 rebars at 12- inches on centers.

Concrete slabs should be underlain with a minimum 6 mil polyvinyl chloride membrane vapor retarder with a minimum overlap of 12 inches in all directions. This membrane should be sandwiched between two, two-inch layers of sand.

The slab subgrade should be moisture conditioned to at least 3 percent over optimum moisture content condition to a depth of 12 inches immediately prior to placement of the moisture barrier or pouring concrete.

CEMENT TYPE

A very low exposure to sulfate can be expected for concrete placed in contact with on site soil and native material. Therefore, based on the CBC no special cement will be required for concrete in contact with these materials.

RETAINING WALL RECOMMENDATIONS

Retaining walls if planned should be designed to resist the active pressures summarized in the following table. The active pressure is normally calculated from the lowermost portion of the footing to the highest ground surface at the back of the wall, including necessary factors for sloping ground. The

active and passive pressures indicated in the table are equivalent fluid densities. Walls that are not free to rotate or that are braced at the top should use active pressures that are 50% greater than those indicated in the table. Retaining wall design for passive resistance should neglect the top foot of earth in front of the wall.

Retaining Wall Design Parameter

Equivalent Fluid Pressures

Slope of adjacent ground	Active Pressure backfill with gravel or low expansive soil.
Level	30 pcf
2:1	45 pcf

The pressures shown on above table are for retaining walls backfilled with non-cohesive granular materials available on the site, and provided with drainage devices such as weep holes or subdrains to prevent the build-up of hydrostatic pressures beyond the design values. Also, it is strongly recommended that all backfill material be compacted to a minimum of 90 percent relative compaction, as this is the density from which the pressure are calculated. This recommendation cannot be overemphasized.

TEMPORARY CONSTRUCTION CUTS

Temporary construction cuts for retaining walls, foundations, utility trenches, etc., in excess of 5 feet in depth should cut back into an inclination not steeper than 1: 1 (horizontal to vertical). Where more restrictive, the safety requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety (CAL-OSHA) and or the safety codes of the local agency having jurisdiction over the project shall apply.

All excavations shall be initially observed by the geotechnical engineer or his representative to verify the recommendations presented or to make any additional recommendations necessary to maintain stability.

TRENCH BACKFILL

Trench excavations for utility lines which extend under building and paved areas are within the zone of influence of adjacent foundations shall be properly backfilled and compacted in accordance with the following recommendations.

The pipe should be bedded and backfilled with clean sand or approved granular soil (minimum Sand Equivalent Value of 30) to a depth of at least 1 foot over the pipe. This backfill should be uniformly watered and compacted to a firm condition.

The remainder of the backfill should be on-site soil or very low to low expansive import soil, which should be placed in loose lifts not exceeding 12 inches in thickness, watered or aerated to optimum moisture content, and mechanically compacted to at least 90% of maximum dry density as determined by ASTM D-1557 procedures. Water jetting of the backfill is not allowed.

PAVEMENT RECOMMENDATIONS

For preliminary design purposes, the typical soil anticipated in the subgrade will consist of fine silty sand. Based on this soil type, silty clay, R-Value of 60 was estimated for preliminary design of the pavement section. The actual R- Value of the subgrade soil should be tested and verified at the time of construction. The following are our preliminary recommendations for the structural pavement section calculated in general accordance with Caltrans procedures and based on the estimated R-Value and assumed Traffic Index (TI) of 7.0. This allows for approximately 1,000 automobiles and 2 to 3 heavy trucks per day.

Site Area	Traffic Index	R-value	Pavement Section
Parking/ Driveway	7.0	60	4" A.C. over 6" Class II Base

As an alternative to asphaltic concrete pavement, Portland Cement Concrete (PCC) pavement may be utilized. Concrete driveway and parking slabs shall be at least 5 inches thick and provided with saw cuts or expansion joints every 10 feet or less. The reinforcing shall consist with No. 3 bars spaced 24

inches on centers, both ways. Concrete pavement should be underlain by a minimum 4 inches of base course. The concrete should have a 28-day concrete strength of at least 2500 psi. To reduce the potential of unsightly cracking concrete pavement for sidewalk and hardscape should be at least 4 inches thick and provided with saw cuts or expansion joints every 6 feet or less.

Subgrade soils should e overexcavated, scarified and compacted to at least 90% + of laboratory maximum dry density as recommended in the previous section of rough grading. Base course should be compacted to at least 95% + of laboratory maximum dry.

PLAN REVIEW

Subsequent to formulation of final development plans and specifications but prior to construction, grading and foundation plans should be reviewed by Geo Environ to verify compatibility with site geotechnical conditions and conformance with recommendations contained herein.

CONSTRUCTION OBSERVATIONS

All rough grading of the property shall be performed under engineering observation of Geo Environ.

Geo Environ shall observe all rough grading, foundation excavations, utility trenches backfill subgrade, and base compaction. Observations should be made prior to installation of concrete forms and reinforcing steel in order to verify or modify, if necessary, conclusions and recommendations in this report.

CLOSURE& LIMITATIONS

The findings, conclusions, and recommendations presented reflect our best estimate of subsurface conditions based on the data obtained from a limited subsurface exploration performed during the field study. The conclusions and recommendations are based on generally accepted geotechnical engineering principles and practices. No further warranties are implied nor made.

Due to the possible variability of soil and subsurface conditions within the site, conditions may be encountered during grading and development that may differ from those presented herein. Should any variation or unusual condition become apparent during grading and development, this office should be contacted to evaluate these conditions prior to continuation of work and necessary revisions to the recommendations.

This office should be notified if changes of ownership occur or if the final plans for the site development indicate structures areas, type of structures, or structural loading conditions differing from those presented in this report.

If the site is not developed or grading does not begin within 12 months following the date of this report, further studies may be required to ensure that the surface or subsurface conditions have not changed.

Any charges for necessary review or updates will be at the prevailing rate at the time the review work is performed.

TECHNICAL REFERENCES

1. California Building Code 2012 foundation design parameters
2. USGS, Ground Acceleration from Earthquakes
3. USGS, Seismic Design Values for Buildings
4. California Division of Mines and Geology (CDMG), Seismic Hazard & Liquefaction Evaluation
5. California Division of Mines and Geology (CDMG), Historic Groundwater Elevations

APPEXNDIX B - GEOTECHNICAL REPORT

APPEXNDIX B - GEOTECHNICAL REPORT

APPENDIX C - PHASE 1 ASSESSMENT

BA ENVIRONMENTAL
A Division of Building Analytics

DRAFT
PHASE I ENVIRONMENTAL SITE ASSESSMENT

of

25048 and 25050 Valencia Boulevard
Santa Clarita, California

This report has been prepared for:

Gatzke Dillon & Ballance LLP
2762 Gateway Road
Carlsbad, CA 92009

July 20, 2012
File No. 112076

DRAFT

Russell M. Cote, M.Sc., P.G. No. 7139
Manager, Environmental Services
Report Author

DRAFT

Richard O'Neil
Project Geologist
Report Reviewer

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professionals as defined in §312.10 of 40 CFR 312. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

APPENDIX C - PHASE 1 ASSESSMENT

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EXECUTIVE SUMMARY

BA Environmental (a Division of Building Analytics) has conducted a Phase I Environmental Site Assessment (ESA) at the subject site which is a vacant property located at 25048 and 25050 Valencia Boulevard, in the City of Santa Clarita, California. This Phase I ESA was conducted in general accordance with ASTM Standard Practice E 1527-05 and the United States Environmental Protection Agency All Appropriate Inquiry (AAI) Rule (as defined in the Code of Federal Regulations 40 CFR part 312). Any exceptions to, or deletions from, this practice are described in the Objective and Scope of Work Section of this report.

Report Findings and Conclusions Summary

Report Section	No Further Action	De Minimis Condition†	Recognized Environmental Condition †† (REC)	Historical Recognized Environmental Condition ††† (HREC)	Environmental Concern††††	Description
Adjacent Land Use	**X**					
Oil Wells and Oil Fields	**X**					
User Provided Information	**X**					
Historical Site Usage			**X**			See Note 1
Historical Adjacent Property Usage	**X**					
HVAC Systems	**X**					
Elevators	**X**					
Hazardous Materials/ Waste Storage	**X**					
Biohazards and Infectious Wastes	**X**					
Radiologic Hazards	**X**					
Underground Storage Tanks (USTs)			**X**			See Note 1
Aboveground Storage Tanks (ASTs)	**X**					
Hydraulic Lifts and Equipment	**X**					
Generators and Emergency Power Systems	**X**					
Wastewater Treatment Systems, Clarifiers and Interceptors	**X**					
Pits, Ponds and Lagoons	**X**					
Septic Tanks and Cesspools	**X**					
Distressed Vegetation and Staining	**X**					
Spills, Corroded Surfaces and Odors	**X**					

Report Section	No Further Action	De Minimis Condition†	Recognized Environmental Condition †† (REC)	Historical Recognized Environmental Condition ††† (HREC)	Environmental Concern††††	Description
Wells, Cisterns, Sumps and Floor Drains	**X**					
Pipelines	**X**					
Mines, Oil and Gas Wells, Oil Production Facilities	**X**					
Polychlorinated Biphenyls (PCBs)	**X**					
Other Environmental Hazards	**X**					
Agency File Reviews	**X**					
Environmental Database Findings	**X**					
Asbestos	**X**					
Mold	**X**					
Lead-Based Paint	**X**					
Radon	**X**					
Methane	**X**					
Vapor Encroachment	**X**					
Wetlands	**X**					

† De Minimis Conditions are those defined as conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. The term de minimis refers to having such a low or minimal risk that it is not considered to be of concern.

†† Recognized Environmental Condition (REC) is defined as "the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws."

††† Historical Recognized Environmental Condition (HREC) is defined as "an environmental condition which in the past would have been considered a REC but which may not be considered a REC currently."

†††† An Environmental Concern is defined as any other environmental conditions which would not be identified or considered as a REC or HREC.

Note 1: The subject site was formerly occupied by a Shell gasoline service station. There are no records indicating that the USTs were removed and that assessment soil samples were collected.

Significant Data Gap Summary

Report Section	Description
Environmental Liens and Activity Use Limitations (AULs)	No significant data gap
Interviews	No significant data gap
Historical Site Usage	No significant data gap
Historical Adjacent Property Usage	No significant data gap
Site Reconnaissance	No significant data gap
Environmental Agency Files	No significant data gap
Environmental Database	No significant data gap

Findings and Conclusions

BA Environmental has identified one REC, no HRECs and no environmental concerns in connection with the subject property. BA Environmental has also identified no significant data gaps in connection with the subject property.

Recommendations

Based on the findings of this Phase I ESA, BA Environmental recommends the following with regard to the subject property:

- Conduct a Phase II Subsurface Investigation in the areas of the former on-site fuel USTs and fuel dispensers to assess for the potential for soil contamination. This assessment should include a geophysical survey to confirm that all USTs have been removed.

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PHASE I ENVIRONMENTAL SITE ASSESSMENT
25048 and 25050 Valencia Boulevard
Santa Clarita, California

1.0 INTRODUCTION

BA Environmental (a Division of Building Analytics) is pleased to submit this Phase I Environmental Site Assessment (ESA) report to **Gatzke Dillon & Ballance LLP**. This report is regarding the vacant property located at 25048 and 25050 Valencia Boulevard, in the City of Santa Clarita, California.

This report was prepared in accordance with the BA Environmental Proposal and Contract (LA9621) dated July 11, 2012. The assessment was performed at the Client's request using the methods and procedures consistent with good commercial and customary practice designed to conform to acceptable industry standards.

The independent conclusions represent our professional judgment based on information and data available to us during the course of this assignment. Factual information regarding operations, conditions, and test data provided by the Client or their representative has been assumed to be correct and complete. The conclusions presented are based on the data provided, observations, and conditions that existed on the date of the on-site visit.

In expressing the opinions stated in this report, BA Environmental has exercised the degree of skill and care ordinarily exercised by a reasonable prudent environmental professional in the same community and in the same time frame given the same or similar facts and circumstances. Documentation and data provided by the Client, designated representatives of the Client or other interested third parties, or from the public domain, and referred to in the preparation of this assessment, have been used and referenced with the understanding that BA Environmental assumes no responsibility or liability for their accuracy.

2.0 RELIANCE

All reports, both written and verbal, are for the sole use and benefit of **Gatzke Dillon & Ballance LLP**. This report may not be relied upon by any other person or entity without the express written permission of BA Environmental.

3.0 OBJECTIVE AND SCOPE OF WORK

The purpose of the ESA is to identify, to the extent feasible, recognized environmental conditions. The identification of the presence or lack of recognized environmental conditions will “permit a user to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations on CERCLA liability (hereinafter, the “landowner liability protections,” or “LLPs”); that is, the practice that constitutes “all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice” as defined at 42 U.S.C. §9601(35)(B)” (ASTM E1527-05).

This Phase I ESA meets or exceeds the general requirements of the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments E1527-05, and the United States Environmental Protection Agency All Appropriate Inquiry (AAI) Rule (as defined in the Code of Federal Regulations 40 CFR part 312). The ASTM standard practice defines good commercial and customary practice for conducting ESAs using reasonable inquiry. The scope of services for this Phase I ESA consisted of several tasks, including:

- A reconnaissance of the site and its vicinity;
- Interviews with current owners and occupants of the subject property, and personnel at local government agencies;
- A compilation of the property history, including the review of previous environmental reports regarding the subject property (if available);
- A review of pertinent local regulatory agency files;
- An agency list search of facilities with recorded environmental issues located within the radii required by ASTM E1527-05; and
- A summary of our findings, conclusions and recommendations.

Additional services that were provided include:

- A visual survey and review of a map of designated wetlands;
- A visual mold survey;
- A visual asbestos survey of suspect asbestos-containing materials (ACMs);
- A visual lead-based paint survey;
- A review of a survey and map of radon zones;
- A review of relevant Methane Zones; and
- Tier 1 Vapor Encroachment Screen

The scope of this Phase I ESA is not intended to address, assess, or otherwise determine whether soil or groundwater contamination, waste emplacement, existing or threatened mold/fungus growth, asbestos-containing building materials, and/or lead-based paint actually exists at the subject property. BA Environmental considers a Tier 2 vapor encroachment screen beyond the scope of this Phase I ESA, and therefore a Tier 2 vapor encroachment screen was not conducted as part of this ESA. Additionally, this ESA does not serve as a comprehensive wetlands, mining, oil, pipeline, and/or gas well survey. Such determination would require additional surveys, comprehensive subsurface exploration and/or other sampling activities, which are beyond the scope of service for this Phase I ESA.

As per ASTM Practice E1527-05, there are no deviations from, or deletions of, the general requirements of this standard practice contained in this report. This Phase I ESA has been performed by, or under the direct supervision of an "environmental professional," as defined in ASTM E1527-05 and the EPA AAI Rules.

A Phase I ESA is a non-intrusive examination. As such, it is not a full and complete assessment of all environmental conditions. Adverse conditions may exist that could not be discovered by such an assessment. No ESA can completely eliminate uncertainty regarding the potential for recognized environmental conditions in connection with a

subject property. The ESA is intended to reduce, but not eliminate, uncertainty regarding the potential for recognized environmental conditions in connection with a property. The practices of ASTM E1527-05 recognize reasonable limits of time and cost. The term "All appropriate inquiry" does not mean an exhaustive assessment of a clean property. There is a point at which the cost of information obtained, or the time required to gather it outweighs the usefulness of the information, and in fact may interrupt or interfere with the orderly or timely completion of a property transaction. One of the purposes of ASTM E1527-05 is to identify a balance between limiting the costs and time demands inherent in performing an ESA and the reduction of uncertainty about unknown conditions resulting from additional information. BA Environmental has made every reasonable effort to discover and interpret the information and current conditions regarding the site within the time available. We will recommend prudent additional investigations, if deemed necessary.

Several terms are commonly used throughout this report. For the purpose of this report, the **site vicinity** refers to an area within a 1-mile radius of the subject site. The term **adjacent property** includes those properties next to or across a street or a railroad track from the subject property. **Adjoining properties** are those which directly abut the subject property. **Recognized environmental conditions** (RECs) refers to "the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimis conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies" (ASTM E1527-05). The term de minimis refers to having such a low or minimal risk that it is not considered to be of concern. "Conditions determined to be de minimis are not recognized environmental conditions" (ASTM E1527-05).

A Historical REC (HREC) is defined as "an environmental condition which in the past would have been considered a REC but which may not be considered a REC currently." If a past release of a hazardous substance or petroleum product that has occurred at the subject property and has been remediated, and the remediation has been accepted by the responsible regulatory agency (for example, as evidenced by the issuance of a no further action letter or equivalent), this condition shall be considered an HREC.

An Environmental Concern is defined as any other environmental conditions which BA Environmental would not be identified or considered as a REC or HREC.

BA Environmental uses risk levels (low, moderate and high) to provide the user with a relative risk for the potential for impact to the subject property. These risk levels are qualitative only, and have no quantitative basis.

4.0 DESCRIPTION OF SUBJECT PROPERTY

4.1 Site Location and Legal Description

The subject property is located at 25048 and 25050 Valencia Boulevard, on the southeast corner of the intersection of Valencia Boulevard and the Interstate 5 Freeway off-ramp, in the City of Santa Clarita, California. The subject site is identified as APN 2861-004-011.

4.2 Site Improvements

The subject property is a vacant partially paved parcel of land, totaling approximately 1.32 acres. The subject property is currently unoccupied. Other improvements include limited landscaping. The subject property was originally developed in 1968/1969 from previously undeveloped land. Vehicular access is from Valencia Boulevard.

4.3 Utilities

Electric:	Southern California Edison Company (SCE)
Natural Gas:	None
Water:	Valencia Water Company
Sewer:	None
Stormdrain:	Los Angeles County Flood Control District
Solid Waste Disposal:	None

4.4 Drinking Water

Municipal drinking water service to this area is supplied by the Valencia Water Company. According to the Santa Clarita 2012 Water Quality Report, there are no MCL violations, and the drinking water supplied by this municipal supplier meets all drinking water standards. A copy of the Santa Clarita 2012 Water Quality Report is included in Appendix A.

4.5 Adjacent Land Use

During the reconnaissance of the surrounding area within a 0.25-mile radius, BA Environmental observed that the subject site is located in an area of commercial, retail and residential properties.

The adjacent properties to the subject site are as follows (Figures 1 and 2):

North: Valencia Boulevard followed by vacant land and then two office buildings occupied by Newhall Land, Keller Williams Realty, Healthworks, Worldwide Travel, Professional Tax and Financial, and KB Homes Studios.

South: Vacant undeveloped land.

East: Vacant undeveloped land.

West: Interstate 5 Freeway off-ramp followed by the Interstate 5 Freeway.

5.0 PHYSICAL SETTINGS

5.1 Topography

The property is depicted on the Newhall, California Topographic Quadrangle map of the United States Geological Survey (USGS). The location of the subject site is at Latitude 34° 24' 30.60' North, Longitude 118° 34' 26.76'' West of the Prime Meridian. The subject site is located in the Santa Clarita Valley near the foot of the Santa Susana Mountains, in northern Los Angeles County. The topography of the subject site vicinity is variable but generally slopes towards the northwest at a gradient of approximately 100 feet per mile. The elevation at the site is approximately 1,247 feet above mean sea level (msl).

Surface drainage of the subject site generally flows towards the north-northeast, in the direction of Valencia Boulevard. Some localized changes in surface drainage are present throughout the subject site.

Several small unnamed intermittent streams are located approximately within a 1.0-mile radius of the subject site. No other major bodies of surface water (i.e., oceans, lakes, rivers, streams, etc.) are depicted within a 1.0-mile radius of the site.

5.2 Geology and Hydrogeology

The subject site is located in the Santa Clarita Valley in low rolling hills near the foot of the Santa Susana Mountains, which is in the western Transverse Ranges geomorphic province of California. Underlying sediments consist of alluvial deposits of silt, sands and gravels. Sand is medium to coarse grained, and cobbles are found to increase in size with depth. The Plio-Pleistocene Saugus Formation, a thin to moderately thick bedded marine and non-marine deposit, ranging from reddish-brown siltstones, silty sandstones to conglomerates, underlies the Quaternary alluvial sediments. The Newhall Segment of the San Gabriel Fault, which is classified as a late Quaternary fault which cuts strata of Pleistocene age, is located approximately 3.25 miles northeast the subject site (CDMG, 1994).

The subject site is located in the East Subbasin of the Upper Santa Clara Groundwater Basin. Shallow groundwater beneath the subject site is located within an alluvial aquifer (CDWR, 1975). Several groundwater investigations within the site vicinity have reported depths to first groundwater ranging from 45 to 60 feet bgs. The flows have been reported to be towards the west at gradients ranging from 0.002 to 0.005 feet per foot (CR&A, 2009; Kleinfelder, 2009; SECOR, 2005; WaynePerry, 2011).

Based on the above data and general topography, groundwater beneath the subject site is estimated to be greater than 40 feet bgs, and to have a flow direction to the west-northwest.

5.3 Oil Wells and Oil Fields

A review of relevant Munger oil and gas field maps and Division of Oil, Gas and Geothermal Resources (DOGGR) Regional Wildcat Map indicated that the subject site was not located within any oil or gas fields, and that no oil or natural gas wells were located on the subject site (Munger, 1993; DOGGR, 2012).

6.0 USER PROVIDED INFORMATION

As stated in the ASTM E1527-05 guidelines, the "User" of the Phase I ESA is responsible to provide any or all information and records regarding environmental liens and activity and use limitations (AULs) for the subject property, unless contracted with the Consultant. The Consultant is also to be informed of any abnormal sale pricing of the subject property and any special conditions. The Consultant should also be informed of the purpose of the Phase I ESA. Unless otherwise stated, the purpose of the Phase I ESA is assumed to be in the preparation for a commercial real estate transaction.

During this investigation, BA Environmental has requested from the Client any information, records, and/or knowledge of the subject property. BA Environmental also requests any past environmental reports (including but not limited to Phase I ESAs, Phase II Subsurface Investigations, Site Characterization Reports, Groundwater Monitoring Reports, Remediation Reports, Asbestos or Lead-Based Paint Surveys or Abatement Documents, Mold Surveys or Abatement Documents, and Indoor Air Quality Reports) regarding the subject property. BA Environmental has requested copies of all operating permits regarding environmental issues (i.e., generators, USTs and ASTs, wastewater discharge, hazardous materials storage and handling, hazardous waste storage and disposal and air emissions permits). BA Environmental has also requested any present or historic knowledge of environmental litigations, administrative proceedings and violations associated with hazardous materials/wastes and/or petroleum products.

6.1 Title Records

BA Environmental was provided a copy of a Preliminary Title Report. A review of this Preliminary Title Report did not indicate that there were any Environmental Liens and Activity and Use Limitations (AULs) associated with the subject property. A copy of the Preliminary Title Report is included in Appendix B.

6.2 Environmental Liens and Deed Restrictions

BA Environmental was provided a copy of a Preliminary Title Report. A review of this Preliminary Title Report did not indicate that there were any Environmental Liens or AULs associated with the subject property. The EDR Radius Map report searched databases for Federal Superfund Liens, US Engineering Controls, US Institutional Controls, and Deed Restrictions. According to the EDR report, **no** Federal Superfund Liens, US Engineering Controls, US Institutional Controls, or Deed Restrictions exist for the subject site (EDR, 2012a).

A copy of the Preliminary Title Report is included in Appendix B.

6.3 Specialized Knowledge

No specialized knowledge of the subject site was reported to BA Environmental by the Client.

6.4 Valuation Reduction Due to Environmental Issues

No information regarding abnormal property pricing for the subject property was reported to BA Environmental by the Client.

6.5 Interviews

Attempts were made to interview various individuals with regard to the subject property's current and past usages. Interviews were also conducted with regard to the presence of underground storage tanks (USTs), usage and storage of hazardous materials, and the possibilities of any spills or unauthorized releases of hazardous materials on the subject property.

As of this draft report, the present property owner was unavailable to be interviewed. BA Environmental attempted to interview tenants of adjacent and nearby businesses on the day of the site reconnaissance. They all declined to be interviewed.

6.6 Review of Previous Environmental Reports

No previous environmental reports for the subject site were provided to BA Environmental for review.

6.7 Permits

BA Environmental was not provided operating or handling permits by the Client.

6.8 Reason for Performing Phase I ESA

The Phase I ESA was conducted in accordance with ASTM Standard Practice for Environmental Site Assessments E1527-05, and the United States Environmental Protection Agency AAI. This Phase I ESA was conducted for the purpose of a commercial property transaction/sale.

7.0 HISTORICAL REVIEW

As part of the historical review, BA Environmental reviewed available historical aerial photographs for the years 1928, 1947, 1952, 1968, 1976, 1989, 1994 and 2005 (EDR, 2012b); city directories for the years 1971-2010 (EDR, 2012c); historical topographic maps for the years 1903, 1910, 1933, 1947, 1952, 1969, 1988 and 1995 (EDR, 2012d); and building records (City of Santa Clarita, 2012). BA Environmental also utilized on-line historical aerial photographs for the years 1952, 1959, 1969, 1974, 1977 and 2005 (NETR, 2012a), and on-line satellite images for the years 1994, 2002, 2003, 2004, 2005, 2006, 2008 and 2009 (Google Earth, 2012). BA Environmental also utilized on-line historical topographic maps for the years 1912, 1916, 1924, 1925, 1930, 1939, 1943, 1953, 1958, 1964, 1967, 1970, 1979, 1988 and 1999 (NETR, 2012b). No historical fire insurance maps exist for the subject property (EDR, 2012e). Copies of the above historical documents are provided in Appendices C through G.

7.1 History of Subject Property

The subject property was occupied by vacant undeveloped land covered with native vegetation from 1912 until 1968. By 1968, the subject site was occupied by graded land. In 1969, a Shell gasoline service station was constructed on the subject site. This service station included a 1,975 square-foot service station building, an 1,824 square-foot detached canopy for the dispenser islands and a 440 square-foot detached canopy for a rest area. An approximate 20 by 28 foot concrete pad located to the east of the fuel dispenser island canopy is believed to be the location of the USTs. The remainder of the subject property is covered by asphalt surface parking. Also installed on-site in 1969 was a sand trap and septic tank. In 1970, a building permit was issued for the addition of an underground gasoline tank. This permit expired in 1973 with no inspections conducted. In 1975, the gasoline service station was demolished. The subject site remained a vacant parcel with an asphalt surface covering until 1980 when a 1,152 square-foot sales office building was moved onto the subject site by Realty World. Associated with this sales office was an approximate 1,000-gallon septic tank. Realty World occupied this site until around 1991, when it was occupied by Siena Villas and Valencia New Home Center. In 1998, the sales office was demolished. Since 1998, the subject site has been a vacant parcel with an asphalt covering.

7.2 History of Adjacent Properties

From prior to 1912 until around 1953, the adjacent properties to the north were occupied by vacant undeveloped land covered by native vegetation. By 1953, three small structures were present to the north of the subject site. Around 1968, the adjacent properties to the north included Valencia Boulevard followed by vacant undeveloped land. At this time, the three small structures observed previously were no longer present. The adjacent properties to the north remained unchanged until 2004, when they included Valencia Boulevard followed by vacant undeveloped land and then land undergoing grading operations. In 2005, two commercial office building and a parking structure were constructed on the land to the north which had been graded. Since 2005, there have been no significant changes in the adjacent properties to the north.

The adjacent properties to the south of the subject site were occupied by vacant undeveloped land covered by native vegetation from prior 1912 through the present

The adjacent properties to the east of the subject site were occupied by vacant undeveloped land covered by native vegetation from prior 1912 through the present

The adjacent properties to the west were occupied by vacant undeveloped land covered by native vegetation from prior to 1912 until sometime around 1943. By 1943, the adjacent properties to the west included vacant undeveloped land followed by State Highway 99 (Interstate Freeway 5). By 1968, the adjacent properties to the west included the off-ramp for Interstate Freeway 5 followed by the Interstate Freeway 5. Since 1968, there have been no significant changes in the adjacent properties to the west.

Based on the cross-gradient or down-gradient locations of the former gasoline service stations located to the southwest and northwest, and the cross-gradient location of the former 330-gallon UST located in Bishop Street to the northwest, there is a low potential for any of these facilities to impact the subject site.

8.0 SITE RECONNAISSANCE AND IMPROVEMENTS

On July 17, 2012, BA Environmental performed a visual reconnaissance of the subject site located at 25048 and 25050 Valencia Boulevard, in the City of Santa Clarita, California. Mr. Russell M. Cote of BA Environmental conducted the site reconnaissance unescorted. During the site reconnaissance, BA Environmental visually assessed the subject property and adjacent properties.

8.1 Site Improvements

The subject property is improved with an asphalt surface, limited landscaping drainage swales and low retaining walls. During the site reconnaissance, the subject property was observed to be fenced with a low decorative fence and locked gate. The subject property was not secure. The subject property is currently vacant.

8.2 Building Construction

No structures currently occupy the subject property.

8.3 HVAC Systems

No heating, ventilating and air conditioning (HVAC) systems currently exist on the subject property.

8.4 Elevators

No elevators are currently located on the subject property.

8.5 Industrial Equipment/Manufacturing Processes

During the site reconnaissance, no industrial equipment was observed on the subject site. No manufacturing processes which utilize hazardous materials or petroleum products were observed during the site visit.

8.6 Hazardous Materials/Waste Storage

No hazardous materials were observed on the subject property on the day of the site reconnaissance.

8.7 Biohazards and Infectious Wastes

No biohazards or infectious wastes were observed on the subject site during the site reconnaissance.

8.8 Radiologic Hazards

No radiologic hazards were observed on the subject site during the site reconnaissance.

8.9 Underground Storage Tanks

No evidence for the presence of on-site underground storage tanks (USTs), such as fuel dispensers, fill ports, aboveground vents or piping, was observed during the site reconnaissance. According to the California State Water Resources Control Board and the Los Angeles County Department of Public Works, Environmental Programs (LADWP), USTs are not present at the subject site.

Historically, the subject site was occupied by a Shell gasoline service station from 1968/1969 to 1975. This gasoline service station would have had fuel USTs and likely a waste oil UST. No UST files could be found for the subject property. A building permit for the addition of a gasoline UST was issued in 1970; however, it expired in 1973 with no inspections. In 1975, the gasoline service station was demolished. It is most likely that the USTs were removed during the demolition of the station. No removal permits or sampling reports were found.

8.10 Aboveground Storage Tanks

On the day of the site reconnaissance, no aboveground storage tanks (ASTs) were observed on the subject site.

8.11 Hydraulic Lifts and Equipment

No hydraulic lifts or equipment were observed on-site on the day of the site reconnaissance.

Historically, a gasoline service station was present on-site. Hydraulic automobile lifts may have been associated with this service station. These lifts were most likely removed when the service station was demolished. As the service station only operated for 6 to 7 years, it is BA Environmental's opinion that there is a low potential that any possible lifts would have leaked. BA Environmental considers any potential former hydraulic lifts to be a de minimis condition.

8.12 Generators and Emergency Power Systems

No electrical generators or emergency power systems were observed on the subject site on the day of the site reconnaissance.

8.13 Wastewater Treatment Systems, Clarifiers and Interceptors

No wastewater treatment systems, wastewater clarifiers or interceptors were observed on the subject site on the day of the site reconnaissance.

Historically, the subject site was occupied by a gasoline service station (25048 Valencia Boulevard) from 1968/1969 to 1975. This station was reported to have an industrial wastewater discharge permit. This permit is no longer active. Building permits indicate that a sand trap was installed on the subject site. This sand trap would most likely have been removed when the service station was demolished. Building permits also revealed that the service station also had a septic tank for sewage treatment. This septic tank was likely removed when the service station was demolished. As the service station only operated for 6 to 7 years, it is BA Environmental's opinion that there is a low potential that the former sand trap and septic tank associated with the former service station have environmentally impacted the subject site. BA Environmental considers the former sand trap and septic tank to be a de minimis condition.

Building records also indicated that 25050 Valencia Boulevard was occupied by a real estate sales office from 1980 to 1998. Building permits indicated that a 1,000-gallon septic tank was installed to treat sanitary sewage. This septic tank was likely removed in 1998 when the sales office was demolished. Based on the use of the former on-site septic tank for the former sales office, it is BA Environmental's opinion that there is a low potential that this former septic tank has environmentally impacted the subject site. BA Environmental considers this former septic tank to be a de minimis condition.

8.14 Pits, Ponds and Lagoons

Pits, ponds and lagoons are often associated with the disposal of solid and liquid wastes, which may include hazardous materials. According to ASTM Standard E1527-05, pits, ponds and lagoons are "man-made or natural depressions in the ground surface that are likely to hold liquid or sludge containing hazardous substances or petroleum products." Information obtained from the assessment indicated that pits, ponds and lagoons do not currently exist, or have ever existed on the subject site or any of the adjacent properties.

8.15 Septic Tanks and Cesspools

Septic tanks and cesspools are often associated with the disposal of wastewater from structures that are not served by public sewer systems. Septic tanks and cesspools may be associated with hazardous materials, if such materials have been inappropriately disposed of in the past via sinks.

Building permits revealed that the former service station had a septic tank for sewage treatment. This septic tank was likely removed when the service station was demolished in 1975. As the service station only operated for 6 to 7 years, it is BA Environmental's opinion that there is a low potential that the former septic tank associated with the former service station has environmentally impacted the subject site. BA Environmental considers this former septic tank to be a de minimis condition.

Building records also indicated that 25050 Valencia Boulevard was occupied by a real estate sales office from 1980 to 1998. Building permits indicated that a 1,000-gallon septic tank was installed to treat sanitary sewage. This septic tank was likely removed in 1998 when the sales office was demolished. Based on the use of the former on-site septic tank for the former sales office, it is BA Environmental's opinion that there is a low potential that this former septic tank has environmentally impacted the subject site. BA Environmental considers this former septic tank to be a de minimis condition.

8.16 Distressed Vegetation and Staining

Limited areas of vegetation (shrubbery) in planters were observed along north and west sides of the subject property. No distressed vegetation, dead vegetation or discolored vegetation was observed during the site reconnaissance.

No areas of stained soil, or stained asphalt or concrete, were observed on-site during the site reconnaissance.

8.17 Spills, Corroded Surfaces and Odors

No visible evidence of spills or ponded liquids was observed during the site reconnaissance. No corroded or degraded metal or concrete surfaces were observed. No unusual odors were detected at the subject site on the day of the site reconnaissance.

8.18 Wells, Cisterns, Sumps and Floor Drains

No evidence of the presence of cisterns, sumps, floor drains or well heads, was observed at the subject property.

According to historical building records, five floor drains were associated with the former on-site service station. The location of the former floor drains is unknown, and the drains were likely removed when the service station building was demolished in 1975. These floor drains collected wastewater and channeled it through a sand trap and septic tank system to treat the water. As the service station only operated for 6 to 7 years, it is BA Environmental's opinion that there is a low potential that the former floor drains associated with the former service station have environmentally impacted the subject site. BA Environmental considers this former floor drains to be a de minimis condition.

8.19 Pipelines

No evidence for the presence of underground pipelines used to transport petroleum products such as crude oil, gasoline, or natural gas was observed on or adjacent to the subject property.

8.20 Mines, Oil and Gas Wells, Oil Production Facilities

During the site reconnaissance, no visible evidence of mine shafts, open pit mines or other mining activities were observed on the day of the site reconnaissance.

No oil or natural gas wells were observed on the subject site. No evidence of oil production facilities, sumps, tank batteries, piping or refineries were observed on the day of the site reconnaissance.

8.21 Polychlorinated Biphenyls (PCBs)

Federal regulations put into effect following the Toxic Substance Control Act (TSCA) require that electrical transformers be labeled to identify their PCB content. The manufacture and distribution of PCBs was banned in 1979. One small pad-mounted electrical transformer (P5036064) was observed on the subject property. The transformer appeared to be in good condition with no visible evidence of leakage. No staining was observed on the concrete pad beneath it or on the asphalt surface surrounding the concrete pad. The transformer is owned and operated by the Southern California Edison Company (SCE). SCE is responsible for all maintenance and environmental issues regarding this transformer.

BA Environmental did not observe other equipment on-site likely to contain PCBs.

8.22 Other Environmental Concerns

BA Environmental did not observe any other environmental concerns on the day of the site reconnaissance.

8.23 Trash and Waste Containment

No trash or waste containers were observed on the subject property. Some scattered wind-blown trash was observed on the subject site.

8.24 Stormwater

Stormwater that collects on the asphalt surface sheet flows to an adjacent stormdrain and then into the county owned stormdrain system. Stormwater which collects on the dirt of landscaped areas percolates into the soil.

9.0 AGENCY CONTACTS

9.1 Los Angeles County Department of Public Works, Environmental Programs (LACDPW)

BA Environmental visited the office of the LACDPW on July 17, 2012 regarding USTs, hazardous materials storage and hazardous materials permits for the subject property. According to the LACDPW, no UST files exist for the subject property. According to LACDPW files, an Industrial Wastewater file existed for the former Shell gasoline service station which was located at 25048 W. Valencia Boulevard. The status of the permit and facility are listed as closed. According to LACDPW personnel, this Industrial Wastewater file has been destroyed.

9.2 California State Regional Water Quality Control Board (RWQCB)

BA Environmental searched the RWQCB's Geotracker database for UST Program, and Spills, Leaks, Investigations and Cleanups (SLIC) Program, files for the subject site.

According to the RWQCB's Geotracker database, no files exist for the subject property. BA Environmental also placed a written request for files at the RWQCB for these programs. According to the RWQCB, no files exist for the subject property.

9.3 California State Department of Toxic Substance Control (DTSC)

BA Environmental searched the ENVIROSTOR database for any files regarding contamination beneath the subject site. According to the DTSC's ENVIROSTOR database, the subject property is not listed on the ENVIROSTOR database. BA Environmental also placed a written request for files at the DTSC. According to the DTSC, no files exist for the subject property.

A review of the DTSC Hazardous Waste Tracking System, revealed 1X Valencia Information Center, located at 25050 W. Valencia Boulevard, has an inactive EPA ID Profile; however, there are no records of hazardous waste disposal or manifesting for the subject site and it does not show up on the RCRA database.

A copy of the EPA ID Profile is included in Appendix H.

9.4 South Coast Air Quality Management District (AQMD)

BA Environmental searched the AQMD's Facility Information Detail (FIND) database for AQMD records regarding air emissions permits for the subject property. According to the AQMD's FIND database, no files exist for the subject property.

10.0 GOVERNMENT RECORDS REVIEW

Regulatory compliance is a primary element of an ESA. Failure to comply with governmental regulations can result in fines, and can expose businesses or individuals to liabilities from which the law would otherwise shield them. The presence of hazardous wastes or hazardous materials, on-site or at neighboring sites, may present certain liabilities. Environmental Data Resources, Inc. (EDR) searches over 900 federal, state and local databases nationwide to provide the most recent information regarding the hazardous materials sites within the site vicinity, and which are identified below (EDR, 2012a). EDR searches each database to the radius specified in ASTM E1527-05 and the EPA AAI Rules. Descriptions of each database searched are provided in the EDR Radius Report. A copy of the EDR Radius Report is provided in Appendix I. A summary of the sites listed within the governmental databases researched by EDR is provided in Table 1 below.

Table 1
Environmental Databases Searched
and Their Search Radii

AGENCY DATABASE	SEARCH RADIUS	TARGET PROPERTY	NUMBER OF SITES IDENTIFIED
United States Environmental Protection Agency (EPA) National Priority List (NPL) for Superfund Sites	1.0 mile	---	0
U.S. EPA Proposed NPL List (Proposed NPL)	Property	---	0
US EPA NPL Liens (Federal Superfund Liens)	Property	---	0
U.S. National Priority List Deletions (Delisted NPL)	1.0 mile	---	0
U.S. EPA Comprehensive Environmental Response, Compensation and Liability Index System (CERCLIS) List	0.5 mile	---	0
U.S. EPA CERCLIS – No Further Remedial Action Planned (CERCLIS-NFRAP)	0.5 mile	---	0
U.S. EPA Resource Conservation and Recovery Act (RCRA) Corrective Action (CORRACTS) List	1.0 mile	---	0
U.S. EPA RCRA Permitted Treatment, Storage, and Disposal Facilities (TSDF)	0.5 mile	---	0
U.S. EPA RCRA Registered Large Generators of Hazardous Waste (RCRA LQG)	0.25 mile	---	0
U.S. EPA RCRA Registered Small Generators of Hazardous Waste (RCRA SQG)	0.25 mile	---	0
U.S. EPA RCRA Exempt Small Quantity Generators (RCRA-CESQG)	0.25 mile	---	0
U.S. Engineering Controls Sites (US ENG Controls) List	0.5 mile	---	0
U.S. Sites with Institutional Controls (US INST Controls) List	0.5 mile	---	0
U.S. EPA Emergency Response Notification System (ERNS) List	Property	---	0
State Response Sites (RESPONSE)	1.0 mile	---	0
State Site Mitigation and Brownfields Reuse Program (ENVIROSTOR) database	1.0 mile	---	0
State Permitted Solid Waste Landfill, Incinerators or Transfer Stations (SWF/LF) List	0.5 mile	---	0
State Leaking Underground Storage Tank (LUST) List	0.5 mile	---	0
State Site Cleanup (SLIC) List	0.5 mile	---	0
State Underground Storage Tank (UST) List	0.25 mile	---	0
State Aboveground Storage Tank (AST) List	0.25 mile	---	0
State Voluntary Cleanup Program (VCP)	0.5 mile	---	0
EPAs Brownfield Sites in the United States (US Brownfields) List	Property	---	0
U.S. Department of Justice Clandestine Drug Lab (US CDL) List	Property	---	0
State Hazardous Waste Sites (Hist Cal-Sites)	1.0 mile	---	0
State Toxic Pits Cleanup Act Sites (Toxic Pits)	1.0 mile	---	0
State Clandestine Drug Labs (CDL) database	Property	---	0
State Facility Inventory Database of historic active and inactive UST locations (CA FID UST)	Property	---	0
State Hazardous Substance Storage Container Database of historic UST sites (HIST UST)	Property	---	0
Statewide Environmental Evaluation and Planning System (SWEEPS UST) database	0.25 mile	---	0
U.S. EPA CERCLA Lien Information database (LIEN 2)	Property	---	0
State LIENS	Property	---	0

AGENCY DATABASE	SEARCH RADIUS	TARGET PROPERTY	NUMBER OF SITES IDENTIFIED
State Deed Restrictions listing (DEED)	Property	---	0
State Hazardous Material Incidents, Including Accidental Releases and Spills (CHMIRS)	1.0 mile	---	0
RCRA-NonGen (Non Generators)	Property	---	0
Department of Justice, Consent Decree Library list of the Superfund (CERCLA) Consent Decrees (CONSENT)	1.0 mile	---	0
California Bond Expenditure Plan Sites	1.0 mile	---	0
State Hazardous Waste and Substances Sites (Cortese)	1.0 mile	---	0
Other Local, State, and/or Federal Databases (see EDR report for complete listing of databases and search radii)	Variable according to database	**1**	**1**

10.1 Subject Property

The subject property was listed on the Los Angeles county HMS database under 25048 W. Valencia Boulevard. According to the database, the listing was for the Shell Oil Company. This facility was reported to have a wastewater discharge permit. The status of the permit and facility are listed as closed. No other information was available in the database.

10.2 Adjacent Properties

No adjacent properties were listed on several of the government environmental databases searched.

10.3 Site Vicinity

BA Environmental reviewed the EDR database report for off-site facilities in the site vicinity which may have impacted the subject property. Sites of concern included those with known releases, facilities which use significant quantities of hazardous materials, sites with USTs, and facilities which are hydraulically up-gradient of the subject site.

A review of all of the sites listed within the subject site vicinity revealed that the closest non-adjacent facility is greater than 1,600 feet from the subject site. Based on the distances and statuses of these facilities, there is a low potential for environmental impact due to off-site sources.

11.0 DATA GAP DISCUSSION

Based on all of the historical documents available and the reconnaissance of the subject site, it appears that no significant data gaps exist. Although minor historical data gaps exist, it is BA Environmental's opinion that these data gaps are not significant, and that during these data gaps the subject property's use did not significantly change. BA

Environmental did not identify any significant data gaps in connection with the subject property.

12.0 ADDITIONAL NON-ASTM SCOPE ASSESSMENT

12.1 Visual Asbestos Survey

On July 12, 1989, the EPA issued a final rule banning most asbestos-containing products. In 1991, this regulation was overturned by the Fifth Circuit Court of Appeals in New Orleans. As a result of the Court's decision, the following specific asbestos-containing products remain banned: flooring felt, rollboard, and corrugated, commercial, or specialty paper. In addition, the regulation continues to ban the use of asbestos in products that have not historically contained asbestos, otherwise referred to as "new uses" of asbestos. Although the use of asbestos in the manufacture of most building materials was for the most part discontinued by 1979, some non-friable ACMs, such as roofing material and floor coverings (floor tile and mastic), were manufactured and used into the mid 1980s. Other non-friable ACMs such as mastics and coatings in which the asbestos is bound by organic binders can still be found in materials today.

- Friable materials are materials which can be crumbled, pulverized, or reduced to powder by hand pressure when dry.
- Non-friable materials are materials in which the fibers have been locked in by a bonding agent, coating, or binder, and may not release fibers during normal use and handling. Improper handling, such as grinding or sanding of non-friable ACMs, will render these materials friable.

BA Environmental performed a visual survey of suspect friable and non-friable asbestos-containing materials (ACMs). No structures were observed on the subject site. No suspect ACMs or suspect ACM debris was observed on the subject site.

12.2 Visual Mold Survey

BA Environmental performed a visual mold survey in accessible areas at the subject property. BA Environmental did not assess areas not readily accessible, nor did they conduct a destructive or invasive survey. It is possible that significant fungal spore growth inside walls, insulation, attic spaces, or other areas can exist and not be visible on the finished surfaces of a building’s interior spaces. BA Environmental did not 1) perform a mold/fungi inspection, 2) perform any building material surface mold sampling, or 3) perform air sampling for mold spores at the subject property as part of this Phase I.

BA Environmental performed a visual mold survey in accessible areas at the subject property. No structures were observed on the subject site.

12.3 Visual Lead-Based Paint Survey

Lead was a major ingredient in paint pigment prior to and through the 1940s. While other pigments were used in the 1950s, the use of lead in paint continued until the mid 1970s. In 1978, the Consumer Products Safety Commission banned paint and other surface coating materials that are lead-containing.

BA Environmental performed a visual lead-based paint survey in accessible areas at the subject property. No structures were observed on the subject site. No debris with lead-based paint or glaze surfaces was observed on the subject site.

12.4 Radon Gas Survey

Radon is a radioactive gas that occurs naturally in the environment and cannot be seen, smelled or tasted. The human health effect associated with exposure to elevated levels of radon is an increased risk of developing lung cancer. The US Environmental Protection Agency (EPA) and the US Center for Disease Control are concerned about the increased risk of lung cancer developing in individuals exposed to above average levels of radon in their homes or offices. In order to address these concerns, the US EPA conducted a radon survey and presented the results for various counties in 1993.

The EPA's map of Radon Zones assigns each of the 3,141 counties in the United States to one of three zones. The zone designations were determined by assessing five factors that are known to be important indicators of radon potential: indoor radon measurements, geology, aerial radioactivity surveys, soil parameters and foundation types. The subject site falls within the designation of Zone 2. Zone 2 counties have a predicted average indoor radon screening level of greater than or equal to 2 pico curies per liter (pCi/l) of air and less than or equal to 4 pCi/l of air. According to the EPA, of the 2 sites tested within the subject site's zip code, 100% of the 1st floor living areas tested were reported to have radon levels below 4 pCi/l of air. The average radon concentration was reported to be 0.750 pCi/l of air. According to the California Radon database, 56 sites were tested in the subject site's zip code. None of these sites was reported to have radon levels above 4 pCi/l. It is BA Environmental's opinion, based upon these results, that there is a low potential that radon is a concern for the subject property.

12.5 Methane Zones

Methane is a naturally occurring hydrocarbon produced by the breakdown of organic material which can migrate through soils and sediments. Methane gas is flammable and is considered a hazardous substance by the American Congress of Government Industrial Hygienists (ACGIH), the Department of Transportation (DOT), and the National Fire Protection Association (NFPA). According to city and state agency files, the subject site is not located within an identified methane zone.

12.6 Vapor Encroachment Screen

Vapor encroachment can occur when vapor migrates into on-site subsurface soils from on-site or off-site soils and/or groundwater contaminated with petroleum hydrocarbons or other volatile organic compounds. The migration of these vapors into a building or structure can pose a health risk. To assess for the potential of vapor encroachment, ASTM created the Standard Guide for Vapor Encroachment Screening on Property Involved Real Estate Transactions, ASTM 2600-10. This Standard Guide supersedes ASTM 2600-08. The purpose of this guide is to provide practical guidance and a useful process for conducting a vapor encroachment screen (VES) on a property parcel involved in a real estate transaction in the United States of America with respect to chemicals of concern (COC) that may migrate as vapors onto a property as a result of contaminated

soil and groundwater on or near the property. The VES is conducted in a two-tier process, which is as follows:

Tier 1 – Initial Screening (non-invasive)
Tier 2 – Site Specific Numeric Screening (non-invasive and invasive)

BA Environmental performed a Tier 1 VES on the subject property in general accordance with ASTM 2600-10. The Tier 1 VES has identified a gasoline service station existed on-site from 1968/1969 until 1975. There are no reports indicating that the USTs were removed or that soil samples were collected from beneath the former USTs. Based on this information, BA Environmental considers this to be a potential vapor encroachment condition (VEC).

12.7 Wetlands and Flood Plains

During the site reconnaissance and drive-by survey of the surrounding area, BA Environmental observed no indications of wetlands. According to the Environmental Data Resources, Inc. (EDR) report, no wetlands per the National Wetlands Inventory (1994) are located within an approximate 1.0-mile radius of the subject site. BA Environmental reviewed the US Fish and Wildlife (USFW) National Wetlands Inventory Wetlands Mapper website. According to the USFW, the subject site is not located within a Wetlands or Riparian environment (USFW, 2012).

According to information provided in the EDR report, the subject site is not located within a 100- or 500-year flood zone per the Federal Emergency Management Agency (FEMA). According to FEMA's National Flood Insurance Program (FFIP) Panel #0815F, the subject site is located within an Other Flood Area Zone X. This is defined as areas being outside of 0.2% annual chance floodplain (FEMA, 2012).

13.0 FINDINGS, CONCLUSIONS AND RECOMMENDATIONS

BA Environmental has performed a Phase I ESA, in conformance with the scope and limitations of ASTM Practice E1527-05, regarding the vacant property located at 25048 and 25050 Valencia Boulevard, in the City of Santa Clarita, California. Any exceptions to, or deletions from, this practice are described in the Objective and Scope of Work section of this report.

This assessment has revealed the following recognized environmental condition in connection with the subject property:

- The subject site was formerly occupied by a Shell gasoline service station. There are no records indicating that the USTs were removed and that assessment soil samples were collected.

This assessment has revealed no historical recognized environmental condition in connection with the subject property.

This assessment has revealed no environmental concerns in connection with the subject property.

BA Environmental recommends the following with regard to the subject property:

- Conduct a Phase II Subsurface Investigation in the areas of the former on-site fuel USTs and fuel dispensers to assess for the potential for soil contamination. This assessment should include a geophysical survey to confirm that all USTs have been removed.

14.0 LIMITATIONS

14.1 General Limitations

This report contains all of the limitations inherent in the methodologies that are referred to in ASTM E1527-05. BA Environmental has made every reasonable effort to discover and interpret the information and current conditions regarding the site within the time available. This assessment has been completed under the time and cost restraints implemented by the client. There is a possibility that, even with the proper application of the methodologies outlined in ASTM E1527-05, there may exist on the subject property conditions that could not be identified within the scope of the assessment or which are not reasonably identifiable from reasonably ascertainable information. This assessment is a visual, non-intrusive investigation, and conditions may exist at the site that cannot be identified solely by visual observation. No sampling, destructive or subsurface, of any type has been conducted on-site, unless expressly stated in the Objective and Scope of Work section above. All conclusions and recommendations are based on the visual observations made on the day of the site reconnaissance. BA Environmental is not responsible for identifying any environmental issues or site conditions which may have occurred after the site reconnaissance. This assessment relied upon information obtained from the site reconnaissance and from relevant regulatory agencies. BA Environmental believes that the information contained herein is reliable. However, BA Environmental cannot guarantee the accuracy of information provided by others. This assessment has been completed in general accordance with ASTM E1527-05 and accepted practices of the environmental industry.

This report is not intended to address, assess, or otherwise determine whether soil or groundwater contamination, waste emplacement, existing or threatened mold/fungus growth, asbestos-containing building materials, and/or lead-based paint actually exists at the subject property. Such determination would require comprehensive subsurface exploration and/or other sampling activities, which were beyond the scope of service for this assessment. BA Environmental considers vapor intrusion beyond the scope of this Phase I ESA, and therefore a vapor intrusion study was not conducted. Additionally, this report does not serve as a comprehensive wetlands, mining, oil, pipeline, and/or gas well survey.

This report summarizes an environmental investigation conducted for the subject property. Although conditions at neighboring properties may impact the subject property and, to the extent they were identified, were included in the subject property evaluation, this report does not serve as an assessment of sites other than the subject property.

14.2 ASTM Limitations

The innocent landowner, contiguous owner, and prospective purchaser defenses to liability under CERCLA require that a person acquiring property conduct an all appropriate inquiry with respect to the site. BA Environmental has conducted this

environmental assessment in accordance with the standards for conducting an all appropriate inquiry set forth at 40 CFR. Part 312. Those standards require the application of scientific principles and professional judgment to certain facts with resultant subjective interpretations and exercise of discretion. Professional judgments expressed herein are based on the facts currently available within the limits of the existing data, and data gaps identified herein, scope of work, budget, and schedule. Those standards also require that the client undertake certain additional inquiries. In addition, the liability defenses under CERCLA require, among several other things, that the client after the acquisition stop any continuing releases, prevent any future threatened releases and prevent or limit human, environmental or natural resource exposure to any hazardous substance released at the site. Therefore, BA Environmental makes no warranties, expressed or implied, including, without limitation, warranties as to merchantability or fitness for a particular purpose, including any warranty that this Phase I ESA will in fact qualify client for the innocent landowner, contiguous property owner or prospective purchaser defense to liability under CERCLA. BA Environmental's assessment is limited strictly to identifying recognized environmental conditions associated with the site. Results of this assessment are based upon the visual site inspection of readily accessible areas of the site conducted by BA Environmental personnel, information from interviews with knowledgeable persons regarding the site, information reviewed regarding historical uses, information provided by contacted regulatory agencies, and review of publicly available and practically reviewable information identifying current and historical uses of the property and surrounding properties. All conclusions and recommendations regarding the site represent the professional opinions of the BA Environmental personnel involved with the project, and the results of this report should not be considered a legal interpretation of existing environmental regulations. BA Environmental assumes no responsibility or liability for errors in the public data utilized, statements from sources outside of BA Environmental, or developments resulting from situations outside the scope of this project. BA Environmental make no warranties, expressed or implied, including, without limitation, warranties as to merchantability or fitness for a particular purpose.

15.0 GLOSSARY OF ACRONYMS

AAI = All Appropriate Inquiry
ACGIH = American Congress of Government Industrial Hygienists
ACMs = asbestos-containing materials
AHERA = Asbestos Hazard Emergency Response Act
AQMD = Air Quality Management District
ASTs = aboveground storage tanks
ASTM - American Society for Testing and Materials
AUL = activity and use limitations
bgs = below ground surface
BTEX = benzene, toluene, ethylbenzene and xylenes
CDPH = California Department of Public Health (formerly DHS)
CERCLA = Comprehensive Environmental Response, Compensation, and Liability Act
CFR = Code of Federal Regulations
COC = chemical of concern
DHS = Department of Health Services
DOGGR = California Department of Oil, Gas and Geothermal Resources
DOT = Department of Transportation
DTSC = Department of Toxic Substance Control
EA = Environmental Assessment
EDR = Environmental Data Resources, Inc.
EPA = United States Environmental Protection Agency
ESA = Environmental Site Assessment
FEMA = Federal Emergency Management Agency
HREC = Historical Recognized Environmental Condition
HVAC = heating ventilating and conditioning
HWS = Hazardous Waste Site
IAQ = indoor air quality
Kw = kilowatts
LACDPW = Los Angeles County Department of Public Works
LAFD = Los Angeles City Fire Department
LBP = lead-based paint
LEL = lower explosive limit
LLPs = land owner liability protections
LQG = large quantity generator of hazardous waste
LUSTs = leaking underground storage tanks

MCL = maximum concentration limit
MSDS = Material Safety Data Sheet
MTBE = methyl-tertiary-butyl ether
µg/l = micrograms per liter
µg/kg = micrograms per kilogram
mg/kg = milligrams per kilogram
mg/l = milligrams per liter
msl = mean sea level
NOV = Notice of Violation
NPL = National Priority List
NRC = Nuclear Regulatory Commission
OCHCA = Orange County Health Care Agency
O&M = Operations and Maintenance
OSHA = Occupational Safety and Health Administration
PCBs = polychlorinated biphenyls
PCE = perchloroethene or tetrachloroethylene
ppb = parts per billion
ppm = parts per million
PVC = polyvinyl chloride
RCDEH = Riverside County Department of Environmental Health
RCRA = Resource Conservation and Recovery Act
REC = Recognized Environmental Condition
RWQCB = Regional Water Quality Control Board
SBCFD = San Bernardino County Fire Department
SLIC = Spills Leaks, Investigations and Cleanups
SPCC – Spill Prevention, Control and Countermeasure
SQG = small quantity generator of hazardous waste
SVOC = semi-volatile organic compounds
SWPPP = Stormwater Pollution Prevention Plan
TCA = trichloroethane
TCE = trichloroethene
TPH-cc = total petroleum hydrocarbons, carbon chain range
TPH-d = total petroleum hydrocarbons as diesel
TPH-g = total petroleum hydrocarbons as gasoline
TRPH = total recoverable petroleum hydrocarbons
TSCA = Toxic Substance Control Act

UPS = uninterrupted power source
USFW = United States Fish and Wildlife
USGS = United States Geological Survey
USTs = underground storage tanks
VES = Vapor Encroachment Screen
VCP = Voluntary Cleanup Program
VOCs = volatile organic compounds
WIP = Well Investigations Program

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APPENDIX C - PHASE 1 ASSESSMENT

LES

Lord Environmental Services

PHASE II
SUBSURFACE EXPLORATION

of

25048 Valencia Boulevard
Santa Clarita, California 91355

Prepared for

Sudhir Sood

Project # P2-91355-100912

APPENDIX C - PHASE 1 ASSESSMENT

PHASE II
SUBSURFACE EXPLORATION

of

25048 Valencia Boulevard
Santa Clarita, CA 91355

Prepared for

Sudhir Sood

Prepared by

LES

Michael W. Lord, REA 04950
Senior Environmental Engineer

Project # P2-91355-100912

October 30, 2012

APPENDIX C - PHASE 1 ASSESSMENT

EXECUTIVE SUMMARY

At the request of Sudhir Sood, LES performed a Phase-II Subsurface Exploration at 25048 Valencia Boulevard in the City of Santa Clarita, County of Los Angeles, California. The purpose of this work was to provide further investigation below the subsurface for indications of petroleum hydrocarbon and volatile organic compound contamination associated with a prior gasoline service station located at the subject site.

Prior to starting work, a Site Safety Plan was prepared documenting potential hazards and showing directions to the nearest hospital. Dig Alert was notified and asked to identify any subsurface utilities located at the subject site. The Dig Alert ticket number for this project was B22890030.

Based upon the a prior Phase I Environmental Site Assessment that identified that a gasoline service station formerly occupied the subject site, six (6) borings were installed to a approximate depth of 20 feet below the surface at the subject site. Soil samples were collected at 15 and 20 foot depths. A total of twelve (12) soil samples were submitted to American Analytics, a State of California certified laboratory. The 15 foot samples were analyzed for total petroleum hydrocarbons (TPHs) with carbon chain breakdown by EPA Method 8015 (modified) and for gasoline related volatiles by EPA Method 8260B. The 20 foot samples were placed on hold pending the results of the 15 foot samples. All of the samples analyzed were found to be below the detection limits (ND) for gasoline related volatiles. The S5-15 sample found only a trace amount of TPH C14-C16 (1.9 mg/kg). All of the other samples were ND for TPH.

Based on this investigation, it is LES' opinion that no significant release of petroleum hydrocarbons or gasoline related volatiles have occurred at the subject site. Hence, no further investigations are warranted at the time.

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APPENDIX C - PHASE 1 ASSESSMENT

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1.0 INTRODUCTION

1.1 Site Location and Description

The property at 25048 Valencia Boulevard in the City of Santa Clarita, Los Angeles County, California, is located at the southeast corner of the intersection of Valencia Boulevard and the I5 north bound off ramp (see Figure 1) The site is presently vacant. However, there indications that site was occupied by former structures. The borings were installed in the areas most likely to have been occupied by the former gasoline service station's underground fuel storage tanks and the fuel dispensing pumps.

1.2 Purpose

The purpose of this work was to investigate the subsurface for indications of potential petroleum hydrocarbons and gasoline related organics associated with a gasoline service station that formerly occupied the site. The site and surrounding area are shown on the Site Location Map (Figure 1), and the soil boring locations are presented on the Boring Location Map (Figure 2). Site Photographs documenting field activities are presented in Appendix A.

APPENDIX C - PHASE 1 ASSESSMENT

2.0 SCOPE

2.1 Scope of Work

Our scope of work was performed in general accordance with our proposal dated October 3, 2012. The scope included the installation and abandonment of a total of six (6) soil borings. Based upon the prior Phase I Site Assessment, the borings were installed in the most likely areas where the underground fuel storage tanks and fuel dispensing pumps would have been located. These methods are general tools, used for screening, and are not meant to be the final opinion on the vertical or lateral extent of any potential impact at the site. The following services were provided for the site investigation:

- Preparation of a Site Safety Plan for the activities conducted which is included as Appendix C.
- Notification of Dig Alert requesting that the buried utilities in the area to be explored be identified.
- Installation of a total of six (6) soil borings and collect a total of twelve (12) soil samples below the ground surface. Transportation of the samples under chain-of-custody to an off site laboratory.
- Preparation of this report containing our findings, conclusions, and recommendations.

2.2 Report Format

Our report is divided into four major sections:

- Introduction
- Scope
- Environmental Setting.
- Results of Investigation

Recommendations based on these four sections are included in the evaluation section entitled Conclusions and Recommendations. Statements of liability release and client confidentiality follow the recommendations.

3.0 ENVIRONMENTAL SETTING

3.1 Regional Physiographic Conditions

The site is located in the southern portion of the Mint Canyon area, which is within the "Western" segment of the Transverse Ranges Geomorphic Province of Southern California. The site is approximately 1-mile northeast of the confluence of Mint Creek and the Santa Clara River. The Transverse Ranges Geomorphic Province, extends from Santa Barbara in the west, to the eastern end of the San Bernardino Mountains, and consists of essentially east-west trending mountain ranges and associated valleys. The major land forms consist of bordering highlands and foothills with older flood plains and hills, and younger alluvial and fluvial plains.

The Soledad depositional basin (in the area of the subject site) is a mostly easy-west trending river valley within which the Santa Clara River flows. It is bounded on the southeast by the San Gabriel Mountains, the southwest by the Santa Susana Mountains, the north by the Sierra Pelona, and the west by the Topa Topa Mountains and Ridge depositional basin. The Santa Clara River drains into the Western Ventura Basin after turning southwest at Castaic Junction.

The terrain across the site slopes slightly south-south-west. Based on the United States Geological Survey (USGS), 7.5-minute Mint Canyon, California Topographic Quadrangle Map, dated 1960 Photorevised 1988 (minor revisions in 1994), the site elevation is about 1,630 feet above sea level.

3.2 Geologic Conditions

According to the Department of Natural Resources, Division of Mines, Bulletin 170, "Geology of Southern California,"dated 1954, the majority of the near-surface soils in the vicinity of the subject site are composed of "fluviatile sandstone and conglomerate and lacustrin mudstone that are equivalent in age to most of the Modelo formation. The Mint Canyon and Modelo formations do not interfinger: evidently they were deposited in separate basins and were brought into juxtaposition by large strike-slip movements along the San Gabriel fault."

3.3 Groundwater Conditions

According to the Los Angeles Department of Public Works Hydrologic Section, well # 7157A, located near Sierra Highway (measured November 13, 2001), has a depth to groundwater of 10.4 feet below ground surface with a surface elevation of 1,505 above mean sea level. According to the results of the remediation and monitoring activities conducted near the site, groundwater has been encountered at depths of approximately 40-50 feet below the surface. The groundwater at the site is anticipated to be at similar depths. The groundwater at the subject site flows to the southeast.

3.4 Potential Pathways of Contaminant Migration

The surface water flow, and the groundwater flow direction, potentially govern the spread of contaminants in the area. However, the potential contaminant sources most likely to impact the near surface soil at the site are either upgradient, upslope or opposite the depositional direction of sediments at the subject site. For this site, potential contaminant impact sources would generally be adjacent to the northwest.

4.0 RESULTS OF INVESTIGATION

4.1 Preliminary Activities

Preliminary activities included the notification of Dig Alert and the preparation of a Site Safety Plan prior to performing the investigation. The following sections describe these activities.

4.1.1 Dig Alert Notification

Prior to commencing work, Dig Alert was notified and requested to identify buried utilities in the area to be explored. The Dig Alert ticket number for this project was B22890030.

4.1.2 Site Safety Plan

LES prepared a Site Safety Plan (SSP) to provide for the health and safety of site personnel. This plan was based on background information provided by the property owners of the site. The SSP describes potential physical and chemical hazards, protective equipment, specific responsibilities, and emergency procedures. The SSP was presented to site personnel by our site safety officer before starting assessment activities. The related site safety documentation was kept in a visible and easily accessible location during the project so that safety procedures related to potentially hazardous conditions or an emergency could be quickly accessed. A copy of the SSP is presented in Appendix C.

4.2 Soil Sampling

Six (6) borings were installed and soil samples were collected at 15 foot and 20 foot depths beneath the surface (S1-S6). A total of twelve (12) soil samples were collected. Sampling was performed by hydraulically pushing a 1 inch diameter stainless steel probe to the prescribed depth below the ground surface. The soil samples collected were of a silty clay consistency (Photograph 5). Following retrieval of the samples, both ends of the sample sleeve were covered with Teflon tape and sealed with plastic end caps (Photograph 4). Samples were labeled and placed in a cooler on blue ice and submitted to the laboratory for analysis, accompanied by chain-of-custody records.

4.3 Laboratory Analysis

A total of six (6) samples were submitted to American Analytics, a State of California certified laboratory. The 15 foot soil samples collected were analyzed for total petroleum hydrocarbons with carbon chain breakdown by EPA Method 8015 (modified) and for volatile organic compounds (VOCs) by EPA Method 8260B including oxygenates and gasoline. The 20 foot samples was placed on the hold pending the results of the 15 foot samples. All of the samples analyzed were found to be below the detection limits (ND) for gasoline related volatiles. The S5-15 sample found only a trace amount of TPH C14-C16 (1.9 mg/kg) . All of the other samples were ND for TPH. A copy of the Soil Sample Analytical Report and the Chain-of-Custody is included in Appendix B.

4.4 Soil boring Abandonment

The soil boring holes were abandoned by grouting with bentonite. Then the upper one inch of the hole was backfilled to grade with bentonite and capped with asphalt (Photograph 6).

5.0 CONCLUSIONS AND RECOMMENDATIONS

At the request of Sudhir Sood, LES performed a Phase-II Subsurface Exploration at 25048 Valencia Boulevard in the City of Santa Clarita, County of Los Angeles, California. The purpose of this work was to provide further investigation below the subsurface for indications of petroleum hydrocarbon and volatile organic compound contamination associated with a prior gasoline service station located at the subject site.

Prior to starting work, a Site Safety Plan was prepared documenting potential hazards and showing directions to the nearest hospital. Dig Alert was notified and asked to identify any subsurface utilities located at the subject site. The Dig Alert ticket number for this project was B22890030.

Based upon the a prior Phase I Environmental Site Assessment that identified that a gasoline service station formerly occupied the subject site, six (6) borings were installed to a approximate depth of 20 feet below the surface at the subject site. Soil samples were collected at 15 and 20 foot depths. A total of twelve (12) soil samples were submitted to American Analytics, a State of California certified laboratory. The 15 foot samples were analyzed for total petroleum hydrocarbons (TPHs) with carbon chain breakdown by EPA Method 8015 (modified) and for gasoline related volatiles by EPA Method 8260B. The 20 foot samples were placed on hold pending the results of the 15 foot samples. All of the samples analyzed were found to be below the detection limits (ND) for gasoline related volatiles. The S5-15 sample found only a trace amount of TPH C14-C16 (1.9 mg/kg) . All of the other samples were ND for TPH.

Based on this investigation, it is LES' opinion that no significant release of petroleum hydrocarbons or gasoline related volatiles have occurred at the subject site. Hence, no further investigations are warranted at the time.

6.0 LIMITATIONS

6.1 Liability Release

The professional opinions presented in this report have been developed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities. No other warranty, expressed or implied, is made as to the professional advice included in this report. This report has been prepared for our client and their consultants, to be used solely in evaluating potential environmental implications at the site. This report has not been prepared for use by other parties, and may not contain sufficient information for purposes of other parties or other uses.

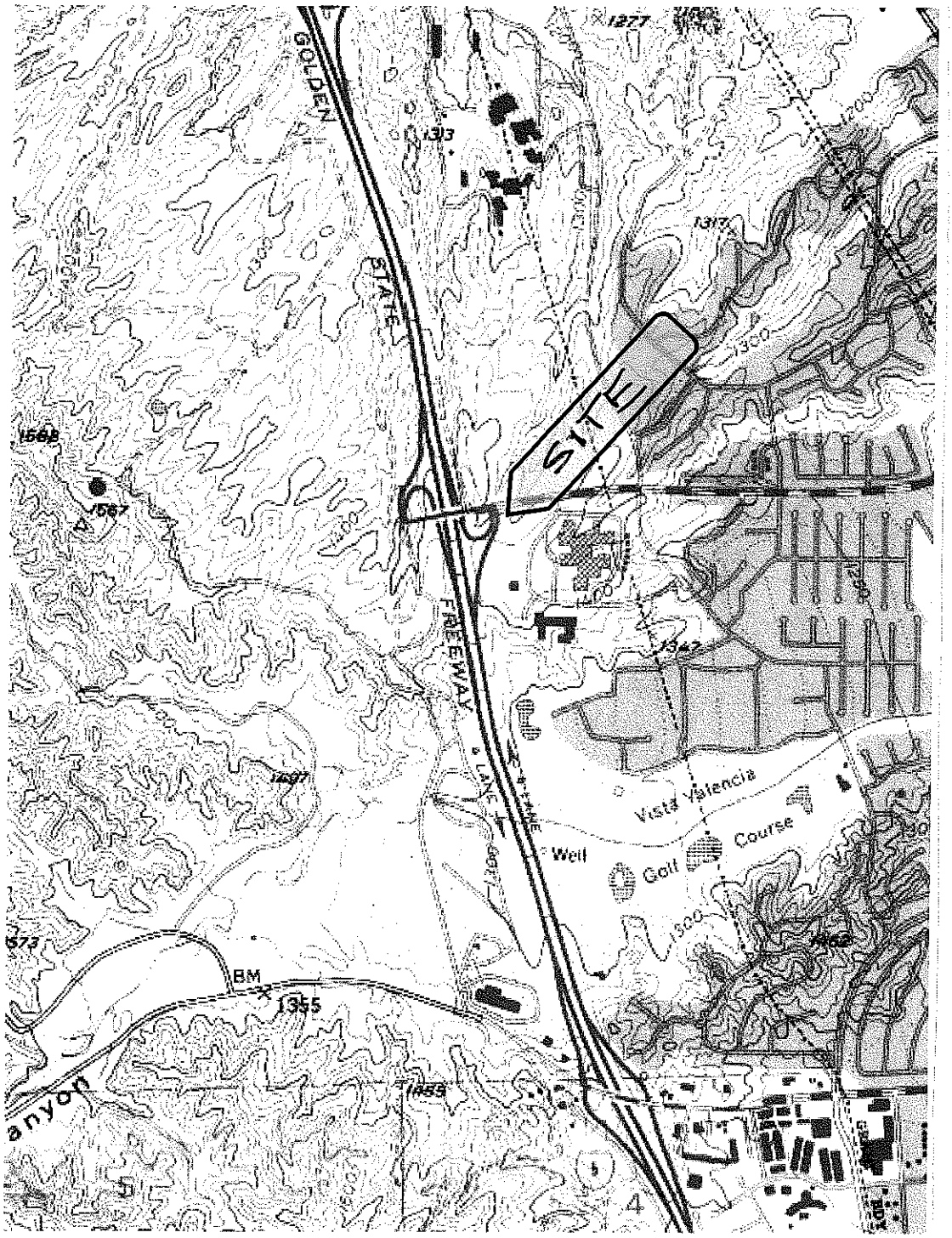
6.2 Confidentiality

LES agrees to hold the information contained in this report or any portion thereof, confidential. This report, or information contained herein, will not be released to any party except as required by law, without written consent from our client. Upon the receipt of our client's approval, a copy of the report will be issued to the designated party.

APPENDIX C - PHASE 1 ASSESSMENT

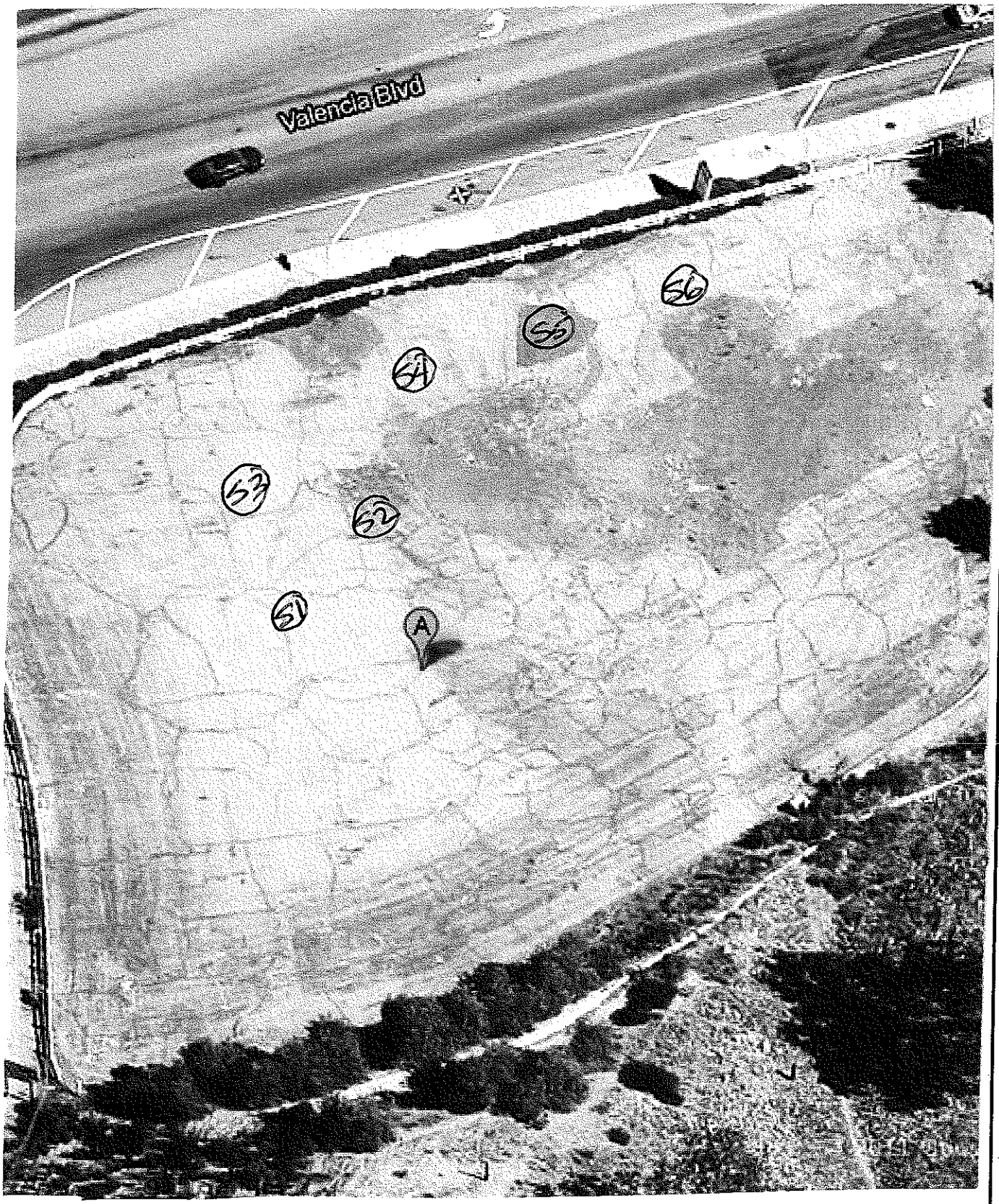
FIGURES

APPENDIX C - PHASE 1 ASSESSMENT



25048 Valencia Blvd. Santa Clarita, CA 91355 P2-91355-100912 **LES** 8830 SHOSHONE AVENUE NORTHRIDGE, CALIFORNIA 91325	SITE LOCATION MAP Reference: U.S.G.S.Topographic Map: Newhall, California Scale 1"= 2,000'	FIGURE 1

APPENDIX C - PHASE 1 ASSESSMENT



25048 Valencia Blvd.
Santa Clarita, CA 91355
P2-91355-100912

LES
8830 SHOSHONE AVENUE
NORTHRIDGE, CALIFORNIA 91325

BORING LOCATION MAP

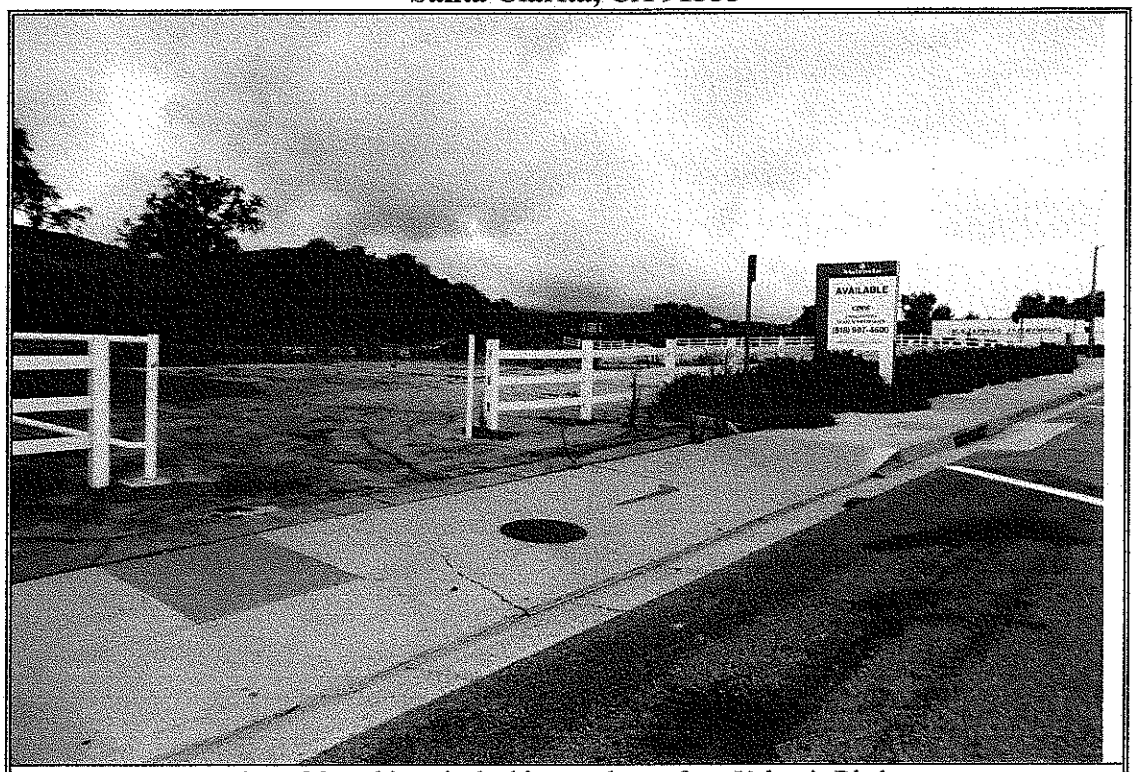
N

NOT TO SCALE

FIGURE 2

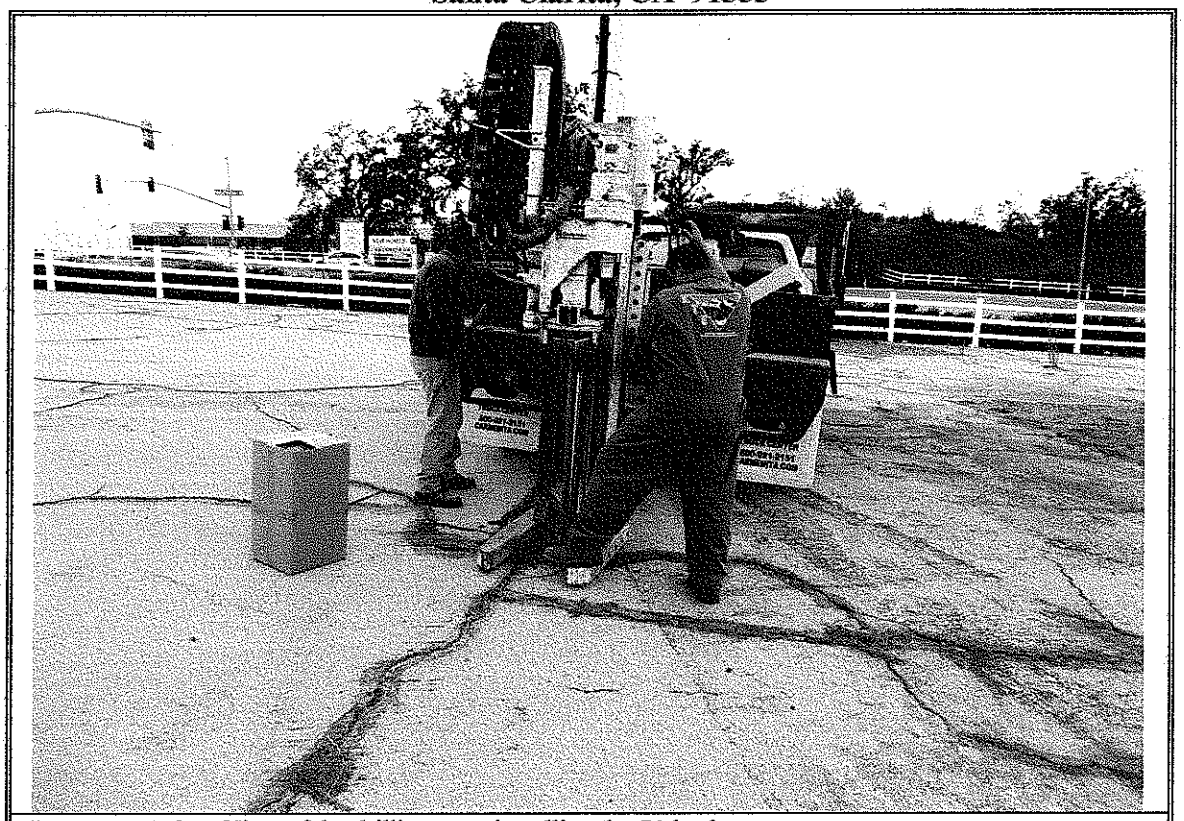
APPENDIX A

25048 Valencia Blvd.
Santa Clarita, CA 91355

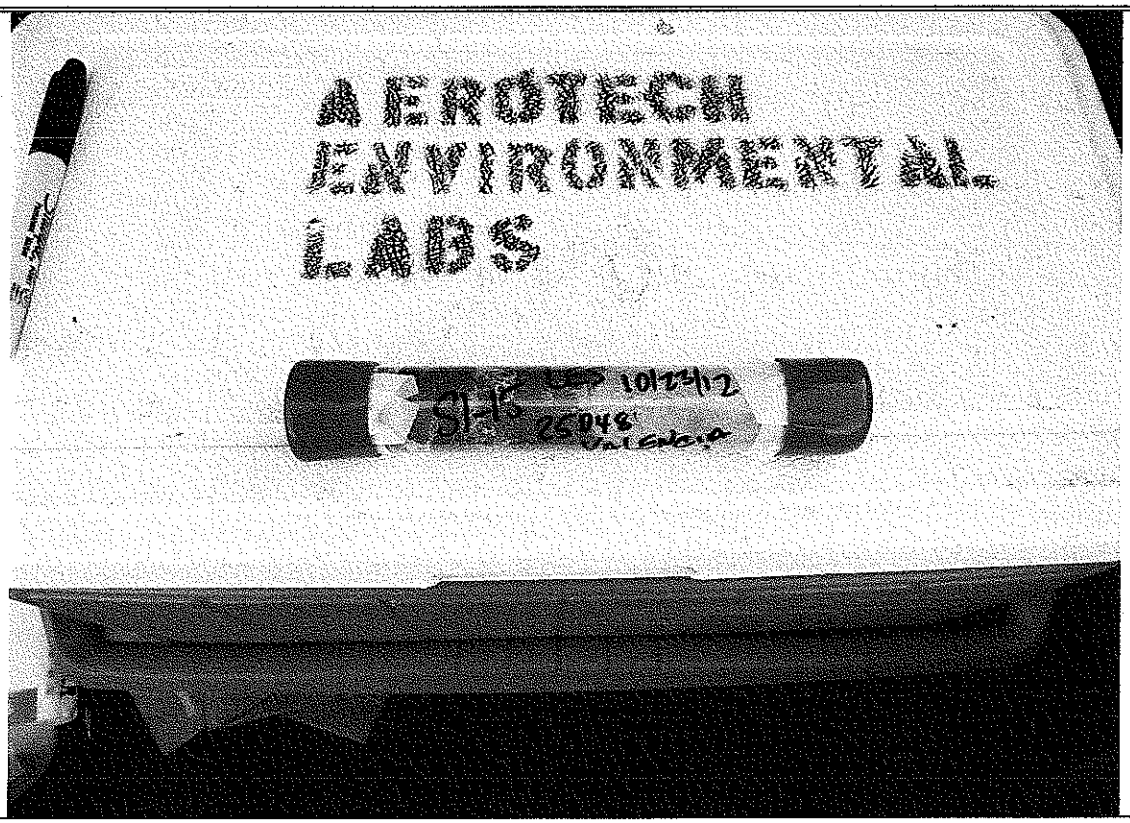


Photograph 1: View of the subject site looking southwest from Valencia Blvd.

Photograph 2: View of the area of investigation looking northeast from the southwest corner of the parking lot.



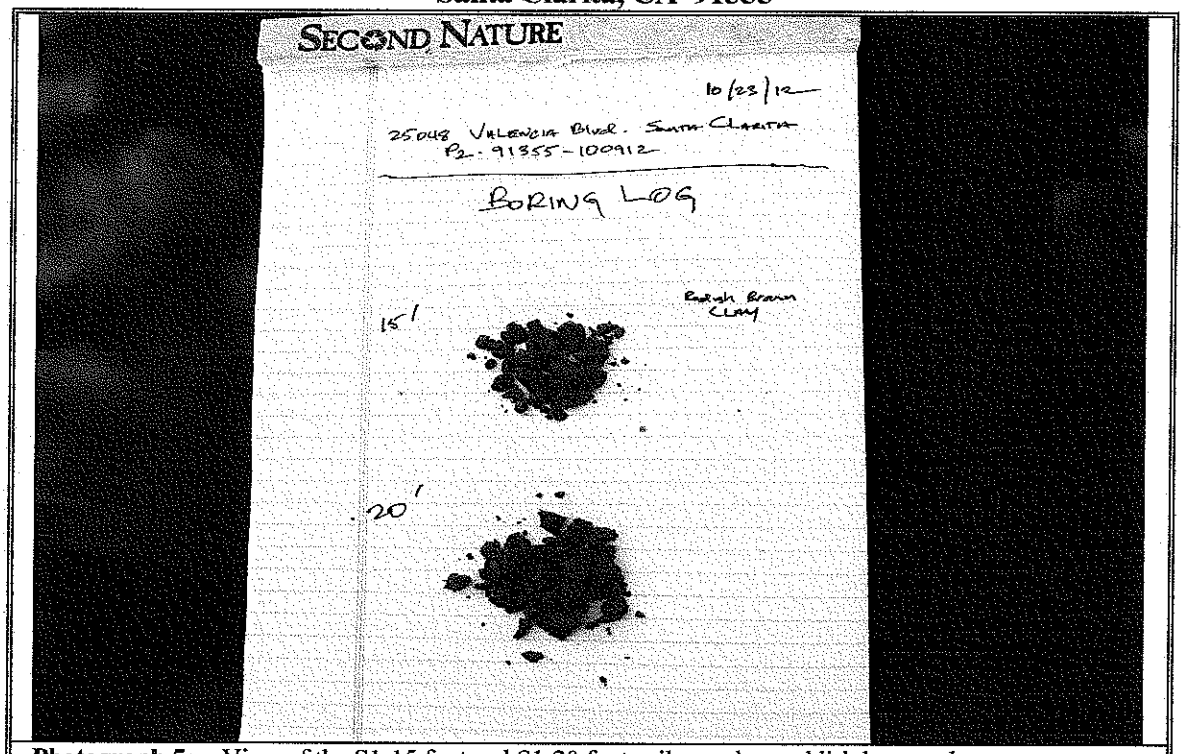
Photograph 3: View of the drilling crew installing the S1 boring.



Photograph 4: View of the S1-15 foot sample labeled and capped ready to be placed in the cooler.

APPENDIX C - PHASE 1 ASSESSMENT

ENVIRONMENTAL SITE ASSESSMENT
25048 Valencia Blvd.
Santa Clarita, CA 91355



Photograph 5: View of the S1-15 foot and S1-20 foot soil samples, reddish brown clay.

Photograph 6: View of a boring location being abandoned and plugged with asphalt.

APPENDIX B

APPENDIX C - PHASE 1 ASSESSMENT

AMERICAN ANALYTICS

9765 Eton Avenue
Chatsworth
California 91311
Tel: (818) 998-5547
Fax: (818) 998-7258

October 25, 2012

Michael Lord

LES Environmental

8830 Shoshone Ave

Northridge, CA 91325

Re : 25048 Valencia Blvd.

A705027 / 2J22004

Enclosed is an analytical report for the above-referenced project. The samples included in this report were received on 10/22/12 11:09 and analyzed in accordance with the attached chain-of-custody.

Unless otherwise noted, all analytical testing was accomplished in accordance with the guidelines established in our Quality Assurance Program Manual, applicable standard operating procedures, and other related documentation. The results in this analytical report are limited to the samples tested and any reproduction thereof must be made in its entirety.

If you have any questions regarding this report or require additional information please call me at American Analytics.

Sincerely,

Eydie Schwartz

Eydie Schwartz

Project Manager

APPENDIX C - PHASE 1 ASSESSMENT

LABORATORY ANALYSIS RESULTS

Client: LES Environmental
Project No: NA
Project Name: 25048 Valencia Blvd.

AA Project No: A705027
Date Received: 10/22/12
Date Reported: 10/25/12

Sample ID	Laboratory ID	Matrix	TAT	Date Sampled	Date Received
8260B+OXY+TPHG					
S1-15	2J22004-01	Soil	3	10/22/12 00:00	10/22/12 11:09
S2-15	2J22004-03	Soil	3	10/22/12 00:00	10/22/12 11:09
S3-15	2J22004-05	Soil	3	10/22/12 00:00	10/22/12 11:09
S4-15	2J22004-07	Soil	3	10/22/12 00:00	10/22/12 11:09
S5-15	2J22004-09	Soil	3	10/22/12 00:00	10/22/12 11:09
S6-15	2J22004-11	Soil	3	10/22/12 00:00	10/22/12 11:09
Carbon Chain Characterization 8015M					
S1-15	2J22004-01	Soil	3	10/22/12 00:00	10/22/12 11:09
S2-15	2J22004-03	Soil	3	10/22/12 00:00	10/22/12 11:09
S3-15	2J22004-05	Soil	3	10/22/12 00:00	10/22/12 11:09
S4-15	2J22004-07	Soil	3	10/22/12 00:00	10/22/12 11:09
S5-15	2J22004-09	Soil	3	10/22/12 00:00	10/22/12 11:09
S6-15	2J22004-11	Soil	3	10/22/12 00:00	10/22/12 11:09

Eydie Schwartz

Eydie Schwartz
Project Manager

APPENDIX C - PHASE 1 ASSESSMENT

LABORATORY ANALYSIS RESULTS

Client: LES Environmental
Project No: NA
Project Name: 25048 Valencia Blvd.

AA Project No: A705027
Date Received: 10/22/12
Date Reported: 10/25/12

ANALYTICAL DATA SUMMARY

Analyte	Sample Name	Result	MRL	Units	Dilution	Prepared	Analyzed	Method
Carbon Chain by GC/FID								
C14-C16	S5-15	**1.9**	1.0	mg/kg	1	10/23/12	10/23/12	EPA 8015M
VOCs, OXY & TPH Gasoline by GC/MS								

Eydie Schwartz

Eydie Schwartz
Project Manager

APPENDIX C - PHASE 1 ASSESSMENT

LABORATORY ANALYSIS RESULTS

Client: LES Environmental
Project No: NA
Project Name: 25048 Valencia Blvd.
Method: VOCs, OXY & TPH Gasoline by GC/MS

AA Project No: A705027
Date Received: 10/22/12
Date Reported: 10/25/12
Units: ug/kg

Date Sampled:	10/22/12	10/22/12	10/22/12	10/22/12	
Date Prepared:	10/24/12	10/24/12	10/24/12	10/24/12	
Date Analyzed:	10/24/12	10/24/12	10/24/12	10/24/12	
AA ID No:	2J22004-01	2J22004-03	2J22004-05	2J22004-07	
Client ID No:	S1-15	S2-15	S3-15	S4-15	
Matrix:	Soil	Soil	Soil	Soil	
Dilution Factor:	1	1	1	1	MRL
8260B+OXY+TPHG (EPA 8260B)					
tert-Amyl Methyl Ether (TAME)	<5.0	<5.0	<5.0	<5.0	5.0
Benzene	<2.0	<2.0	<2.0	<2.0	2.0
Bromobenzene	<5.0	<5.0	<5.0	<5.0	5.0
tert-Butyl alcohol (TBA)	<20	<20	<20	<20	20
tert-Butylbenzene	<5.0	<5.0	<5.0	<5.0	5.0
sec-Butylbenzene	<5.0	<5.0	<5.0	<5.0	5.0
n-Butylbenzene	<5.0	<5.0	<5.0	<5.0	5.0
Chlorobenzene	<5.0	<5.0	<5.0	<5.0	5.0
2-Chlorotoluene	<5.0	<5.0	<5.0	<5.0	5.0
4-Chlorotoluene	<5.0	<5.0	<5.0	<5.0	5.0
1,2-Dibromo-3-chloropropane	<10	<10	<10	<10	10
Dibromochloromethane	<5.0	<5.0	<5.0	<5.0	5.0
1,2-Dibromoethane (EDB)	<5.0	<5.0	<5.0	<5.0	5.0
1,2-Dichlorobenzene	<5.0	<5.0	<5.0	<5.0	5.0
1,3-Dichlorobenzene	<5.0	<5.0	<5.0	<5.0	5.0
1,4-Dichlorobenzene	<5.0	<5.0	<5.0	<5.0	5.0
Dichlorodifluoromethane (R12)	<5.0	<5.0	<5.0	<5.0	5.0
1,1-Dichloroethane	<5.0	<5.0	<5.0	<5.0	5.0
1,2-Dichloroethane (EDC)	<5.0	<5.0	<5.0	<5.0	5.0
trans-1,2-Dichloroethylene	<5.0	<5.0	<5.0	<5.0	5.0
cis-1,2-Dichloroethylene	<5.0	<5.0	<5.0	<5.0	5.0
1,1-Dichloroethylene	<5.0	<5.0	<5.0	<5.0	5.0
1,2-Dichloropropane	<5.0	<5.0	<5.0	<5.0	5.0
2,2-Dichloropropane	<5.0	<5.0	<5.0	<5.0	5.0
1,3-Dichloropropane	<5.0	<5.0	<5.0	<5.0	5.0
1,1-Dichloropropylene	<5.0	<5.0	<5.0	<5.0	5.0
trans-1,3-Dichloropropylene	<5.0	<5.0	<5.0	<5.0	5.0

Eydie Schwartz

Eydie Schwartz
Project Manager

APPENDIX C - PHASE 1 ASSESSMENT

LABORATORY ANALYSIS RESULTS

Client: LES Environmental
Project No: NA
Project Name: 25048 Valencia Blvd.
Method: VOCs, OXY & TPH Gasoline by GC/MS

AA Project No: A705027
Date Received: 10/22/12
Date Reported: 10/25/12
Units: ug/kg

Date Sampled:	10/22/12	10/22/12	10/22/12	10/22/12	
Date Prepared:	10/24/12	10/24/12	10/24/12	10/24/12	
Date Analyzed:	10/24/12	10/24/12	10/24/12	10/24/12	
AA ID No:	2J22004-01	2J22004-03	2J22004-05	2J22004-07	
Client ID No:	S1-15	S2-15	S3-15	S4-15	
Matrix:	Soil	Soil	Soil	Soil	
Dilution Factor:	1	1	1	1	MRL
8260B+OXY+TPHG (EPA 8260B) (continued)					
cis-1,3-Dichloropropylene	<5.0	<5.0	<5.0	<5.0	5.0
Diisopropyl ether (DIPE)	<5.0	<5.0	<5.0	<5.0	5.0
Ethylbenzene	<2.0	<2.0	<2.0	<2.0	2.0
Ethyl-tert-Butyl Ether (ETBE)	<5.0	<5.0	<5.0	<5.0	5.0
Gasoline Range Organics (GRO)	<500	<500	<500	<500	500
Hexachlorobutadiene	<10	<10	<10	<10	10
Isopropylbenzene	<5.0	<5.0	<5.0	<5.0	5.0
Methyl-tert-Butyl Ether (MTBE)	<5.0	<5.0	<5.0	<5.0	5.0
Naphthalene	<10	<10	<10	<10	10
n-Propylbenzene	<5.0	<5.0	<5.0	<5.0	5.0
Styrene	<5.0	<5.0	<5.0	<5.0	5.0
Toluene	<2.0	<2.0	<2.0	<2.0	2.0
1,2,4-Trichlorobenzene	<5.0	<5.0	<5.0	<5.0	5.0
1,2,3-Trichlorobenzene	<5.0	<5.0	<5.0	<5.0	5.0
1,2,3-Trichloropropane	<5.0	<5.0	<5.0	<5.0	5.0
1,3,5-Trimethylbenzene	<5.0	<5.0	<5.0	<5.0	5.0
1,2,4-Trimethylbenzene	<5.0	<5.0	<5.0	<5.0	5.0
o-Xylene	<2.0	<2.0	<2.0	<2.0	2.0
m,p-Xylenes	<2.0	<2.0	<2.0	<2.0	2.0
Surrogates					**%REC Limits**
4-Bromofluorobenzene	112%	110%	111%	114%	70-140
Toluene-d8	109%	110%	110%	111%	70-140

Eydie Schwartz

Eydie Schwartz
Project Manager

APPENDIX C - PHASE 1 ASSESSMENT

LABORATORY ANALYSIS RESULTS

Client:	LES Environmental	**AA Project No:**	A705027
Project No:	NA	**Date Received:**	10/22/12
Project Name:	25048 Valencia Blvd.	**Date Reported:**	10/25/12
Method:	VOCs, OXY & TPH Gasoline by GC/MS	**Units:**	ug/kg

Date Sampled:	10/22/12	10/22/12	
Date Prepared:	10/24/12	10/24/12	
Date Analyzed:	10/24/12	10/24/12	
AA ID No:	2J22004-09	2J22004-11	
Client ID No:	S5-15	S6-15	
Matrix:	Soil	Soil	
Dilution Factor:	1	1	MRL
8260B+OXY+TPHG (EPA 8260B)			
tert-Amyl Methyl Ether (TAME)	<5.0	<5.0	5.0
Benzene	<2.0	<2.0	2.0
Bromobenzene	<5.0	<5.0	5.0
tert-Butyl alcohol (TBA)	<20	<20	20
tert-Butylbenzene	<5.0	<5.0	5.0
sec-Butylbenzene	<5.0	<5.0	5.0
n-Butylbenzene	<5.0	<5.0	5.0
Chlorobenzene	<5.0	<5.0	5.0
2-Chlorotoluene	<5.0	<5.0	5.0
4-Chlorotoluene	<5.0	<5.0	5.0
1,2-Dibromo-3-chloropropane	<10	<10	10
Dibromochloromethane	<5.0	<5.0	5.0
1,2-Dibromoethane (EDB)	<5.0	<5.0	5.0
1,2-Dichlorobenzene	<5.0	<5.0	5.0
1,3-Dichlorobenzene	<5.0	<5.0	5.0
1,4-Dichlorobenzene	<5.0	<5.0	5.0
Dichlorodifluoromethane (R12)	<5.0	<5.0	5.0
1,1-Dichloroethane	<5.0	<5.0	5.0
1,2-Dichloroethane (EDC)	<5.0	<5.0	5.0
trans-1,2-Dichloroethylene	<5.0	<5.0	5.0
cis-1,2-Dichloroethylene	<5.0	<5.0	5.0
1,1-Dichloroethylene	<5.0	<5.0	5.0
1,2-Dichloropropane	<5.0	<5.0	5.0
2,2-Dichloropropane	<5.0	<5.0	5.0
1,3-Dichloropropane	<5.0	<5.0	5.0
1,1-Dichloropropylene	<5.0	<5.0	5.0
trans-1,3-Dichloropropylene	<5.0	<5.0	5.0

Eydie Schwartz

Eydie Schwartz
Project Manager

APPENDIX C - PHASE 1 ASSESSMENT

LABORATORY ANALYSIS RESULTS

Client: LES Environmental
Project No: NA
Project Name: 25048 Valencia Blvd.
Method: VOCs, OXY & TPH Gasoline by GC/MS

AA Project No: A705027
Date Received: 10/22/12
Date Reported: 10/25/12
Units: ug/kg

Date Sampled:	10/22/12	10/22/12	
Date Prepared:	10/24/12	10/24/12	
Date Analyzed:	10/24/12	10/24/12	
AA ID No:	2J22004-09	2J22004-11	
Client ID No:	S5-15	S6-15	
Matrix:	Soil	Soil	
Dilution Factor:	1	1	MRL
8260B+OXY+TPHG (EPA 8260B) (continued)			
cis-1,3-Dichloropropylene	<5.0	<5.0	5.0
Diisopropyl ether (DIPE)	<5.0	<5.0	5.0
Ethylbenzene	<2.0	<2.0	2.0
Ethyl-tert-Butyl Ether (ETBE)	<5.0	<5.0	5.0
Gasoline Range Organics (GRO)	<500	<500	500
Hexachlorobutadiene	<10	<10	10
Isopropylbenzene	<5.0	<5.0	5.0
Methyl-tert-Butyl Ether (MTBE)	<5.0	<5.0	5.0
Naphthalene	<10	<10	10
n-Propylbenzene	<5.0	<5.0	5.0
Styrene	<5.0	<5.0	5.0
Toluene	<2.0	<2.0	2.0
1,2,4-Trichlorobenzene	<5.0	<5.0	5.0
1,2,3-Trichlorobenzene	<5.0	<5.0	5.0
1,2,3-Trichloropropane	<5.0	<5.0	5.0
1,3,5-Trimethylbenzene	<5.0	<5.0	5.0
1,2,4-Trimethylbenzene	<5.0	<5.0	5.0
o-Xylene	<2.0	<2.0	2.0
m,p-Xylenes	<2.0	<2.0	2.0
Surrogates			**%REC Limits**
4-Bromofluorobenzene	121%	114%	70-140
Toluene-d8	115%	110%	70-140

Eydie Schwartz

Eydie Schwartz
Project Manager

APPENDIX C - PHASE 1 ASSESSMENT

LABORATORY ANALYSIS RESULTS

Client: LES Environmental
Project No: NA
Project Name: 25048 Valencia Blvd.
Method: Carbon Chain by GC/FID

AA Project No: A705027
Date Received: 10/22/12
Date Reported: 10/25/12
Units: mg/kg

Date Sampled:	10/22/12	10/22/12	10/22/12	10/22/12	
Date Prepared:	10/23/12	10/23/12	10/23/12	10/23/12	
Date Analyzed:	10/23/12	10/23/12	10/23/12	10/23/12	
AA ID No:	2J22004-01	2J22004-03	2J22004-05	2J22004-07	
Client ID No:	S1-15	S2-15	S3-15	S4-15	
Matrix:	Soil	Soil	Soil	Soil	
Dilution Factor:	1	1	1	1	MRL
Carbon Chain Characterization 8015M (EPA 8015M)					
C6-C8	<1.0	<1.0	<1.0	<1.0	1.0
C8-C10	<1.0	<1.0	<1.0	<1.0	1.0
C10-C12	<1.0	<1.0	<1.0	<1.0	1.0
C12-C14	<1.0	<1.0	<1.0	<1.0	1.0
C14-C16	<1.0	<1.0	<1.0	<1.0	1.0
C16-C18	<1.0	<1.0	<1.0	<1.0	1.0
C18-C20	<1.0	<1.0	<1.0	<1.0	1.0
C20-C22	<1.0	<1.0	<1.0	<1.0	1.0
C22-C24	<1.0	<1.0	<1.0	<1.0	1.0
C24-C26	<1.0	<1.0	<1.0	<1.0	1.0
C26-C28	<1.0	<1.0	<1.0	<1.0	1.0
C28-C32	<1.0	<1.0	<1.0	<1.0	1.0
C32-C34	<1.0	<1.0	<1.0	<1.0	1.0
C34-C36	<1.0	<1.0	<1.0	<1.0	1.0
C36-C40	<1.0	<1.0	<1.0	<1.0	1.0
C40-C44	<1.0	<1.0	<1.0	<1.0	1.0
TPH (C6-C44)	<10	<10	<10	<10	10
Surrogates					**%REC Limits**
o-Terphenyl	96%	92%	98%	105%	50-150

Eydie Schwartz

Eydie Schwartz
Project Manager

APPENDIX C - PHASE 1 ASSESSMENT

LABORATORY ANALYSIS RESULTS

Client: LES Environmental
Project No: NA
Project Name: 25048 Valencia Blvd.
Method: Carbon Chain by GC/FID

AA Project No: A705027
Date Received: 10/22/12
Date Reported: 10/25/12
Units: mg/kg

Date Sampled:	10/22/12	10/22/12	
Date Prepared:	10/23/12	10/23/12	
Date Analyzed:	10/23/12	10/23/12	
AA ID No:	2J22004-09	2J22004-11	
Client ID No:	S5-15	S6-15	
Matrix:	Soil	Soil	
Dilution Factor:	1	1	MRL
Carbon Chain Characterization 8015M (EPA 8015M)			
C6-C8	<1.0	<1.0	1.0
C8-C10	<1.0	<1.0	1.0
C10-C12	<1.0	<1.0	1.0
C12-C14	<1.0	<1.0	1.0
C14-C16	**1.9**	<1.0	1.0
C16-C18	<1.0	<1.0	1.0
C18-C20	<1.0	<1.0	1.0
C20-C22	<1.0	<1.0	1.0
C22-C24	<1.0	<1.0	1.0
C24-C26	<1.0	<1.0	1.0
C26-C28	<1.0	<1.0	1.0
C28-C32	<1.0	<1.0	1.0
C32-C34	<1.0	<1.0	1.0
C34-C36	<1.0	<1.0	1.0
C36-C40	<1.0	<1.0	1.0
C40-C44	<1.0	<1.0	1.0
TPH (C6-C44)	<10	<10	10
Surrogates			**%REC Limits**
o-Terphenyl	98%	96%	50-150

Eydie Schwartz

Eydie Schwartz
Project Manager

LABORATORY ANALYSIS RESULTS

Client: LES Environmental
Project No: NA
Project Name: 25048 Valencia Blvd.

AA Project No: A705027
Date Received: 10/22/12
Date Reported: 10/25/12

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
VOCs, OXY & TPH Gasoline by GC/MS - Quality Control										
Batch B2J2403 - EPA 5030B										
Blank (B2J2403-BLK1)				Prepared & Analyzed: 10/24/12						
tert-Amyl Methyl Ether (TAME)	<5.0	5.0	ug/kg							
Benzene	<2.0	2.0	ug/kg							
Bromobenzene	<5.0	5.0	ug/kg							
tert-Butyl alcohol (TBA)	<20	20	ug/kg							
tert-Butylbenzene	<5.0	5.0	ug/kg							
sec-Butylbenzene	<5.0	5.0	ug/kg							
n-Butylbenzene	<5.0	5.0	ug/kg							
Chlorobenzene	<5.0	5.0	ug/kg							
2-Chlorotoluene	<5.0	5.0	ug/kg							
4-Chlorotoluene	<5.0	5.0	ug/kg							
1,2-Dibromo-3-chloropropane	<10	10	ug/kg							
Dibromochloromethane	<5.0	5.0	ug/kg							
1,2-Dibromoethane (EDB)	<5.0	5.0	ug/kg							
1,2-Dichlorobenzene	<5.0	5.0	ug/kg							
1,3-Dichlorobenzene	<5.0	5.0	ug/kg							
1,4-Dichlorobenzene	<5.0	5.0	ug/kg							
Dichlorodifluoromethane (R12)	<5.0	5.0	ug/kg							
1,1-Dichloroethane	<5.0	5.0	ug/kg							
1,2-Dichloroethane (EDC)	<5.0	5.0	ug/kg							
trans-1,2-Dichloroethylene	<5.0	5.0	ug/kg							
cis-1,2-Dichloroethylene	<5.0	5.0	ug/kg							
1,1-Dichloroethylene	<5.0	5.0	ug/kg							
1,2-Dichloropropane	<5.0	5.0	ug/kg							
2,2-Dichloropropane	<5.0	5.0	ug/kg							
1,3-Dichloropropane	<5.0	5.0	ug/kg							
1,1-Dichloropropylene	<5.0	5.0	ug/kg							
trans-1,3-Dichloropropylene	<5.0	5.0	ug/kg							
cis-1,3-Dichloropropylene	<5.0	5.0	ug/kg							
Diisopropyl ether (DIPE)	<5.0	5.0	ug/kg							
Ethylbenzene	<2.0	2.0	ug/kg							
Ethyl-tert-Butyl Ether (ETBE)	<5.0	5.0	ug/kg							
Gasoline Range Organics (GRO)	<500	500	ug/kg							

Eydie Schwartz

Eydie Schwartz
Project Manager

LABORATORY ANALYSIS RESULTS

Client: LES Environmental
Project No: NA
Project Name: 25048 Valencia Blvd.

AA Project No: A705027
Date Received: 10/22/12
Date Reported: 10/25/12

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
VOCs, OXY & TPH Gasoline by GC/MS - Quality Control										
Batch B2J2403 - EPA 5030B										
Blank (B2J2403-BLK1) Continued				Prepared & Analyzed: 10/24/12						
Hexachlorobutadiene	<10	10	ug/kg							
Isopropylbenzene	<5.0	5.0	ug/kg							
Methyl-tert-Butyl Ether (MTBE)	<5.0	5.0	ug/kg							
Naphthalene	<10	10	ug/kg							
n-Propylbenzene	<5.0	5.0	ug/kg							
Styrene	<5.0	5.0	ug/kg							
Toluene	<2.0	2.0	ug/kg							
1,2,4-Trichlorobenzene	<5.0	5.0	ug/kg							
1,2,3-Trichlorobenzene	<5.0	5.0	ug/kg							
1,2,3-Trichloropropane	<5.0	5.0	ug/kg							
1,3,5-Trimethylbenzene	<5.0	5.0	ug/kg							
1,2,4-Trimethylbenzene	<5.0	5.0	ug/kg							
o-Xylene	<2.0	2.0	ug/kg							
m,p-Xylenes	<2.0	2.0	ug/kg							
Surrogate: 4-Bromofluorobenzene	*107*		*ug/kg*	*100*		*107*	*70-140*			
Surrogate: Toluene-d8	*111*		*ug/kg*	*100*		*111*	*70-140*			
LCS (B2J2403-BS1)				Prepared & Analyzed: 10/24/12						
Benzene	**40.8**	2.0	ug/kg	40		102	75-125		30	
Chlorobenzene	**37.6**	5.0	ug/kg	40		94.1	75-125		30	
Dibromochloromethane	**37.3**	5.0	ug/kg	40		93.3	75-125		30	
1,4-Dichlorobenzene	**38.2**	5.0	ug/kg	40		95.5	75-125		30	
1,1-Dichloroethane	**39.1**	5.0	ug/kg	40		97.6	70-125		30	
1,2-Dichloroethane (EDC)	**36.9**	5.0	ug/kg	40		92.4	75-125		30	
trans-1,2-Dichloroethylene	**40.7**	5.0	ug/kg	40		102	75-125		30	
cis-1,2-Dichloroethylene	**40.5**	5.0	ug/kg	40		101	75-125		30	
1,1-Dichloroethylene	**37.1**	5.0	ug/kg	40		92.6	70-130		30	
1,2-Dichloropropane	**44.2**	5.0	ug/kg	40		110	75-130		30	
cis-1,3-Dichloropropylene	**39.9**	5.0	ug/kg	40		99.8	75-125		30	
Ethylbenzene	**37.9**	2.0	ug/kg	40		94.6	75-125		30	
Methyl-tert-Butyl Ether (MTBE)	**41.4**	5.0	ug/kg	40		104	75-125		30	
Toluene	**36.8**	2.0	ug/kg	40		92.0	75-125		30	

Eydie Schwartz

Eydie Schwartz
Project Manager

APPENDIX C - PHASE 1 ASSESSMENT

LABORATORY ANALYSIS RESULTS

Client: LES Environmental
Project No: NA
Project Name: 25048 Valencia Blvd.

AA Project No: A705027
Date Received: 10/22/12
Date Reported: 10/25/12

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
VOCs, OXY & TPH Gasoline by GC/MS - Quality Control										
Batch B2J2403 - EPA 5030B										
LCS (B2J2403-BS1) Continued				Prepared & Analyzed: 10/24/12						
o-Xylene	**37.9**	2.0	ug/kg	40		94.6	75-125		30	
Surrogate: 4-Bromofluorobenzene	*109*		*ug/kg*	*100*		*109*	*70-140*			
Surrogate: Toluene-d8	*107*		*ug/kg*	*100*		*107*	*70-140*			
Matrix Spike (B2J2403-MS1)			**Source: 2J16005-06**	Prepared & Analyzed: 10/24/12						
Benzene	**40.2**	2.0	ug/kg	40		100	70-130		40	
Chlorobenzene	**36.9**	5.0	ug/kg	40		92.4	70-130		40	
1,1-Dichloroethane	**37.5**	5.0	ug/kg	40		93.8	70-130		40	
cis-1,2-Dichloroethylene	**39.7**	5.0	ug/kg	40		99.3	70-130		40	
1,1-Dichloroethylene	**34.0**	5.0	ug/kg	40		85.0	70-130		40	
1,2-Dichloropropane	**44.0**	5.0	ug/kg	40		110	70-130		40	
Ethylbenzene	**37.1**	2.0	ug/kg	40		92.8	70-130		40	
Methyl-tert-Butyl Ether (MTBE)	**36.4**	5.0	ug/kg	40		91.0	70-130		40	
n-Propylbenzene	**38.8**	5.0	ug/kg	40		97.1	70-130		40	
Toluene	**35.8**	2.0	ug/kg	40		89.5	70-130		40	
1,3,5-Trimethylbenzene	**39.0**	5.0	ug/kg	40		97.4	70-130		40	
Surrogate: 4-Bromofluorobenzene	*105*		*ug/kg*	*100*		*105*	*70-140*			
Surrogate: Toluene-d8	*107*		*ug/kg*	*100*		*107*	*70-140*			
Matrix Spike Dup (B2J2403-MSD1)			**Source: 2J16005-06**	Prepared & Analyzed: 10/24/12						
Benzene	**39.6**	2.0	ug/kg	40		99.0	70-130	1.45	40	
Chlorobenzene	**36.9**	5.0	ug/kg	40		92.2	70-130	0.163	40	
1,1-Dichloroethane	**35.7**	5.0	ug/kg	40		89.3	70-130	4.86	40	
cis-1,2-Dichloroethylene	**38.7**	5.0	ug/kg	40		96.7	70-130	2.65	40	
1,1-Dichloroethylene	**34.1**	5.0	ug/kg	40		85.4	70-130	0.411	40	
1,2-Dichloropropane	**43.1**	5.0	ug/kg	40		108	70-130	1.97	40	
Ethylbenzene	**37.4**	2.0	ug/kg	40		93.6	70-130	0.751	40	
Methyl-tert-Butyl Ether (MTBE)	**34.1**	5.0	ug/kg	40		85.2	70-130	6.58	40	
n-Propylbenzene	**41.3**	5.0	ug/kg	40		103	70-130	6.04	40	
Toluene	**36.7**	2.0	ug/kg	40		91.7	70-130	2.43	40	
1,3,5-Trimethylbenzene	**40.7**	5.0	ug/kg	40		102	70-130	4.47	40	
Surrogate: 4-Bromofluorobenzene	*111*		*ug/kg*	*100*		*111*	*70-140*			

Eydie Schwartz

Eydie Schwartz
Project Manager

LABORATORY ANALYSIS RESULTS

Client: LES Environmental
Project No: NA
Project Name: 25048 Valencia Blvd.

AA Project No: A705027
Date Received: 10/22/12
Date Reported: 10/25/12

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
VOCs, OXY & TPH Gasoline by GC/MS - Quality Control										
Batch B2J2403 - EPA 5030B										
Matrix Spike Dup (B2J2403-MSD1) Continued				**Source: 2J16005-06**		Prepared & Analyzed: 10/24/12				
Surrogate: Toluene-d8	*109*		*ug/kg*	*100*		*109*	*70-140*			
Carbon Chain by GC/FID - Quality Control										
Batch B2J2311 - EPA 3550B										
Blank (B2J2311-BLK1)						Prepared & Analyzed: 10/23/12				
C6-C8	<1.0	1.0	mg/kg							
C8-C10	<1.0	1.0	mg/kg							
C10-C12	<1.0	1.0	mg/kg							
C12-C14	<1.0	1.0	mg/kg							
C14-C16	<1.0	1.0	mg/kg							
C16-C18	<1.0	1.0	mg/kg							
C18-C20	<1.0	1.0	mg/kg							
C20-C22	<1.0	1.0	mg/kg							
C22-C24	<1.0	1.0	mg/kg							
C24-C26	<1.0	1.0	mg/kg							
C26-C28	<1.0	1.0	mg/kg							
C28-C32	<1.0	1.0	mg/kg							
C32-C34	<1.0	1.0	mg/kg							
C34-C36	<1.0	1.0	mg/kg							
C36-C40	<1.0	1.0	mg/kg							
C40-C44	<1.0	1.0	mg/kg							
TPH (C6-C44)	<10	10	mg/kg							
Surrogate: o-Terphenyl	*9.97*		*mg/kg*	*10*		*99.7*	*50-150*			
LCS (B2J2311-BS1)						Prepared & Analyzed: 10/23/12				
Diesel Range Organics as Diesel	**177**	10	mg/kg	200		88.6	75-125			
Surrogate: o-Terphenyl	*12.1*		*mg/kg*	*10*		*121*	*50-150*			
LCS Dup (B2J2311-BSD1)						Prepared & Analyzed: 10/23/12				
Diesel Range Organics as Diesel	**178**	10	mg/kg	200		89.1	75-125	0.566	40	
Surrogate: o-Terphenyl	*12.3*		*mg/kg*	*10*		*123*	*50-150*			
Matrix Spike (B2J2311-MS1)				**Source: 2J22004-01**		Prepared & Analyzed: 10/23/12				

Eydie Schwartz

Eydie Schwartz
Project Manager

LABORATORY ANALYSIS RESULTS

Client: LES Environmental
Project No: NA
Project Name: 25048 Valencia Blvd.

AA Project No: A705027
Date Received: 10/22/12
Date Reported: 10/25/12

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Carbon Chain by GC/FID - Quality Control										
Batch B2J2311 - EPA 3550B										
Matrix Spike (B2J2311-MS1) Continued			**Source: 2J22004-01**	Prepared & Analyzed: 10/23/12						
Diesel Range Organics as Diesel	**166**	10	mg/kg	200		82.8	70-130			
Surrogate: o-Terphenyl	*11.5*		*mg/kg*	*10*		*115*	*50-150*			
Matrix Spike Dup (B2J2311-MSD1)			**Source: 2J22004-01**	Prepared & Analyzed: 10/23/12						
Diesel Range Organics as Diesel	**173**	10	mg/kg	200		86.3	70-130	4.22	40	
Surrogate: o-Terphenyl	*13.1*		*mg/kg*	*10*		*131*	*50-150*			

Eydie Schwartz

Eydie Schwartz
Project Manager

APPENDIX C - PHASE 1 ASSESSMENT

LABORATORY ANALYSIS RESULTS

Client: LES Environmental
Project No: NA
Project Name: 25048 Valencia Blvd.

AA Project No: A705027
Date Received: 10/22/12
Date Reported: 10/25/12

Special Notes

Eydie Schwartz

Eydie Schwartz
Project Manager

AMERICAN ANALYTICS CHAIN-OF-CUSTODY RECORD

9765 ETON AVE., CHATSWORTH, CA 91311
Tel: 818-998-5547 FAX: 818-998-7258

A.A. COC No.: 15930
70035227
Page ___ of ___

Client: LES ENVIRONMENTAL
Project Name / No.:
Sampler's Name: Mike Lord
Project Manager: Michael Lord
Site Address: 25048 Valencia Blvd
Sampler's Signature: Mike Lord
Phone: 818 470-1190
City: Santa Clarita CA
P.O. No.: P2-91355-100912
Fax: 818 435-2184
State & Zip: 91355
Quote No.:

TAT Turnaround Codes **

1 = Same Day Rush
2 = 24 Hour Rush
3 = 48 Hour Rush
4 = 72 Hour Rush (circled)
5 = 5 Day Rush
X = 10 Working Days (Standard TAT)

ANALYSIS REQUESTED (Test Name)

Please enter the TAT Turnaround Codes ** below

Client I.D.	A.A. I.D.	Date	Time	Sample Matrix	No. of Cont	8015M CC	8260B Gas Con	On Hold								Special Instructions
S1-15	2J22004-01	10/22/12		Soil		X	X									
S1-20	2							X								
S2-15	3					X	X									
S2-20	4							X								
S3-15	5					X	X									
S3-20	6							X								
S4-15	7					X	X									
S4-20	8							X								
S5-15	9					X	X									
S5-20	10							X								
S6-15	11					X	X									
S6-20	12							X								

For Laboratory Use

REVIEWED
Date 10/22/12 Time 1636
TAT N Days Sign: E Schwarz

A.A. Project No.: A705027 / 2J22004

Relinquished by	Date	Time	Received by
Michael Lord	10/22/12	1109	Eydie Schwarz
Relinquished by	Date	Time	Received by
Relinquished by	Date	Time	Received by

Note: By relinquishing samples to American Analytics, client agrees to pay for the services requested on this chain of custody form and any additional client-requested analyses performed on this project. Payment for services is due within 30 days from the date of invoice. Sample(s) will be disposed of after 45 days following the submittal of the sample(s) to American Analytics.

APPENDIX C

APPENDIX C - PHASE 1 ASSESSMENT

SITE SAFETY PLAN

A. SITE DESCRIPTION

Date: October 22, 2012 Location: 25048 Valencia Blvd., Santa Clarita, CA 91355

Hazards: Total Petroleum Hydrocarbons and gasoline related volatiles associated with a former gasoline service station located at the subject site.

B. ENTRY OBJECTIVES

Collect (12) soil samples from 6 boring installed in the areas most likely to have been occupied by the former underground storage tanks and fuel dispensing pumps.

C. ORGANIZATION AND COORDINATION

Project Manager: Michael Lord

Technical/Site Safety: Michael Lord

D. ON-SITE CONTROL

On-site Command Post: Mr. Lord's Vehicle

Phone No.: Michael Lord's Cell Phone (818) 470-1190

Exclusion Zone: To be determined by the site Safety Officer

Support Zone: To be determined by the site Safety Officer

E. PHYSICAL HAZARDS

1. Visual physical/mechanical hazards associated with soil boring drilling.
2. Underground utilities, especially pipelines and fiber optics cables.

F. CHEMICAL HAZARDS

The Following substances are suspected. The primary hazards of each are identified.

Substance Involved	*Concentration*	*Primary Hazards*
Volatile Organic Solvents	unknown	Inhalation

Total Petroleum Hydrocarbons (TPH)	unknown	Ingestion

G. PERSONAL PROTECTIVE EQUIPMENT

Specific protective equipment for each level of protection is as follows:

Level B	*Level C*	*Level D*
Supplied Air	Half-mask respirator	Hard Hat, boots, Gloves
Full Protective Suit	With organic vapor cartridge	As needed dust mask
Plus Level D	Plus Level D equipment	Safety glasses

Workers will not upgrade from Level D to Level C if the onsite laboratory detects >50 ppm VOCs in the breathing zone for one minute or greater than 200 ppm instantaneous in the breathing zone. If level C conditions are detected, the bore-hole will be plugged and the zone evacuated.

H. SPECIAL CONSIDERATIONS

1. All personnel must wear ear and eye protection when in close proximity of soil boring equipment.
2. Establish clear lines of communication with field personnel. Make eye contact with soil technician before walking or driving in the area of field activities.

I. SITE SAFETY AND HEALTH PLAN

1. **Michael Lord** is the designated site Safety Officer and is directly responsible to the Project Team Leader for Safety recommendations on site.
2. **Emergency Medical Care:** The closest hospital to the site is:

Henry Mayo Memorial Hospital 23845 McBean Parkway, Valencia, CA 91355 (see attached map).

Ambulance Emergency Dispatch is 911.

First-aid equipment is available on site at the following locations:

First-aid kit: **Mr. Lord's Vehicle**

Emergency eye wash: **Mr. Lord's Vehicle**

List of emergency phone number:

Emergency Phone List: 911

Henry Mayo Memorial Hospital	(661) 253-8000
Ambulance/Police/Fire	911

- **Fire/Explosion**: Upon notification of a fire or explosion on site, the designated emergency signal **HORN BLAST** shall be sounded and all site personnel moved to a safe distance from the involved area.

- **Personal Protective Equipment Failure**: If any site worker experiences a failure or alteration of protective equipment that affects the protection factor, that person and his/her buddy shall immediately leave the Exclusion Zone. Re-entry shall not be permitted until the equipment has been repaired or replaced.

- **Other Equipment Failure**: If any other equipment on site fails to operate properly, the Project Team Leader and Site Officer shall be notified and then determine the effect of this failure on continuing operations on site. If the failure affects the safety of personnel or prevents completion of the work Plan tasks, all personnel shall leave the Exclusion Zone until the situation is evaluated and appropriate actions taken.

2. **Emergency Procedures** (should be modified as required for incident)

The following standard emergency procedures will be used by on-site personnel. The Site Safety Officer shall be notified of any on-site emergencies and be responsible for insuring that the appropriate procedures are followed.

- **Personnel Injury in the Exclusion Zone**: Upon notification of an injury in the Exclusion Zone, the designated emergency signal **HORN BLAST** shall be sounded. All site personnel shall assemble at the decontamination line. The rescue team will enter the Exclusion Zone (if required) to remove the injured person to the hotline. The Site Safety Officer and Project Team Leader should evaluate the nature of the injury, and the affected person should be decontaminated to the extent possible prior to movement to the Support Zone. The on-site EMT shall initiate the appropriate first aid, and contact should be made for an ambulance and with the designated medical facility (if required). No personal shall re-enter the Exclusion Zone until the cause of the injury or symptoms is determined.

- **Personnel Injury in the Support Zone**: Upon notification of an injury in the Support Zone, the Project Team and Site Safety Officer will assess the nature of the injury. If the cause of the injury or loss of the injured person does not affect the performance of site personnel, operations may continue, with the on-site EMT initiating the appropriate first aid and necessary follow-up as stated above. If the injury increases the risk to others, the designated emergency signal **HORN BLAST** shall be sounded and all site personnel shall move to the decontamination line for further instructions. Activities on site will stop until the added risk is removed or minimize

APPENDIX C - PHASE 1 ASSESSMENT

All personnel have read the above plan and are familiar with its provisions.

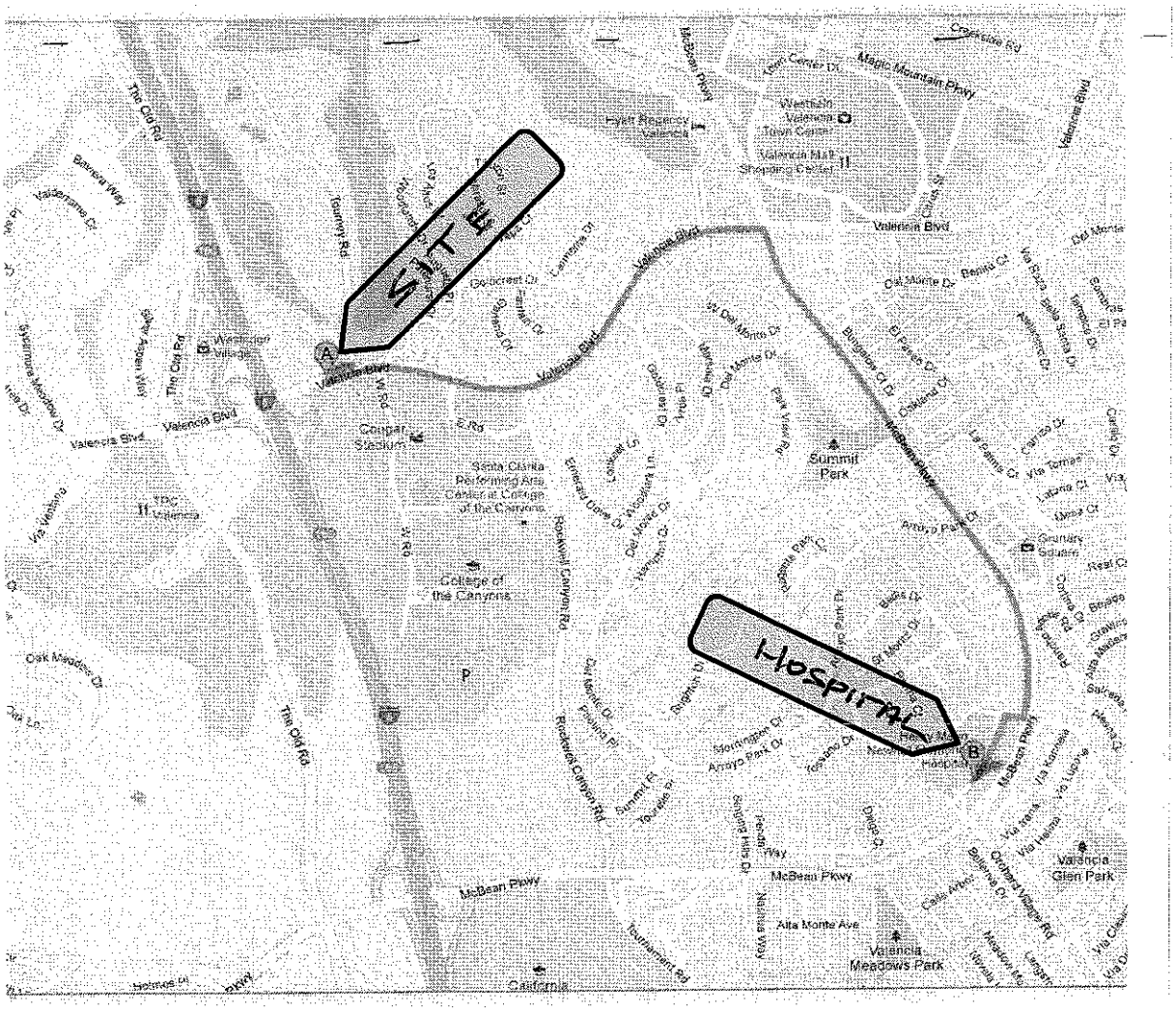
Project Manager/Site Safety Officer: LES Signature: _____

Drilling Operators: Kehoe Signature: _____

Other: Signature: _____

Other: Signature: _____

APPENDIX C - PHASE 1 ASSESSMENT



25048 Valencia Blvd, Santa Clarita, CA 91355 P2-91355-100912	SITE TO HOSPITAL ROUTE MAP	FIGURE 1A
LES 8830 SHOSHONE AVENUE NORTHRIDGE, CALIFORNIA 91325	N	

APPENDIX D

APPENDIX C - PHASE 1 ASSESSMENT

MICHAEL WAYNE LORD, REA

LES Principal Engineer

EDUCATION

MASTERS OF SCIENCE (MS) – CIVIL ENGINEERING
Loyola Marymount University, Los Angeles, CA – May 1990
Course Emphasis – Environmental and Water Quality
BACHLOR OF SCIENCE (BS) - CHEMISTRY
California State University Northridge, CA – June 1985
Course Emphasis – Inorganic and Organo-Metallic

REGISTRATION/PROFESSIONAL SOCIETY MEMBERSHIP/TRAINING

Registered Environmental Assessor, California (REA #04950)
40-Hr Hazardous Waste Operation and Emergency Response
CPR-First Aid Certified

PROFESSIONAL EXPERIENCE

Mr. Lord has over twenty five years of diverse experience in the development, implementation and management of environmental, health and safety programs and projects. This has included manufacturing and construction companies in the consulting, municipal, aerospace, advanced electronics, petrochemical and chemical industries. Mr. Lord has considerable experience in environmental engineering that has included air quality, industrial wastewater, stormwater, groundwater, hazardous materials, hazardous waste, and solid waste management. Additionally, Mr. Lord has performed numerous environmental site assessments, inspections and evaluations of municipal and industrial sites, treatment systems, and manufacturing operations.

Mr. Lord has also acquired occupational health and safety experience in process safety management, risk management, emergency response, injury illness prevention, hazardous communication, confined space entry, ergonomics, lockout/tagout, respiratory protection, hearing conservation, fall protection, asbestos and lead based paint, bloodborne pathogens, and industrial hygiene sampling.

Mr. Lord most recent years of experience has been performing Environmental Site Assessments on commercial properties for buyers, sellers and lenders. Some of the companies and governmental agencies that Mr. Lord has provided services are:

Wells Fargo Bank
Washington Mutual Bank
Quaker City Bank
GE Aircraft Engines
Hughes Electronics
Rockwell International (Boeing)
Shell Oil Company
Metropolitan Water District
CENCO Refining Company
Ecology Control Industries (ECI)
Facility Systems Engineering Corporation, Inc. (FSEC)
Morse Diesel International, Inc.
Reichhold Chemicals Inc.
City of Los Angeles

LES
Lord Environmental Services
Tel: (818) 470-1190
Fax: (818) 435-2184
Email: michaellord@earthlink.net

www.LordEnvironmentalServices.com

COMMENTS AND RESPONSES TO COMMENTS

A list of those agencies, organizations, and interested parties, which have commented on the Draft Mitigated Negative Declaration, is provided below. A copy of each comment letter or summary of each comment, and a response to each specific comment, follows this list.

Agencies

A1 South Coast Air Quality Management District

Letter A1

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:
JChow@Santa-Clarita.com

November 6, 2014

Mr. James Chow, Associate Planner
City of Santa Clarita
Department of Community Development
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

Draft Mitigated Negative Declaration (DMND) for the Proposed Valencia Boulevard Gas Station Located at 25048 Valencia Boulevard (Master Case No. 14-024; CUP 14-004, Oak Tree Permit 14-003)

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document. 1

Project Description

The proposed project includes construction of a new gasoline station with 12-pumps five-dispensers, a 5,040 square foot canopy, underground fuel storage tanks, and a 6,000 square foot building that will be used as a convenience store, restaurant and office. In addition, an automated car wash with associated equipment will also be built on a 1.28-acre site. If soil export is required from excavation of the fueling tanks, soil export activities should be included in the project description and incorporated into any applicable air quality analysis, e.g., the amount of soil export, distances to the soil disposal sites, the number of haul trips involved, etc. Phasing information including overlapping phases should also be included in the Final MND. 2

Air Quality Analyses

The Lead Agency has determined that project air quality impacts would be potentially significant without mitigation during construction and operations but did not quantify project air quality impacts for either short- or long-term activities. Without quantifying project air quality impacts, the lead agency has not demonstrated that the proposed project will not generate significant adverse construction or operational air quality impacts that may trigger further analysis pursuant to the California Environmental Quality Act. Guidance for evaluating regional and localized impacts is available at the 3

SCAQMD website.[1][2][3] Should the lead agency conclude after its analyses that construction or operational air quality impacts exceed the SCAQMD daily significance thresholds, staff has compiled mitigation measures[4] in addition to the mitigation included in the DMND starting on page two of the DMND to be implemented if the air quality impacts are determined to be significant. 3

Compliance With SCAQMD Rules and Permit Requirements

Besides estimating construction and operational air quality impacts, the Lead Agency should describe compliance with SCAQMD rules and regulations in the Final MND including, but not limited to, Rule 402 – Nuisance; Rule 403 – Fugitive Dust; and Rule 1166 – Volatile Organic Compound (VOC) Emissions From Decontaminated Soil, if VOC emissions are encountered during soil disturbance activities. Finally, the fueling dispensing equipment will require SCAQMD permits under Rule 461 - Gasoline Transfer and Dispensing. Permit questions pertaining to gasoline dispensing equipment can be directed to SCAQMD Engineering & Compliance staff at (909) 396-2551. 4 5

Please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final MND. The SCAQMD staff is available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

Sincerely,

Jillian Baker

Jillian Baker, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

JB:RM:GM

LAC141029-02
Control Number

[1] Guidance for using the current California Emission Estimator Model (CalEEMod) http://www.aqmd.gov/ceqa/models.html to estimate project short- and long-term emissions.
[2] Guidance for estimating Localized Significance Threshold Impacts: http://www.aqmd.gov/ceqa/handbook/LST/LST.html .
[3] Calculation methodologies in Chapter 9 and the Appendix to Chapter 9 in the South Coast SCAQMD's CEQA Air Quality Handbook: http://www.aqmd.gov/ceqa/hdbk.html .
[4] http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html

A1. Letter from the South Coast Air Quality Management District, November 6, 2014

Response 1

This comment is an introduction to comments that follow. No further response is required.

Response 2

A description of the proposed grading activities is provided in the "Description of Project and Setting" section of the Initial Study. Approximately 8,000 cubic yards of dirt would be exported off site, to a disposal site approximately 20 miles from the project site. Analysis of any applicable air quality impacts has been included in the air quality modeling conducted in the attached "Air Quality Analysis" memo.

Response 3

Quantification of the proposed project's air quality impacts have been prepared and are provided herein (see "Air Quality Analysis" memo) for reference in response to this comment. The air quality analysis prepared for the proposed project concludes that the project would not exceed the SCAQMD daily significance thresholds. Therefore, no mitigation measures are required and no additional analysis is necessary.

Response 4

Based upon the air quality analysis prepared for the proposed project, the proposed project would be in compliance with Rule 402 – Nuisance and Rule 403 – Fugitive Dust.

Response 5

In response to this comment, two mitigation measures have been added to the Mitigated Negative Declaration to address compliance with SCAQMD Rule 1166 and Rule 461. The following mitigation measures are hereby added to the Mitigation Monitoring Program:

> **Mitigation Measure AQ-1:** Should volatile organic compound (VOC) emissions from decontaminated soil be encountered during grading and/or project construction, the applicant shall comply with SCAQMD Rule 1166.
>
> **Mitigation Measure AQ-2:** Prior to occupancy, the applicant shall obtain all necessary permits from SCAQMD including permits under Rule 461 for gasoline transfer and dispensing.

AIR QUALITY ANALYSIS

PMC®

MEMO

To: James Chow, Associate Planner
City of Santa Clarita

From: Julian F. Capata

Cc: John Bellas

Date: November 10, 2014

Re: Valencia Gas Station Air Quality Modeling Results

At the request of the City of Santa Clarita, PMC prepared this memorandum to evaluate the construction and operational emissions of the Valencia Boulevard Gas Station Project (project) in response to the South Coast Air Quality Management District's (SCAQMD) comment letter on the project's Initial Study and Mitigated Negative Declaration (IS/MND).

CONSTRUCTION EMISSIONS

Construction emissions are calculated by estimating the types and number of pieces of equipment that would be used to grade and excavate at the project site, export material from the project site, and construct the gas station facility. These are analyzed according to the thresholds established by the SCAQMD. Construction activities associated with the proposed project would temporarily increase diesel emissions and would generate particulate matter (dust). Construction equipment on the project site that would generate volatile organic compounds (VOC) and nitrogen oxide (NOx) pollutants could include graders, backhoes, and excavators. Some of this equipment would be used during grading activities and during construction of the building on the project site. This assessment assumes that all construction equipment used would be diesel-powered. Construction of the proposed project is anticipated to require a maximum of 12 months; it is proposed to begin in March 2015 and be completed in March 2016. Approximately 8,000 cubic yards of soils would be exported from the site, and less than 0.75 acres of the site would be disturbed during grading activities.

Emissions for the construction activities were calculated using CalEEMod, a computer program developed by the SCAQMD that calculates emissions for construction and operation of development projects. For on-road vehicular emissions, CalEEMod utilizes the Emission Factor 2011 (EMFAC2011) emission rates developed by the California Air Resources Board (CARB). Equipment for each phase of construction activity is based on data provided by the project applicant. Detailed assumptions and CalEEMod inputs and outputs are included as Attachment A of the memorandum.

Table AQ-1 identifies the estimated peak daily construction emissions, as calculated using the CalEEMod model. As required by the SCAQMD's Rule 403 (Fugitive Dust), all construction activities capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. Therefore, compliance with fugitive dust controls required by the SCAQMD's Rule 403 was included in the model.

As shown in Table AQ-1, construction activities would not result in emissions that exceed the SCAQMD thresholds. Therefore, this impact is less than significant, as determined in the IS/MND.

TABLE AQ-1
ESTIMATED PEAK DAILY CONSTRUCTION EMISSIONS IN POUNDS PER DAY

	Peak Day Emissions					
	VOC	NOx	CO	SO_x	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	33.63	44.99	33.60	0.05	7.88	4.60
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod 2014

OPERATION EMISSIONS

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities after buildout of the proposed project. Stationary area source emissions would be generated by space and water heating devices and by the operation of landscape maintenance equipment. Mobile emissions would be generated by motor vehicles traveling to and from the project site. For the purposes of this analysis, the trip generation rates identified by the Institute of Transportation Engineers (ITE) for a service station with a convenience store and automated carwash (ITE Land Use 946) were utilized for the mobile emissions.

The results of the CalEEMod calculations for the daily operational emissions of the proposed project are presented in Table AQ-2. The emissions shown in Table AQ-2 reflect the net increase in emissions anticipated from implementation of the proposed project. As shown, the daily operational emissions are below the SCAQMD thresholds for all criteria pollutants; therefore, this impact is considered less than significant, as identified in the IS/MND.

TABLE AQ-2
ESTIMATED PEAK DAILY OPERATION EMISSIONS IN POUNDS PER DAY

	Peak Day Emissions					
	VOC	NOx	CO	SO_x	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	23.63	27.72	136.59	0.18	11.3	3.21
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod 2014

LOCALIZED SIGNIFICANCE THRESHOLDS

The proposed project site is approximately 1.28 acres in size, and construction emissions are therefore comparable to the SCAQMD's Localized Significance Threshold (LST) screening criteria for a 2-acre project located in Source Receptor Area (SRA) 13 (Santa Clarita Valley) as identified in the SCAQMD look-up tables. Total worst-case construction emissions for the proposed project are included in Table AQ-3. Emissions for the construction activities were calculated using the CalEEMod, utilizing the construction equipment data provided by the applicant. The closest pollution sensitive receptors are the residential uses located approximately 340 feet (approximately 103 meters) to the northeast, across Valencia Boulevard.

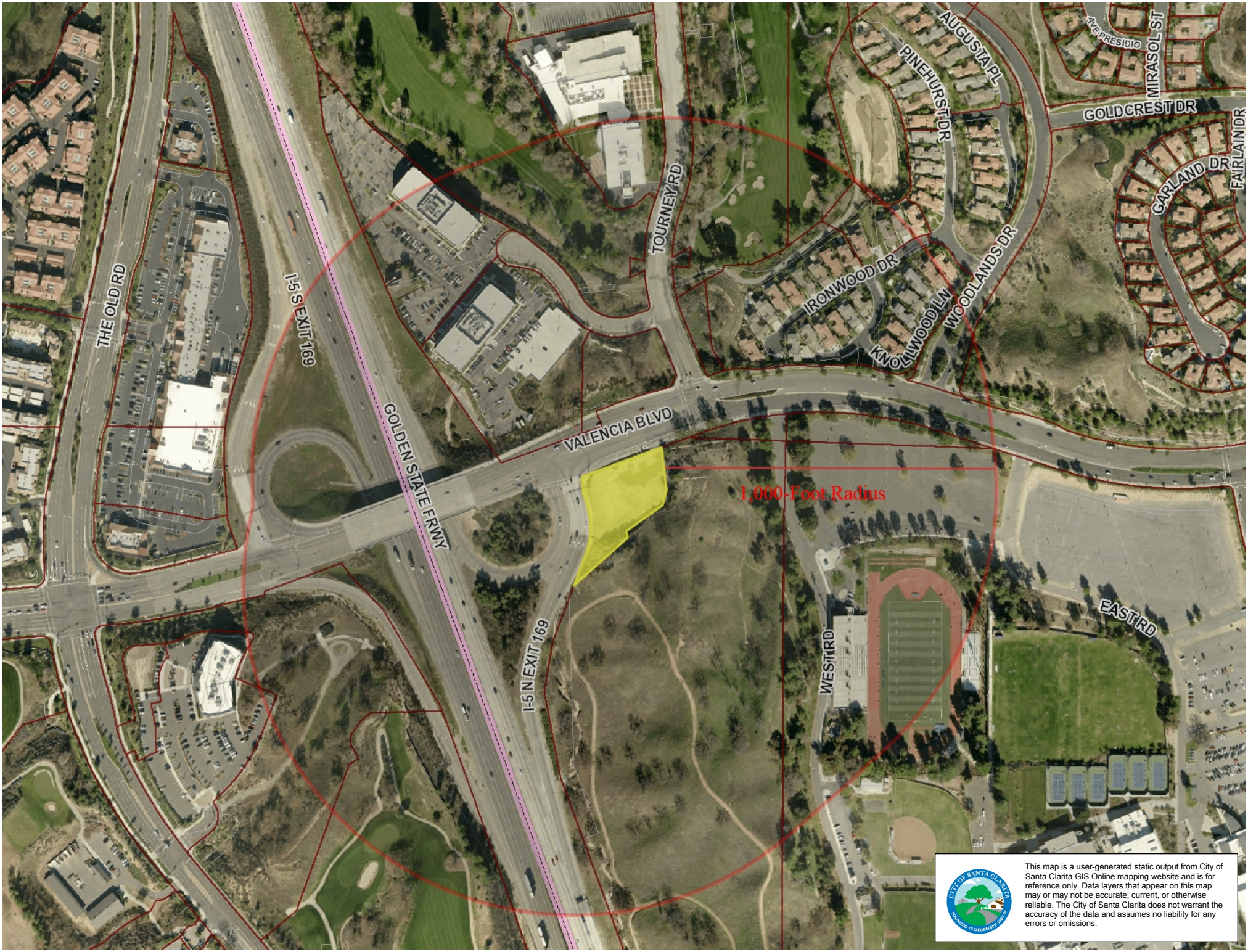
Table AQ-3 shows that the maximum on-site construction emissions LSTs would not be exceeded and the impact is less than significant.

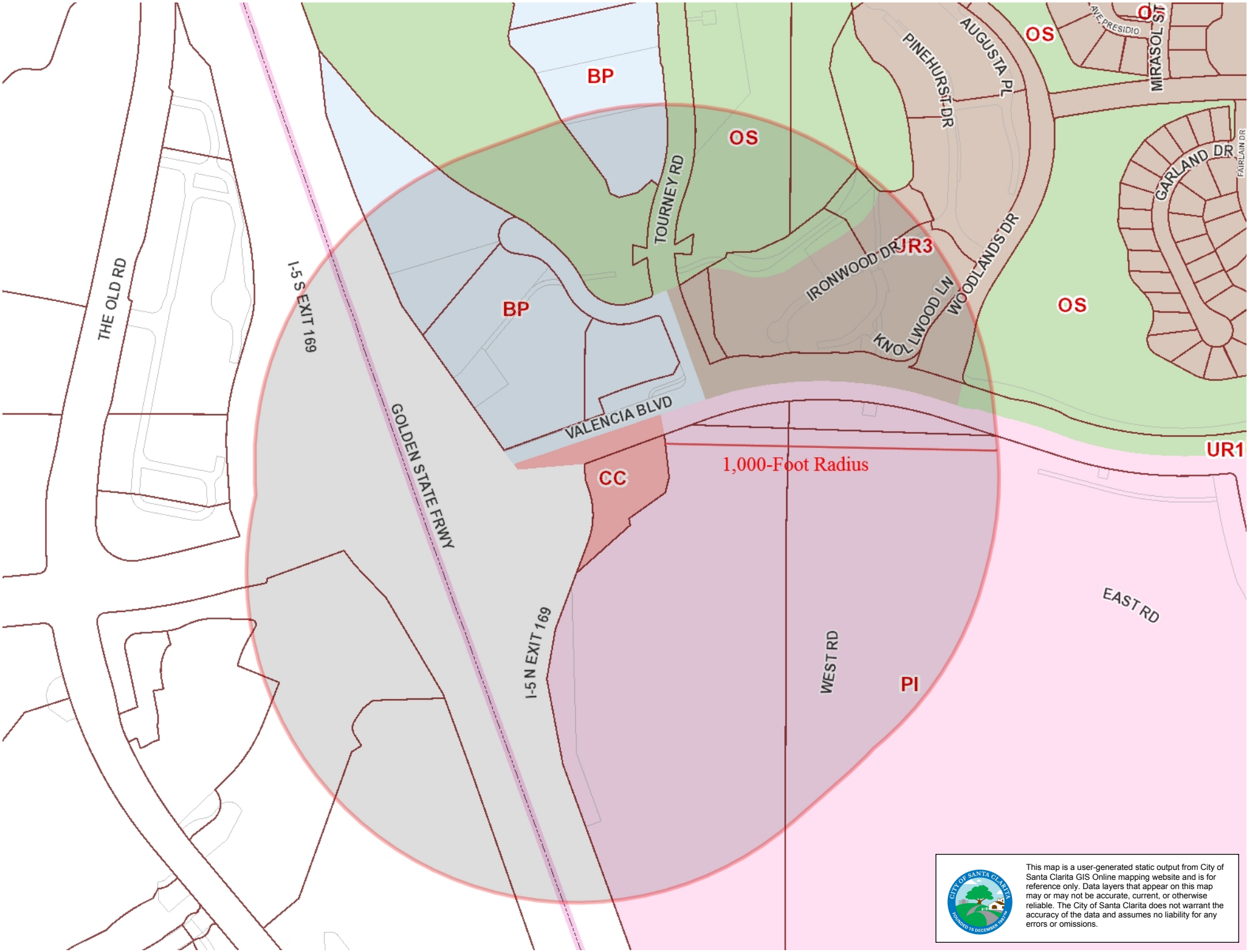
TABLE AQ-3
TOTAL CONSTRUCTION EMISSIONS AND LOCALIZED SIGNIFICANCE THRESHOLDS

Pollutant	Maximum Construction Emissions (pounds per day)*	Threshold of Significance (pounds per day)	Quantity of Pollutant Exceeding Threshold	Significant Impact
CO	33.63	1,787	0	No
NO_2	44.9	172	0	No
PM_{10}	7.88	32	0	No
$PM_{2.5}$	4.60	9	0	No

Source: CalEEMod 2014
**The use of maximum total construction emissions in this analysis is a conservative approach, as the SCAQMD's LST Methodology specifies that only construction emissions generated on-site need to be included in the analysis.*

End of memo.

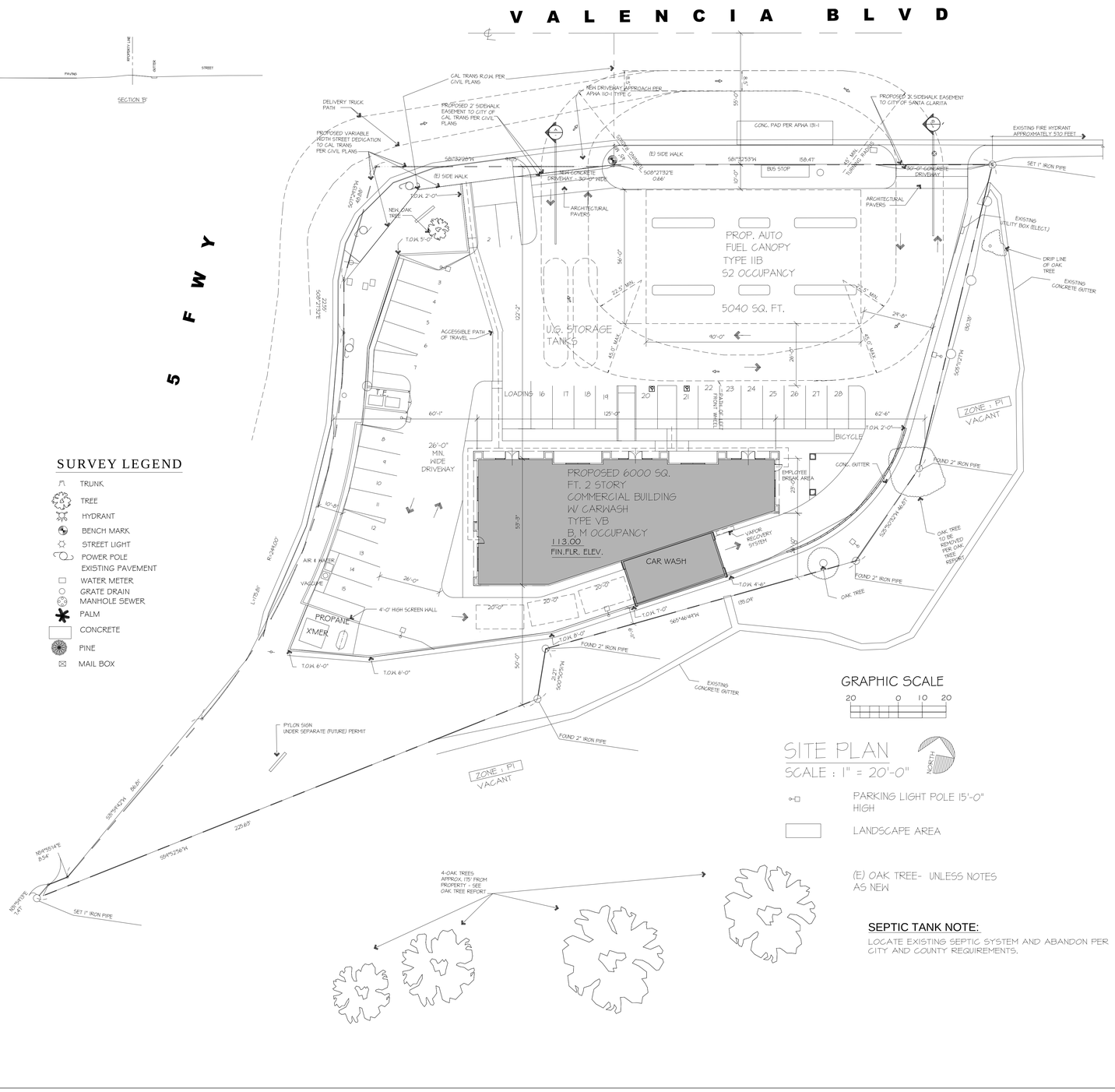

1,000-Foot Radius
VALENCIA BLVD
GOLDEN STATE FRWY
I-5 S EXIT 169
I-5 N EXIT 169
THE OLD RD
TOURNEY RD
IRONWOOD DR
KNOLLWOOD LN
WOODLANDS DR
PINEHURST DR
AUGUSTA PL
GOLD CREST DR
MIRASOL ST
AVE PRESIDIO
GARLAND DR
FAIRLAIN DR
WEST RD
EAST RD
This map is a user-generated static output from City of Santa 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.


BP
OS
BP
OS
OS
UR3
CC
PI
UR1
THE OLD RD
I-5 S EXIT 169
GOLDEN STATE FRWY
I-5 N EXIT 169
TOURNEY RD
VALENCIA BLVD
IRONWOOD DR
KNOLLWOOD LN
WOODLANDS DR
PINEHURST DR
AUGUSTA PL
MIRASOL ST
AVE PRESIDIO
GARLAND DR
FAIRLAIN DR
WEST RD
EAST RD
1,000-Foot Radius
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.

SECTION 'A'

SECTION 'B'

ZONE : BP
OFFICE BUILDING



SURVEY LEGEND

- TRUNK
- TREE
- HYDRANT
- BENCH MARK
- STREET LIGHT
- POWER POLE
- EXISTING PAVEMENT
- WATER METER
- GRATE DRAIN
- MANHOLE SEWER
- PALM
- CONCRETE
- PINE
- MAIL BOX

GRAPHIC SCALE
20 0 10 20

SITE PLAN
SCALE : 1" = 20'-0"

NORTH

PARKING LIGHT POLE 15'-0" HIGH

LANDSCAPE AREA

(E) OAK TREE- UNLESS NOTES AS NEW

4-OAK TREES APPROX. 175' FROM PROPERTY - SEE OAK TREE REPORT

SEPTIC TANK NOTE:

LOCATE EXISTING SEPTIC SYSTEM AND ABANDON PER CITY AND COUNTY REQUIREMENTS.

PROJECT DATA

PROPOSED USE : : GAS STATION WITH MARKET, OFFICE & RESTAURANT

OWNER/APPLICANT

SUDHIR K. SOOD
26858 W. PROVENCE DRIVE
CALABASAS, CA 91302
PHONE : 818-421-0086

ARCHITECT

N. G. PATEL ARCHITECTS INC.
6220 GOSHEN STREET
SIMI VALLEY, CA 93063
PHONE : 805-522-7159
E-mail : ngpatelarchitects@sbcglobal.net

LEGAL DESCRIPTION/ ADDRESS

2861-004-011

APN :
ADDRESS :
25048 VALENCIA BLVD.
SANTA CLARITA, CA 91355

ZONE & USE

ZONE : CC(PD)
USE :
AUTO FUELING CANOPY : 5040 SQ. FT.

CARWASH & EQUIPMENT	: 900 SQ. FT.	
RETAIL	: 3,400 SQ. FT.	
OFFICE	: 100 SQ. FT.	(FIRST FLOOR)
RESTAURANT	: 1,500 SQ. FT.	
SUB TOTAL	: 5900 SQ. FT.	(FIRST FLOOR)
OFFICE	1000 SQ. FT.	(SECOND FLOOR)
TOTAL	6,000 SQ. FT.	

BUILDING HEIGHT

HEIGHT 32'-0"+/-

LOT COVERAGE

SITE AREA : : 56,148 SQ. FT.
BUILDINGS : 10,940 SQ. FT. (5040+5900)
LOT COVERAGE : 19.5%

F. A. R.

SITE AREA : : 56,148 SQ. FT.
BUILDINGS : 6000 SQ. FT.
F.A.R. : 0.11

FIRE HYDRANTS (EXISTING)

APPROXIMATELY 570 FEET EAST ON VALENCIA BLVD FROM NORTH EAST CORNER OF THE PROPERTY

LANDSCAPING

SITE AREA : 56,148 SQ. FT.
LANDSCAPE AREA : 20,8481 SQ. FT.
LANDSCAPE PERCENGAGE : 37.13%

PARKING

REQUIRED

RETAIL/OFFICE	18 (@ 1/250) FOR 4500 SQ.FT.	
RESTAURANT	10 (FOR 1500 SQ.FT.)	
TOTAL	28	

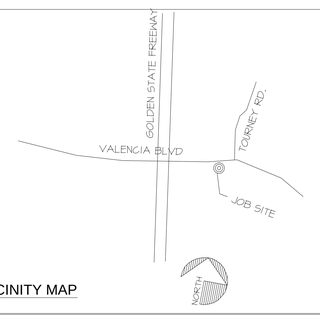
PROVIDED

STANDARD	2 (9'-0" X 18'-0") FOR CARWASH VEHICLE USE	
STANDARD	23 (9'-0" X 18'-0")	
*STANDARD	1 (9'-0" X 18'-0")	
ACCESSIBLE (VAN)	1 (9'-0" X 18'-0")	(W/ 8'-0" WIDE LOADING
ACCESSIBLE (STD.)	1 (9'-0" X 18'-0")	ZONE)
TOTAL	28	

*FOR FUEL EFFICIENT AND/OR CARPOOL VEHICLE USE

LOADING

REQUIRED & PROVIDED
STANDARD 1 (12'-0" X 20'-0")



VICINITY MAP

N. G. PATEL ARCHITECTS INC.
6220 GOSHEN STREET
SIMI VALLEY, CA 93063
PH. : (805) 522-7159
FAX : (805)-267-4736

REVISIONS

NO.	DATE	DESCRIPTION

PROJECT

PROJECT : GAS STATION W/MARKET, OFFICE
25048 VALENCIA BLVD.
SANTA CLARITA, CA 91355

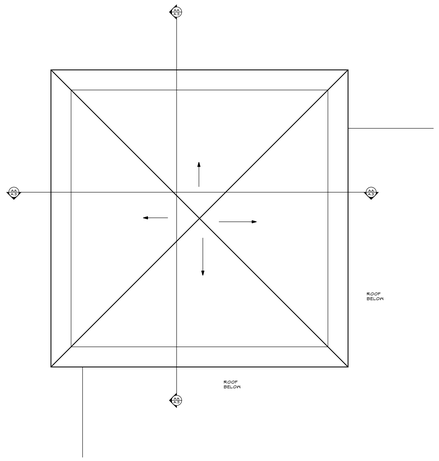
OWNER/APPLICANT SUDHIR SOOD
26858 PROVENCE DRIVE.
CALABASAS, CA 91302

PROJECT NO.
2167

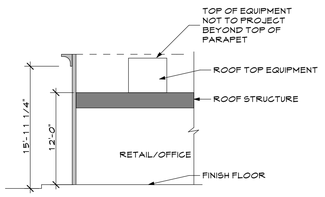
SHEET TITLE
SITE PLAN
PROJECT DATA

DATE
09-11-2014

.A . 1

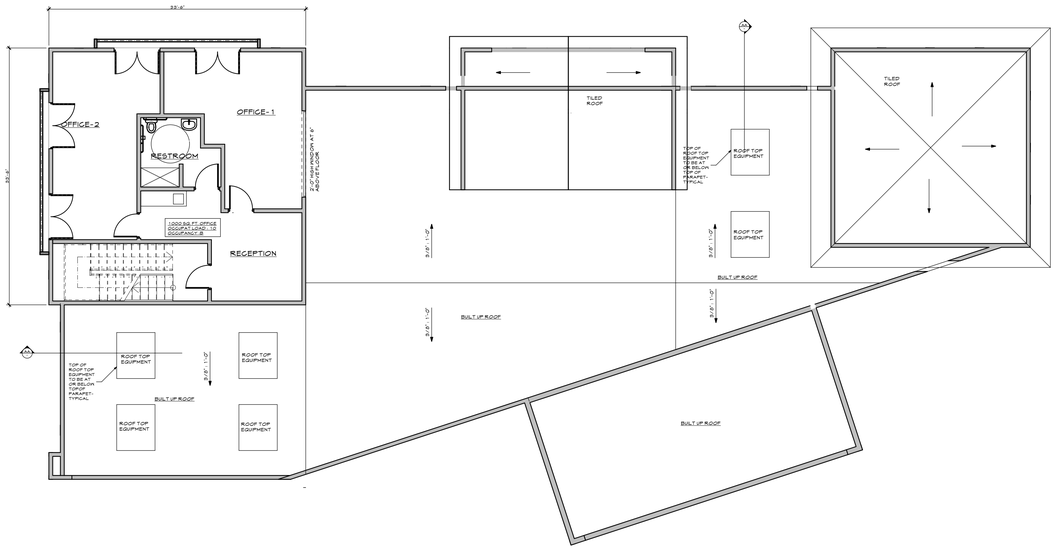


Roof Plan 1/8" = 1'-0"

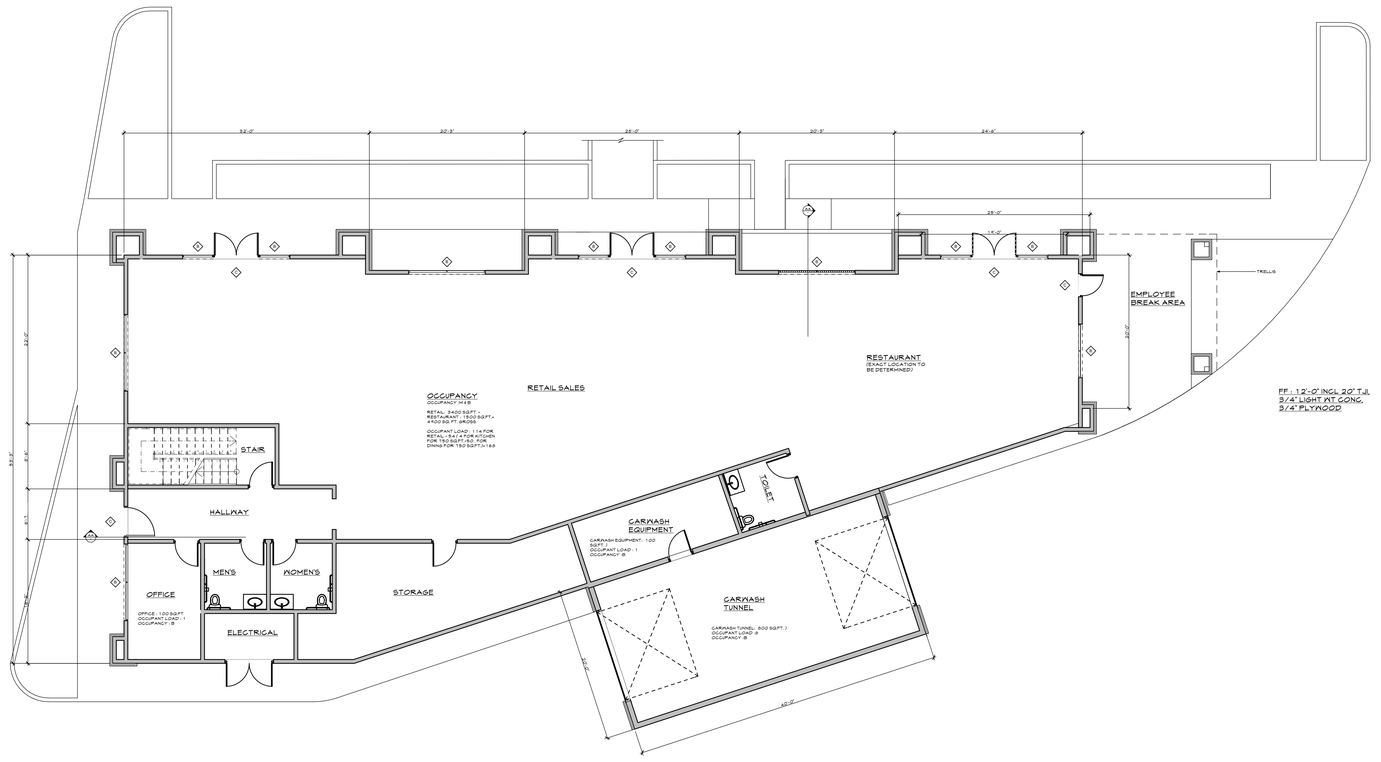


Section 'AA' 1/8" = 1'-0"

Roof Top Equipment Screening



2. Second Floor & Lower Roof 1/8" = 1'-0"



1. First Floor 1/8" = 1'-0"

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REVISIONS

NO.	DATE	DESCRIPTION

PROJECT

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25048 VALENCIA BLVD.
SANTA CLARITA, CA 91355

OWNER/APPLICANT SUDHIR SOOD
26858 PROVENCE DRIVE.
CALABASAS, CA 91302

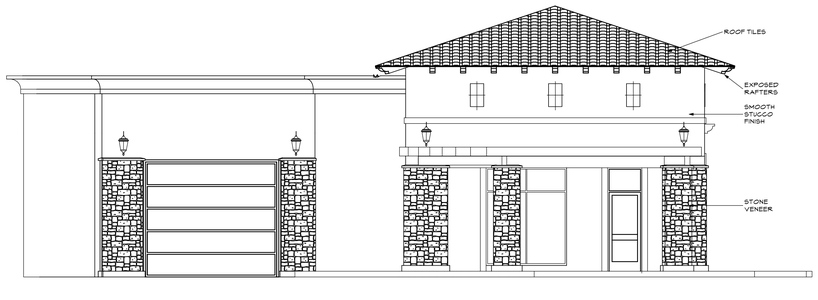
PROJECT NO.
2167

SHEET TITLE
Floor & Roof Plans

DATE
02-07-2014

A.2

2 North Elevation 3/16" = 1'-0"

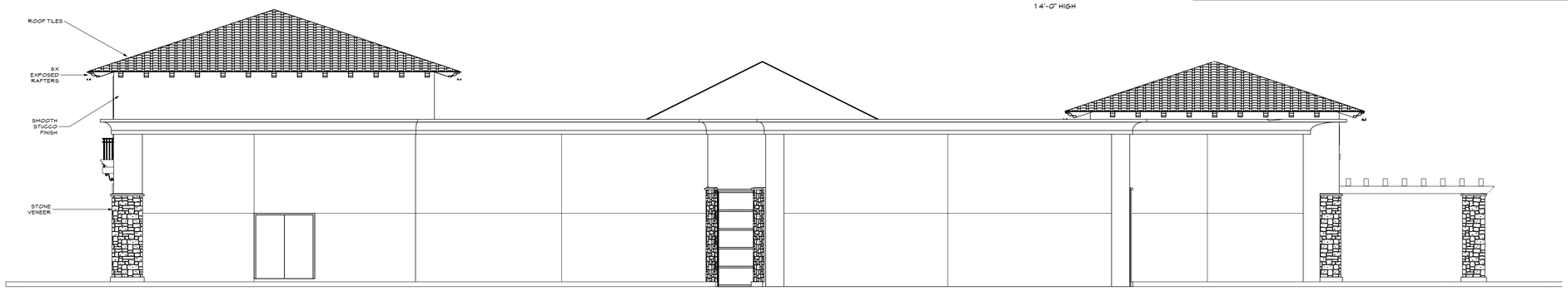


1 East Elevation 3/16" = 1'-0"

4 West Elevation 3/16" = 1'-0"

POLE LIGHT
14'-0" HIGH

WALL LIGHT



3 South Elevation 3/16" = 1'-0"

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REVISIONS

NO.	DATE	DESCRIPTION

PROJECT

PROJECT : GAS STATION W/MARKET, OFFICE
25048 VALENCIA BLVD,
SANTA CLARITA, CA 91355

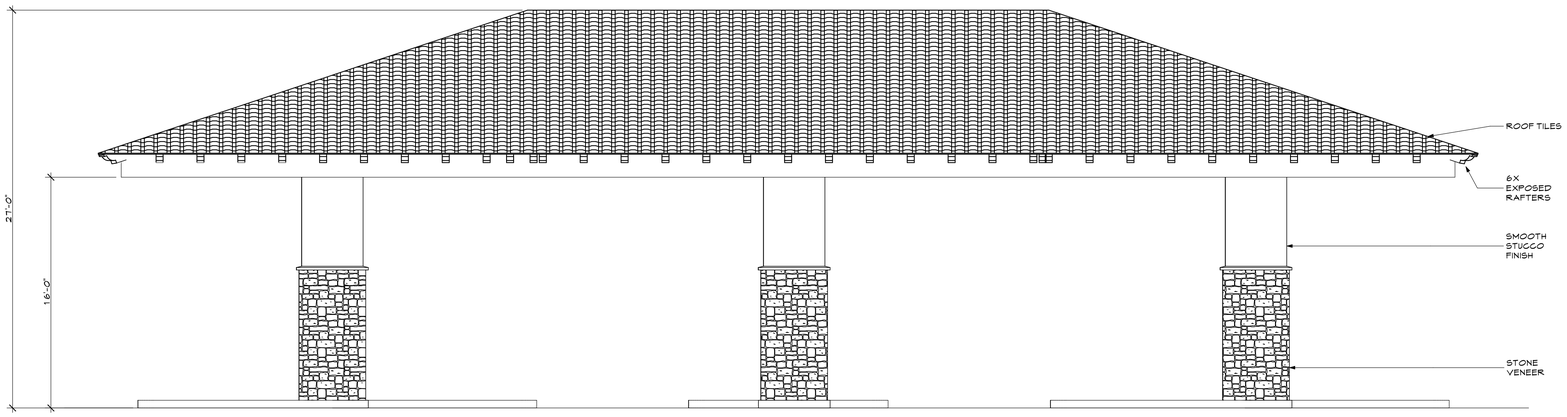
OWNER/APPLICANT SUDHIR SOOD
26858 PROVENCE DRIVE.
CALABASAS, CA 91302

PROJECT NO.
2167

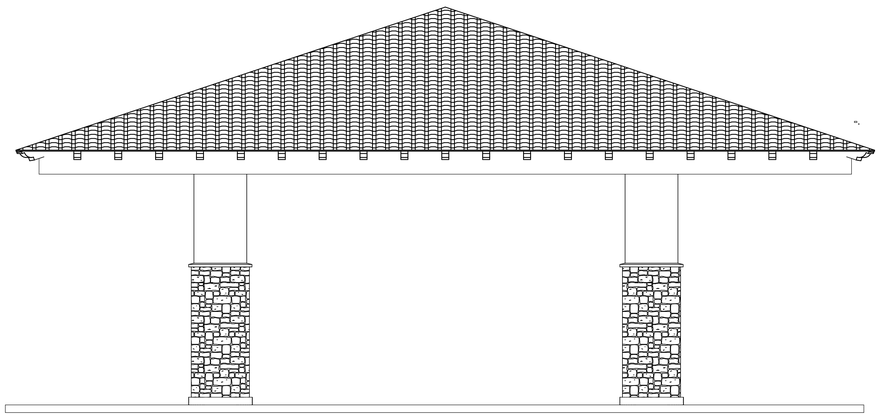
SHEET TITLE
Exterior Elevations

DATE
02-07-2014

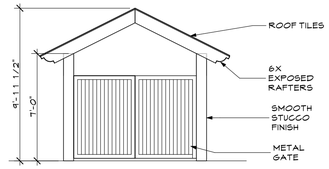
A. 3



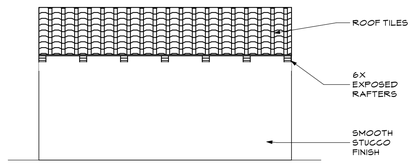
North & South Elevations (Canopy) 1/4" = 1'-0"



East & West Elevation (Canopy) 1/4" = 1'-0"



Trash Enclosure Front Elevation 1/4" = 1'-0"



Trash enclosure Side elevation 1/4" = 1'-0"

N. G. PATEL
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INC.
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REVISIONS

NO.	DATE	DESCRIPTION

PROJECT

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25048 VALENCIA BLVD.
SANTA CLARITA, CA 91355

OWNER/APPLICANT SUDHIR SOOD
26858 PROVENCE DRIVE.
CALABASAS, CA 91302

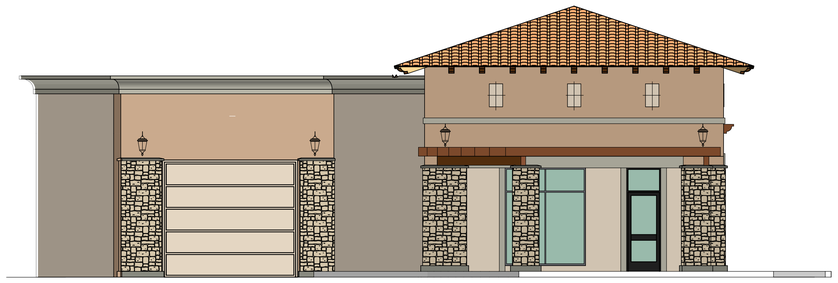
PROJECT NO.
2167

SHEET TITLE
CANOPY ELEVATIONS

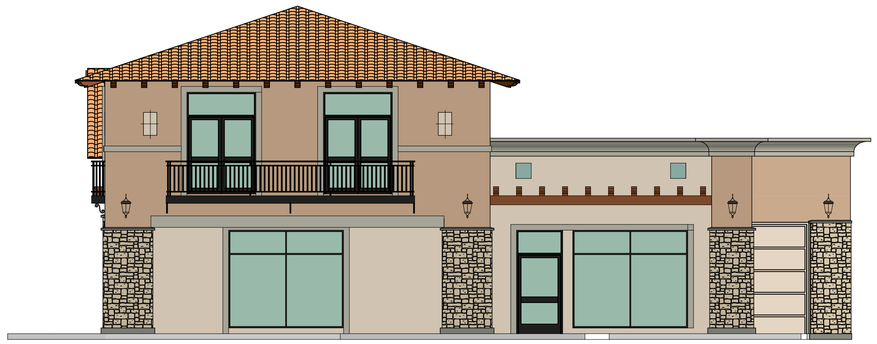
DATE
02-07-2014

A.4

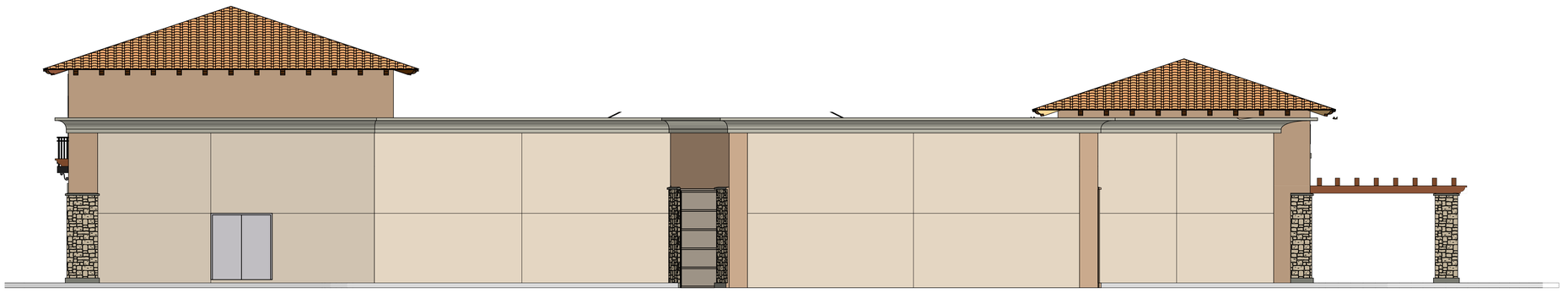
North Elevation-(Valencia Blvd) 3/16" = 1'-0"



East Elevation 3/16" = 1'-0"



West Elevation 3/16" = 1'-0"



South Elevation 3/16" = 1'-0"

LEGEND

1. FASCIA / TRIM : SMOOTH FINISH EXTERIOR PLASTER
   COLOR : CHOICE CREAM -SW 6357
   SHERWIN WILLIAMS
2. WALL : SMOOTH FINISH EXTERIOR PLASTER
   COLOR : HOMEDIC DESERT - SW 6106
   SHERWIN WILLIAMS
3. WALL : SMOOTH FINISH EXTERIOR PLASTER
   COLOR: DIVINE WHITE - SW 6105
   SHERWIN WILLIAMS
4. STONE VENEER
   WESTRIDGE BLEND (60% MESETA COUNTRY BLEND + 40% MADANTA CLIFF STONE
   ELDORADO STONE
5. STOREFRONT, WINDOWS, METAL RAIL
   STATUS BLACK ANODIZED FRAME
   SHERWIN WILLIAMS
6. EXPOSED WOOD
   COLOR: UMBER - SW 6146
   SHERWIN WILLIAMS
7. CONCRETE ROOF TILES
   CAPISTRANO
   EAGLE CONCRETE TILE
8. WALL LIGHT
   SPJL31-24A -FL 13W
   SPJ LIGHTING - BLACK FINISH
9. WALL TILES
   COLOR: EMERALD

N. G. PATEL ARCHITECTS INC.
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FAX : (805)-267-4736

REVISIONS

NO.	DATE	DESCRIPTION

PROJECT

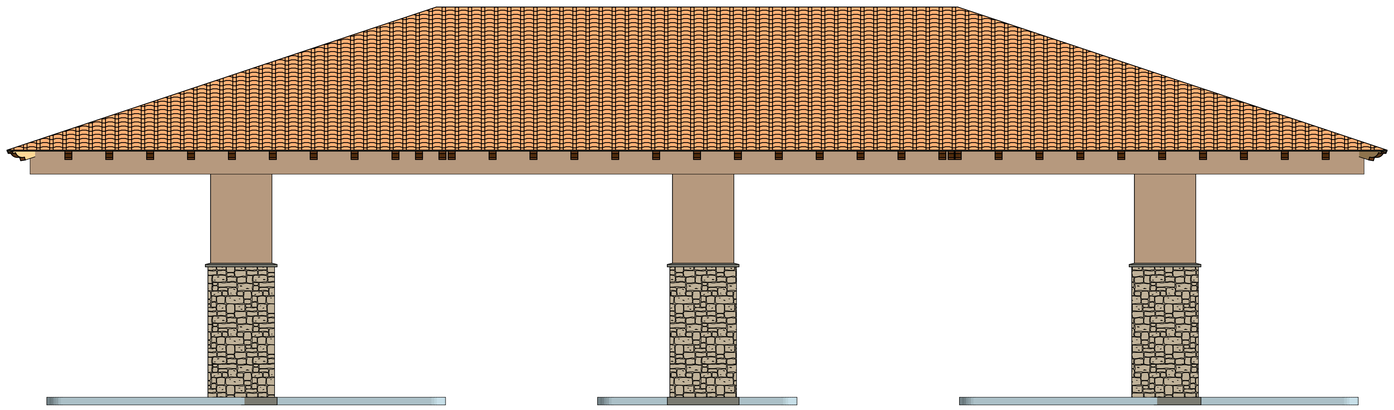
PROJECT : GAS STATION W/MARKET, OFFICE
25048 VALENCIA BLVD.
SANTA CLARITA, CA 91355
OWNER/APPLICANT SUDHIR SOOD
26858 PROVENCE DRIVE.
CALABASAS, CA 91302

PROJECT NO.
2167

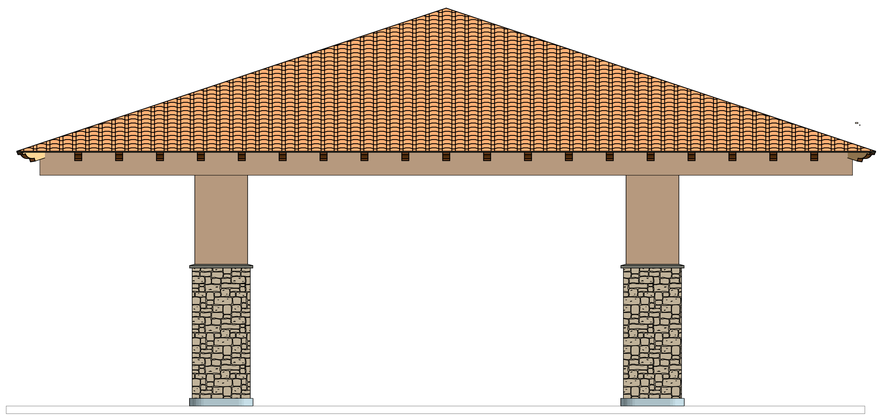
SHEET TITLE
COLORED Exterior Elevations

DATE
02-07-2014

A.5



8 North & South Elevations (Canopy) 1/4" = 1'-0"



10 Canopy East & West Elevation (Canopy) 1/4" = 1'-0"

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REVISIONS

NO.	DATE	DESCRIPTION

PROJECT

PROJECT : GAS STATION W/MARKET, OFFICE
25048 VALENCIA BLVD.
SANTA CLARITA, CA 91355

OWNER/APPLICANT SUDHIR SOOD
26858 PROVENCE DRIVE.
CALABASAS, CA 91302

PROJECT NO.
2167

SHEET TITLE
Canopy Colored Elevations

DATE
02-07-2014

A.6

GAS STATION, CARWASH & OFFICE BUILDING

25048 VALENCIA BLVD, SANTA CLARITA, CA

1

FASCIA,TRIM : SMOOTH FIHISH
EXTERIOR PLASTER
COLOR : CHOICE CREAM - SW 6357
SHERWIN WILLIAMS

2

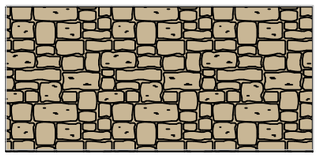
WALLS : SMOOTH FINISH FIHISH
EXTERIOR PLASTER
COLOR : NOMEDIC DESERT- SW 6106
SHERWIN WILLIAMS

3

WALLS : SMOOTH FINISH FIHISH
EXTERIOR PLASTER
COLOR : DIVINE WHITE- SW 6105
SHERWIN WILLIAMS

4

STONE VENEER :
WESTRIDGE BLEND (60% MESETA COUNTRY BLEND+40% MAZANITA CLIFF STONE)
ELDORADO STONE



5

STOREFRONT / WINDOW FRAME:
COLOR : BLACK ANODIZED
SHERMIN WILLIAMS

6

EXPOSED WOOD:
COLOR : UMBER - SW 6146
SHERWIN WILLIAMS

7

ROOFING:
CONCRETE TILE
9822 SANBUENA VENTURA
(WARM RED/ORANGE/BROWN)
EGLE ROOFING

8

WALL LIGHT:
86014LTES
MAXIM LIGHTING
FINISH : EXPRESSO(BLACK)

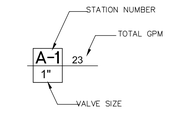
9

WALL TILE
EMERALD

N. G. PATEL ARCHITECTS INC.
6220 GOSHEN STREET
SIMI VALLEY, CA 93063-3724
805-522-7159

IRRIGATION LEGEND

SYMB.	DESCRIPTION	MANUFACTURER + MODEL	P.S.I.	G.P.M.	RAD.	DET.	NOTES
	1/4, 1/2 POP-UP SHRUB HEAD 5'	RAINBIRD 1806-SAM-8-FLT SERIES W/ PCS SCREENS - G:PCS030, H:PCS040	30 PSI	.30, .40	5'		PLASTIC NOZZLE
	1/4, 1/2, FULL POP-UP SHRUB HEAD 9'	RAINBIRD 1806-SAM-8 SERIES	30 PSI	.39, .79, 1.57	9'		PLASTIC NOZZLE
	1/4, 1/2 POP-UP SHRUB HEAD 11'	RAINBIRD 1812-SAM-12 SERIES	30 PSI	.65, 1.30	11'		PLASTIC NOZZLE
○	XERI BUBBLER	RAINBIRD SXB360	20 PSI	10.3 G.P.H.			
ⓥ	REMOTE CONTROL VALVE	RAINBIRD GB SERIES					
⊕	QUICK COUPLER	RAINBIRD 33DRC					
	BRASS GATE VALVE - LINE SIZE	STOCKHAM, NIBCO OR EQUAL					
B.F.P.	BACKFLOW PREVENTER	FEBCO 825Y 1"					
C	AUTOMATIC CONTROLLER ASSEMBLY	IRRITROL RD1200-EXT-R-N-GL-100 (12 STATIONS)					
R	RAIN SHUT OFF SENSOR	WATER CONSERVATION SYSTEMS					RAINGUARD
	NON-PRESSURE LATERAL LINE	RIGID PVC SCHEDULE 40					SIZE PER CHART
----------	PRESSURE MAINLINE	RIGID PVC SCHEDULE 40					SIZE NOTED ON PLAN
	ELECTRICAL SLEEVE	RIGID PVC SCHEDULE 40					SIZE NOTED ON PLAN



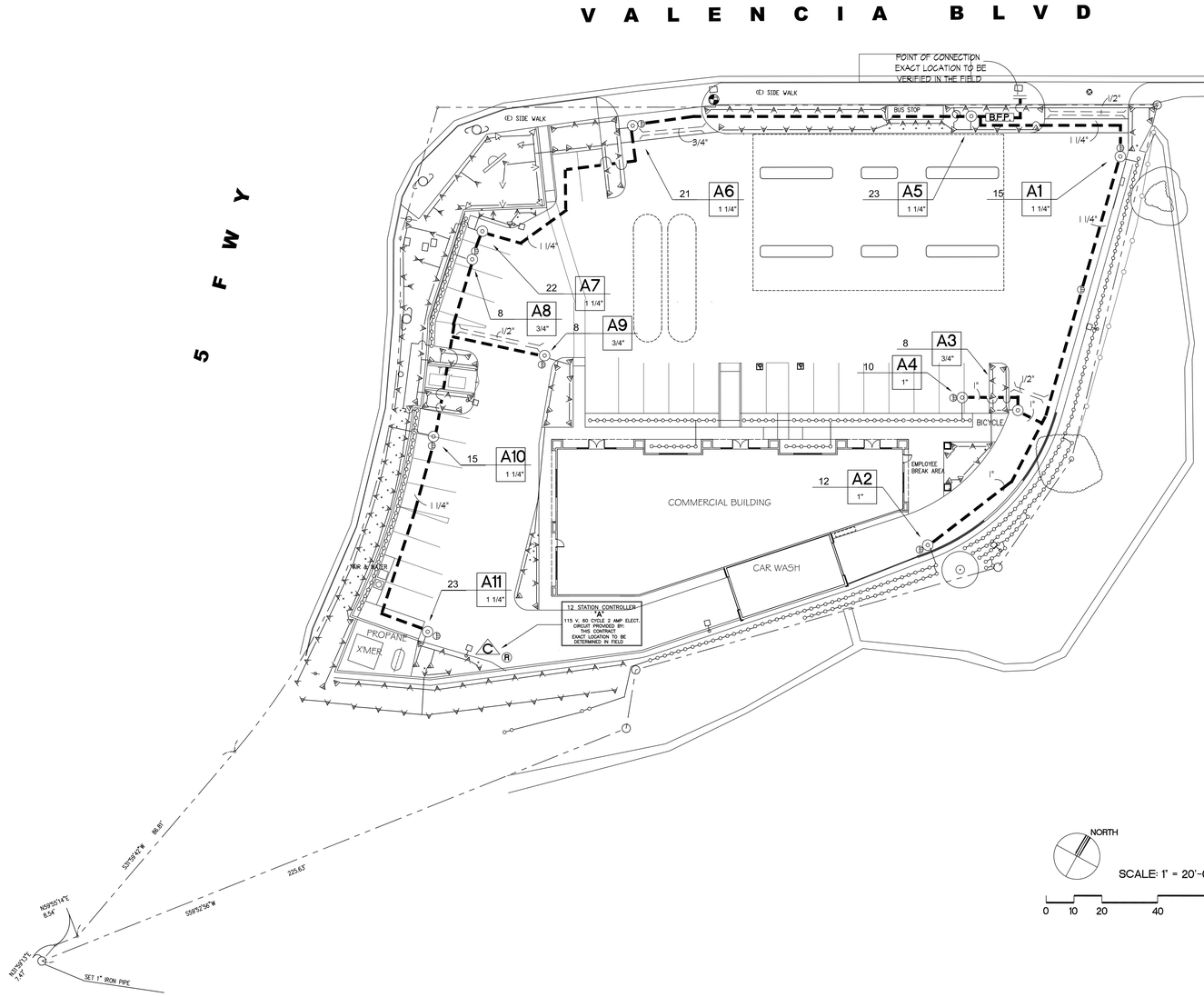
PIPE SIZING CHART (SCH.40 PVC)

ACCUMULATED FLOW (G.P.M.)	PIPE SIZE
UP TO 5	1/2"
5 - 8	3/4"
9 - 12	1"
13 - 22	1-1/4"
23 - 30	1-1/2"
31 - 50	2"
51 - 70	2-1/2"
71 - 110	NONE

ALL NON-PRESSURE LATERALS SHALL BE SIZED BY THE CONTRACTOR ACCORDING TO THE ABOVE CHART.

IRRIGATION NOTES

1. CHECK AND VERIFY ALL SITE CONDITIONS, UTILITIES AND SERVICES PRIOR TO TRENCHING.
2. PLANS ARE DIAGRAMMATIC. ALL VALVES AND PIPING SHALL BE LOCATED WITHIN PLANTING LIMIT OF WORK AREAS EXCEPT WHERE IT IS INFEASIBLE TO DO SO. PIPING SHOWN UNDER PAVEMENT SHALL BE RUN ALONG SIDE OF PAVEMENT IN PLANTING AREAS WHEREVER POSSIBLE. WHERE PIPING MUST CROSS PAVED AREAS, IT SHALL BE RUN IN A DIRECT AND STRAIGHT LINE. NO JOINTS OR FITTINGS SHALL BE LOCATED UNDER PAVING.
3. COORDINATE IRRIGATION WORK WITH PLANTING PLANS TO AVOID CONFLICTING LOCATIONS BETWEEN PIPING AND PLANT MATERIALS.
4. ALL MATERIALS SHALL BE INSTALLED AS DETAILED ON DRAWINGS. HOWEVER, IF THE CONTRACT DRAWINGS AND/OR SPECIFICATIONS DO NOT THOROUGHLY DESCRIBE THE METHODS OR TECHNIQUES TO BE USED, THEN THE CONTRACTOR SHALL FOLLOW THE INSTALLATION METHODS ISSUED BY THE MANUFACTURER.
5. WHERE TREES, LIGHT STANDARDS, ETC., ARE AN OBSTRUCTION OF SPRAY PATTERNS, PIPING AND SPRINKLER HEADS SHALL BE ADJUSTED AND/OR RELOCATED AS NECESSARY TO OBTAIN FULL COVERAGE WITHOUT EXCESSIVE OVERTHROW. DO NOT EXCEED SPACING SHOWN ON DRAWINGS.
6. MATERIALS, WORKMANSHIP, AND INSTALLATION SHALL BE IN ACCORDANCE WITH LOCAL CODES AND ORDINANCES. ANY CONFLICTS BETWEEN LOCAL CODES AND THESE PLANS AND SPECIFICATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
7. ALL CONTROL WIRE OCCURRING UNDER ANY PAVEMENT SHALL BE INSTALLED IN A PVC SLEEVE PER SPECIFICATIONS.
8. INSTALL ALL QUICK COUPLERS NEXT TO PAVED AREAS FOR EASE OF MAINTENANCE.
9. ALL 110V ELECTRICAL WORK SHALL BE PERFORMED AS PART OF THE WORK OF THIS CONTRACT.
10. EXACT LOCATION OF ALL IRRIGATION CONTROLLER SHALL BE AS DIRECTED BY THE OWNER.



IRRIGATION SPECIFICATIONS:

1. Check and verify all site conditions, utilities and services prior to trenching.
2. Plans are diagrammatic and approximate. All valves shall be located in planting areas and all piping shall be installed in planting areas except where it is infeasible to do so.
3. Coordinate irrigation work with planting plans to avoid conflicting locations between piping and planting pits.
4. All materials shall be installed as detailed on the drawings. If the construction drawings do not thoroughly describe the methods or techniques to be used, then the Contractor shall follow the installation methods issued by the manufacturer. In no case shall the Contractor install materials where it is obvious discrepancies exist between the drawings and local site conditions. Any such discrepancies shall be brought to the attention of the Owner immediately.
5. Materials, workmanship and installation shall be in accordance with local codes and ordinances. In no case shall the Contractor install materials where it is obvious that discrepancies exist between the drawings and local code. Any such discrepancies shall be brought to the attention of the Owner immediately.
6. Where trees, light standards, etc., are an obstruction to spray patterns, piping and sprinkler heads shall be adjusted and/or relocated as necessary to obtain full coverage without excessive overthrow. Do not exceed spacing shown on the drawings.
7. If it becomes necessary to relocate or alter sprinkler heads, valves, piping etc., due to changes in site conditions, the Contractor shall obtain approval from the Owner prior to starting any revisions.
8. Control wire is not shown on the drawings for clarity but shall be installed in a common trench with the irrigation mainline wherever possible.
9. All control wire under any pavement shall be installed in PVC electrical sleeve. All control wire passing through or below any building structure shall be located in electrical conduit.
10. Control wiring shall be 14 ga. AWU-GF direct burial wire. Control wires shall be black, common wires white. There are to be no splices between controller and valve box. All splices to valve solenoid wires shall be waterproofed usingRainbird, Pen-Tite Connectors or fusible heat shrink tubing and housed in the valve box. Provide 12" expansion loop at each splice.
11. Install quick coupler valves next to walks for ease of access.
12. All valves are to be located in valve boxes as detailed. Stencil valve box lid with valve station number. Provide 1 cu.ft. pea gravel at base of valve box as detailed. Provide Christy's yellow polyurethane tags noting valve number to each valve.
13. Connect all valves to the controller in the sequence noted on plans. Connect valves to existing controllers to the next available stations. Any changes from the sequence shown on plans must be approved by the Owner and shown on the irrigation as-built drawings and controller chart.
14. Piping between water meter and backflow preventer shall be either Type K Copper or Schedule 40 galvanized as permitted by local code. All galvanized pipe shall be wrapped for below grade installation. In no case shall dissimilar metals be installed in contact with each other without an anti-electrolysis fitting.
15. Non-pressure PVC plastic lateral line pipe and fittings shall be cemented using 100% active solvent, blue in color. Pressure PVC plastic pipe shall be coated with a primer and then cemented with 100% active solvent. All primer and solvent shall be manufactured by Christy's.
16. Gate valves shall be 150 pound rated brass body, screw joints, non-rising stem, screwed bonnet, solid disc, supplied with handle wheel.
17. After all sprinkler lines and risers are in place and connected, and prior to the installation of any heads, thoroughly flush all lines with a full head of water.
18. Test all pressure supply lines using hydrostatic hand pump at a pressure of 150 pounds for a period of two hours. Maximum acceptable pressure loss is two pounds over entire testing period.
19. Backfill for all trenches shall be clean granular soil free of rocks larger than 2" maximum diameter, or clean imported sand.
20. After installation of heads, adjust all heads for alignment and spray balance starting at the head farthest from the valve. Adjust valve flow control to minimize overspray if necessary.
21. Upon completion of installation, provide to Owner's maintenance personnel the following:
    a. Complete and accurate as built plans.
    b. Plastic laminated controller chart.
    c. Two head wrenches.
    d. One 30" valve key.
    e. Two keys for controller cabinet.
22. Upon completion of work, restore ground surfaces to required elevations and remove and properly dispose of excess materials, soil and rock, and debris from the site to the satisfaction of the Owne
23. Upon completion of work, the Owner shall inspect the project. Perform an irrigation coverage test if requested by the Owner, and make any adjustments directed.
24. The irrigation system shall be guaranteed against defects in materials and workmanship for a period of one year from the date of final acceptance by the Owner.

TOTAL LANDSCAPED AREA: 9,430 SQ.FT

WATER USE CALCULATIONS:

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)

(ETo) (.8) (LA) (.62)=
(53.02") (.8) (9,430 SQ.FT) (.62) = 247,984 GALLON/YEAR

ESTIMATED APPLIED WATER USE (EAWU) 203,350 GALLONS/YEAR

ESTIMATED TOTAL WATER USE (ETWU)

LOW ZONE (ETWU) = 53" X 2 X 7565 X .62 = 79547 GALLONS/YEAR
.625

MODERATE ZONE (ETWU) = 53" X 5 X 1665 X .62 = 43,764 GALLONS/YEAR
.625

HIGH ZONE (ETWU) = 53" X .8 X 200 X .62 = 8,412 GALLONS/YEAR
.625

ESTIMATED TOTAL WATER USE: 131,728 GALLONS/YEAR

WATER CONSERVATION CONCEPT STATEMENT:
1. PLANTS HAVING SIMILAR WATER NEEDS HAVE BEEN GROUPED TOGETHER IN DISTINCT HYDROZONES
2. HYDROZONES HAVE BEEN VALVED SEPARATELY
3. SAM BODIES HAVE BEEN SELECTED TO PREVENT LOW HEAD DRAINAGE
4. SEPARATE WATER METER FOR IRRIGATION SYSTEM
5. AUTOMATIC CONTROLLER WITH RAIN SENSING OVERRIDE

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Client:

SUDHIR SOOD

Project:

25048 VALENCIA BLVD
SANTA CLARITA

Delta	Date	Description	By

Revisions:

Date: 5/17/14

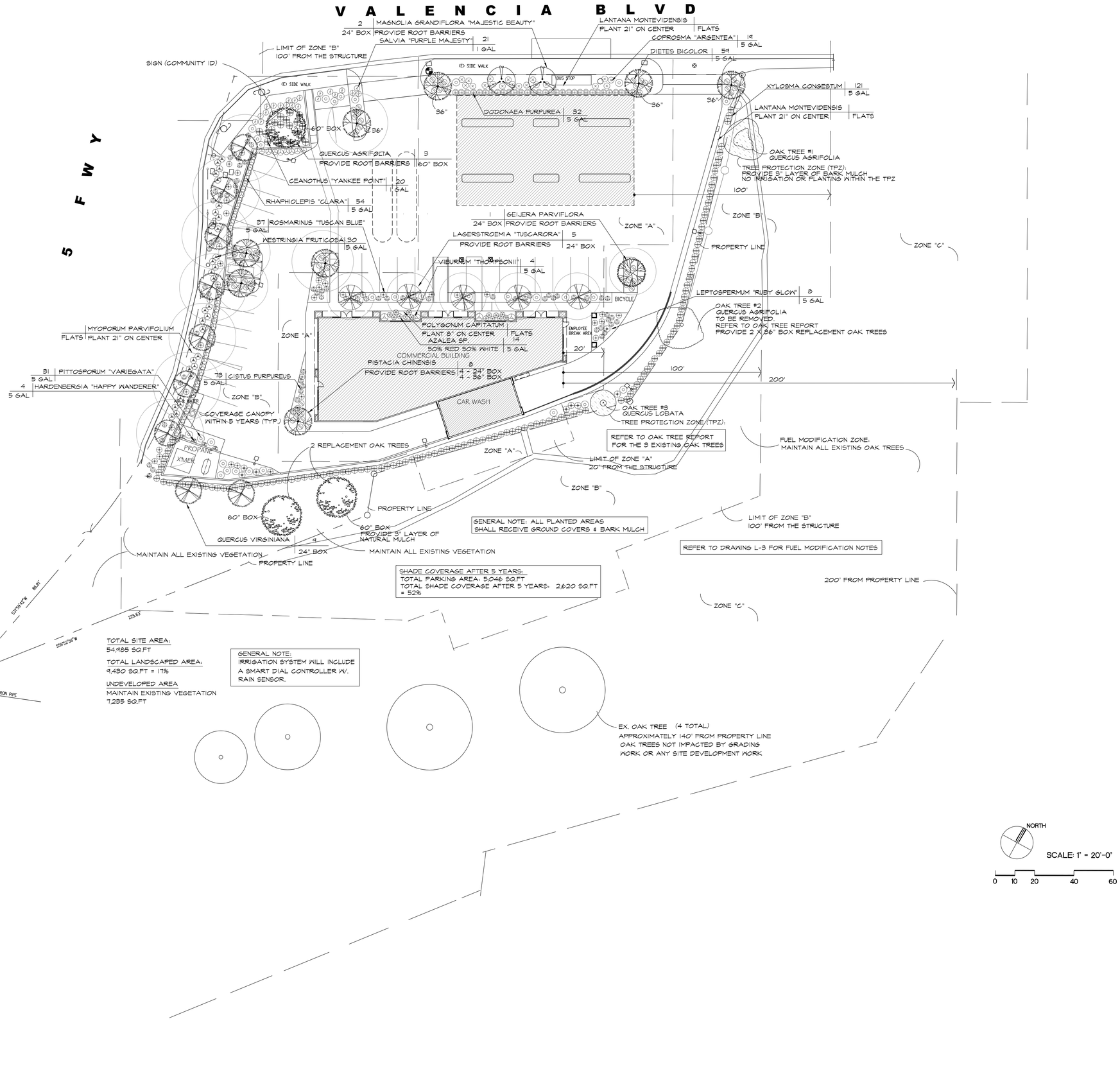
Scale:

Drawing Title:

IRRIGATION PLAN

Sheet No:

L-1



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Drawing Title:

PLANTING PLAN

Sheet No:

L-2

PLANT MATERIAL LEGEND

	SYMB.	BOTANICAL NAME	COMMON NAME		QTY.	SIZE	HT.	WID.	NOTES	DET.
TREES		GELIERA PARVIFLORA	AUSTRALIAN WILLOW	M	1	24" BOX	9'-10"	3'-4"	PROVIDE ROOT BARRIERS	3
		LAGERSTROEMIA "TUSCARORA"	CRAPE MYRTLE	M	5	24" BOX	9'-10"	3'-4"	PROVIDE ROOT BARRIERS	3
		MAGNOLIA GRANDIFLORA "MAJESTIC BEAUTY"	SOUTHERN MAGNOLIA	M	2	24" BOX	9'-11"	4'-5"	PROVIDE ROOT BARRIERS	3
		PISTACIA CHINENSIS	CHINESE PISTACHE	L	4 4	24" BOX 36" BOX	9'-11" 12'-14'	6'-5" 6'-7"	PROVIDE ROOT BARRIERS	3
		QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	L	9	24" BOX	9'-10"	3'-4"		3
		QUERCUS AGRIFOLIA	COAST LIVE OAK	L	3	60" BOX	16'-18'	8'-9"	PROVIDE ROOT BARRIERS	3
G.C.	AS NOTED	LANTANA MONTEVIDENSIS		L		FLATS			PLANT 21" ON CENTER	
	AS NOTED	MYOPORUM PARVIFOLIUM		L		FLATS			PLANT 21" ON CENTER	
	AS NOTED	POLYGONUM CAPITATUM	KNOTWEED	M		FLATS			PLANT 8" ON CENTER	

L - LOW WATER USE
M - MODERATE WATER USE
H - HIGH WATER USE

	SYMB.	BOTANICAL NAME	COMMON NAME		QTY.	SIZE	NOTES	DET.
SHRUBS		AZALEA SP.		H	14	5 GAL	50% RED 50% WHITE	4
		CEANOTHUS "YANKEE POINT"		L	20	1 GAL		4
		CISTUS HYBRIDUS	ROCKROSE	L	78	5 GAL		4
		COPROSMA ARSENTEA		M	19	5 GAL		4
		DIETES BICOLOR	FORTNIGHT LILY	L	58	5 GAL		4
		DODONAEA PURPUREA		L	32	5 GAL		4
		HARDENBERGIA "HAPPY WANDERER"	LILAC VINE	M	4	5 GAL		4
		LEPTOSPERMUM "RUBY GLOW"	NEW ZEALAND TEE TREE	L	8	5 GAL		4
		PITTOSPORUM "VARIEGATA"	TOBIRA	L	31	5 GAL		4
		RAPHIOLEPIS "CLARA"	INDIAN HAWTHORN	M	54	5 GAL		4
		ROSMARINUS "TUSCAN BLUE"	ROSEMARY	L	37	5 GAL		4
		SALVIA "PURPLE MAJESTY"	SAGE	L	21	5 GAL		4
		VIBURNUM "THOMPSONII"		H	4	5 GAL		4
		WESTRINGIA FRUTICOSA	COAST ROSEMARY	L	30	5 GAL		4
		XYLOSMA CONGESTUM"		L	121	5 GAL		4

PLANTING NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR PLANTING ALL PLANT MATERIALS PER THESE PLANS, DETAILS, AND SPECIFICATIONS. PLANT QUANTITIES SHOWN ON LEGEND ARE FOR ESTIMATING PURPOSES ONLY AND ARE NOT GUARANTEED. CONTRACTOR SHALL SUPPLY AND INSTALL QUANTITIES AS DRAWN ON THE PLANS.
2. LOCATION APPROVAL FOR ALL TREES AND SHRUBS SHALL BE OBTAINED FROM THE LANDSCAPE ARCHITECT PRIOR TO EXCAVATION OF PLANT PITS. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO RELOCATE PLANT MATERIAL WITHOUT ADDITIONAL COST TO THE OWNER.
3. THE LANDSCAPE ARCHITECT SHALL INSPECT AND APPROVE ALL PLANT MATERIAL PRIOR TO PLANTING AT THE SITE.
4. ALL TREES SHALL BE STAKED OR GUYED AS PER PLANT LEGEND AND DETAILS.
5. MULTI-TRUNK TREES WHERE SPECIFIED SHALL CONSIST OF A MINIMUM OF THREE TRUNKS OF APPROXIMATELY EQUAL DIAMETER ALL BRANCHING FROM A SINGLE ROOT CROWN. MAKE-UP MULTI'S WILL NOT BE ACCEPTED.
6. ALL SHRUB AND GROUND COVER AREAS ARE TO BE MULCHED WITH SHREDDED BARK 3/4" DEEP MINIMUM.
7. ALL PLANTING AREAS INCLUDING LAWN AREAS ARE TO BE TILLED AND AMENDED PER SPECIFICATIONS.
8. THE CONTRACTOR SHALL OBTAIN APPROVAL FROM THE LANDSCAPE ARCHITECT FOR ALL HEADER LAYOUTS PRIOR TO INSTALLATION. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO RELOCATE ANY HEADER LAYOUT PRIOR TO APPROVAL WITHOUT ADDITIONAL COST TO THE OWNER.
9. ABBREVIATIONS USED:

D – PENNY	MAX – MAXIMUM
D – DIAMETER	O. C. – ON CENTER
GAL – GALLON	RWD – REDWOOD
GALV – GALVANIZED	TYP – TYPICAL
MIN – MINIMUM	W/ – WITH

ZONE A - SETBACK ZONE

EXTENDS 30' BEYOND THE EDGE OF ANY COMBUSTIBLE STRUCTURE. ACCESSORY STRUCTURE, APPENDAGE OR PROJECTION, OVERHANG OR OTHER PARTS OF THE STRUCTURE NOT ACCURATELY REFLECTED ON THE PLANS MAY NEGATE THE APPROVAL OF PLANT LOCATION ON THE APPROVED PLAN.

IRRIGATION BY AUTOMATIC OR MANUAL SYSTEMS SHALL BE PROVIDED TO LANDSCAPING TO MAINTAIN HEALTHY VEGETATION & FIRE RESISTANCE.

LANDSCAPING & VEGETATION IN THIS ZONE SHALL CONSIST PRIMARILY OF GREEN LAWNS, GROUND COVERS NOT EXCEEDING 6" IN HEIGHT, & ADEQUATELY SPACED SHRUBS. THE OVERALL CHARACTERISTICS OF THE LANDSCAPE SHALL PROVIDE ADEQUATE DEFENSIBLE SPACE IN A FIRE ENVIRONMENT.

PLANTS IN ZONE A SHALL BE INHERENTLY HIGHLY FIRE RESISTANT AND SPACED APPROPRIATELY. SPECIES SELECTION SHOULD BE MADE REFERENCING THE FUEL MODIFICATION PLANT LIST. OTHER SPECIES MAY BE UTILIZED SUBJECT TO APPROVAL. FINAL OR REVISED PLANS SUBMITTED AFTER 6 MONTHS FROM THE INITIAL SUBMITTAL WILL HAVE PLANTS IN ALL ZONES EVALUATED BASED ON THE MOST CURRENT FUEL MODIFICATION PLAN LIST AVAILABLE FROM THE FUEL MODIFICATION UNIT.

EXCEPT FOR DWARF VARIETIES OR MATURE TREES SMALL IN STATURE, TREES ARE GENERALLY NOT RECOMMENDED WITHIN ZONE A.

TARGET SPECIES WILL TYPICALLY NOT BE ALLOWED WITHIN 30 OR MORE FEET OF COMBUSTIBLE STRUCTURES AND MAY REQUIRE REMOVAL IF EXISTING ON SITE.

VINES AND CLIMBING PLANTS SHALL NOT BE ALLOWED ON ANY COMBUSTIBLE STRUCTURE REQUIRING REVIEW.

ZONE B - IRRIGATED ZONE

EXTENDS FROM THE OUTERMOST EDGE OF ZONE A TO 100' FROM STRUCTURE.

IRRIGATION BY AUTOMATIC OR MANUAL SYSTEMS SHALL BE PROVIDED TO LANDSCAPING TO MAINTAIN HEALTHY VEGETATION & FIRE RESISTANCE.

LANDSCAPING AND VEGETATION IN THIS ZONE SHALL CONSIST PRIMARILY OF GREEN LAWNS, GROUND COVERS AND ADEQUATELY SPACED SHRUBS AND TREES.

UNLESS OTHERWISE APPROVED, GROUND COVERS SHALL BE MAINTAINED AT A HEIGHT NOT TO EXCEED 6" IN ZONE B. 12" IS ACCEPTABLE WITHIN 30' OF A STRUCTURE AND 18" BEYOND 30' IN ZONE B IF IT IS ON A SLOPE. THE OVERALL CHARACTERISTICS OF THE LANDSCAPE SHALL PROVIDE ADEQUATE DEFENSIBLE SPACE IN A FIRE ENVIRONMENT. SPECIMEN NATIVE PLANTS MAY BE APPROVED TO REMAIN IF PROPERLY MAINTAINED FOR ADEQUATE DEFENSIBLE SPACE. ANNUAL GRASSES AND WEEDS SHALL BE MAINTAINED AT A HEIGHT NOT TO EXCEED 3".

PLANTS IN ZONE B SHALL TYPICALLY BE FIRE RESISTANT AND SPACED APPROPRIATELY. SPECIES SELECTION SHOULD BE MADE REFERENCING THE FUEL MODIFICATION PLANT LIST. OTHER SPECIES MAY BE UTILIZED SUBJECT TO APPROVAL.

VEGETATION IN THIS ZONE MAY CONSIST OF MODIFIED EXISTING NATIVE PLANTS, ADEQUATELY SPACED ORNAMENTAL SHRUBS AND TREES OR BOTH. THERE MAY ALSO BE REPLACEMENT LANDSCAPE PLANTING WITH ORNAMENTAL OR NATIVE SPECIES TO MEET MINIMUM SLOPE COVERAGE REQUIREMENTS OF CITY OR COUNTY AGENCIES OR OTHER LANDSCAPE OR HILLSIDE ORDINANCES. IN ALL CASES THE OVERALL CHARACTERISTICS OF THE LANDSCAPE SHALL PROVIDE ADEQUATE DEFENSIBLE SPACE IN A FIRE ENVIRONMENT.

TARGET SPECIES WILL TYPICALLY NOT BE ALLOWED WITHIN 30' OR MORE FEET OF COMBUSTIBLE STRUCTURES AND MAY REQUIRE REMOVAL IF EXISTING ON SITE. THIS DISTANCE MAY EXTEND TO 50' IF THE SITUATION DICTATES.

IRRIGATION SYSTEMS ARE NOT REQUIRED FOR THIS ZONE IF IT CONSISTS ENTIRELY OF NATIVE PLANTS. (NATIVE PLANTS ARE GENERALLY NOT COMPATIBLE WITH REGULAR, UNSEASONAL SUPPLEMENTAL WATER.)

ALL TREES, UNLESS OTHERWISE APPROVED, SHALL BE PLANTED FAR ENOUGH FROM STRUCTURES AND FIRE DEPARTMENT ACCESSES AS TO NOT OVERHANG ANY STRUCTURE OR ACCESS AT MATURITY.

ZONE C - NATIVE BRUSH THINNING ZONE

EXTENDS FROM THE OUTERMOST EDGE OF ZONE B UP TO 200' FROM THE STRUCTURE.

REQUIRED THINNING & CLEARANCE WILL BE DETERMINED UPON INSPECTION. REQUIRED CLEARANCE MAY INCREASE TO THE MAXIMUM ALLOWED BY THE FIRE CODE AS NEEDED BECAUSE OF VEGETATION GROWTH.

IRRIGATION SYSTEMS ARE NOT REQUIRED FOR THIS ZONE IF IT CONSISTS ENTIRELY OF NATIVE PLANTS. (NATIVE PLANTS ARE GENERALLY NOT COMPATIBLE WITH REGULAR, UN-SEASONAL SUPPLEMENTAL WATER.)

VEGETATION IN THIS ZONE MAY CONSIST OF MODIFIED EXISTING NATIVE PLANTS, ADEQUATELY SPACED ORNAMENTAL SHRUBS AND TREES, OR BOTH. THERE MAY ALSO BE REPLACEMENT LANDSCAPE PLANTING WITH ORNAMENTAL OR NATIVE SPECIES TO MEET MINIMUM SLOPE COVERAGE REQUIREMENTS OF CITY OR COUNTY AGENCIES OR OTHER LANDSCAPE OR HILLSIDE ORDINANCES. IN ALL CASES THE OVERALL CHARACTERISTICS OF THE LANDSCAPE SHALL PROVIDE ADEQUATE DEFENSIBLE SPACE IN A FIRE ENVIRONMENT.

PLANTS IN ZONE C SHALL BE SPACED APPROPRIATELY. EXISTING NATIVE VEGETATION SHALL BE MODIFIED BY THINNING & REMOVAL OF THOSE SPECIES CONSTITUTING A FIRE RISK. THESE SPECIES INCLUDE, BUT ARE NOT LIMITED TO CHAMISE, SAGE, SAGE BRUSH AND BUCKWHEAT.

ANNUAL GRASSES AND WEEDS SHALL BE MAINTAINED AT A HEIGHT NOT TO EXCEED 3 INCHES.

GENERAL SPACING FOR EXISTING NATIVE SHRUBS OR GROUPS OF SHRUBS IS 15' BETWEEN CANOPIES. NATIVE PLANTS MAY BE THINNED BY REDUCED AMOUNTS AS THE DISTANCE FROM THE DEVELOPMENT INCREASES.

GENERAL SPACING FOR EXISTING NATIVE TREES OR GROUPS OF TREES IS 30' BETWEEN CANOPIES. THE DISTANCE MAY INCREASE OR DECREASE DEPENDING ON THE SLOPE, ARRANGEMENT OF THE TREES IN RELATION TO THE SLOPE, AND AND THE SPECIES OF TREE.

FIRE ACCESS ROAD ZONE

EXTENDS A MINIMUM OF 10' FROM THE EDGE OF ANY PUBLIC OR PRIVATE ROADWAY THAT MAY BE USED AS ACCESS FOR FIRE FIGHTING APPARATUS OR RESOURCES.

CLEAR AND REMOVE FLAMMABLE GROWTH FOR A MINIMUM OF 10' ON EACH SIDE OF FIRE ACCESS ROADS (FIRE CODE 1117.10). ADDITIONAL CLEARANCE BEYOND 10' MAY BE REQUIRED UPON INSPECTION.

FIRE ACCESS ROADS, DRIVEWAYS AND TURNAROUNDS SHALL BE MAINTAINED IN ACCORDANCE WITH FIRE CODE. FIRE ACCESS ROADS SHALL HAVE UNOBSTRUCTED VERTICAL CLEARANCE FOR A WIDTH OF 20'. (FIRE CODE 902.2.2.1)

LANDSCAPING AND NATIVE PLANTS WITHIN THE FIRE ACCESS ROAD ZONE SHALL BE APPROPRIATELY SPACED AND MAINTAINED TO PROVIDE SAFE EGRESS IN WILDLAND FIRE ENVIRONMENTS.

ALL TREES, UNLESS OTHERWISE APPROVED, SHALL BE PLANTED FAR ENOUGH FROM STRUCTURES AND FIRE DEPARTMENT ACCESSES AS TO NOT OVERHANG ANY STRUCTURE OR ACCESS AT MATURITY.

MAINTENANCE

ROUTINE MAINTENANCE SHALL BE REGULARLY PERFORMED IN ALL ZONES. REQUIREMENTS INCLUDE BUT ARE LIMITED TO THOSE ITEMS IN THE FUEL MODIFICATION GUIDELINES AND THOSE OUTLINED BELOW:

REMOVAL AND THINNING OF UNDESIRABLE COMBUSTIBLE VEGETATION AND REMOVAL OF DEAD OR DYING LANDSCAPING TO MEET MINIMUM BRUSH CLEARANCE REQUIREMENTS.

PRUNING AND THINNING TO REDUCE THE OVERALL FUEL LOAD AND CONTINUITY OF FUELS.

FUEL LOADS SHALL BE REDUCED BY PRUNING LOWER BRANCHES OF TREES AND TREE-FORM SHRUBS TO 1/3 OF THEIR HEIGHT, OR 6' FROM THE GROUND, TO HELP PREVENT FIRE FROM SPREADING AND MAKE MAINTENANCE EASIER. TREES WITH UNDERSTORY PLANTS SHOULD BE LIMBED UP AT LEAST THREE TIMES THE HEIGHT OF THE UNDERLYING VEGETATION OR UP TO A HEIGHT OF 40', WHICHEVER IS LESS, TO HELP PREVENT FIRE FROM SPREADING UPWARD INTO THE CROWN.

ACCUMULATED PLANT LITTER AND DEAD WOOD SHALL BE REMOVED. DEBRIS AND TRIMMINGS PRODUCED BY THINNING AND PRUNING SHOULD BE REMOVED FROM THE SITE OR CHIPPED AND EVENLY DISPERSED IN THE SAME AREA TO A MAXIMUM DEPTH OF 6 INCHES.

ALL INVASIVE SPECIES AND THEIR PARTS SHOULD BE REMOVED FROM THE SITE.

MANUAL AND AUTOMATIC IRRIGATION SYSTEMS SHALL BE MAINTAINED FOR OPERATIONAL INTEGRITY AND PROGRAMMING. EFFECTIVENESS SHOULD BE REGULARLY EVALUATED TO AVOID OVER OR UNDER WATERING.

COMPLIANCE WITH THE FIRE CODE IS A YEAR ROUND RESPONSIBILITY. ENFORCEMENT WILL OCCUR FOLLOWING INSPECTION BY THE FIRE DEPARTMENT. ANNUAL INSPECTIONS FOR BRUSH CLEARANCE CODE REQUIREMENTS ARE CONDUCTED FOLLOWING THE NATURAL DRYING OF GRASSES AND FINE FUELS, BETWEEN THE MONTHS OF APRIL AND JUNE DEPENDING ON GEOGRAPHIC REGION. INSPECTION FOR COMPLIANCE WITH AN APPROVED FUEL MODIFICATION PLAN MAY OCCUR AT ANY TIME OF THE YEAR.

BRUSH CLEARANCE ENFORCEMENT ISSUES ON ADJACENT PROPERTIES SHOULD BE DIRECTED TO THE COUNTY OF LOS ANGELES FIRE DEPARTMENT'S BRUSH CLEARANCE UNIT AT (626)-969-2375.

ALL FUTURE PLANTINGS SHALL BE IN ACCORDANCE WITH THE COUNTY OF LOS ANGELES FIRE DEPARTMENT FUEL MODIFICATION GUIDELINES AND APPROVED PRIOR TO INSTALLATION. CHANGES TO THE APPROVED PLAN WHICH REQUIRE AN ADDITIONAL PLAN REVIEW WILL INCUR A PLAN REVIEW FEE.

QUESTIONS REGARDING LANDSCAPE PLANTING AND MAINTENANCE WITH REGARD TO FIRE SAFETY SHOULD BE DIRECTED TO THE FIRE DEPARTMENT'S FUEL MODIFICATION UNIT AT (626)-969-5205.

LONG TERM MAINTENANCE AGREEMENT

THE PROPERTY OWNER(S) AGREE TO BE RESPONSIBLE FOR THE LONG TERM MAINTENANCE OF THIS FUEL MODIFICATION PLAN, AS DESCRIBED HEREIN. A COVENANT & AGREEMENT IDENTIFYING THE APPLICABLE FUEL MODIFICATION PLAN WILL BE RECORDED ON THE PARCEL(S) OR CC&R'S APPROVED PRIOR TO OCCUPANCY BEING GRANTED. NOTIFICATION OF FUEL MODIFICATION REQUIREMENTS IS TO BE MADE UPON SALE TO NEW OWNERS. PROPOSED CHANGES TO THE FINAL FUEL MODIFICATION PLAN MUST BE SUBMITTED TO THE FUEL MODIFICATION UNIT FOR APPROVAL, PRIOR TO IMPLEMENTATION. PLANS WILL BE REVIEWED BASED ON THE CURRENT PLANT LIST. REGULAR INSPECTIONS WILL BE PERFORMED BY THE FIRE DEPARTMENT TO ENSURE COMPLIANCE WITH THE APPROVED PLAN. FAILURE TO COMPLY WITH THE FUEL MODIFICATION PLAN REQUIREMENTS MAY RESULT IN AN ADMINISTRATIVE FINE OF AT LEAST $500 PER VIOLATION, AS WELL AS POSSIBLE LIENS, ASSESSMENTS AND LEGAL ACTION. VIOLATIONS MAY ALSO BE CORRECTED AT THE OWNERS EXPENSE WITH THE COST PLACED ON THE PROPERTY TAX BILL WITH THE ADDITION OF AN ABATEMENT ENFORCEMENT COST OF $648.

Name (Print)	X Signature	Date
Name (Print)	X Signature	Date

PLANTING SPECIFICATIONS

1. The Contractor shall be responsible for planting all plant material as shown on the drawings.
2. All plant materials shall be approved by the Owner or his assigned representative on the site prior to planting. Plants shall be supplied with nursery tags attached. Multi-trunk trees, where specified, shall consist of a minimum of three trunks growing from a single crown. Make-ups are not acceptable. Any substitutions must be approved by the Owner prior to shipment of plants to the job site. The Contractor shall assume full responsibility for the performance of substituted varieties.
3. The Contractor shall submit color photographs of all plant material 15 gallon size and larger to the Landscape Architect for preliminary approval. Include a typewritten list indicating nurseries where plants may be inspected, including phone numbers and person to contact.
4. The Contractor shall perform water percolation tests prior to installing any plant material. Conduct a minimum of 12 tests at different locations distributed throughout the entire site, as approved by the Landscape Architect. Dig holes 3 feet by 3 feet by minimum 30 inches deep, fill with water and allow to completely drain. Refill with water and observe rate of drop over a minimum 24-hour period. Report results to the Landscape Architect. If any hole fails to drain less than one inch per hour over a 24-hour period, do not proceed with any planting without further direction from the Landscape Architect.
5. The work of this contract includes import of landscape topsoil fill for planters on grade. Soil fill for planters on grade shall be a natural, friable, sandy loam topsoil; free from sticks, stones, foreign matter, alkali, or other harmful substances. It shall have an electrical conductivity of less than 4.0 millimhos per centimeter measured on the saturation extract. It shall have a sodium adsorption ratio of less than 5 as measured on the saturation extract. Boron in the saturation extract shall be less than one part per million. Particle size shall be such that a minimum of 50% of the topsoil is sand, and not more than 35% is silt, by the USDA classification. Submit soils analysis to the Owner for verification. Topsoil shall be installed to achieve relative grades shown on the drawings, and shall be compacted to a dry density of 85% to 90%.
6. In all planting areas on grade, add the following amendments per each 1,000 square feet and rototill to a depth of 6":

   4 cu yd. nitrolized sawdust
   2 lb. soil sulfur
   1 lb. iron sulfate
   8 lb. 12-12-12 fertilizer
7. Plant pits for all shrubs and trees shall be dug to a minimum width of 2 times the container diameter and 1-1/2 times the container depth. Plants shall be set so that the root crown is equal to or up to 1" higher than existing soil grade. Do not allow root crowns to be lower than the surrounding grade.
8. Backfill for plant pits on grade shall be:

   6 parts by volume site soil
   4 parts by volume nitrolized sawdust
   2 lb. / cu. yd. 12-12-12 fertilizer
   1 lb. / cu. yd. soil sulfur
   1/2 lb. / cu. yd. iron sulfate
9. Rake and smooth grade all planting areas, maintaining proper drainage. Remove all surface stones larger than 1" diameter from shrub areas and all stones larger than 1/2" diameter from lawn areas.
10. Sod for turf areas shall be "Marathon" fescue and shall be guaranteed to be sound, healthy, vigorous, and free from scars, markings, weed seed, plant disease, and insects or their eggs. All sod shall be freshly cut and shall be fully protected from damage or drying in transit or after delivery. All sod shall be installed within 24 hours after being cut.
11. Stake or guy all trees as necessary for support and wind protection, and as shown on the drawings. The Contractor shall be responsible for replacement of any tree damaged by wind during the 12 month guarantee period.
12. All trees shall be staked or guyed as detailed, and nursery stakes shall be removed. All trees in lawn areas shall be installed with "Arborguard" type trunk protectors.
13. After completion of planting, apply a general purpose pre-emergence herbicide such as "Treflan" or equal to all shrub and groundcover areas. Do not allow spray to drift over lawn area.
14. Upon completion of work, restore ground surfaces to required elevations and remove and properly dispose of excess materials, soil and rock, and all debris from the site to the satisfaction of the Owner.
15. Upon completion of work, participate in a pre-maintenance inspection with the Owner.
16. The Contractor shall provide, as part of this contract, 90 days landscape maintenance. Maintenance shall include care and adjustment of the irrigation system to assure proper watering of plants and lawn. Maintenance shall also consist of weeding, cultivation of planter beds, mowing and edging of lawns, pruning of trees and shrubs, insect and pest control, replacement of dead plant materials at no additional cost to the Owner, and general site clean-up. At the completion of the maintenance period, the Contractor shall apply one application of 16-6-8 fertilizer at the rate of 6 lbs. / 1000 sq. ft. to all planting areas including lawns and groundcover areas.
17. At the end of the maintenance period, the Contractor shall request and participate in a final inspection with the Owner.
18. All trees shall be guaranteed for a period of one year from the date of final acceptance by the Owner. All shrubs and groundcovers shall be guaranteed for a period of ninety days from the date of final acceptance by the Owner.

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SUDHIR SOOD

Project:

25048 VALENCIA BLVD
SANTA CLARITA

Delta	Date	Description	By

Revisions:

Date: 9/25/14

Scale:

Drawing Title:

PLANTING LEGEND SPECIFICATIONS + FUEL MODIFICATION NOTES

Sheet No:

L-3

GENERAL NOTES:

1. All grading and construction shall conform to Appendix Chapter J and Chapter 71 (Latest Edition) of the County of Los Angeles Building Code unless specifically noted on these plans.

2. Any modifications of or changes to approved grading plans must be approved by the Building Official.

3. No grading shall be started without first notifying the Building Official. A Pre-grading meeting at the site is required before the start of the grading with the following people present: Owner, grading contractor, design civil engineer, soils engineer, geologist, County grading inspector(s) or their representatives, and when required the archeologist or other jurisdictional agencies. Permittee or his agent are responsible for arranging Pre-grade meeting and must notify the Building Official at least two business days prior to proposed pre-grade meeting.

4. Approval of these plans reflect solely the review of plans in accordance with the County of Los Angeles Building Code and does not reflect any position by the County of Los Angeles or the Department of Public Works regarding the status 01 any title issues relating to the land on which the improvements may be constructed. Any disputes relating to title are solely a private matter not involving the County of Los Angeles or the Department of Public Works.

5. All grading and construction activities shall comply with County of Los Angeles Code, Title 12, Section 12.12.030 thal controls and restricts noise from the use of construction and grading equipment from the hours of 8:00 PM to 6:30 AM, and on Sundays and Holidays. (More restrictive construction activity times may govern, as required by the Department 0l Regional Planning and should be shown on the grading plans when applicable.)

6. California Public Resources Code (Section 5097.98) and Health and Safety Code (Section 7050.5) address the discovery and disposition of human remains. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, the law requires that grading immediately stops and no further excavation or disturbance o' the site, or any nearby area where human remains may be located, occur until the following has been measures have been taken:

a. The County Coroner has been informed and has determined that no investigation of the cause of death i- required, and

b. If the remains are of Native American origin, the descendants from the deceased Native Americans have made c recommendation for the means of treating or disposing, with appropriate dignity, of the human remains and an) associated grave goods.

7. The location and protection of all utilities is the responsibility of the Permittee.

8. All export of material from the site must go to a permitted site approved by the Building Official or a legal dumpsite Receipts for acceptance of excess material by a dumpsite are required and must be provided to the Building Official upon request.

9. A copy of the grading permit and approved grading plans must be in the possession of a responsible person and available at the site at all times.

10. Site boundaries, easements, drainage devices, restricted use areas shall be located per construction staking by Field Engineer or licensed surveyor. Prior to grading, as requested by the Building Official, all property lines, easements, and restricted use areas shall be staked.

11. No grading or construction shall occur within the protected zone of any oak tree as required per Title Chapter 22.56 of the County of Los Angeles Zoning Code. The protected zone shall mean that area within the drip line of an oak tree extending there from a point at least five feet outside the drip line, or 15 feet from the trunk(s) of a tree, whichever is greater.

If an oak tree permit is obtained: (Add the following Note :)

All grading and construction within the protected zone of all oak trees shall be per oak tree permit no._____ All recommendations in the permit and associated oak tree report must be complied with and are a part of the grading plan. A copy of the oak tree permit and associated reports shall be maintained in the possession of a responsible person and available at the site at all times.

12. The standard retaining wall details shown on the grading plans are for reference only. Standard retaining walls are not checked, permitted, or inspected per the Grading Permit. A separate retaining wall permit is required for all standard retaining walls.

Note: This note only applies to standard retaining walls. Geogrid fabric and segmental retaining walls do not require a separate retaining wall permit. Details and construction notes for all Geogrid walls must be on the grading plan.

13. A preventive program to protect the slopes from potential damage from burrowing rodents is required per Section J101.8 of the County of Los Angeles Building Code. Owner is to inspect slopes periodically for evidence of burrowing rodents and a first evidence of their existence shall employ an exterminator for their removal.

14. If grading authorized by this plan is to extend through the rainy season, November 1 Through April 15 of the following year, separate updated plans for erosion control must be submitted prior to October per Section J111.3 of the County of Los Angeles Building Code.

15. Transfer of Responsibility: If the Field Engineer, the Soils Engineer, or the Engineering Geologist of record is changed during grading, the work shall be stopped until the replacement has agreed in writing to accept their responsibility within the area of technical competence for approval upon completion of the work. It shall be the duty of the permittee to notify the Building Official in writing of such change prior to the recommencement of such grading.

INSPECTION NOTES

16. The permittee or his agent shall notify the Building Official at least one working day in advance of required inspections at following stages of the work. (Section J 1 05.7 of the Building Code.)

(a) Pre-grade - Before the start of any earth disturbing activity or construction.

(b) Initial - When the site has been cleared of vegetation and unapproved fill has been scarified, benched or otherwise prepared for fill. Fill shall not be placed prior to this inspection. Note: Prior to any construction activities, including grading, all storm water pollution prevention measures including erosion control devices which contain sediments must be installed.

(c) Rough - When approximate final elevations have been established; drainage terraces, swales and berms installed at the top of the slope; and the statements required in this Section have been received.

(d) Final - When grading has been completed; all drainage devices installed; slope planting established, irrigation systems installed and the As-Built plans, required statements, and reports have been submitted and approved.

17. In addition to the inspection required by the Building Official for grading, reports and statements shall be submitted to the Building Official in accordance with Section J105 of the County of Los Angeles Building Code.

18. Unless otherwise directed by the Building Official, the Field Engineer for all engineered grading projects shall prepare routine inspection reports as required under Section J 1 05.11 of the County of Los Angeles Building Code. These reports, known as 'Report of Grading Activities', shall be submitted to the Building Official as Follows:

1. Bi-weekly during all times when grading of 400 cubic yards or more per week is occurring on the site;

2. Monthly, at all other times; and

3. at any time when requested in writing by the Building Official.

Such 'Report of Grading Activities' shall certify to the Building Official that the Field Engineer has inspected the grading site and related activities and has found them in compliance with the approved grading plans and specifications, the building code, all grading permit conditions, and all other applicable ordinances and requirements. This form is available

at the following website http://dpw.lacounty.gov/bsd/da/default.aspx. 'Report of Grading Activities? may be scanned and uploaded at the website or faxed to (310) 530-5482. Failure to provide required inspection reports will result in a 'Stop Work Order.'

19. All graded sites must have drainage swales, berms, and other drainage devices installed prior to rough grading approval per Section J105.7 of the County of Los Angeles Building Code.

20. The grading contractor shall submit the statement to the grading inspector as required by Section J 1 05.12 of the County of Los Angeles Building Code at the completion of rough grading.

21. Final grading must be approved before occupancy of buildings will be allowed per Section J 105 of the County of Los Angeles Building Code.

DRAINAGE NOTES

22. Roof drainage must be diverted from graded slopes.

23. Provisions shall be made for contributory drainage at all times.

24. All construction and grading within a storm drain easement are to be done per Private Drain PD No._____ or miscellaneous Transfer Drain MTD No. _____

25. All storm drain work is to be done under continuous inspection by the Field Engineer. Status reports required under note 18 and Section J105.11 of the County of Los Angeles Building Code shall include inspection information and reports on the storm drain installation.

AGENCY NOTES

26. An encroachment permit from (County of Los Angeles Department of Public Works) (CAL TRANS) (City of _____) is required for all work within or affecting road right of way. All work within Road right of way shall conform to (County of Los Angeles Department of Public Works)(CAL TRANS) (City of ___) encroachment permit.

27. An encroachment permit /connection permit is required from the County of Los Angeles Flood Control District for all work within the County of Los Angeles Flood Control District Right of Way. All work shall conform to conditions set by the Permit.

28. Permission to operate in Very High Fire Hazard Severity Zone must be obtained from the Fire Prevention Bureau or the local Fire Station prior to commencing work.

29. All work within the streambed and areas outlined on grading plans shall conform to:

Army Corp 404 Permit Number: N/A

California Fish & Game Permit No.: 1600-2010-0297-R5

30. All construction/demolition, grading, and storage of bulk materials must comply with the local AQMD rule 403 for Fugitive Dust. Information on rule 403 is available at AQMD's website http//www.aqaamd.com.

GENERAL GEOTECHNICAL NOTES

30. All work must be in compliance with the recommendations included in the geotechnical consultant's report(s) and the approved grading plans and specifications.

31. Grading operations must be conducted under periodic inspections by the geotechnical consultants with monthly inspection reports to be submitted to the Geology and Soils Section. (900 S. Fremont, Alhambra CA 91803 - 3rd Floor)

32. The Soil Engineer shall provide sufficient inspections during the preparation of the natural ground and the placement and compaction of the fill to be satisFied that the work is being performed in accordance with the plan and applicable Code requirements.

33. Rough grading must be approved by a final engineering geology and soils engineering report. An As-Built Geologic Map must be included in the final geology report. Provide a final report statement that verifies work was done in accordance with report recommendations and code provisions (Section J105.12 of the County of Los Angeles Building Code). The final report(s) must be submitted to the Geotechnical and Materials Engineering Division for review and approval.

34. Foundation, wall and pool excavations must be inspected and approved by the consulting geologist and soil engineer, prior to the placing of steel or concrete.

35. Building pads located in cut/Fill transition areas shall be over-excavated a minimum of three (3) feet below the proposed bottom of footing.

FILL NOTES

36. All fill shall be compacted to the following minimum relative compaction criteria:

a. 90 percent of maximum dry density within 40 feet below finish grade.

b. 93 percent of maximum dry density deeper than 40 feet below finish grade, unless a lower relative compaction (not less than 90 percent of maximum dry density) is justified by the geotechnical engineer.

The relative compaction shall be determined by A.S.T.M. soil compaction test D1557-91 where applicable: Where not applicable. a test acceptable to the Building Official shall be used. (Section J07.5 of the County of Los Angeles Building Code.)

37. Field density shall be determined by a method acceptable to the Building Official. (Section J107.5 of the County of Los Angeles Building Code.) However, not less than 10% of the required density test, uniformly distributed, and shall be obtained by the Sand Cone Method.

38. Sufficient tests of the fill soils shall be made to determine the relative compaction of the fill in accordance with the following minimum guidelines:

a. One test for each two-foot vertical lift.

b. One test for each 1,000 cubic yards of material placed.

c. One test at the location of the final fill slope for each building site (lot) in each four-foot vertical lift or portion thereof.

d. One test in the vicinity of each building pad for each four-foot vertical lift or portion thereof.

39. Sufficient tests of fill soils shall be made to verify that the soil properties comply with the design requirements, as determined by the Soil Engineer including soil types, shear strengths parameters and corresponding unit weights in accordance with the following guidelines:

a. Prior and subsequent to placement of the fill, shear tests shall be taken on each type of sailor soil mixture to be used for all Fill slopes steeper than three (3) horizontal to one vertical.

b. Shear test results for the proposed fill material must meet or exceed the design values used in the geotechnical report to determine slope stability requirements. Otherwise, the slope must be reevaluated using the actual shear test value of the fill material that is in place.

c. Fill soils shall be free of deleterious materials.

40. Fill shall not be placed until stripping of vegetation, removal of unsuitable soils, and installation of subdrain (if any) have been inspected and approved by the Soil Engineer. The Building Official may require a 'Standard Test Method for moisture, ash, organic matter, peat or other organic soils' ASTM D-2974-87 on any suspect material. Detrimental amounts of organic material shall not be permitted in Fills. Soil containing small amounts of roots may be allowed provided that the roots are in a quantity and distributed in a manner that will not be detrimental to the Future use of the site and the soils engineer approves the use of such material.

41. Rock or similar material greater than 12 inches in diameter shall not be placed in the fill unless recommendations for such placement have been submitted by the Soil Engineer and approved in advance by the Building Official. Location, extent, and elevation of rock disposal areas must be shown on an 'As Built' grading plan.

42. Continuous inspection by the Soil Engineer, or a responsible representative, shall be provided during all fill placement and compaction operations where fills have a depth greater than 30 feet or slope surface steeper than 2: 1. (Section J107.8 of the County of Los Angeles Building Code)

43. Continuous inspection by the Soil Engineer, or a responsible representative, shall be provided during all subdrain installation. (Section J107.2 of the County of Los Angeles Building Code)

44. All subdrain outlets are to be surveyed for line and elevation. Subdrain information must be shown on an 'As Built' grading plan.

45. Fill slopes in excess of 2: 1 steepness ratio are to be constructed by the placement of soil at sufficient distance beyond the proposed finish slope to allow compaction equipment to be operated at the outer limits of the final slope surface. The excess fill is to be removed prior to completion of rough grading. Other construction procedures may be used when it is demonstrated to the satisfaction of the Building Official that the angle of slope, construction method and other factors will have equivalent effect. (Section J1 07.5 of the County of Los Angeles Building Code.)

BEST MANAGEMENT PRACTICE NOTES:

1. Every effort should be made to eliminate the discharge of non-stormwater from the project site at all times.

2. Eroded sediments and other pollutants must be retained on-site and may not be transported from the site via sheet flow swales, area drains, natural drainage courses or wind.

3. Stockpiles of earth and other construction related materials must be protected from being transported from the site by the forces of wind or water.

4. Fuels, oils, solvents, and other toxic materials must be stored in accordance with their listing and are not to contaminate the soil and surface waters. All approved storage containers are to be protected from the weather. Spills must be cleaned up immediately and disposed of in a proper manner. Spills may not be washed into the drainage system.

5. Excess or waste concrete may not be washed into the public way or any other drainage system. Provisions shall be made to retain concrete wastes on-site until they can be disposed of as solid waste.

6. Trash and construction related solid wastes must be deposited into a covered receptacle to prevent contamination of rainwater and dispersal by wind.

7. Sediments and other materials may not be tracked from the site by vehicle traffic. The construction entrance roadways must be stabilized so as to inhibit sediments from being deposited into the public way. Accidental depositions must be swept up immediately and may not be washed down by rain or other means.

8. Any slopes with disturbed soils or denuded of vegetation must be stabilized so as to inhibit erosion by wind and water.

9. As the project owner or authorized agent of the owner, I have read and understand the requirements listed' above, necessary to control storm water pollution from sediments, erosion, and construction materials, and I certify that I will comply with these requirements.

Print Name _____

(Owner or authorized agent of the owner)

Signature _____Date _____

(Owner or authorized agent of the owner)

LEGAL DESCRIPTION:

PORTION OF LOT 2 OF LICENSED SURVEYORS MAP L.S. 27-19-21

APN 2861-004-011

BENCH MARK:

LACO BM TAG IN N CB 3' E/O BCR @NE COR VALENCIA BL & TOURNEY RD

BM NUMBER L 6060, NEWHALL QUAD (2009) ELEVATION = 1,189.779

ADD 1092.60 FEET TO ELEVATIONS SHOWN ON THIS PLAN TO ADJUST TO THE BENCH MARK

The following BMPs as outlined in, but not limited to, the California Stormwater Best Management Practices Handbook, January 2003, or the latest revised edition, may apply during the construction of this project (additional measures may be required IF deemed appropriate by the Project Engineer or the Building Official)

EROSION CONTROL

EC1- SCHEDULING
EC2 - PRESERVATION OF EXISTING VEGETATION
EC3 - HYDRAULIC MULCH
EC4 - HYDROSEEDING
EC5 - SOIL BINDERS
EC6 - STRAW MULCH
EC7 - GEOTEXTILES & MATS
EC8 - WOOD MULCHING
EC9 - EARTH DIKES AND DRAINAGE SWALES
EC10 - VELOCITY DISSIPATION DEVICES
EC11 - SLOPE DRAINS
EC12 - STREAMBANK STABILIZATION
EC13 - POLYACRYLAMIDE

TEMPORARY SEDIMENT CONTROL

SE1 - SILT FENCE
SE2 - SEDIMENT BASIN
SE3 - SEDIMENT TRAP
SE4 - CHECK DAM
SE5 - FIBER ROLLS
SE6 - GRAVEL BAG BERM
SE7 - STREET SWEEPING AND VACUUMING
SE8 - SANDBAG BARRIER
SE9 - STRAW BALE BARRIER
SE10 - STORM DRAIN INLET PROTECTION

WIND EROSION CONTROL

WE1 - WIND EROSION CONTROL

EQUIPMENT TRACKING CONTROL
TC1 - STABILIZED CONSTRUCTION ENTRANCE EXIT
TC2 - STABILIZED CONSTRUCTION ROADWAY
TC3 - ENTRANCE/OUTLET TIRE WASH

NON-STORMWATER MANAGEMENT
NS1 - WATER CONSERVATION PRACTICES
NS2 - DEWATERING OPERATIONS
NS3 - PAVING AND GRINDING OPERATIONS
NS4 - TEMPORARY STREAM CROSSING
NS5 - CLEAR WATER DIVERSION
NS6 - ILLICIT CONNECTION/DISCHARGE
NS7 - POTABLE WATER/IRRIGATION
NS8 - VEHICLE AND EQUIPMENT CLEANING
NS9 - VEHICLE AND EQUIPMENT FUELING
NS10 - VEHICLE AND EQUIPMENT MAINTENANCE
NS11 - PILE DRIVING OPERATIONS
NS12 - CONCRETE CURING
NS13 - CONCRETE FINISHING
NS14 - MATERIAL AND EQUIPMENT USE
NS15 - DEMOLITION ADJACENT TO WATER
NS16-TEMPORARYBATCHPLANTS

WASTE MANAGEMENT & MATERIAL POLLUTION CONTROL

WM1 - MATERIAL DELIVERY AND STORAGE
WM2 - MATERIAL USE
WM3 - STOCKPILE MANAGEMENT
WM4 - SPILL PREVENTION AND CONTROL
WM5 - SOLID WASTE MANAGEMENT
WM6 - HAZARDOUS WASTE MANAGEMENT
WM7 - CONTAMINATION SOIL MANAGEMENT
WM8 - CONCRETE WASTE MANAGEMENT
WM9 - SANITARY/SEPTIC WASTE MANAGEMENT
WM10 - LIQUID WASTE MANAGEMENT

PROJECT INFORMATION:
(General Information)

Grading Permit Application No. GR
Earthwork Volumes Cut. 8930(cy), Fill 495 (cy) Shrinkage 99 (cy)

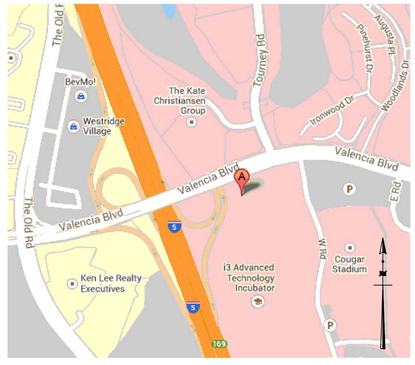
Over Excavation! Alluvial Removal & Compaction 300 (cy) .

Export 8036(cy), Import 0 (cy)
Total Disturbed Area 39,899 Square Feet
Total Proposed Landscape Area 5776 Square Feet
Pre-Development Impervious area 39,000 sQUARE fEET = 0.89 (Acres)
Post-Development Impervious area 38,000 Square Feet= 0.87 (Acres)
Waste Discharge Identification Number (WDID #) N/A
Construction & Demolition Debris Recycling and Reuse Plan (RPP ID)

(Property Information)
Property Address: 25048 VALENCIA BLVD. SANTA CLARITA, CA 91355
Tract! Parcel Map No. TR Lot Parcel No. Lot
Property Owner SUDHIR SOOD
Assessors ID Number 2861-004-011

(Zonina and Reaional Plannina Information)
Property Zoning: COMMERCIAL
Intended Land Use: COMMERCIAL

Certificate of Compliance: CC NO._____
Plot Plan Number: PP NO._____
Conditional Use Permit CUP NO._____ Expiration Date: _____
Oak Tree Permit Number: OTP NO.,_____ Expiration Date: _____
Community Standards District_____
California Coastal Commission Area: ____yes, __x__No Approved volume: _____(cy)
Coastal Development Permit CDP_____ Expiration Date: _____



VICINITY MAP
N.T.S.

GR

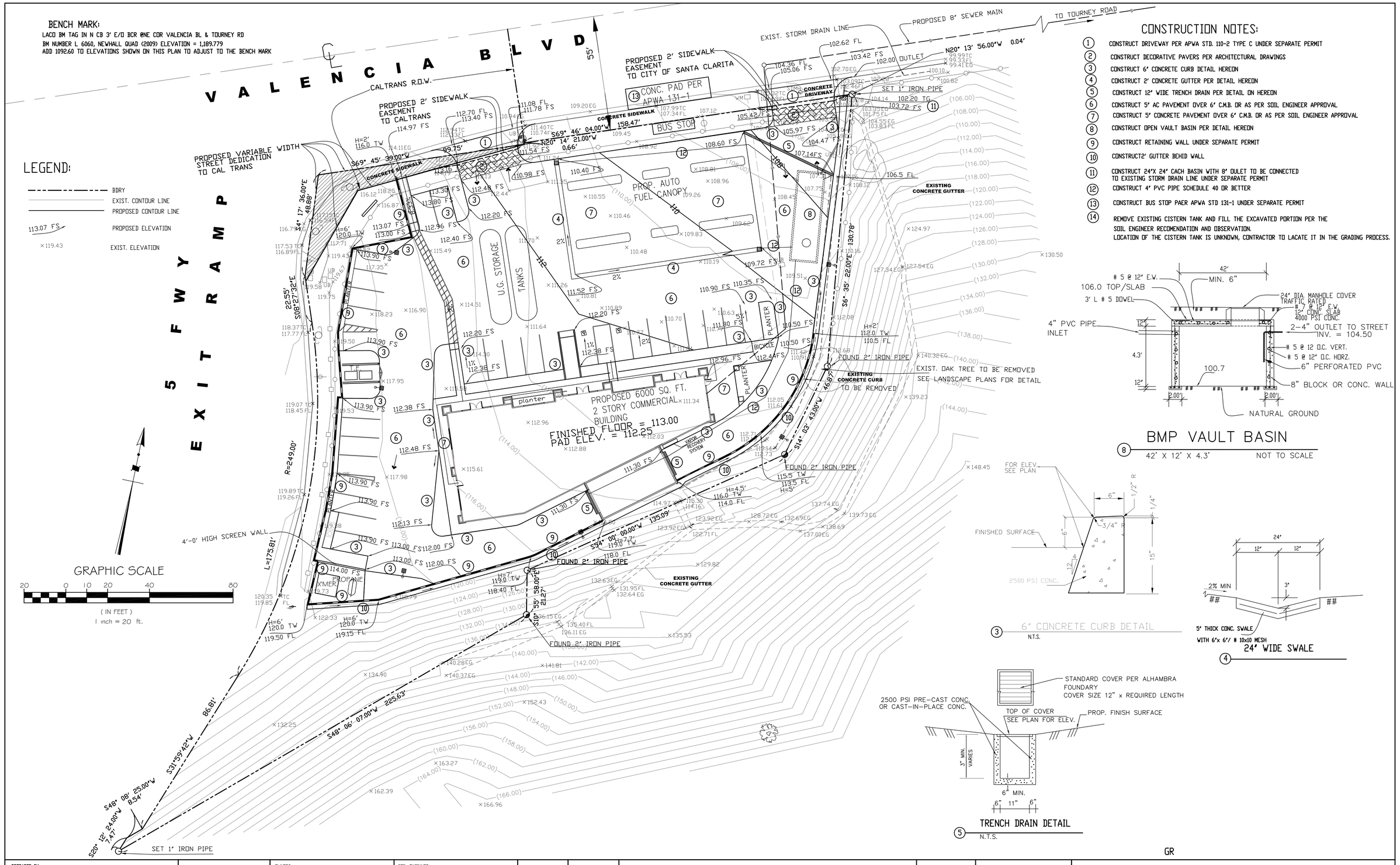
PREPARED BY: NICK KAZEM, INC. 4966 TOPANGA CYN. BLVD., WOODLAND HILLS, CA 91364 (818) 999-9890		OWNERS: SUDHIR SOOD 26858 PROVENCE AVENUE CALABASAS, CA 91302 (818) 421-0086	SOIL ENGINEER: GEO ENVIRON ENG. CONSULTANTS, INC.		GRADING PLAN FOR APN 2861-004-011 25048 VALENCIA BLVD., SANTA CLARITA, CALIFORNIA
				REV. NO / DATE / APP.	
			SCALE 1"= 20'	CHK'D BY / APPROVED BY: R.C.E. NO. / DATE 8-22-2014 / DWG. NO. 3037GRDG	SHEET 1 OF 2 SHEETS

BENCH MARK:

LACO BM TAG IN N CB 3' E/O BCR @NE COR VALENCIA BL & TOURNEY RD
BM NUMBER L 6060, NEWHALL QUAD (2009) ELEVATION = 1,189.779
ADD 1092.60 TO ELEVATIONS SHOWN ON THIS PLAN TO ADJUST TO THE BENCH MARK

LEGEND:

- BDRY
- EXIST. CONTOUR LINE
- PROPOSED CONTOUR LINE
- 113.07 FS — PROPOSED ELEVATION
- ×119.43 — EXIST. ELEVATION



GRAPHIC SCALE

20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

CONSTRUCTION NOTES:

1. CONSTRUCT DRIVEWAY PER APWA STD. 110-2 TYPE C UNDER SEPARATE PERMIT
2. CONSTRUCT DECORATIVE PAVERS PER ARCHITECTURAL DRAWINGS
3. CONSTRUCT 6' CONCRETE CURB DETAIL HEREON
4. CONSTRUCT 2' CONCRETE GUTTER PER DETAIL HEREON
5. CONSTRUCT 12" WIDE TRENCH DRAIN PER DETAIL ON HEREON
6. CONSTRUCT 5" AC PAVEMENT OVER 6" C.M.B. OR AS PER SOIL ENGINEER APPROVAL
7. CONSTRUCT 5" CONCRETE PAVEMENT OVER 6" C.M.B. OR AS PER SOIL ENGINEER APPROVAL
8. CONSTRUCT OPEN VAULT BASIN PER DETAIL HEREON
9. CONSTRUCT RETAINING WALL UNDER SEPARATE PERMIT
10. CONSTRUCT2' GUTTER BEHID WALL
11. CONSTRUCT 24"X 24" CACH BASIN WITH 8" OULET TO BE CONNECTED TO EXISTING STORM DRAIN LINE UNDER SEPARATE PERMIT
12. CONSTRUCT 4" PVC PIPE SCHEDULE 40 OR BETTER
13. CONSTRUCT BUS STOP PAER APWA STD 131-1 UNDER SEPARATE PERMIT
14. REMOVE EXISTING CISTERN TANK AND FILL THE EXCAVATED PORTION PER THE SOIL ENGINEER RECOMENDATION AND OBSERVATION. LOCATION OF THE CISTERN TANK IS UNKNOWN, CONTRACTOR TO LACATE IT IN THE GRADING PROCESS.

8 BMP VAULT BASIN

42' X 12' X 4.3' NOT TO SCALE

3 6" CONCRETE CURB DETAIL

N.T.S.

4 24' WIDE SWALE

5 TRENCH DRAIN DETAIL

N.T.S.

GR

PREPARED BY:
NICK KAZEM, INC.
4966 TOPANGA CYN. BLVD.,
WOODLAND HILLS, CA 91364
(818) 999-9890

OWNERS:
SUDHIR SOOD
26858 PROVENCE AVENUE
CALABASAS, CA 91302
(818) 421-0086

SOIL ENGINEER:
GEO ENVIRON ENG. CONSULTANTS, INC.

REV. NO	DATE		APP.
SCALE 1"= 20'	CHK'D BY	APPROVED BY: R.C.E. NO.	DATE 8-22-2014 DWG. NO. 3037GRDG

GRADING PLAN

FOR APN 2861-004-011
25048 VALENCIA BLVD., SANTA CLARITA, CALIFORNIA

SHEET 2 OF 2 SHEETS

CITY OF SANTA CLARITA
STAFF REPORT
THE SOLEDAD CANYON ROAD CORRIDOR PLAN
MASTER CASE NO. 13-096
ZONE CHANGE 13-004
INITIAL STUDY 14-006

DATE: November 18, 2014

TO: Chairperson Trautman and Members of the Planning Commission

FROM: Jeff Hogan, AICP, Planning Manager

CASE PLANNER: Mike Marshall, Assistant Planner II

APPLICANT: The City of Santa Clarita

LOCATION: The Soledad Canyon Road Corridor planning area is located within the City of Santa Clarita in the County of Los Angeles on Soledad Canyon Road, west of Solamint Road and east of the Santa Clara River near Camp Plenty Road. Soledad Canyon Road is commonly known as the primary major highway connecting the communities of Canyon Country and Valencia. The planning area embraces 181 acres of commercial development consisting of 1.4 million square feet of building space.

REQUEST: This is a request to update the City of Santa Clarita's zoning regulations and zoning map for the Soledad Canyon Road corridor planning area to ensure consistency with the General Plan, as required by State Law.

BACKGROUND

In June, 2011, the City Council adopted the new General Plan which provided a vision that will guide future development. The new General Plan established many goals and policies to promote urban form, community design, and beautification strategies that unify and enhance the Valley, increase quality of life and provide a distinctive sense of place.

In June, 2013, the City Council adopted the first comprehensive update to the Unified Development Code (UDC). The new UDC established the creation of Corridor Plans (17.28.110 UDC). The purpose of Corridor Plans is to facilitate development within the City in accordance with the General Plan by permitting greater flexibility and, consequently, more creative and imaginative designed projects. Further, Corridor Plans are intended to achieve the continued implementation of policies and goals set forth in the General Plan relating to the preservation of community characteristics by implementing appropriate urban principles that emphasize pedestrian orientation and the integration of a mix of land uses. In August, 2013, the City Council adopted the first Corridor Plan for the Lyons Avenue Corridor. Immediately following

Agenda Item: 2

the adoption of the Lyons Avenue Corridor Plan, the City initiated the corridor planning process for the Soledad Canyon Road Corridor Plan (SCRCP).

PROJECT SUMMARY

The SCRCP directly responds to, and implements the goals and policies of the Santa Clarita General Plan and supplements the Unified Development Code (UDC). The General Plan has established maximum floor area ratios and maximum lot coverage requirements for the planning area; therefore, no project shall be permitted to go above the thresholds defined in the General Plan.

The Soledad Canyon Road Corridor planning area incorporates properties located adjacent to Soledad Canyon Road west of Solamint Road and east of the Santa Clara River near Camp Plenty Road as detailed on page 2 of the attached SCRCP. Soledad Canyon Road is commonly known as the primary major highway connecting the communities of Canyon Country and Valencia. The project area embraces 181 acres and more than 1.4 million square feet of commercial buildings including retail centers, medical office buildings and gas stations. Surface parking is common, particularly on properties that were developed in the 1960s and 1970s, and building heights range from one to two stories. The Santa Clara River lies just outside the western project boundary while two existing mobile home parks currently zoned for mixed-use development are located just inside the project boundary area adjacent to the eastern project boundary.

The Soledad Canyon Road Corridor planning area is surrounded primarily by single family and multi-family residences though none are located within the planning area itself. There are nearly 2,300 dwelling units within a five-minute walk of Soledad Canyon Road and more than 3,000 units within a ten-minute walk. With thousands of residential units located so close to Soledad Canyon Road, there is tremendous potential to create walkable environments where people can shop, eat, and gather. The SCRCP will help realize this potential by addressing the relationship between buildings and public spaces such as plazas, squares, and open space.

The regulations and standards in this plan are presented in both words and clearly drawn diagrams and other visual exhibits. The result is a document that provides clear expectations for property owners that promote high quality development as a result of a comprehensive community outreach process. More specifically, the SCRCP will:

1. Create a clear identity for the commercial core of Canyon Country and serve as a document that will facilitate community enhancement into the future; and

2. Create development standards that are consistent with existing policies while providing flexibility in building placement, architectural standards and sign standards that encourage property owners to propose projects that result in an enhanced visual aesthetic.

DATA GATHERING & PUBLIC OUTREACH

A comprehensive public outreach process and data collection phase was conducted prior to drafting the SCRCP. The contents of this plan are the result of site visits, stakeholder interviews, community workshops, and the implementation of an interactive blogging website.

City staff began the corridor planning process by collecting information about the current built environment and overall conditions of the Soledad Canyon Road Corridor planning area. This was done by dividing the corridor into 24 study sections that were surveyed and documented on a parcel-by-parcel basis. The intent of this exercise was to create a database of images that could be presented for study and analysis both during the staff evaluation and the public outreach process.

A website (SantaClaritaCorridorPlan.com) originally created for the Lyons Avenue corridor planning effort was utilized to initiate the Soledad Canyon Road Corridor planning process on September 3, 2013. The website functioned as a means communicate with to solicit feedback from those within the community that were unable to attend the public outreach meetings.

To begin the outreach effort, staff sent notices to all 70 property owners and over 400 business owners within the planning area. This notice informed property and business owners about the initiation of the Soledad Canyon Road Corridor planning effort, acquainted them with the corridor website, and gave them the opportunity to meet with staff about their thoughts and concerns in regards to future zoning regulations. This step in the process also provided insight to City staff about how they could make a more business friendly document while still maintaining the high standards that residents of the Santa Clarita Valley expect.

Two interactive workshops were held within the planning area early in the planning process at the Canyon Country Jo Anne Darcy Public Library. In anticipation of the community outreach meetings, staff sent out over 2,300 postcards to property owners and business owners within a 1,000-foot radius of the Soledad Canyon Road Corridor planning area, aired a *This Week in Santa Clarita* video that played on the local television network, posted articles in the local newspaper, and utilized social media applications such as Twitter and Facebook. Nearly 100 participants provided feedback at the two-outreach meetings conducted. This information was tabulated and the results were shared on the corridor-planning website. A full list of all outreach meetings and presentations on the Soledad Canyon Road Corridor Plan has been summarized in the attached *Timeline of Events and Information Sessions*.

Throughout the initial community outreach process, staff consistently heard three primary messages from the community including:

1. Property owners, business owner, and residents are largely content with the development standards detailed in the UDC update of 2013;

2. Stakeholders support the creation of a plan that clearly identifies the commercial core of Canyon Country with the understanding that it be a document that may be modified as the

needs of the community evolve; and

3. The community enjoys the variety of retail and service land uses available throughout the corridor but also recognizes the need for aesthetic improvements.

Following the release of the public draft of the proposed Soledad Canyon Road Corridor Plan on October 15, 2014, staff conducted an additional outreach meeting on October 29, 2014 to summarize the proposed SCRCP for the community. A summary of the comments received by staff are provided below:

1. Allow for flexible development standards to encourage property owners to improve their properties;

2. Seek out opportunities to provide property owners with economic incentives to encourage property owners to improve their properties;

3. Improve the visual aesthetic of the Soledad Canyon Road corridor by improving street facing building facades; and

4. Allow the document to be amended into the future to facilitate the desires of the community.

PROJECT COMPONENTS

The Soledad Canyon Road Corridor Plan can be categorized into nine chapters, which include the following:

- Chapter 1: Introduction to the Soledad Canyon Road Corridor
- Chapter 2: Purpose and Applicability
- Chapter 3: Regulating Plan and Transect Zones
- Chapter 4: Zones and Development Standards
- Chapter 5: Frontage Type Standards
- Chapter 6: Building Type Standards
- Chapter 7: Architectural Standards
- Chapter 8: Sign Standards
- Chapter 9: Street and Streetscape Standards

Each of these project components are discussed in detail below.

Chapter 1: Introduction to the Soledad Canyon Road Corridor

This section highlights the data gathering and public outreach process. An overview of the history of Soledad Canyon Road and surrounding community is also introduced. Many photos and charts document the data gathering and public outreach processes.

Chapter 2: Purpose and Applicability

This section defines the Soledad Canyon Road Corridor Plans relationship to the Unified Development Code and establishes how to use the code. A tiered system (Tier 1, Tier 2, and Tier 3) has been established to provide incentives for property owners and developers to enhance the aesthetics and use of outdated properties within the corridor planning area. Only if and when a property owner chooses to modify their property do the development standards of this code apply.

Tier 1 projects are those projects consisting of a proposal for a new land use or tenant improvement within an existing building with no proposed physical expansion or exterior modification. The SCRCP does not provide incentives for Tier 1 projects. Further, Tier 1 projects must comply with the sign standards established within Section 17.51 of the UDC.

Tier 2 projects include the refacade of an existing building or the physical expansion of up to 50% of the existing, permitted building square footage. For a project to be considered a Tier 2 compliant site, the entire site must be consistent with the architectural guidelines established within the Community Character and Design Guidelines approved by City Council in April, 2009. As an incentive to develop a Tier 2 project, applicants are granted the benefit of complying with Chapter 8 of this code which allows for greater flexibility in sign types.

Tier 3 projects are all new development projects or those that propose an expansion of more than 50% of the permitted building square footage. Tier 3 projects shall be consistent with the Rustic Californian architectural style as described in Chapter 7 and all portions of the Soledad Canyon Road Corridor Plan. As an incentive to develop a Tier 3 project, buildings may be placed as close as one foot from the front property line and shall be granted the benefit of complying with Chapter 8 of this code which allows for greater flexibility in sign types.

Chapter 3: Regulating Plan and Transect Zones

This section establishes two zones which are consistent with the existing zoning and General Plan designations in terms of allowable land uses, building heights, and floor area ratios. These zones include the Soledad Canyon Urban 1 (SC-U1), and Soledad Canyon Urban Center (SC-UC). The proposed zoning map reflects and implements the General Plan Land Use Map.

Chapter 4: Zones and Development Standards

This section identifies and establishes development standards for the two established zones identified in the plan that are consistent with the current underlying zone in terms of allowable land uses, building heights, and floor area ratios. The development standards in this chapter only differ from those established in the UDC in terms of allowable setbacks for Tier 3 projects which are granted the flexibility of allowing the placement of buildings as close as one-foot from the front property line.

Chapter 5: Frontage Type Standards

This section creates standards for frontage types applicable only to Tier 3 projects only. Tier 2 projects shall only be consistent with the Community Character and Design Guidelines for the community of Canyon Country. The allowable frontage types for Tier 3 projects include Gallery, Arcade, and Shopfront and Awning frontage types and ensure that Tier 3 projects are consistent with the City's goals for building form, character, and quality.

Chapter 6: Building Type Standards

This section creates standards for building types applicable to Tier 3 projects only. Tier 2 projects shall only be consistent with the Community Character and Design Guidelines for the community of Canyon Country. The allowable building types for Tier 3 projects include Commercial Pad, Shopfront Commercial, Commercial Block-Commercial, and Commercial Block-Mixed Use. The building types allowed for Tier 3 projects ensure that proposed development is consistent with the City's goals for building form, character, and quality. The building type standards differ from those established within the UDC only for Tier 3 projects that are allowed to place buildings as close as one-foot from the front property line.

Chapter 7: Architectural Standards

The architectural standards established in this chapter provide design elements that require Rustic Californian architecture for all Tier 3 projects. Tier 2 projects shall only be consistent with the Community Character and Design Guidelines for the community of Canyon Country. The incorporation of Rustic California architectural standards for Tier 3 projects will encourage architectural character, promote quality development, and ensure that Tier 3 projects are compatible in size, scale, and appearance with the character of the Soledad Canyon Road Corridor Plan.

Chapter 8: Sign Standards

This section contains standards and guidelines for signage to ensure that signs installed throughout the Soledad Canyon Road Corridor are consistent with the overall quality and character of new development. The provisions of this chapter allow for a variety of signs not currently permitted in the UDC to allow for greater visibility while still ensuring the high quality standards that the community expects. Only projects described as a Tier Two or Tier Three projects can qualify to use the Soledad Canyon Road Corridor Plan sign code. All Tier 1 projects are required to use the sign requirements established in Section 17.51 of the UDC.

Chapter 9: Street and Streetscape Standards

This section establishes a street and streetscape standards that are consistent with the General Plan while requiring the placement of street furniture for Tier 3 projects. The Soledad Canyon Road Corridor Plan will require all future development to build-out the ultimate right-of-way to include a 10 foot sidewalk and a 8 foot landscaped parkway. Curb-to-curb is already built-out to

ultimate width and would not change under the proposed plan.

SUMMARY

In summary, the Soledad Canyon Road Corridor Plan creates a clear identity for the commercial core of Canyon Country and serves as a document that will facilitate community enhancement into the future. Further, the SCRCP will create architectural standards for Tier 3 projects that are consistent with existing guidelines while providing greater flexibility for Tier 2 projects that shall be consistent with the Community Character and Design Guidelines for the community of Canyon Country. Finally, the SCRCP differs from existing standards established within the UDC for Tier 2 and Tier 3 projects which are granted flexibility in sign types and Tier 3 projects which are granted building placement flexibility.

CEQA AND PUBLIC NOTICING

An Initial Study was prepared for this project in accordance with the California Environmental Quality Act (CEQA). The initial study determined that all impacts related to the proposed project are considered to be less than significant. Therefore, a Negative Declaration was prepared in accordance with Section 15070 of CEQA. The Negative Declaration and Initial Study have been made available during a twenty-one public review period from October 28, 2014, to November 18, 2014. Documents were posted in the Permit Center at the City of Santa Clarita City Hall, and the City of Santa Clarita Public Library, Valencia Branch.

All noticing requirements for a public hearing have been completed as required by Section 17.01.100 of the Unified Development Code. A 1/8th page advertisement was placed in the Signal Newspaper on October 28, 2014.

RECOMMENDATION

Staff recommends that the Planning Commission:

1) Open the public hearing;
2) Receive testimony from the public;
3) Provide comments and direction to staff;
4) Close the public hearing; and
5) Adopt Resolution P14-18, that recommends that the City Council adopt the Negative Declaration prepared for the project and approve the Soledad Canyon Road Corridor Plan, which includes Master Case No. 13-096, Zone Change 13-004, consisting of the Soledad Canyon Road Corridor Plan (Exhibit A), and Zoning Map (Exhibit B).

ATTACHMENTS

Draft Negative Declaration/Initial Study for the Draft Soledad Canyon Road Corridor Plan
Resolution
Attachment A- Draft Soledad Canyon Road Corridor Plan

Attachment B- Draft Zoning Map
Timeline of Events and Information Sessions

CITY OF SANTA CLARITA
NEGATIVE D E C L A R A T I O N

[X] Proposed [ ] Final

MASTER CASE NO:	Master Case No. 13-096
PERMIT/PROJECT NAME:	Zone Change 13-004
APPLICANT:	City of Santa Clarita 23920 Valencia Blvd. Suite 300 Santa Clarita, CA 91355
PROJECT LOCATION:	Soledad Canyon Road west of Solamint Road and east of the Santa Clara River near Camp Plenty Road
PROJECT DESCRIPTION:	The Soledad Canyon Road Corridor planning area consists of 181 acres of and more than 1.4 million square-feet of commercial building space. The Soledad Canyon Road Corridor Plan will update the City of Santa Clarita zoning regulations and zoning map for the Soledad Canyon Road corridor. The project will result in a plan document that guides future development within the planning area and does not include an actual proposal for development of any kind.

Based on the information contained in the Initial Study prepared for this project, and pursuant to the requirements of Section 15070 of the California Environmental Quality Act (CEQA), the City of Santa Clarita

[ ] City Council [X] Planning Commission [ ] Director of Community Development

finds that the project as proposed or revised will have no significant effect upon the environment, and that a Negative Declaration shall be adopted pursuant to Section 15070 of CEQA.

Mitigation measures for this project

[X] Are Not Required [ ] Are Attached [ ] Are Not Attached

JEFF HOGAN, AICP
PLANNING MANAGER

Prepared by: _____ Mike Marshall, Assistant Planner II
(Signature) (Name/Title)

Approved by: _____ Jeff Hogan, AICP, Planning Manager
(Signature) (Name/Title)

Public Review Period From October 28, 2014 To November 18, 2014 .
Public Notice Given On October 28, 2014 .

[X] Legal Advertisement [ ] Posting of Properties [ ] Written Notice

CERTIFICATION DATE:

S:\CD\CURRENT\!2013\13-096 (ZC13-004 Soledad Corridor Plan)\Environmental\Final Negative Declaration.doc

INITIAL STUDY
CITY OF SANTA CLARITA

Project title/master case number:	Master Case 13-096 Zone Change 13-004 Initial Study 14-006
Lead agency name and address:	City of Santa Clarita Community Development Department 23920 Valencia Blvd., Suite 302 Santa Clarita, CA 91355
Contact person and phone number:	Mike Marshall Assistant Planner II (661) 286-4045
Project location:	The Soledad Corridor project area is located within the City of Santa Clarita, in the County of Los Angeles, on the Soledad Canyon Road Corridor, east of Solamint Road and west of the Santa Clara River near Camp Plenty Road.
Applicant's name and address:	City of Santa Clarita 23920 Valencia Blvd., Suite 302 Santa Clarita, CA 91355
General Plan designation:	Community Commercial (CC) and Mixed Use Corridor (MXC)
Zoning:	Community Commercial (CC) and Mixed Use Corridor (MXC)

Description of project and setting:

In July, 2013, the City of Santa Clarita completed a comprehensive update to the Unified Development Code (UDC or Code) to be consistent with the General Plan that was adopted on June 14, 2011. One element of this Code update was the creation of "Corridor Plans" that guide development/redevelopment within a specific "corridor" or "planning area" in the City where specific development requirements will assist in creating a look and feel consistent with the vision of the General Plan. In August, 2013, the City adopted its first corridor plan for the Lyons Avenue Corridor. This initial study shall serve as the environmental analysis in accordance with the California Environmental Quality Act (CEQA) for the second "Corridor Plan" known as the Soledad Canyon Road Corridor Plan (SCRCP).

Proposed Project

This project involves a Zone Change (ZC 13-004) to change the zoning designations on 70 parcels from Community Commercial (CC) and Mixed Use-Commmercial (MX-C) to Corridor Plan (CP) within a 181-acre planning area. The SCRCP will serve as a planning tool, guiding future development within the plan area addressing architecture, frontage types, building types, sign standards and streetscape improvements. The project does not propose an actual physical development of any kind.

The Soledad Canyon Road Corridor project area is located within the City of Santa Clarita in the County of Los Angeles on Soledad Canyon Road, west of Solamint Road and east of the Santa Clara River near Camp Plenty Road. Soledad Canyon Road is commonly known as the primary major highway connecting the communities of Canyon Country and Valencia. Today, the Soledad Canyon Road Corridor consists of retail centers, medical office buildings and gas stations that total more than 1.4 million square feet of commercial building space. Surface parking is common, particularly on properties that were developed in the 1960s and 1970s, and building heights range from one to two stories. The Santa Clara River lies just outside the project boundary while two existing mobile home parks currently zoned for mixed-use development are located just inside the project

boundary area adjacent to the eastern project boundary.

Most properties on Soledad Canyon Road contain single-story, "strip mall" buildings that reflect typical commercial construction from the 1960s through the late 2000s. This type of development largely consists of large-lot, multi-tenant, stucco buildings, with parking situated between the store fronts and the street. Newer projects, including a commercial building and a dental office building, at the corner of Whites Canyon Road and Soledad Canyon Road, were built with a higher level of design with the intent to create a better street presence. The newer projects were designed to avoid the visual blight of large parking lots adjacent to the street and to create as much leasable space as possible under the zoning code. Future development within the Soledad Canyon Road corridor will further improve the appearance of the street and will help create an environment that is more conducive to commerce and economic vitality. The SCRCP will be an integral part of this process.

The Soledad Canyon Road Corridor planning area is surrounded primarily by single family and multi-family residences, though none are located within the planning area itself. There are nearly 2,300 dwelling units within a five minute walk of Soledad Canyon Road and more than 3,000 units within a ten minute walk. With thousands of homes and multi-family units located so close to Soledad Canyon Road, there is potential to create a walkable environment where people can shop, eat, and gather. The Soledad Canyon Road Corridor Plan will help realize this potential while meeting the needs of residents and visitors alike, regardless if they reach the corridor by automobile, bicycle, walking, or other means of transportation.

The Soledad Canyon Road Corridor Plan has been proposed to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of the Soledad Canyon Road Corridor. More specifically, the purpose of this Soledad Canyon Road Corridor Plan is to:

A. Ensure that development is of human scale, pedestrian-oriented, and designed to create attractive streetscapes and pedestrian spaces;
B. Moderate vehicular traffic by providing for a mixture of land uses, pedestrian-oriented development, compact community form, safe and effective traffic circulation, and appropriate parking facilities;
C. Provide standards for the orderly growth and development of the Soledad Canyon Road Corridor that will assist in protecting and enhancing the community identity of the corridor;
D. Ensure that proposed development and new land uses conserve energy and natural resources;
E. Facilitate the development and redevelopment of walkable, complete neighborhoods with a variety of housing types to serve the needs of a diverse population; and
F. Provide for compatibility between different types of development and land uses through effective urban and architectural design.

The SCRCP, as proposed, will take an approach similar to that used in the creation of form-based codes. This type of code addresses the relationship between the buildings themselves and public spaces for the entire planning area. Form-based codes create environments that highlight the importance of outdoor public spaces such as plazas, squares, and open space, while looking at the connectivity of streets and blocks. The regulations and standards in this form-based code are presented in both words and clearly drawn diagrams and other visual exhibits. The result will be a document that provides clear development standards for property owners and business owners, as well as, a community engaged plan that promotes high quality development and uses. More specifically, the SCRCP will achieve these goals by:

A. Creating the Corridor Plan (CP) zone on the City of Santa Clarita zoning map. Further, within the CP, two new distinct zones will be created including the Soledad Canyon Urban 1 (SC-U1), and Soledad Canyon Urban Center (SC-UC) zones. Typical uses

within these zones include medical office, commercial office, retail and services. A mixture of residential and commercial uses are permitted in the SC-UC zone with the appropriate entitlement and within the SC-U1 zone pursuant to the standards established in the UDC for the mixed use overlay zone. Building heights in all zones range from 1-2 stories. The SC-UC zone is characterized by mixed use development including both commercial and residential use types. The zoning types mentioned will ensure that properties along the corridor planning area are maintained and redeveloped in context to parcel size and based on adjacent uses.

B. Creating a street and streetscape standard plan that identifies the street and streetscape types allowed within the Soledad Canyon Corridor planning area to promote walking, biking, and other alternative modes of transportation. This section provides right-of-way design standards to ensure that proposed development is consistent with the City's goals for the character of the public realm of the street. This section is also based on projected development permitted by the Land Use Element of the General Plan. The ultimate right-of-way width under the City's General Plan is 116 feet. Though the majority of the planning area is built out to the ultimate right-of-way width, the SCRCP will require all future development to build-out the ultimate right-of-way to include a ten-foot (10'-0") sidewalk and a five-foot (5'-0") landscaped parkway. The "curb-to-curb" pavement portion of the right-of-way is already built-out to ultimate width and would not change under the proposed plan.

C. Providing architectural standards, which currently include Rustic Californian architecture for all future development and modifications to existing development. Other architectural styles could be included as deemed appropriate by the City Council, or its designee. These standards provide direction for the design of buildings, appurtenances, and site elements within the planning area. The intent of these standards is to retain and encourage architectural variety, promote quality development, and ensure that both existing and new development is compatible in size, scale, and appearance with the character of the SCRCP.

D. Creating standards for building types and frontage types allowed within the planning area, and providing

	design standards for each type, to ensure that proposed development is consistent with the City's goals for building form, character, and quality. Frontage types will provide the planning area a continuity that gives distinctive character to the street while also contributing to the specific form of each building. The frontage and building types will also ensure that buildings are oriented directly adjacent to the street and provide opportunities for outdoor dining and sitting areas.
Surrounding land uses:	The Soledad Canyon Road Corridor planning area includes a mixture of Urban Residential and Commercial land uses on all sides of the Soledad Canyon Road Corridor.
Other public agencies whose approval is required:	N/A

FIGURE 1 – REGIONAL LOCATION

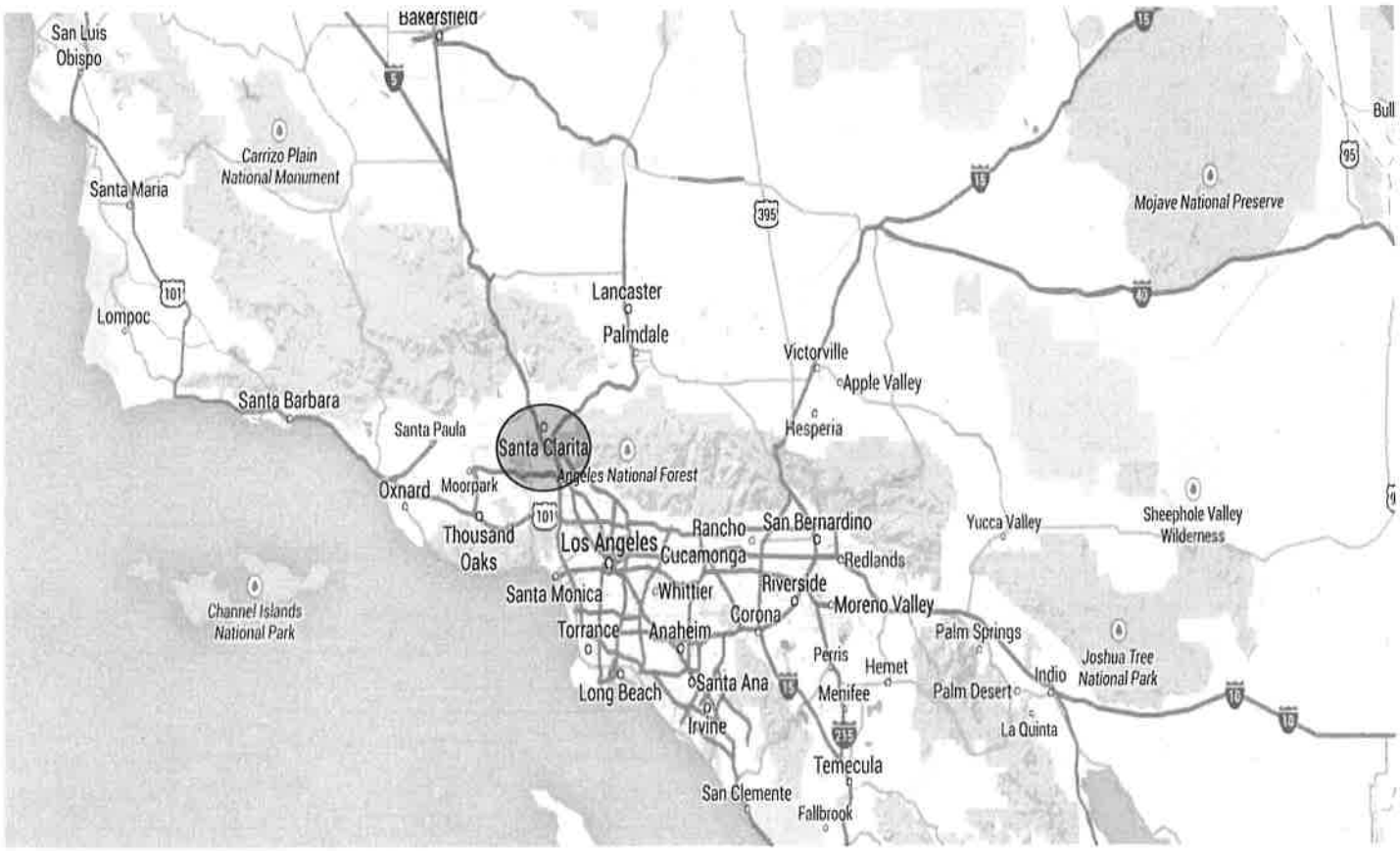


FIGURE 2 – PROJECT LOCATION

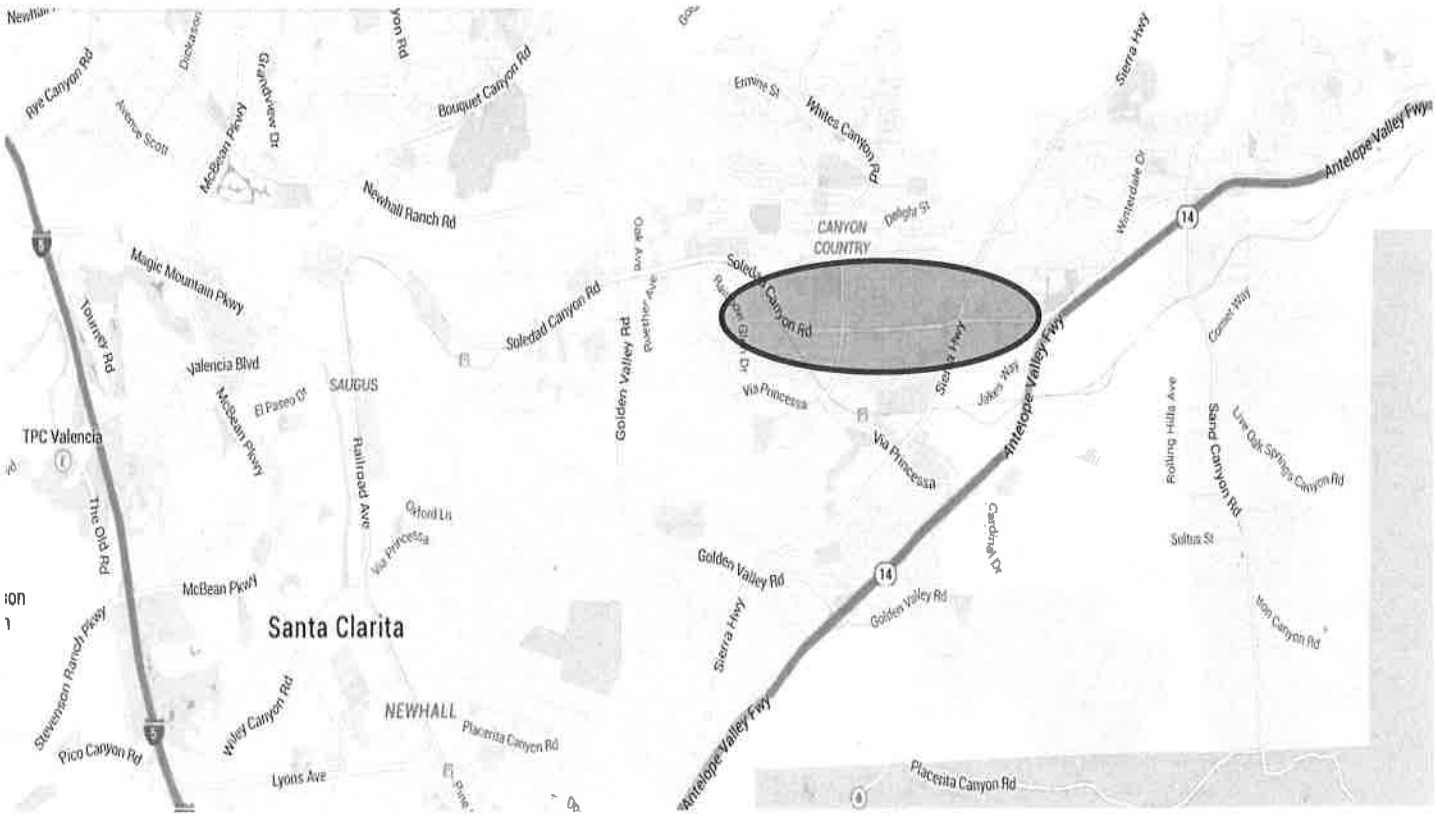
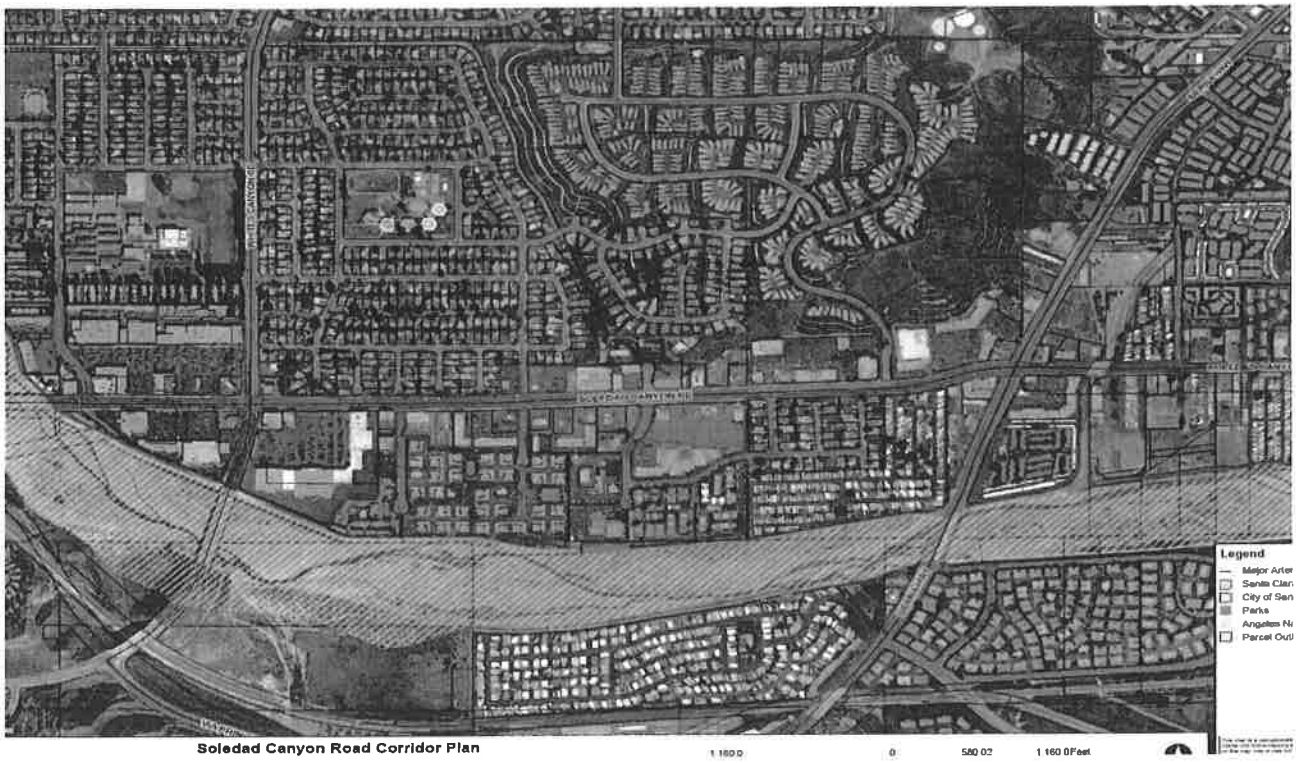


FIGURE 3 – PROJECT BOUNDARIES



A. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "**Potentially Significant Impact**" or "**Less Than Significant Impact With Mitigation**" as indicated by the checklist on the following pages.

[ ]	Aesthetics	[ ]	Agriculture and Forestry Resources	[ ]	Air Quality
[ ]	Biological Resources	[ ]	Cultural Resources	[ ]	Geology /Soils
[ ]	Greenhouse Gas Emissions	[ ]	Hazards & Hazardous Materials	[ ]	Hydrology/Water Quality
[ ]	Land Use/Planning	[ ]	Mineral Resources	[ ]	Noise
[ ]	Population/Housing	[ ]	Public Services	[ ]	Recreation
[ ]	Transportation/Traffic	[ ]	Utilities/Service Systems	[ ]	Mandatory Findings of Significance

B. DETERMINATION

On the basis of this initial evaluation:

[X] I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

[ ] I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

[ ] I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

[ ] I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

[ ] I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date 10/28/14
Mike Marshall, Assistant Planner II

Signature _____ Date 10/28/14
Jeff Hogan, AICP, Planning Manager

C. **EVALUATION OF ENVIRONMENTAL IMPACTS:**

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	[ ]	[ ]	[ ]	[X]
b) Substantially damage scenic resources, including, but not limited to, primary/secondary ridgelines, trees, rock outcroppings, and historic buildings within a state scenic highway?	[ ]	[ ]	[ ]	[X]
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	[ ]	[ ]	[ ]	[X]
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	[ ]	[ ]	[ ]	[X]
e) Other _____	[ ]	[ ]	[ ]	[ ]
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	[ ]	[ ]	[ ]	[X]
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	[ ]	[ ]	[ ]	[X]
d) Result in the loss of forestland or conversion of forestland to non-forest use?	[ ]	[ ]	[ ]	[X]
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forestland to non-forest use?	[ ]	[ ]	[ ]	[X]

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	[ ]	[ ]	[ ]	[X]
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	[ ]	[ ]	[ ]	[X]
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	[ ]	[ ]	[ ]	[X]
d) Expose sensitive receptors to substantial pollutant concentrations?	[ ]	[ ]	[ ]	[X]
e) Create objectionable odors affecting a substantial number of people?	[ ]	[ ]	[ ]	[X]
f) Other _____	[ ]	[ ]	[ ]	[ ]

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	[ ]	[ ]	[ ]	[X]
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	[ ]	[ ]	[ ]	[X]
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	[ ]	[ ]	[ ]	[X]
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	[ ]	[ ]	[ ]	[X]
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, including oak trees?	[ ]	[ ]	[ ]	[X]
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
g) Affect a Significant Ecological Area (SEA) or Significant Natural Area (SNA) as identified on the City of Santa Clarita ESA Delineation Map?	[ ]	[ ]	[ ]	[X]
g) Other _____	[ ]	[ ]	[ ]	[ ]
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	[ ]	[ ]	[ ]	[X]
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	[ ]	[ ]	[ ]	[X]
c) Directly or indirectly destroy or impact a unique paleontological resource or site or unique geologic feature?	[ ]	[ ]	[ ]	[X]
d) Disturb any human remains, including those interred outside of formal cemeteries?	[ ]	[ ]	[ ]	[X]
e) Other _____	[ ]	[ ]	[ ]	[ ]
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	[ ]	[ ]	[ ]	[X]
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	[ ]	[ ]	[ ]	[X]
ii) Strong seismic ground shaking?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	[ ]	[ ]	[ ]	[X]
iv) Landslides?	[ ]	[ ]	[ ]	[X]
b) Result in substantial wind or water soil erosion or the loss of topsoil, either on- or off-site?	[ ]	[ ]	[ ]	[X]
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	[ ]	[ ]	[ ]	[X]
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	[ ]	[ ]	[ ]	[X]
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	[ ]	[ ]	[ ]	[X]
f) Result in a change in topography or ground surface relief features?	[ ]	[ ]	[ ]	[X]
g) Result in earth movement (cut and/or fill) of 10,000 cubic yards or more?	[ ]	[ ]	[ ]	[X]
h) Involve development and/or grading on a slope greater than 10% natural grade?	[ ]	[ ]	[ ]	[X]
i) Result in the destruction, covering, or modification of any unique geologic or physical feature?	[ ]	[ ]	[ ]	[X]
j) Other _____	[ ]	[ ]	[ ]	[ ]

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment?	[ ]	[ ]	[ ]	[X]
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	[ ]	[ ]	[ ]	[X]
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	[ ]	[ ]	[ ]	[X]
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving explosion or the release of hazardous materials into the environment (including, but not limited to oil, pesticides, chemicals, fuels, or radiation)?	[ ]	[ ]	[ ]	[X]
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	[ ]	[ ]	[ ]	[X]
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	[ ]	[ ]	[ ]	[X]
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	[ ]	[ ]	[ ]	[X]
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	[ ]	[ ]	[ ]	[X]
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	[ ]	[ ]	[ ]	[X]
i) Expose people to existing sources of potential health hazards (e.g., electrical transmission lines, gas lines, oil pipelines)?	[ ]	[ ]	[ ]	[X]
j) Other _____	[ ]	[ ]	[ ]	[ ]

IX. HYDROLOGY AND WATER QUALITY – Would the project:

a) Violate any water quality standards or waste discharge requirements?	[ ]	[ ]	[ ]	[X]
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	[ ]	[ ]	[ ]	[X]
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	[ ]	[ ]	[ ]	[X]
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	[ ]	[ ]	[ ]	[X]
f) Otherwise substantially degrade water quality?	[ ]	[ ]	[ ]	[X]
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	[ ]	[ ]	[ ]	[X]
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	[ ]	[ ]	[ ]	[X]
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	[ ]	[ ]	[ ]	[X]
j) Inundation by seiche, tsunami, or mudflow?	[ ]	[ ]	[ ]	[X]
k) Result in changes in the rate of flow, currents, or the course and direction of surface water and/or groundwater?	[ ]	[ ]	[ ]	[X]
l) Other modification of a wash, channel creek, or river?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
m)Impact stormwater management in any of the following ways:	[ ]	[ ]	[ ]	[X]
i) Potential impact of project construction and project post-construction activity on stormwater runoff?	[ ]	[ ]	[ ]	[X]
ii) Potential discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	[ ]	[ ]	[ ]	[X]
iii) Significant environmentally harmful increase in the flow velocity or volume of stormwater runoff?	[ ]	[ ]	[ ]	[X]
iv) Significant and environmentally harmful increases in erosion of the project site or surrounding areas?	[ ]	[ ]	[ ]	[X]
v) Stormwater discharges that would significantly impair or contribute to the impairment of the beneficial uses of receiving waters or areas that provide water quality benefits (e.g., riparian corridors, wetlands, etc.)?	[ ]	[ ]	[ ]	[X]
vi) Cause harm to the biological integrity of drainage systems, watersheds, and/or water bodies?	[ ]	[ ]	[ ]	[X]
vii) Does the proposed project include provisions for the separation, recycling, and reuse of materials both during construction and after project occupancy?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING – Would the project:				
a) Disrupt or physically divide an established community (including a low-income or minority community)?	[ ]	[ ]	[ ]	[X]
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	[ ]	[ ]	[ ]	[X]
c) Conflict with any applicable habitat conservation plan, natural community conservation plan, and/or policies by agencies with jurisdiction over the project?	[ ]	[ ]	[ ]	[X]
XI. MINERAL AND ENERGY RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	[ ]	[ ]	[ ]	[X]
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	[ ]	[ ]	[ ]	[X]
c) Use nonrenewable resources in a wasteful and inefficient manner?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	[ ]	[ ]	[ ]	[X]
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	[ ]	[ ]	[ ]	[X]
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	[ ]	[ ]	[ ]	[X]
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	[ ]	[ ]	[ ]	[X]
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	[ ]	[ ]	[ ]	[X]
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	[ ]	[ ]	[ ]	[X]
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere (especially affordable housing)?	[ ]	[ ]	[ ]	[X]
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	[ ]	[ ]	[ ]	[X]
XIV. PUBLIC SERVICES – Would the project result in:				
a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i) Fire protection?	[ ]	[ ]	[ ]	[X]
ii) Police protection?	[ ]	[ ]	[ ]	[X]
iii) Schools?	[ ]	[ ]	[ ]	[X]
iv) Parks?	[ ]	[ ]	[ ]	[X]
v) Other public facilities?	[ ]	[ ]	[ ]	[X]
XV. RECREATION – Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	[ ]	[ ]	[ ]	[X]
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	[ ]	[ ]	[ ]	[X]
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	[ ]	[ ]	[ ]	[X]
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	[ ]	[ ]	[ ]	[X]
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	[ ]	[ ]	[ ]	[X]
e) Result in inadequate emergency access?	[ ]	[ ]	[ ]	[X]
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	[ ]	[ ]	[ ]	[X]
XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	[ ]	[ ]	[ ]	[X]
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	[ ]	[ ]	[ ]	[X]
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	[ ]	[ ]	[ ]	[X]
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	[ ]	[ ]	[ ]	[X]
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	[ ]	[ ]	[ ]	[X]
g) Comply with federal, state, and local statutes and regulations related to solid waste?	[ ]	[ ]	[ ]	[X]

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	[ ]	[ ]	[ ]	[X]
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	[ ]	[ ]	[ ]	[X]

XIX. DEPARTMENT OF FISH AND WILDLIFE "NO EFFECTS DETERMINATION" FINDING

a) Will the project have an adverse effect either individually or cumulatively, on fish and wildlife resources? Wildlife shall be defined for the purpose of this question as "all wild animals, birds, plants, fish, amphibians, and related ecological communities, including the habitat upon which the wildlife depends for its continued viability."	[ ]	[ ]	[ ]	[X]

D. DISCUSSION OF ENVIRONMENTAL IMPACTS AND/OR EARLIER ANALYSIS

Section and Subsections	Evaluation of Impacts
I. AESTHETICS	**a.) No Impact**: The City of Santa Clarita is located within Southern California's Santa Clarita Valley, which is bound by the San Gabriel Mountains to the south and east, the Santa Susana Mountains to the southwest, and the mountains of the Los Padres and Angeles National Forests to the north. The surrounding natural mountains and ridgelines, some of which extend into the City, provide a visual backdrop for much of the City. Other scenic resources within or visible from the City include the Santa Clara River corridor, forested/vegetated land, and a variety of canyons and natural drainages in portions of the City. The proposed SCRCP is not located on, or in proximity to any, scenic vistas in the City. The project would create a "form-based" code for the portion of the Soledad Canyon Road Corridor starting at the Santa Clara River on the western edge of the project area, to Solamint Road on the eastern boundary of the project area. No development would be approved with the adoption of the SCRCP, rather the SCRCP would provide the framework for future development/redevelopment within the planning area. Based on the analysis completed with the EIR for the General Plan and the proposed SCRCP, no impact to scenic vistas is anticipated and no further analysis is required. **b.) No Impact**: The SCRCP is located along the Soledad Canyon Road corridor between the Santa Clara River and Solamint Road. The SCRCP planning area does not include any General Plan designated ridgelines as it is located in a relatively flat portion of the City. Development in this area in the future would likely continue to maintain the topography of the existing development patterns. Since no General Plan designated ridgelines are located within the planning area, no impacts to these scenic resources are anticipated. Oak trees exist within the SCRCP planning area. However, the proposed SCRCP does not allow for any further impact to oak trees. The City's Unified Development Code includes provisions for the removal, encroachment, and pruning of oak trees in the City. Impacts to oak trees will be evaluated on a project by project basis as impacts are identified. Therefore, no impacts are anticipated to oak trees with the approval of the SCRCP. In January 2013, the City Council of the City of Santa Clarita adopted the City's Historic Preservation Ordinance to protect historic resources in the City. The Ordinance allowed property owners to "opt-in" to place the historic designation on their property. In

addition eight properties were designated as "historic" under the ordinance as well. However, none of the properties designated as historic are located within the SCRCP planning area. The proposed SCRCP will not impact the Historic Preservation Ordinance and will allow property owners within the SCRCP to opt-in and request that a property be designated as historic.

c) No Impact: The SCRCP will guide the orderly development/redevelopment of property within the SCRCP planning area. The SCRCP designates that future development/redevelopment within the planning area utilize one specific architectural theme including the Rustic Californian style. Further, the SCRCP designates the building and frontage types permitted within the planning area. Designating the frontage and building types clearly defines the street scene that is desired along the Soledad Canyon corridor in order to get more orderly development consistent with the vision for the corridor. The Soledad Canyon Corridor has been predominantly developed with parking and small outbuildings located on the street-side of each lot, with the buildings located along the rear portions of the project. The SCRCP would allow each new development/redevelopment of a project site to bring the buildings out to the street, tucking the parking either behind the building, or within structured parking as appropriate. The changes to the street scene will change upon development/redevelopment. However, the clear prescriptions provided by the SCRCP will ensure the orderly design and development to ensure that the appropriate street scene is accomplished. Therefore, no impact related to visual character or quality of the site and surroundings is anticipated with the adoption of the SCRCP.

d.) No Impact: The SCRCP does not propose to regulate any lighting within the planning area. The City's Unified Development Code addresses lighting, providing regulations that require that all lights are directed downward and are screened from neighboring properties. In addition, the UDC requires that there is no spill-over of light onto sensitive biological areas or neighboring properties. Development/redevelopment in the SCRCP area will likely create new sources of light, however structured parking in mixed use areas will likely reduce the need for unenclosed lighting structures in parking areas. Since no development is proposed at this time, lighting impacts are too speculative to analyze at this time and must be evaluated on a project-by-project basis. However, compliance with the provisions of the UDC is anticipated to reduce all impacts relating to light in the SCRCP area to less than significant levels.

	The Environmental Impact Report (EIR) prepared for the General Plan analyzed the potential impact of aesthetics in Section 3.6 of the General Plan EIR. The EIR determined that all impacts relating to aesthetics were anticipated to be less than significant with the build-out of the General Plan and no mitigation measures were required for aesthetics. Therefore, based on the EIR prepared for the General Plan, and the creation of the Soledad Canyon Road Corridor Plan proposed at this time, no impact to aesthetics is anticipated and no further analysis is required.
II. AGRICULTURE AND FORESTRY RESOURCES	a.-e.) **No Impact** – There is no farmland of any kind located within the SCRCP planning area. The SCRCP planning area is predominantly developed with a mixture of residential, commercial, and service related uses. The creation of a form-based code to guide development/redevelopment in the planning area will therefore not impact any farmland, forest areas, or other agricultural uses. The EIR prepared for the General Plan discusses agricultural resources in section 3.5 of the EIR. The General Plan EIR identifies that there would be a significant impact to Important Farmlands due to areas in the City's Sphere of Influence being converted to Urban Land Use designations and a Statement of Overriding Considerations (SOC) was adopted for agricultural resources. No mitigation measures were identified that would reduce impacts as a result of the conversion of farmland described above. However, none of these Important Farmland areas are located within the current City boundary, its recently annexed areas, or the SCRCP, and will therefore not be impacted with the creation of the SCRCP. Therefore, based on the EIR prepared for the General Plan, and the creation of the Soledad Canyon Road Corridor Plan proposed at this time, no impact to agricultural, farmland, or forest resources is anticipated and no further analysis is required.
III. AIR QUALITY	a.-e.) **No Impact:** The City of Santa Clarita is within the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the Pacific Ocean to the south and west. The air quality in the SCAB is managed by the South Coast Air Quality Management District (SCAQMD). The SCAB has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Because of the violations of the California Ambient Air

	Quality Standards (CAAQS), the California Clean Air Act requires triennial preparation of an Air Quality Management Plan (AQMP). The AQMP analyzes air quality on a regional level and identifies region-wide attenuation methods to achieve the air quality standards. These region-wide attenuation methods include regulations for stationary-source polluters; facilitation of new transportation technologies, such as low-emission vehicles; and capital improvements, such as park-and-ride facilities and public transit improvements. The most recently adopted plan is the 2007 AQMP, adopted on June 1, 2007. This plan is the South Coast Air Basin's portion of the State Implementation Plan (SIP). This plan is designed to implement the California Clean Air Act and in turn implement the Federal Clean Air Act administered by the EPA. The AQMP accommodates population growth and transportation projections based on the predictions made by the Southern California Association of Governments (SCAG). Thus, projects that are consistent with employment and population forecasts are consistent with the AQMD. The creation of the SCRCP will not alter any of the aforementioned measures. The General Plan for the City outlined the land use designations in the City, including the establishment of commercial and residential densities within the various zones in the City. The SCRCP is a form-based code that will set parameters for the development of property within the SCRCP planning area and ensure that they consistent with the densities envisioned in the General Plan. The form-based code for the SCRCP provides clear direction on the types of buildings, the design of the frontages along the public right-of-way, and the architectural style of the buildings within the planning area. These parameters will provide the clear direction for future development/redevelopment within the planning area, encouraging the mixing of uses in the corridor to create a walkable, pedestrian community that will reduce vehicle miles traveled by providing the necessary services in close proximity to existing and future residential uses. There are over 2,000 residential units within a five (5) minute walk of the planning area and over 3,300 residential units within a 10 minute walk of the planning area. Providing a well balanced mix of uses along the corridor will encourage further pedestrian connectivity, reducing vehicle trips in the corridor. The EIR prepared for the General Plan discusses air quality impacts in Section 3.3 of the EIR. The EIR identifies that there would be impacts to air quality that require mitigation for both construction-related and operations-related air quality. The EIR proposes the implementation of mitigation measures MM 3.3-1 to MM 3.3-9 to

	mitigate any potential air quality impacts associated with the implementation of the General Plan. The General Plan EIR determined that with the implementation of these mitigation measures, the impacts to air quality will likely be significant and unavoidable, and an SOC for air quality was adopted. Since the SCRCP is implementing the General Plan by providing the form-based framework for the development/redevelopment of the planning area, no further mitigation would be required for the proposed amendments to the UDC. Future projects developed under the SCRCP would be subject to appropriate CEQA analysis to determine project-specific impacts, if any, to air quality to ensure compliance with the General Plan and the required mitigation measures established in the General Plan EIR. Therefore, based on the EIR prepared for the General Plan, and the creation of the SCRCP proposed at this time, no further impact to air quality is anticipated with the proposed amendments and no further analysis is required.
IV. BIOLOGICAL RESOURCES	a.-g.) **No Impact** – The SCRCP is located in an urban environment that is predominantly developed and therefore does not include any habitat identified by the Department of Fish and Game or the U.S. Fish and Wildlife Service. Therefore, the creation of the SCRCP is not anticipated to impact any special status species of flora or fauna. The SCRCP is intended to guide the development/redevelopment of property within the planning area and will not entitle any construction activity. The creation of the SCRCP will implement the General Plan, by creating a form-based code that will prescribe the building types, frontage types, and architectural styles for development/redevelopment of property within the planning area. Any development in the planning area is speculative at this time, however must be consistent with the densities outlined in the General Plan for both residential and commercial land uses. All future projects under the SCRCP would be required to be analyzed under CEQA to determine any project specific impacts to biological resources as a result of the project would exist. The EIR prepared for the General Plan discusses possible impacts to biological resources in Section 3.7 of the EIR. The EIR identifies that potential impacts related to biological resources would exist as a result of the implementation of the General Plan including impacts to special status species of flora and fauna, impacts to possible "blueline" streams, and possible impacts to conservation plans in the City. However, the extent of these potential impacts cannot be identified at this time and will require further analysis on a project by project basis. The General Plan incorporated mitigation measures MM 3.7-1 to MM 3.7-3 to address the possible impacts to biological

	resources. However, these mitigation measures are not anticipated to address the potential impacts to biological resources and an SOC was adopted for biological resources. The creation of the SCRCP proposed at this time is a regulatory act and is not development specific. The Mitigation Measures identified in the General Plan will address project specific impacts requiring additional studies at the time development is proposed in the City. Therefore, based on the EIR prepared for the General Plan, the proposed UDC amendments are not anticipated to have an impact to biological resources and no further analysis is required.
V. CULTURAL RESOURCES	a.-d.) **No Impact** – The General Plan identifies resources of historic significance to the City of Santa Clarita, as well as resources that have historical significance to the State of California. To further protect these resources, as well as provide for regulations for the treatment of historical structures in the City, the City Council adopted a Historic Preservation Ordinance on January 8, 2013. The SCRCP planning area is located in a portion of the City that is urbanized with a mixture of commercial, residential and service related uses. None of the resources identified in the General Plan, or the Historic Preservation Ordinance are located within the SCRCP planning area, and would therefore, not be impacted as a result of the creation of the SCRCP. Historic resources within the SCRCP would still be subject to the Historic Preservation Ordinance for any properties that are designated as historic resources in the future. Further, impacts associated with historical resources were considered in Section 3.8 of the EIR prepared for the General Plan. The creation of the SCRCP will not have any further impact on cultural resources in the City of Santa Clarita as it will not alter any unique geological feature, paleontological resource, any human remains or affect any historical or archeological resource. However, as identified in mitigation measures MM 3.8-1 to MM 3.8-7 of the General Plan EIR, further studies on a project specific basis will be required to determine if any possible historical resources or unique paleontological resources exist on a project site. Should any resources be identified in any future studies or found during any construction activities, the proper authorities would be notified to ensure that the proper measures are taken to preserve all identified resources. With the mitigation measures outlined in the General Plan EIR, all impacts would be reduced to a less than significant level. Therefore, based on the EIR prepared for the General Plan, and the creation of the SCRCP, no further impact to archeological, historical or cultural resource is anticipated and no further analysis is required.

VI. GEOLOGY AND SOILS	a.-i.) **No Impact** – Southern California has numerous active and potentially active faults that could affect the City. As stated in the City's General Plan, the City is susceptible to geologic hazards in the event of a major earthquake (magnitude 8.3) along the San Andreas Fault. This could result in ground failure and liquefaction. However, the creation of the SCRCP would not change the requirements of future development to follow all state and City building codes/regulations. The proposed corridor plan will implement the General Plan by establishing code language to guide future development in the SCRCP planning area. The SCRCP planning area is located in a portion of the City that is urbanized with a mixture of commercial, residential and service related uses. Although no construction is proposed at this time, any future construction would be required to address the geologic and/or soils conditions on their project site prior to the issuance of any permits on the project site. The creation of the SCRCP proposed at this time is regulatory in nature to further implement the General Plan. The EIR prepared for the General Plan evaluated the potential impacts to geology and soils in Section 3.9 of the EIR. Mitigation measures MM 3.9-1 to MM 3.9-9 were identified and are anticipated to reduce any impacts associated with future development to less than significant impact levels. Therefore, based on the EIR prepared for the General Plan, and the creation of the SCRCP, no further impact related to geology and soils is anticipated and no further analysis is required.
VII. GREENHOUSE GAS EMISSIONS	a.-b.) **No Impact** – "Greenhouse gases" (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as "global warming." These greenhouse gases contribute to an increase in the temperature of the earth's atmosphere. The principal greenhouse gases (GHGs) include carbon dioxide (CO_2), methane, and nitrous oxide. Collectively GHGs are measured as carbon dioxide equivalent (CO_2e). Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions. California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statues and executive orders (EO) include Assembly Bill (AB) 32, Senate Bill (SB) 1368, Executive Order (EO) S-03-05, EO S-20-06 and EO S-01-07.

	AB 32, the California Global Warming Solutions Act of 2006, is one of the most significant pieces of environmental legislation that California has adopted. Among other things, it is designed to maintain California's reputation as a "national and international leader on energy conservation and environmental stewardship." Most notably AB 32 mandates that by 2020, California's GHG emissions be reduced to 1990 levels. The EIR prepared for the General Plan analyzed the impacts related to global climate change in Section 3.4 of the General Plan EIR. The analysis in the General Plan EIR determined that mitigation measures MM 3.4-1 to MM 3.4-16 were required to reduce impacts to global climate change. With these mitigation measures, the impacts to global climate change were considered to be significant and unavoidable, and a Statement of Overriding Considerations was adopted related to global climate change. However, Policy CO8.1.1 of the Conservation Element of the General Plan required that a Climate action Plan (CAP) be adopted within 18 months of the certification of the City's General Plan to ensure that the City will be able to achieve California's State-mandated targets to reduce greenhouse gas emissions to 1990 levels by 2020. On August 28, 2012, the City of Santa Clarita adopted a Climate Action Plan (CAP) in compliance with the General Plan policy. The CAP used the baseline year of 2005 in comparison to the impacts associated with the General Plan land use designations to establish the mitigation measures required to reduce the greenhouse gas emissions. The CAP determined that projects in compliance with the General Plan are consistent with the CAP. The proposed SCRCP is a planning document for the Soledad Canyon Road corridor that is in compliance with the land use designations outlined in the General Plan and therefore would be in compliance with the CAP. Therefore, based on the EIR prepared for the General Plan, the CAP prepared for the City, and the creation of the SCRCP, no further impact related to greenhouse gas emissions is anticipated and no further analysis is required.
VIII. HAZARDS AND HAZARDOUS MATERIALS	a.-i.) **No Impact** – The creation of the SCRCP would not directly expose people to health hazards or hazardous materials, interfere with any emergency response plans, or any land use within 2 miles of an airport, airfield, or otherwise impact any airport land use plan. The SCRCP will implement the goals and policies of the General Plan and will not have an impact on the environment other than what was previously analyzed under the General Plan EIR. The General Plan EIR analyzed the impacts to hazards and hazardous material in Section 3.11 of the EIR and did not identify any mitigation measures

	related to hazards or hazardous materials were required. Therefore, based on the EIR prepared for the General Plan, and the creation of the SCRCP, no further impact related to hazards and hazardous materials is anticipated and no further analysis is required.
IX. HYDROLOGY AND WATER QUALITY	a.-l.) **No Impact** – The City of Santa Clarita has an interconnected system of waterways that lead to the Santa Clara River. Development in the City is required to reduce the alteration of flows, impeding flows, and further changing flows of water that would impact properties and resources both up and/or down-stream. Prior to the installation of any improvements, developers must demonstrate that the improvements will not have an impact on the path or velocity of water flow off of the site. Further, development in the City must comply with the National Pollutant Discharge Elimination System (NPDES) having the responsibility to ensure that water is properly treated prior to leaving a project site and discharging into any stormwater drainage facility. The proposed SCRCP is not changing any development standards that would impact these requirements. The EIR for the General Plan evaluated the potential impacts to hydrology and water quality in Section 3.12 of the EIR. The EIR determined that there could be impacts associated with hydrology and water quality, and required that mitigation measures MM 3.12-1 to MM 3.12-5 be incorporated to mitigate all potential impacts. With these mitigation measures, all impacts would be reduced to less than significant levels, requiring all development to demonstrate compliance with the NPDES standards prior to the issuance of any permits for development on a project site. Further, prior to any permits, development would also be required to demonstrate that there would be no impact to any floodway, water way, or other drainage course as a result of the proposed project. The creation of the SCRCP is a regulatory act and is not anticipated to change any of these standards as they currently exist in the UDC or in the Municipal Code of the City of Santa Clarita. The SCRCP will not result in direct impacts on hydrology and water quality. Further, the SCRCP is not anticipated to impact any 100-year flood hazard area, tsunami, drainage pattern, or runoff of Stormwater Management systems. Any construction related activity within the City would comply with the zoning codes in place at the time that revisions are requested, including any additional CEQA review if required. Therefore, based on the EIR prepared for the General Plan, and the creation of the SCRCP, no further impact to hydrology and water quality is anticipated and no further analysis is required.

X. LAND USE AND PLANNING	a.-c.) **No Impact** – The creation of the SCRCP is implementing the General Plan by creating a plan for future development/redevelopment along the Soledad Canyon Road Corridor. The planning area is predominantly developed with commercial, residential, and service-related uses. Future development along the corridor will not impact any established community that would be disrupted or physically divided due to the proposed amendments, and therefore, no impact is anticipated. Further, the creation of the SCRCP will implement the General Plan adopted by the City on June 14, 2011, including the following objectives and policies of the General Plan encouraging the creation of similar plans for revitalization of communities in the City: **Objective LU 1.2** Maintain the distinctive community character of villages and neighborhoods throughout the planning area by establishing uses, densities, and design guidelines appropriate to the particular needs and goals of each area, including but not limited to the following: **Objective LU 4.3** Enhance older commercial and industrial areas. **Policy LU 4.3.4** Promote business development that upgrades and revitalizes older commercial corridors, including Lyons Avenue, Railroad Avenue/Newhall Avenue, Main Street and Soledad Canyon Road, in a manner that reflects each area's character, architecture, and history. As described above, the creation of the SCRCP will create provisions for the development/redevelopment within the planning area consistent with the land use designations approved in the City's General Plan, promoting infill development and re-use of existing sites. The EIR prepared for the General Plan comprehensively analyzes the Goals and Policies of the Land Use Element of the General Plan in Section 3.1 of the EIR. Implementation of the Goals and Policies of the General Plan is anticipated to address any potential impacts associated with Land Use and Planning and no further mitigation measures are necessary. The proposed SCRCP will not affect current City standards regarding habitat conservation plans, natural community preservation plans, and/ or the policies of agencies with jurisdiction over resources and resource areas within the City since no development is proposed at this time. All future development would be subject to the standards established by the City, at the time development is proposed.

	Therefore, based on the EIR prepared for the General Plan, and the creation of the SCRCP, no further impact to land use and planning is anticipated and no further analysis is required.
XI. MINERAL AND ENERGY RESOURCES	a.-c.) **No Impact** – Gold mining and oil production historically have been the principal mineral extraction activities in and around the Santa Clarita Valley. Other minerals found in the General Plan planning area include construction aggregate, titanium, and tuff. Mineral resources and extraction areas are shown in Exhibit CO-2 of the City's General Plan. There are no current extraction operations within the Soledad Canyon Road Corridor planning area. There are significant portions of the planning area along Soledad Canyon Road that are identified as being in a Zone 2 (Aggregate) Mineral Resource Zone. However, these areas are developed and do not have any mining operations. Therefore, the creation of the SCRCP is not expected to affect mineral resources in the planning area, or the City. Should any aggregate or oil extraction be expanded or introduced in the planning area, additional review under CEQA will be required to determine if any project specific impacts exist. The EIR prepared for the General Plan evaluates the impacts to mineral and energy resources in Section 3.10 of the EIR. The EIR did not identify the need for any mitigation measures as all impacts were anticipated to be less than significant relating to mineral and energy resources. Therefore, based on the EIR prepared for the General Plan, and the creation of the SCRCP, no further impact to mineral and energy resources is anticipated and no further analysis is required.
XII. NOISE	a.-f.) **No Impact** – The creation of the SCRCP will not expose persons to the generation of a significant increase in noise levels, groundborne vibration, or increase ambient noise. The SCRCP is a planning document that will serve as the code for the development/redevelopment within the Soledad Canyon Road Corridor planning area. The SCRCP will serve as a regulatory document and does not propose any development at this time and therefore, there would not be a direct impact to noise levels in the city. Further, the SCRCP does not propose to alter any noise standards in the Unified Development Code, or the City's Municipal Code that would impact development/redevelopment along the Soledad Canyon Road Corridor planning area. The EIR prepared for the General Plan evaluated the impacts associated with noise in Section 3.18 of the EIR. The EIR determined that the impacts associated with construction and operations-related noise impacts will be significant and unavoidable, even with the mitigation proposed under mitigation measure MM 3.18-1 to limit the use of pile driving activities during construction, and an SOC was adopted for noise. Since the creation of the SCRCP is implementing the General Plan and is not proposing any alterations to 11.44 of the

	Municipal Code regarding noise standards in the City, no impacts to noise are anticipated. The proposed SCRCP is consistent with the General Plan and will not require any further analysis under CEQA. However, all future development will be subject to CEQA and would be required to analyze possible project specific noise impacts and incorporate all feasible mitigation measures to reduce any identified impacts. Therefore, based on the EIR prepared for the General Plan, and the creation of the SCRCP, no further impact to noise is anticipated and no further analysis is required.
XIII. POPULATION AND HOUSING	a.-c.) **No Impact** – The creation of the SCRCP is not anticipated to induce substantial population growth in the Santa Clarita Valley beyond what was considered as a part of the General Plan. The SCRCP will implement the General Plan by creating a development code for the future development/redevelopment along the Soledad Canyon Road Corridor to encourage redevelopment along the corridor. The EIR prepared for the General Plan evaluated the impacts related to population and housing in Section 3.19 of the EIR. The EIR determined that there would be no impacts related to population and housing and no mitigation measures relating to population and housing were required. The creation of the SCRCP is a regulatory act and will not include any development activity at this time. Therefore, the creation of the SCRCP would not alter the City's population projections and would be consistent with the City's General Plan. Therefore, based on the EIR prepared for the General Plan, and the creation of the SCRCP, no further impact to population and housing is anticipated and no further analysis is required.
XIV. PUBLIC SERVICES	A)i.-iv **No Impact** – The proposed SCRCP will not directly increase the need for additional fire, police, schools, or libraries. However, any future development/redevelopment along the Soledad Canyon Road corridor would be subject to any applicable development fees, which are established to compensate for growth. The creation of the SCRCP would implement the General Plan by creating a plan for the future development/redevelopment along the Soledad Canyon Road Corridor. Further, the EIR prepared for the General Plan analyzed the impacts associated with public services in Section 3.15 of the EIR. The EIR found that mitigation measures including mitigation measures MM 3.15-1 to MM 3.15-4 which will require individual development applications to pay the applicable development impact fees associated with their development prior to the applicable timeline established by the jurisdiction responsible for the regulatory fee. With the payment of the applicable development impact fees impacts to public services would be mitigated to less than significant

	levels. Therefore, based on the EIR prepared for the General Plan, and the creation of the SCRCP, no further impact to public services are anticipated and no further analysis is required.
XIV. RECREATION	a.-b.) **No Impact** – The proposed SCRCP will not have any impact on recreational amenities within the City of Santa Clarita. The SCRCP will implement the General Plan by creating a planning document for the future development/redevelopment along the Soledad Canyon Road Corridor. The General Plan EIR evaluated the impacts associated with recreation in Section 3.16 of the EIR. The EIR determined that there would be no impact to recreation facilities and no mitigation measures were required for recreational facilities. The proposed project does not include any development activities at this time and all subsequent approvals would be required to comply with the Open Space and Conservation Element in the City's General Plan and would be subject to the City's park impact fees. Therefore, based on the EIR prepared for the General Plan, and the creation of the SCRCP, no further impact to recreation is anticipated and no further analysis is required.
XVI. TRANSPORTATION/ TRAFFIC	a.-g.) **No Impact** – The creation of the SCRCP is regulatory in nature and is not anticipated to have direct developmental impacts that alter traffic load or capacity on street systems. As previously discussed, Land Use Objective LU 1.2, Policy LU 1.2.1, Objective LU 4.3, and Policy LU 4.3.4 of the General Plan seek to encourage the revitalization of the Soledad Canyon Road corridor and further revitalize existing, older communities in the City, implementing of the General Plan. The SCRCP will create development standards for the development/redevelopment of property within the planning area, providing standards for the building types, frontage types, and architectural types for all future projects along the Soledad Canyon Road corridor. The General Plan prescribed the land uses permitted along the corridor, including the introduction of the Mixed Use land use designation and the Mixed Use Overlay zone designation. Any subsequent development under the SCRCP would be regulated by the City's UDC, General Plan, and transportation policies and would be subject to additional CEQA review to determine the specific project-related impacts. The EIR prepared for the General Plan analyzed the potential impacts related to traffic and transportation in Section 3.2 of the EIR. The EIR determined that all impacts related to transportation and traffic in the City would be less than significant with the incorporation of three mitigation measures including MM 3.2-1 to MM 3.2-3. These measures will require the City to work with CalTrans as additional infrastructure is required on the regional highways neighboring the City, and to analyze traffic impacts on a

	project-by-project basis. Since no new development is proposed at this time, no further study is required regarding traffic and transportation. Therefore, based on the EIR prepared for the General Plan, and the creation of the SCRCP, no further impact to traffic and transportation is anticipated and no further analysis is required.
XVII. UTILITIES AND SERVICE SYSTEMS	a.-g.) **No Impact** – The creation of the SCRCP does not include any new development at this time. The SCRCP would implement the General Plan by creating a planning document to guide the future development/redevelopment of the Soledad Canyon Road corridor, consistent with the land use designations of the General Plan. Therefore, the project would not directly result in the construction of new water facilities, expansion of existing electric or natural gas facilities, affect drainage patterns, water treatment services, and furthermore, no impacts to landfill capacity would occur beyond what was analyzed in the General Plan EIR. The EIR prepared for the General Plan evaluated the impacts to utilities and service systems in Section 3.17 of the EIR. The EIR determined that there would be significant and unavoidable impacts related to solid waste even with the incorporation of mitigation measures MM 3.17-1 to MM 3.17-8, and an SOC was adopted for solid wate. These mitigation measures require that future development be required to provide the appropriate facilities at the time they are developed, in coordination with the applicable City/County agency. Water availability was extensively analyzed in the General Plan EIR in Section 3.13. Water facilities, including adequacy of water supplies, groundwater recharge, and perchlorate contamination, will be adequate for areas within the Castaic Lake Water Agency (CLWA) service area and the east subbasin. However, water facilities for areas outside the CLWA service area and east subbasin would be unavoidably significant even with the mitigation measures identified in the General Plan EIR and an SOC was adopted for water. The General Plan incorporates mitigation measures MM 3.13-1 to MM 3.13-46. Any subsequent development would be required to comply with the City's General Plan and the requirements of the Regional Water Quality Control Board and all applicable utility purveyors. Compliance with these requirements would ensure all federal, state and local statutes and imposed regulations are met. Since the SCRCP is implementing the General Plan, no further impact to utilities and services are anticipated. Therefore, based on the EIR prepared for the General Plan, and the

	creation of the SCRCP, no further impact to utilities and service systems is anticipated and no further analysis is required.
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	a.-c.) **No Impact** – The creation of the SCRCP will not have a significant impact on the environment that would lead to a substantial reduction in habitat of a fish or wildlife species, or reduce or restrict the number of rare, threatened or endangered species. The SCRCP planning area consists of urbanized development along a commercial corridor in the City. Since the SCRCP being considered at this time is implementing the General Plan, no further impacts beyond those considered under the EIR prepared for the General Plan are anticipated.
XVII. DEPARTMENT OF FISH AND GAME NO EFFECTS DETERMINATION	a.) **No Impact** – The legislative intent of the Department of Fish and Game 'De Minimus' Finding is "to extend the current user-based funding system by allocating the transactional costs of wildlife protection and management to those who would consume those resources through urbanization and development..." (AB 3158, Chapter 1706, Statutes of 1990, effective January 1, 1991, Section 1(c)). However, the creation of the SCRCP would not entitle any new development; and any future development proposal seeking discretionary approval would remain subject to CEQA and the CDFG Code. Since, the creation of the SCRCP implements the General Plan, no further impacts beyond those considered under the EIR prepared for the General Plan are anticipated and no significant adverse effect either individually or cumulatively are anticipated to fish and wildlife resources. Therefore, the project's impacts on fish and wildlife are de minimus.

RESOLUTION NO. P14-18

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARITA RECOMMENDING THAT THE CITY COUNCIL ADOPT THE NEGATIVE DECLARATION PREPARED FOR THE PROJECT AND APPROVE MASTER CASE NO. 13-096 (ZONE CHANGE 13-004), AMENDING THE SANTA CLARITA UNIFIED DEVELOPMENT CODE BY CREATING THE SOLEDAD CANYON ROAD CORRIDOR PLAN

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 June 14, 2011, the City Council adopted the Santa Clarita General Plan by adoption of Resolution No. 11-63. The General Plan provides a vision that will guide future development in the City of Santa Clarita through a set of goals, objectives, and policies;

B. On July 9, 2013, the City Council adopted the City's first corridor plan for the Lyons Avenue Corridor, by adoption of Ordinance No. 13-11.

C. Following adoption of the Lyons Avenue Corridor Plan in July 2013, the City of Santa Clarita (the "Applicant" or "City") initiated the Soledad Canyon Road Corridor Plan (the "project" or "SCRCP");

D. The Soledad Canyon Road Corridor planning area is located within the City of Santa Clarita in the County of Los Angeles on Soledad Canyon Road, west of Solamint Road and east of the Santa Clara River near Camp Plenty Road;

E. The City of Santa Clarita's proposed project consists of Zone Change (ZC) 13-004 to update the zoning map to ensure consistency with the General Plan;

F. The City Council Development Subcommittee held a duly-noticed meeting on October 7, 2014, in accordance with the City's noticing requirements. The meeting was held at City Hall, Orchard Room, located at 23920 Valencia Boulevard, Santa Clarita;

G. The Planning Commission held a duly-noticed public hearing on November 18, 2014, in accordance with the City's noticing requirements. The project was advertised in The Signal newspaper on October 28, 2014. The hearing was held at City Hall, 23920 Valencia Boulevard, Santa Clarita, at 6:00 p.m;

H. That at this public hearing, the Planning Commission received staff's presentation summarizing the proposed project, opened the public hearing, received public testimony regarding the project, provided comments to staff and closed the public hearing. Staff presented the necessary approval documents (resolution and associated attachments), and the Planning Commission took action on the resolution of recommendation to the City Council;

I. Based upon the staff presentations, staff reports, and public comments and testimony, the Planning Commission finds that the Soledad Canyon Road Corridor Plan will not adversely affect the health, peace, comfort, or welfare of persons residing in the area; nor will the Soledad Canyon Road Corridor Plan jeopardize, endanger or otherwise constitute a menace to the public health, safety, or general welfare; and

J. The location of the documents and other materials that constitute the record of proceedings upon which the decision of the Planning Commission is based for the Master Case No. 13-096 project file is with the Community Development Department; the record specifically is in the custody of the Director of Community Development.

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

A. An Initial Study and a Negative Declaration for this project have been prepared in compliance with the California Environmental Quality Act (CEQA);

B. The Initial Study has been circulated for review and comment by affected governmental agencies and the public, and all comments received have been considered. The Negative Declaration was advertised on October 28, 2014, and posted on November 4, 2014, in accordance with CEQA. The public review period was open from October 28, 2014, through November 18, 2014;

C. There is no substantial evidence that the project will have a significant effect on the environment. The Negative Declaration reflects the independent judgment of the City of Santa Clarita;

D. The documents and other material which constitute the record of proceedings upon which the decision of the Planning Commission is made is the Master Case No. 13-096 project file, located within the Community Development Department and is in the custody of the Director of Community Development; and

E. The Planning Commission, based upon the findings set forth above, hereby finds that the Negative Declaration for this project has been prepared in compliance with CEQA.

SECTION 3. GENERAL FINDINGS FOR MASTER CASE NO. 13-096. Based on the foregoing facts and findings for Master Case No. 13-096, the Planning Commission recommends the City Council hereby find as follows:

A. The proposal is consistent with the General Plan;

The project is consistent with the General Plan because the proposed Soledad Canyon Road Corridor Plan carries out a number of General Plan policies and objectives. Specifically, the Land Use Element of the General Plan dictates that the City work to promote business development that upgrades and revitalizes older commercial corridors in a manner that reflects each community's character, architecture and history. The Soledad Canyon Road Corridor Plan provides incentives for property and business owners to invest in upgrading and revitalizing older commercial centers. The proposed plan is also consistent with Land Use Policy 2.1.2 by promoting healthy, walkable communities. This is achieved by providing and appropriate mix of residential and service uses in proximity to one another. The Soledad Canyon Road Corridor Plan further implements the general plan by applying distinctive community character guidelines to the planning area through the use of frontage types, building types, and architectural styles.

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

The zone change proposed would not change the character or nature of commercial development within the plan area or adjacent residential areas and would allow the established land use patterns to continue, thus supporting the 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

Nothing contained in the proposed Soledad Corridor Plan would endanger, jeopardize, or otherwise constitute a hazard to the public because the plan document does not result in the disturbance of land or the physical development of any property and would be consistent with the provisions of the UDC and General Plan.

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 service (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.

The proposal is physically suitable for the site in terms of location, shape, size, and operating characteristics. The Soledad Corridor Plan is a zoning document that does not supersede but rather enacts the provisions of the General Plan. The Soledad Canyon Road Corridor Plan does not propose land uses that would generate traffic volumes in excess of that anticipated in the General plan and further does not propose changes to the existing highways or streets that provide access to sites throughout the planning area. The Soledad Canyon Road Corridor Plan area is currently served by the Los Angeles County Fire Department and the Los Angeles County Sheriff's Department, both of which provide adequate service levels. The project area is likewise served by all applicable utilities. Nothing in the proposed zone change would increase the need for fire or police protection services, nor would the plan increase demand for utilities.

SECTION 4. ADDITIONAL FINDINGS FOR ZONE CHANGE 13-004 (ZONE CHANGE). Based upon the foregoing facts and findings for Zone Change 13-004, the Planning Commission recommends the City Council hereby find as follows:

A. That modified conditions warrant a revision in the zoning map as it pertains to the area under consideration:

B. That a need for the proposed zone classification exists within such area:

C. That the particular property under consideration is a proper location for said zone classification within such area

i. That placement of the proposed zone at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice; and

ii. That the proposed zone change is consistent with the adopted General Plan for the area unless a General Plan amendment is filed concurrently and approved with said zone change.

The General Plan envisions Corridor Plans for certain commercial areas of the City, including the Soledad Canyon Road corridor. The Soledad Canyon Road Corridor Plan establishes development standards that would guide future development and does not include a proposal for physical development. The need for the proposed zone classification is demonstrated by the lack of a cohesive aesthetic quality and instances of functional obsolescence throughout the planning area. The plan would serve the interest

of the health, safety and general welfare of the public by promoting business development and revitalizing older commercial centers that provide for healthy and walkable communities. The project is consistent with the General Plan because it would carry out a number of General Plan policies and objectives. The Soledad Canyon Road Corridor Plan further implements the General Plan by applying distinctive community character guidelines to the planning area through the use of frontage types, building types, and architectural styles. Further, the Soledad Canyon Road Corridor Plan area is currently adequately served by applicable emergency services, utilities and the proposed zone change would not increase the demand for these services.

SECTION 5. ADDITIONAL FINDINGS FOR ZONE CHANGE 13-004 (ZONE AMENDMENT). Based upon the foregoing facts and findings for Zone Change 13-004, the Planning Commission recommends the City Council hereby find as follows:

A. The amendment is consistent with the adjacent area, if applicable;

B. The amendment is consistent with the principles of the General Plan;

C. Approval of the amendment will be in the interest of public health, convenience, safety, and general welfare and in conformity with good zoning practice;

D. The amendment is consistent with other applicable provisions of this code; and

E. Is necessary to implement the General Plan and/or that the pubic convenience, the general welfare or good zoning practice justifies such action.

The proposed Soledad Canyon Road Corridor Plan creates a zoning document for the affected planning area and implements all provisions of the General Plan and would therefore be consistent with the areas adjacent to the plan area. The project is consistent with the General Plan because it would carry out a number of General Plan policies and objectives. The Soledad Canyon Road Corridor Plan further implements the general plan by applying distinctive community character guidelines to the planning area through the use of frontage types, building types, and architectural styles. Further, the Soledad Canyon Road Corridor Plan area is currently adequately served by applicable emergency services, utilities and the proposed zone change would not increase the demand for these services. The plan would serve the interest of the health, safety and general welfare of the public by promoting business development and revitalizing older commercial centers that provide for healthy and walkable communities. The proposed Soledad Canyon Road Corridor Plan creates development standards that would enact the provisions of the General Plan and affect the aesthetic quality of the planning area upon the approval of a project that is consistent with the development standards detailed within the code. Those standards do not address existing roadways, street medians, USMP and/or SUSMP requirements, stormwater runoff requirements, fire access requirements, California Building Code requirements, or subdivision requirements and therefore would be consistent with all other provisions of the UDC. The Land Use Element of the General Plan dictates that the City work to promote business development that upgrades and

revitalizes older commercial corridors in a manner that reflects each community's character, architecture and history. The approval of the Soledad Canyon Road Corridor Plan would result in a document that would guide development into the future in a manner that is consistent with the intent of the General Plan and would therefore would be justified by serving the general welfare of the public and serve as good zoning practice.

SECTION 6. The Planning Commission hereby recommends the City Council adopt the Negative Declaration prepared for the project and approve the Soledad Canyon Road Corridor Plan, which includes Master Case No. 13-096, Zone Change 13-004, consisting of the Soledad Canyon Road Corridor Plan (Exhibit A), and Zoning Map (Exhibit B).

SECTION 7. The Planning Commission Secretary shall certify to the adoption of this Resolution and certify this record to be a full, complete, and correct copy of the action taken.

PASSED, APPROVED, AND ADOPTED this 18th day of November, 2014.

DIANE TRAUTMAN, CHAIRPERSON
PLANNING COMMISSION

ATTEST:

JEFF W. HOGAN, SECRETARY
PLANNING COMMISSION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
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 18th of November, 2014, by the following vote of the Planning Commission:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

PLANNING COMMISSION SECRETARY

SOLEDAD CANYON ROAD CORRIDOR PLAN

Draft October 2014

Photos on Front Cover:

Whites Canyon Bridge at Soledad Canyon Road, 1988
Solemint Store at Soledad Canyon Road and Sierra Highway, 1946
Soledad Canyon Road and Sierra Highway, 1962

ACKNOWLEDMENTS

City Council:

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Marsha McLean, Mayor Pro Tem

Bob Keller

TimBen Boydston

Dante Acosta

Planning Commission:

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Dennis Ostrom, Vice-Chair

Tim Burkhart

Charles Heffernan

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Mike Ascione, Assistant Planner II

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Jessica Frank, Associate Planner

Ben Jarvis, Associate Planner

Kristina Jacob, GIS Specialist

TABLE OF CONTENTS

CHAPTER 1
INTRODUCTION

PURPOSE OF THE SOLEDAD CORRIDOR PLAN

This subpart of Title 17 of the City of Santa Clarita Municipal Code shall be known, and may be cited, as the "Soledad Canyon Road Corridor Development Code" or may be cited simply as the "Soledad Canyon Road Corridor Plan". References to "Code" or "Development Code" within the text of this Code are references to this Soledad Canyon Road Corridor Plan unless the context clearly indicates otherwise, e.g., references to the "Municipal Code" mean the City of Santa Clarita Municipal Code; references to the "Government Code" are to the California State Government Code, and so on. The Land Use Section of the General Plan describes how the physical setting and history of the Santa Clarita Valley have combined to create several distinctive communities, each with its own special character, development patterns, and lifestyles. The theme of the general plan is creating a "Valley of Villages," in recognition of the various communities and neighborhoods within the Santa Clarita Valley that wish to maintain their own distinctive character, while at the same time recognizing their place in the "big picture" plan for development within the entire General Plan area. Included among these "Villages" is the Soledad Canyon Road Corridor located within the Canyon Country community. This Soledad Canyon Road Corridor Plan carries out the policies of the General Plan by classifying and regulating the types and intensities of development and land uses within the Soledad Canyon Road Corridor planning area, ensuring that they are consistent with, and in furtherance of, the policies and objectives of the General Plan. The Soledad Canyon Road Corridor Plan is adopted to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of the Soledad Canyon Road Corridor. More specifically, the purpose of the Soledad Canyon Road Corridor Plan is to:

GENERAL PLAN

The physical setting and history of the Santa Clarita Valley have combined to create distinctive communities, each with its own special character, development patterns, and lifestyles. The Soledad Canyon Corridor is one of these distinctive communities.

A. Ensure that development is of human scale, pedestrian-oriented, and designed to create attractive streetscapes and pedestrian spaces;

B. Moderate vehicular traffic by providing for a mixture of land uses, pedestrian-oriented development, compact community form, safe and effective traffic circulation, and appropriate parking facilities;

C. Provide standards for the orderly growth and development of the Soledad Canyon Road Corridor that will assist in protecting and enhancing the community identity;

D. Ensure that proposed development and new land uses conserve energy and natural resources;

E. Facilitate the development and redevelopment of walkable, complete neighborhoods; and

F. Provide for compatibility between different types of development and land uses through effective urban and architectural design.

INTRODUCTION TO THE SOLEDAD CANYON CORRIDOR

The Soledad Canyon Corridor planning area (Exhibit 1) is located within the City of Santa Clarita in the community of Canyon Country on Soledad Canyon Road between the Santa Clara River and east of Solamint Road. The planning area encompasses 181 acres, with 1,453,000 square feet of commercial building area. There are 115 parcels and 70 property owners within the planning area.

PLAN AREA

The planning area includes 181 acres consisting of 1,453,000 square feet of building space along Soledad Canyon Road between Camp Plenty Road and Solamint Road.

HISTORY

Soledad Canyon Road is a main arterial through Canyon Country within the City of Santa Clarita. Historically, the road was a vital transit link between Los Angeles and the Central Valley. From the Gold Rush era up until the Ridge Route was completed over the Tehachapi Mountains, Soledad Canyon Road was an important road between Northern and Southern California. In 1856, surveyors from the Southern Pacific Railroad explored the Santa Clarita Valley in an effort to find a rail connection between Los Angeles and San Francisco. They discovered Soledad Canyon and found the grades were suitable for the rail line. The rail line was completed in 1876, with the lines linking up at Lang Station, just east of the present day Santa Clarita City limits. With a rail link in place, for the first time in history, people could easily travel between San Francisco and Los Angeles. The rail line also provided the means to move goods and materials into Southern California.

A Mexican-American War veteran, Colonel Mitchell, came to find his fortune and settled on a 160 acre ranch with his wife. There they opened Santa Clarita's first school: Sulphur Springs Elementary School. Established in 1872, Sulphur Springs Elementary is the oldest school in Santa Clarita and became the first school in the Sulphur Springs School District when it was organized in 1878. To accommodate the needs of local residents and passing travelers, the Solemint General Store opened in 1938 at the corner of Soledad Canyon and Sierra Highway. This landmark intersection became known as Solemint Junction, taking its name from the convergence of Soledad and Mint Canyons.

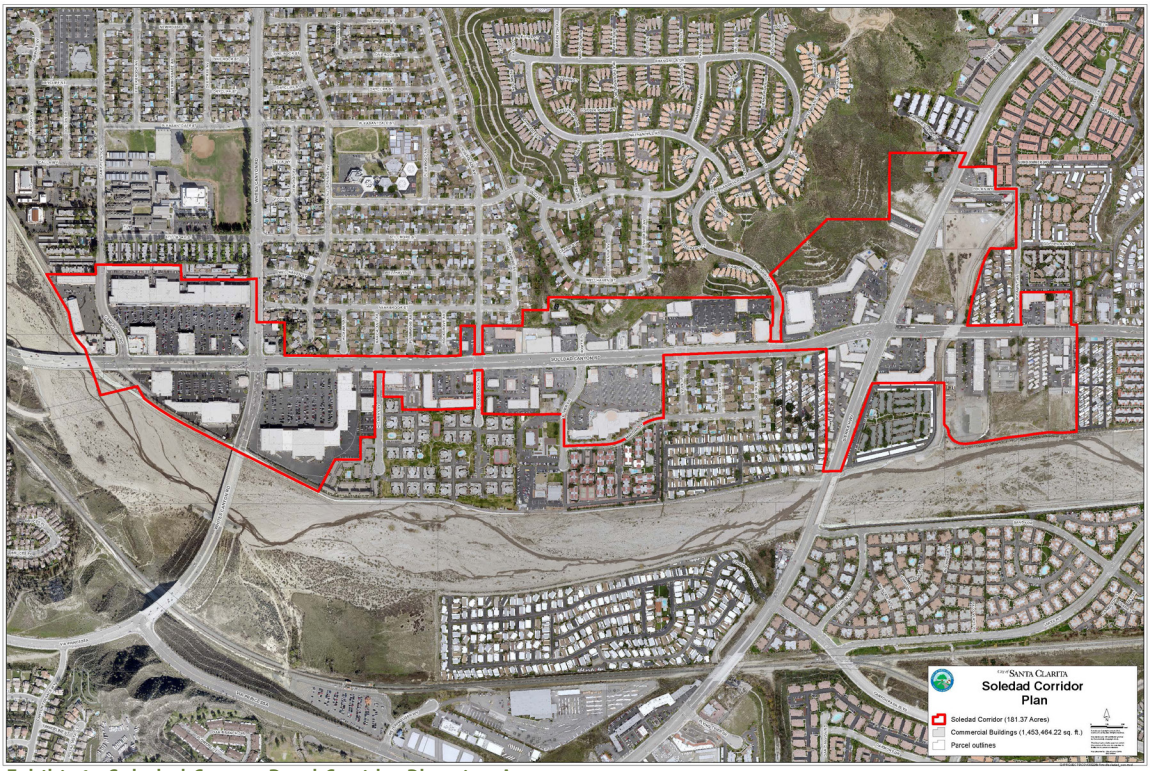


Exhibit 1: Soledad Canyon Road Corridor Planning Area

In 1946, near the corner of present day Soledad Canyon Road and Whites Canyon Road, an airport opened. The airport was used as an intermediate strip for planes that were diverted from their planned destination. After World War II, a rapid growth of the area occurred, much like most of the United States. In 1961, following the owner's death, J.H. Snyder acquired the airport and built the North Oaks development. When the North Oaks housing tract was built, the area established an identity of its own breaking away from the Saugus community. In 1968, the name Canyon Country became official, attributed to the US Postal Service.

American Beauty Residential Development, South of Soledad Canyon Road and Whites Canyon Road in 1986 (Looking Northwest)

As the Valley continued to grow through the 60s and 70s, California State Route 14 (SR-14 or the Antelope Valley Freeway) was built to provide a vehicular connection between Los Angeles, the Antelope Valley, mountain areas, desert communities, and points north and east.

Today, Canyon Country is the largest and most populous community within Santa Clarita. The area has changed significantly since Colonel Mitchell first arrived, but Soledad Canyon Road has remained an important transportation link in the east Santa Clarita Valley. Soledad Canyon Road is the primary commercial corridor for Canyon Country and it plays a critical role in supporting a vibrant economy while providing an alternate transportation option for residents. Soledad Canyon Road is the back bone of Canyon Country's commercial district and is the main connector between Canyon Country and other communities in Santa Clarita.

The Soledad Canyon Road Corridor Plan contains 15 major shopping centers with three supermarkets, two gas stations, a movie theater, carwash, and numerous other retail and service establishments. Soledad Canyon Road is still a place that caters to small businesses that are locally owned and that provide services to the local community. Unlike other areas in Santa Clarita, there was no single developer or property management association to guide the development along Soledad Canyon Road. This has resulted a robust diversity of buildings and development that, while reflecting the needs and desires of individual property owners, has not created a cohesive character for the corridor.

Airport at Soledad Canyon Road and Whites Canyon Road in 1946

Solemint Store at Soledad Canyon Road and Sierra Highway in 1950

PROPERTIES SURROUNDING THE SOLEDAD CANYON ROAD CORRIDOR

The Soledad Canyon Road Corridor consists of commercial development, single family residential, and multi-family residential units. There are nearly 2,000 residential units within a five minute walk of the Soledad Canyon Road Corridor and more than 3,300 residential units within a ten minute walk (Exhibit 2). Since there are thousands of homes located in close proximity to Soledad Canyon Road, the potential for a walkable commuity that meets the needs of residents is highly desierable. The Soledad Canyon Road Corridor Plan will encourage a more pedestrian friendly environment where residents and visitors can feel comfortable walking or biking to shops, restaurants, and other services within the corridor.

Even for residents who do not live within walking distance, the Soledad Canyon Road Corridor Plan will allow for better urban design. Whether residents drive, bike or walk, the Soledad Canyon Road Corridor Plan will encourage higher quality development in Santa Clarita's largest community, everyone will benefit from enhanced pedestrian access, more thoughtful site layout, and improved aesthetics.

WALKABLE COMMUNITY

Nearly 2,000 residential units are within a five minute walk, and over 3,300 residential units are within a ten minute walk of the Soledad Canyon Road Corridor.

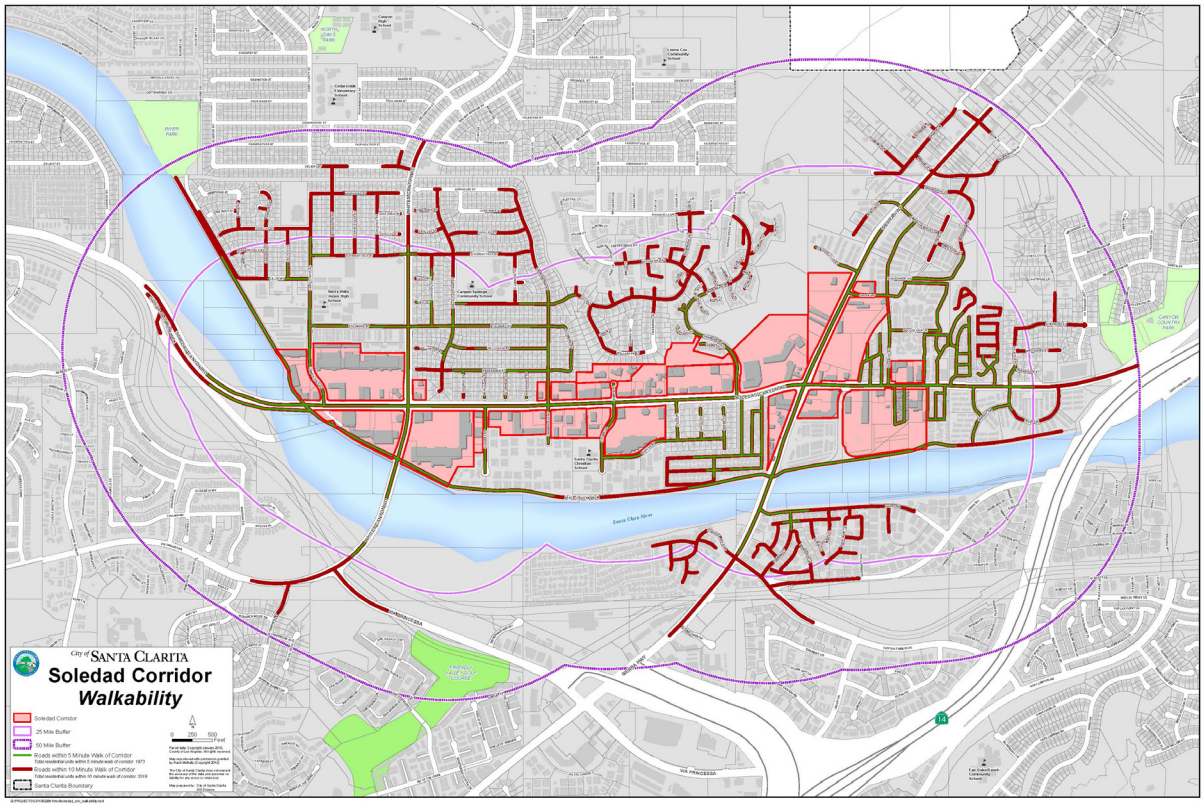


Exhibit 2: 5 and 10 Minute walk to the Corridor

SANTA CLARITA GENERAL PLAN

The Soledad Canyon Road Corridor Plan directly responds to and implements a variety of significant policies of the Santa Clarita General Plan. Specific goals and policies of the General Plan have been highlighted in the form of notes throughout this plan for reference. More specifically, the General Plan Land Use Map (Exhibit 3) classifies parcels within the corridor planning area as Community Commercial (CC) and Mixed Use Corridor (MX-C). Typical development and uses within the CC and MX-C designated parcels include the following:

The Community Commercial (CC) designation is intended for businesses providing retail and service uses which primarily serve the local market. Representative uses include restaurants, clothing stores, hardware and auto parts stores, grocery markets, pharmacies, banks and financial services, specialty retail, theaters and nightclubs, day care centers, and medical services. These areas are typically located along arterial streets or at the intersections of high traffic corridors.

The Mixed Use Corridor (MX-C) designation is intended along specified commercial corridors in which revitalization of underutilized parcels or aging buildings is desired, as shown on the Land Use Map, subject to the applicable requirements of the zoning ordinance. Mixed-uses along corridors may be either vertical or horizontal, provided that residential units in these areas should be protected from adverse impacts of high-volume arterial streets, and will typically be located an appropriate distance from the roadway.

Portions of the Soledad Canyon Road Corridor Plan are located within the General Plan Mixed Use Overlay. This designated overlay identifies commercial areas that may be suitable for mixed residential and commercial development. The purpose of the Mixed Use Overlay Zone is to provide a development alternative to the underlying commercial land use designation.

WHAT IS A GENERAL PLAN?

The General Plan is a comprehensive long-term plan for the physical development of the City. In this sense, it is a "blueprint" for the future of the City of Santa Clarita.

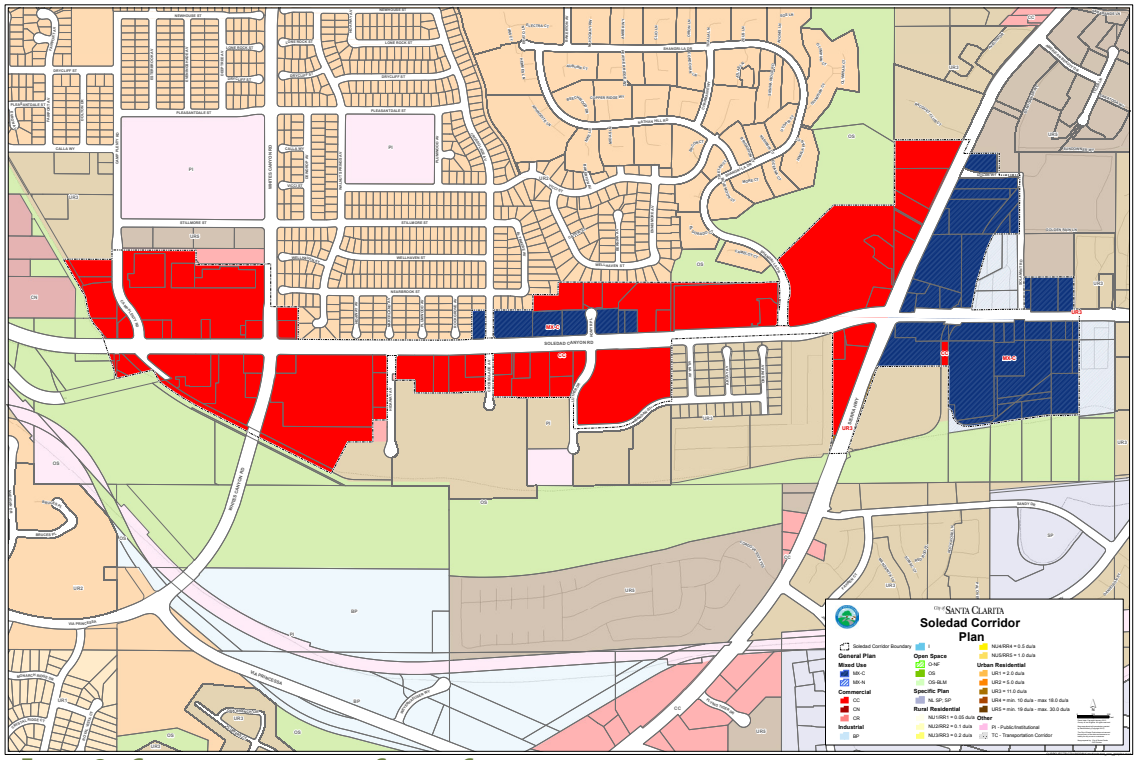


EXHIBIT 3: GENERAL PLAN MAP OF THE SOLEDAD CANYON ROAD CORRIDOR

PLAN PREPARATION PROCESS AND OUTREACH

The Soledad Canyon Road Corridor Plan was created to foster future development and assist in enhancing current development. There was an in-depth public process and data collection phase to evaluate the plan area. The evolution of this plan is the result of site visits, reviewing documents including the goals and policies of the General Plan, interviews, meetings, community workshops, and an interactive blogging website. City staff began the Soledad Canyon Road Corridor planning process by collecting information about the current built environment and overall conditions of the Plan area.

SOLEDAD CANYON ROAD EVALUATION

The Soledad Canyon Road Corridor was divided into 23 sections that were evaluated on a parcel-by-parcel basis.

The Soledad Canyon Road Corridor was divided into 23 study sections that were evaluated on a parcel-by-parcel basis (Exhibit 4). The intent of the exercise was to create manageable images and areas that could be studied and analyzed both during the staff evaluation and public outreach process. City staff photographed each structure in its current form, documented building heights, noted the landscape conditions within public domain, and other unique site characteristics.

As a part of the Soledad Canyon Road Corridor planning effort, staff sent notices to all 70 property owners and over 400 business managers/owners within the plan area. The purpose of these notices was to inform property and business owners about the kickoff of the Soledad Canyon Road Corridor planning effort, acquaint them with the corridor website and to give them the opportunity to share their thoughts with staff regarding future zoning regulations. By reaching out to businesses and property owners, city staff gained insight as to what the owners want for the future of their businesses and the corridor. The plan was then written to be business friendly and to encourage economic development, while maintaining the high standards that Santa Clarita residents expect.

23 STUDY AREAS

Photos obtained of current development within the planning area.

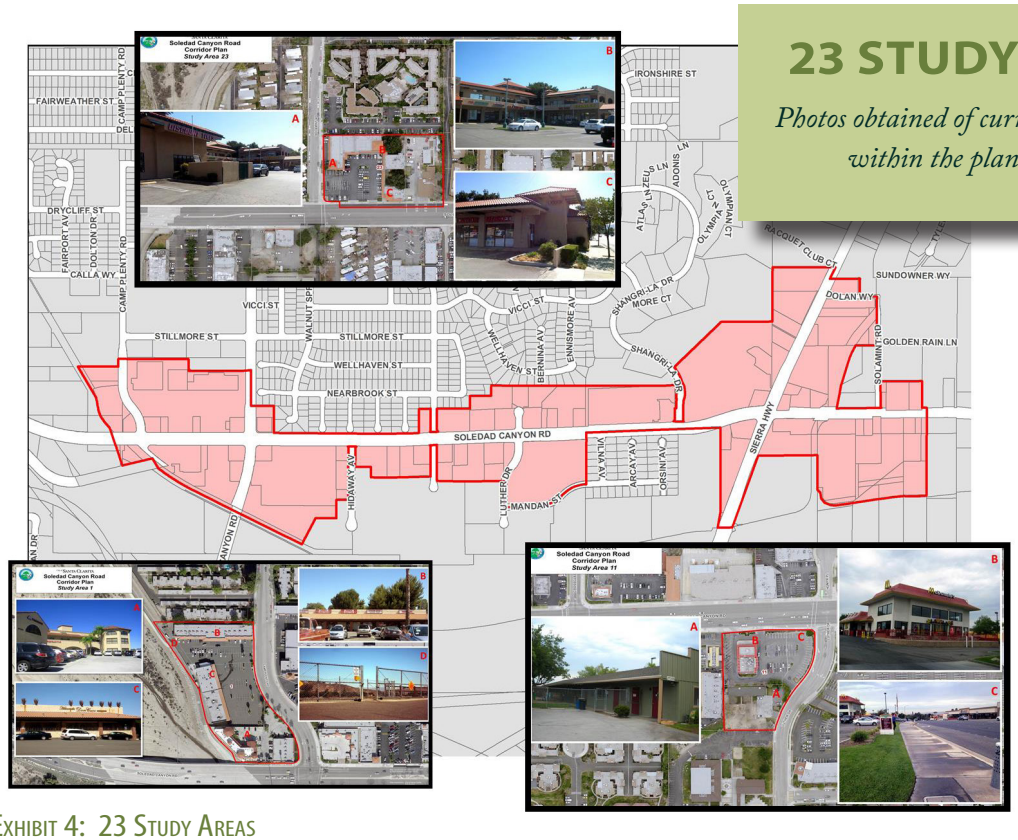


EXHIBIT 4: 23 STUDY AREAS

COMMUNITY OUTREACH WEBSITE WITH INTERACTIVE BLOG

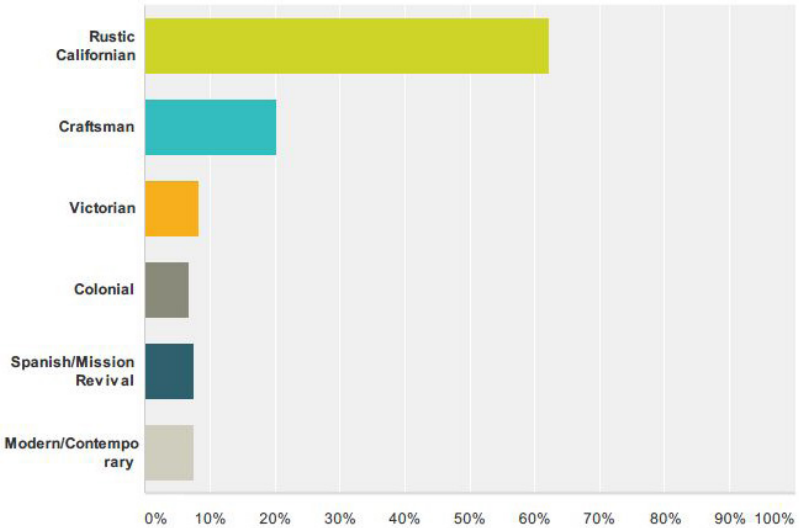
The website (SantaClaritaCorridorPlan.com) was created and launched for the new corridor planning effort for the Lyons Avenue Corridor Plan planning process. The website is now used as a resource for the Soledad Canyon Road Corridor Plan. The intent of this website was to keep interested parties informed about upcoming meetings and draft documents as they became available. The website also acted as a platform to gather comments and feedback through an interactive blog and survey feature. During the corridor planning process, the website proved to be a valuable source for community members interested in obtaining information about upcoming events as well as giving them the opportunity to provide feedback. This proved to be vital for those unable to attend the outreach meetings. The website also proved to be a great way for City staff to answer questions from members of the community about the planning and outreach process. The graph below (Exhibit 5) is an example of the survey sent out to the community online through Facebook and Twitter. This was one of the many forms of communication to get the word out to the community.

The chart below (Exhibit 5) shows the results of a survey question that was posted on the corridor planning website. This survey question asked participants to provide their opinion of what architectural style they would like to see along the Soledad Canyon Road corridor.

Soledad Canyon Road Corridor Survey 2

Q1 What architectural style would you prefer for the Soledad Canyon Road Corridor?

Answered: 119 Skipped: 4

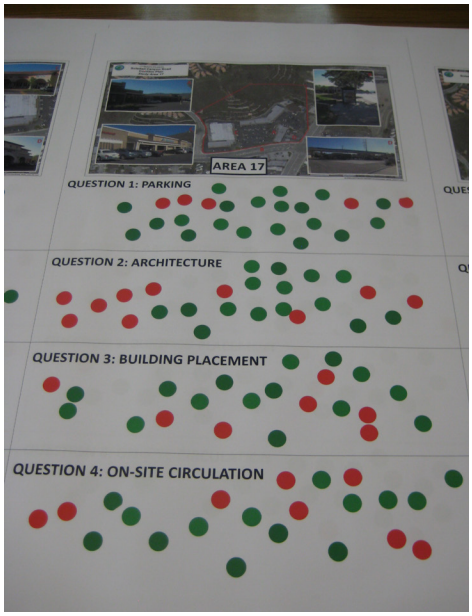


wer Choices	Responses
Rustic Californian	62.18%
Craftsman	20.17%
Victorian	8.40%
Colonial	6.72%
Spanish/Mission Revival	7.56%
Modern/Contemporary	7.56%
l Respondents: 119	

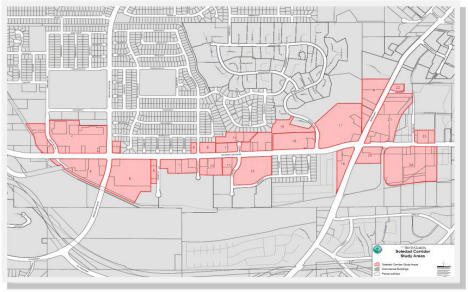
EXHIBIT 5: SURVEY RESULTS

PUBLIC OUTREACH MEETINGS

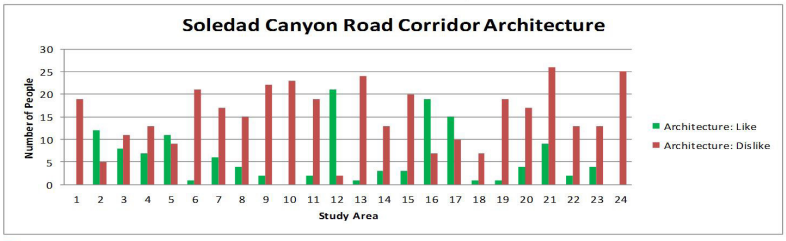
The Soledad Canyon Road Corridor Plan is a community driven document, and therefore, outreach meetings were an important component to the process. The purpose of these workshops was for the community to discuss the current and potential future conditions within the planning area. City staff began the process by informing the community about the first workshop that occured at the Canyon Country Library on October 23, 2013. To inform residents and business owners, City staff utilized a number of outreach methods including sending over 1,800 postcards to all property owners within a 1,000-foot radius of the Soledad Canyon Road Corridor planning area, participating in *This Week in Santa Clarita* videos that played on the local television network, purchased advertising in local newspapers, and posting on social media sites like Twitter and Facebook. The meeting was also published through articles in the local newspaper. The information gatered was tabulated and the results were shared on the corridor planning website and displayed at the second public outreach meeting held on January 15, 2014. The information obtained from these workshops was used to draft the document.



We're Listening

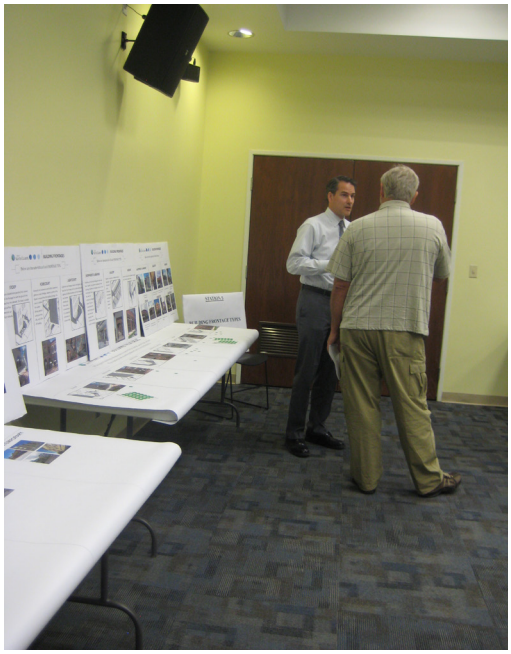


Below are your opinions about the existing ARCHITECTURE from the first Soledad Canyon Road Corridor Outreach Meeting.



City of Santa Clarita

OTHER FORMS OF OUTREACH DURING THE PLANNING PROCESS



Below is a comprehensive timeline of the important events and information session that were held to get the word out about the Soledad Canyon Road Corridor planning process:

September 3, 2013: Letters sent to Property Owners and Initial Blog entry (SantaClaritaCorridorPlans.com)

September 23, 2013: Letters to Business Owners

October 9, 2013: Postcards sent to property owners within 1,000-foot radius of the plan area

October 22, 2013: This Week in Santa Clarita, Video I

October 23, 2013: Community Outreach Workshop I

November 14, 2013: Presentation at SVC Chamber of Commerce

January 2, 2014: Postcards sent to business owners and property owners within a 1,000-foot radius of the plan area

January 15, 2014: Community Outreach Workshop II

October 15, 2014: Draft release of Soledad Canyon Road Corridor Plan

October 29, 2014: Community Outreach Workshop III

November 18, 2014: Planning Commission Public Hearing

January 13, 2015: City Council Public Hearing 1

January 27, 2015: City Council Public Hearing 2

February 27, 2015: Soledad Canyon Road Corridor Plan in effect

CHAPTER 2
APPLICABILITY

2.1.010 AUTHORITY

This development code is adopted under the authority granted to the City of Santa Clarita by the California Government Code Section 65800 et seq. and 66410 et seq.

2.1.020 RESPONSIBILITY FOR ADMINISTRATION

The standards and other requirements of this Soledad Canyon Road Corridor Plan shall be administered and enforced by the City of Santa Clarita, Planning Commission and City Council in the same manner as the provisions of the City's Unified Development Code. All findings, approvals, determinations, or other exercises of discretionary judgment or any other delegation of authority pursuant to this code by the director his successors or designees, or any other decision making authorities, shall be carried out in a manner consistent with the purposes of this Soledad Canyon Road Corridor Plan, the Unified Development Code, the City of Santa Clarita Municipal Code, the City's General Plan, and the orderly development of the City.

GENERAL PLAN

The physical setting and history of the Santa Clarita Valley have combined to create several distinctive communities, each with its own special character, development patterns, and lifestyles.

2.1.030 APPLICABILITY

Proposed development, subdivisions, and new land uses within the Soledad Canyon Road Corridor planning area shall comply with all applicable requirements of the Soledad Canyon Road Corridor Plan.

A. Regulating Plan

The Regulating Plan in Chapter 3 defines the zones within the planning area that differentiate standards for building placement, design, and use; and identifies the parcels included within each zone.

B. Development Standards

The development standards in Chapter 4 regulate the features of buildings that affect the public realm. The urban standards regulate building placement, height, and façade design, and vary according to the zone for the parcel applied by the Regulating Plan. Proposed development and land uses shall comply with all applicable standards.

C. Land-Use Standards.

Chapter 4 identifies the land-use types allowed by the City in each of the zones established by the Soledad Canyon Road Corridor Plan. Each parcel shall be occupied only by land uses identified as allowed within the applicable zone subject to the type of approval required by the Unified Development Code (for example, Minor Use Permit, Conditional Use Permit, etc.).

D. Architectural Standards

The Architectural Standards in Chapter 7 regulate the architecture of buildings, appurtenances, and site elements within the Soledad Canyon Corridor Planning Area. Proposed development deemed Tier 3 compliant shall comply with all applicable standards to the satisfaction of the approval authority.

E. Sign Standards

Chapter 8 identifies the sign type standards required within the Soledad Canyon Corridor planning area. Only those existing or proposed projects deemed a Tier 2 or Tier 3 compliant project pursuant to Section 2.1.040 of this plan shall adhere to the standards set forth in Chapter 8 of the Soledad Canyon Corridor Plan. All other properties not deemed consistent shall comply with Section 17.51.080 of the Unified Development Code.

F. Street and Streetscape Standards

Chapter 9 identifies the street and streetscape standards required within the Soledad Corridor planning area to ensure that proposed development is consistent with the City's goals for character and quality of the public realm of streets, parkways, and sidewalks.

G. Relationship to the Unified Development Code

The Soledad Canyon Corridor Plan is intended to supplement, and in some cases, supersede the requirements of the City's Unified Development Code, Title 17 of the Santa Clarita Municipal Code. The provisions of the Soledad Canyon Corridor Plan may supersede regulations in the Unified Development Code on the same, or similar topics, but otherwise applicable requirements of the Unified Development Code that are not covered by this Soledad Canyon Corridor Plan shall apply to development within the planning area as noted. If a conflict occurs between a requirement of this Soledad Canyon Corridor Plan and the Unified Development Code, the provisions of this Corridor Plan shall control. The definitions of Chapter 17.11 of the Unified Development Code apply to the Soledad Corridor Planning area unless otherwise stated in this document.

H. Effect on Existing Development and Land Uses

Development and land uses that were lawfully established, and exist within the Soledad Canyon Corridor planning area as of the effective date of this Corridor Plan are affected as follows:

Existing development and land uses that comply with all applicable requirements of the Soledad Canyon Corridor Plan shall continue to operate, but if altered or replaced, may only be done so in compliance with this Soledad Canyon Corridor Plan.

Development or land uses that do not comply with the requirements of the Soledad Canyon Corridor Plan may continue to operate, and may be sold or otherwise transferred in compliance with the City's regulations for legal nonconforming uses or structures in Unified Development Code Chapter 17.05 (Legal nonconforming Uses, Lots and Structures). An example of this circumstance would be a lawfully established existing land use that is not allowed by this Corridor Plan in an applicable zone, or an existing building that does not comply with the setback requirements or height limits of this Corridor Plan.

Existing development and land uses shall comply with the Soledad Canyon Corridor Plan unless otherwise stated.

2.1.040 TIERED PROJECTS

A tiered system has been established to provide clarification to property owners and developers that will result in the enhancement of the aesthetics and use of previously developed properties within the corridor planning area. Each tier has specific requirements and some have incentives in place to achieve this goal.

A. Tier 1 Projects

A Tier 1 project consists of a proposal for a new land use or tenant improvement within an existing building with no proposed physical expansion or exterior modifications.

Tier 1 Requirements

- Tier 1 projects shall comply with required land use approvals as identified in Chapters 17.43-17.49 of the Unified Development Code.
- Tier 1 projects shall comply with the sign standards established in Section 17.51.080 of the Unified Development Code.

B. Tier 2 Projects

The Director may designate a property as a Tier 2 site with the approval of a Development Review or Architectural Design Review Permit. Expansion or modificiation projects up to 50% of the existing, permitted building square footage is subject to the appropriate entitlement determined by the Director and must meet Tier 2 requirements. To be considered a Tier 2 project, the project must comply with the following items.

Tier 2 Requirements

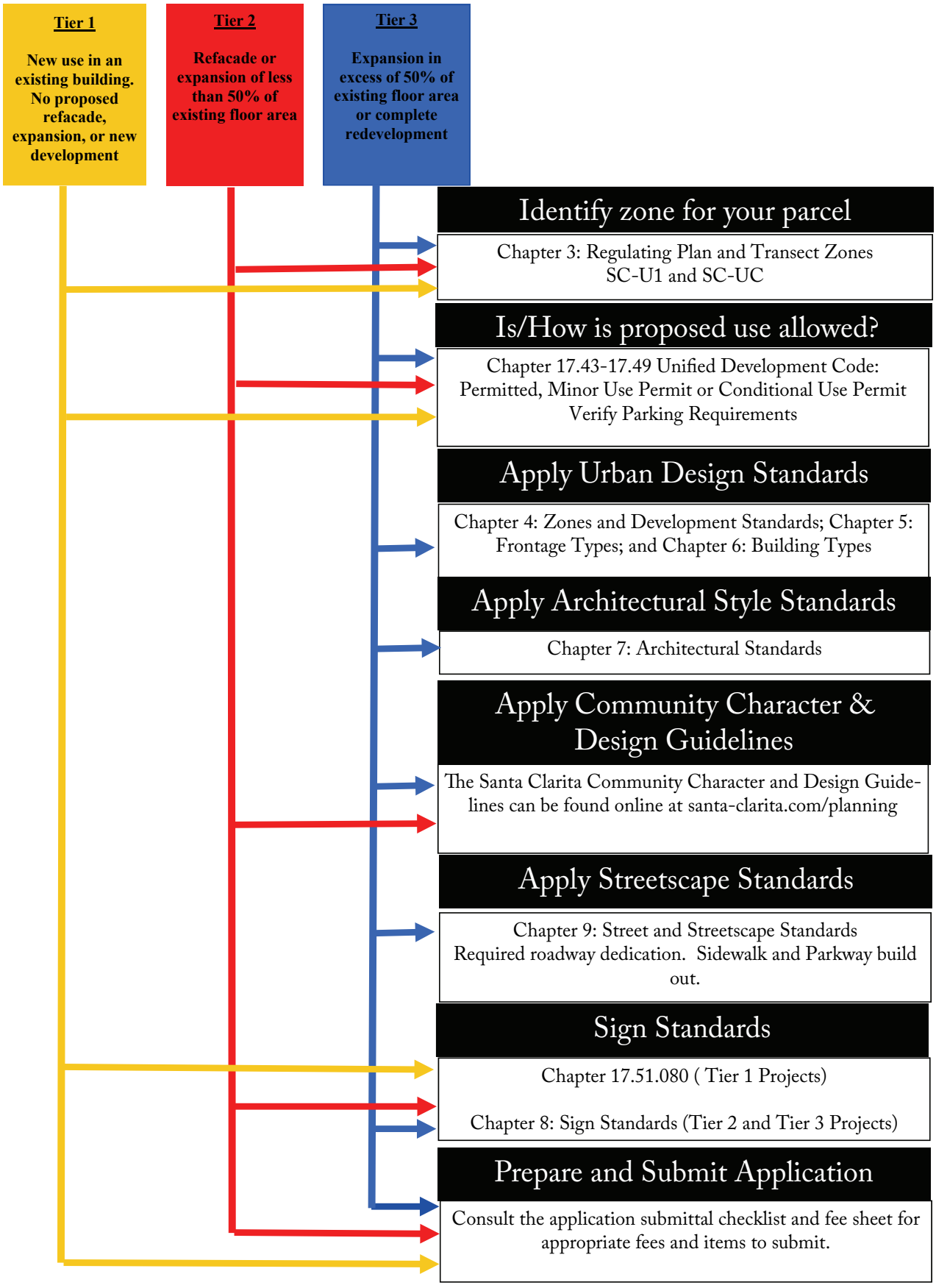
- Tier 2 projects shall comply with the City of Santa Clarita Community Character and Design Guidelines.
- Tier 2 projects shall comply with Chapter 8 Sign Standards of this plan.

C. Tier 3 Projects

All new development projects that include complete redevelopment, or over a 50% expansion of the permitted building square footage, is considered a Tier 3 project. Tier 3 projects must meet the intent of the Soledad Corridor Plan.

Tier 3 Requirements

- Tier 3 projects shall comply with the Santa Clarita Community Character and Design Guidelines.
- Tier 3 projects shall fully comply with the Soledad Canyon Road Corridor Plan including, but not limited to, Chapter 8 Sign Standards and the Rustic California architectural style indetified in Chapter 7 of this code.


Tier 1
New use in an existing building. No proposed refacade, expansion, or new development
Tier 2
Refacade or expansion of less than 50% of existing floor area
Tier 3
Expansion in excess of 50% of existing floor area or complete redevelopment
Identify zone for your parcel
Chapter 3: Regulating Plan and Transect Zones SC-U1 and SC-UC
Is/How is proposed use allowed?
Chapter 17.43-17.49 Unified Development Code: Permitted, Minor Use Permit or Conditional Use Permit
Verify Parking Requirements
Apply Urban Design Standards
Chapter 4: Zones and Development Standards; Chapter 5: Frontage Types; and Chapter 6: Building Types
Apply Architectural Style Standards
Chapter 7: Architectural Standards
Apply Community Character & Design Guidelines
The Santa Clarita Community Character and Design Guidelines can be found online at santa-clarita.com/planning
Apply Streetscape Standards
Chapter 9: Street and Streetscape Standards
Required roadway dedication. Sidewalk and Parkway build out.
Sign Standards
Chapter 17.51.080 (Tier 1 Projects)
Chapter 8: Sign Standards (Tier 2 and Tier 3 Projects)
Prepare and Submit Application
Consult the application submittal checklist and fee sheet for appropriate fees and items to submit.

CHAPTER 3
REGULATING PLAN AND TRANSECT ZONES

3.1.010 PURPOSE

This Section establishes the zones applied to properties within the Soledad Canyon Road Corridor Planning Area.

3.1.020 REGULATING PLAN AND TRANSECT ZONES

A. Zones Established

The area within the Soledad Canyon Corridor is subject to this Soledad Canyon Road Corridor Plan, and shall be divided into Transect Zones that implement the City of Santa Clarita General Plan Section 3.1.030. The Corridor Specific Transect Zones described in Section 3.1.040 are hereby established, and shall be shown on the Regulating Plan for the Soledad Canyon Road Corridor.

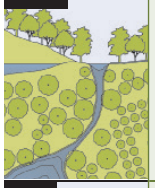
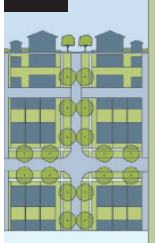
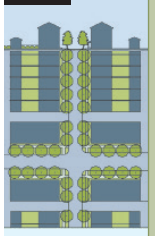
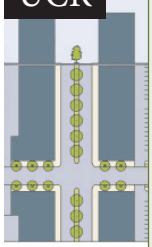
B. Interpretation Zone Boundaries

If there is uncertainty about the location of any zone boundary shown on the Regulating Plan, the location of the boundary shall be determined by the Director as follows:

1. Where a zone boundary approximately follows a lot line, alley, or street line, the lot line, street or alley centerline shall be construed as the zone boundary, as applicable;
2. If a zone boundary divides a parcel and the boundary line location is not specified by distances printed on the Regulating Plan, the location of the boundary will be determined by using the scale appearing on the Regulating Plan; and
3. Where a public street or alley is officially vacated or abandoned, the property that was formerly in the street or alley shall be included within the zone of the adjoining property on either side of the vacated or abandoned street or alley.

3.1.030 TRANSECT ZONE DESCRIPTIONS

TABLE A: Transect Zone Descriptions This table provides the Transect definitions for the City of Santa Clarita. A detailed description of the Transect refinements used in this Development Code is located in Section 3.1.040.

N 	(N) NATURAL Natural Zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.	General Character: Natural landscape with some agricultural use Building Placement: Not applicable Frontage Types: Not applicable Typical Building Height: Not applicable Type of Civic Space: Parks, Greenways Typical GP Designation: Open Space, National Forest
R 	(R) RURAL Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, cabins, and villas.	General Character: Primarily agricultural with woodland & wetland and scattered buildings Building Placement: Variable Setbacks Frontage Types: Not applicable Typical Building Height: 1- to 2-Story Type of Civic Space: Parks, Greenways Typical GP Designation: Non-Urban 4, Non-Urban 5, Urban Residential 1
SU 	(SU) SUB-URBAN Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.	General Character: Lawns, and landscaped yards surrounding detached single-family houses; pedestrians occasionally Building Placement: Large and variable front and side yard Setbacks Frontage Types: Porches, fences, naturalistic tree planting Typical Building Height: 1- to 2-Story with some 3-Story Type of Civic Space: Parks, Greenways Typical GP Designation: Urban Residential 2, Urban Residential 3
U 	(U) URBAN Urban Zone consists of mixed uses, but primarily commercial. It may have a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.	General Character: Townhouses & small Apartment buildings within Mixed Use Development, with substantial commercial activity; balance between landscape and buildings; presence of pedestrians Building Placement: Shallow to medium front and side yard Setbacks Frontage Types: Porches, fences, Dooryards Typical Building Height: 2- to 3-Story Type of Civic Space: Squares, Greens Typical GP Designation: Urban Residential 4, Urban Residential 5, Community Commercial, Neighborhood Commercial, Regional Commercial
UC 	(UC) URBAN CENTER Urban Center Zone consists of higher density mixed use buildings that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.	General Character: Shops mixed with Townhouses, larger Apartment houses, Offices, workplace, and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity Building Placement: Shallow Setbacks or none; buildings oriented to street defining a street wall Frontage Types: Stoops, Shopfronts, Galleries Typical Building Height: 3- to 5-Story with some variation Type of Civic Space: Parks, Plazas and Squares, median landscaping Typical GP Designation: Business Park, Industrial, Mixed Use-Corridor, Mixed Use-Urban Village
UCR 	(UCR)URBAN CORE Urban Core Zone consists of the highest density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings are set close to wide sidewalks. Typically only large towns and cities have an Urban Core Zone.	General Character: Medium to high-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity Building Placement: Shallow Setbacks or none; buildings oriented to street, defining a street wall Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, Galleries, and Arcades Typical Building Height: 4-plus Story with a few shorter buildings Type of Civic Space: Parks, Plazas and Squares; median landscaping Typical GP Designation: Not applicable

Note: N, R, SU and UCR are shown above for reference, and are not applied to the Soledad Canyon Road corridor area by this Development Code.

Soledad Canyon Road and Whites Canyon Road

3.1.040 CORRIDOR SPECIFIC TRANSECT ZONES

Of the six base zones as described in Section 3.1.030, the Soledad Canyon Road Corridor Plan utilizes two subzones of the Urban General and Urban Center base zones. The two subzones of the Urban General base zone are described below as Soledad Canyon Urban 1 (SC-U1) and Soledad Canyon Urban Center (SC-UC). The primary uses within these subzones are commercial and may include a mix of commercial and residential uses in the SC-U1 zone. The Soledad Canyon Urban Center (SC-UC) zone is the only subzone of the Urban Center base zone within the Soledad Canyon Road Corridor Plan. The SC-UC zone is characterized by mixed use development including both commercial and residential use types.

A. Soledad Canyon Urban 1 (SC-U1)

The SC-U1 zone is applied to large parcels that can accommodate larger commercial structures. A majority of the SC-U1 zone is located at the intersection of Whites Canyon Road and Sierra Highway where larger buildings currently exist. Setbacks within this zone may be as minimal as 1 foot along Soledad Canyon Road. The SC-U1 zone allows for building heights up to two stories. Typical uses within this zone include medical office, commercial office, retail, and services.

Soledad Canyon Road and Shangri La Drive

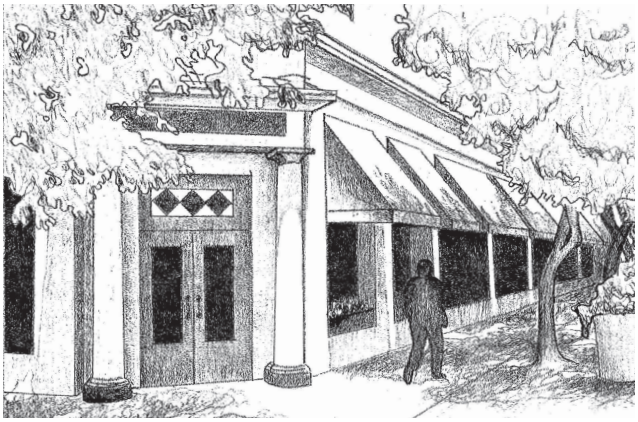
Soledad Canyon Road and Camp Plenty Road

B. Soledad Canyon Urban Center (SC-UC)

The design intent of the SC-UC zone is to encourage high quality, higher density commercial and residential opportunities within the areas mapped on the Regulating Plan and to achieve the goals of the City of Santa Clarita General Plan. The SC-UC zone is characterized by a mixture of residential and commercial uses with structures set close to the sidewalk. Ground floor commercial uses are common with outdoor amenities such as plazas and outdoor dining spaces. Upper floors consist of higher density housing and/or office uses. The SC-UC zone is considered to be a major destination location for people to gather, work and live. Parcels within the SC-UC designation are typically on larger lots allowing the flexibility for below grade or structured parking. The SC-UC zone differs from the other zone within the planning area by allowing by emphasizing mixed use developments with a residential component.

Illustrative Rendering

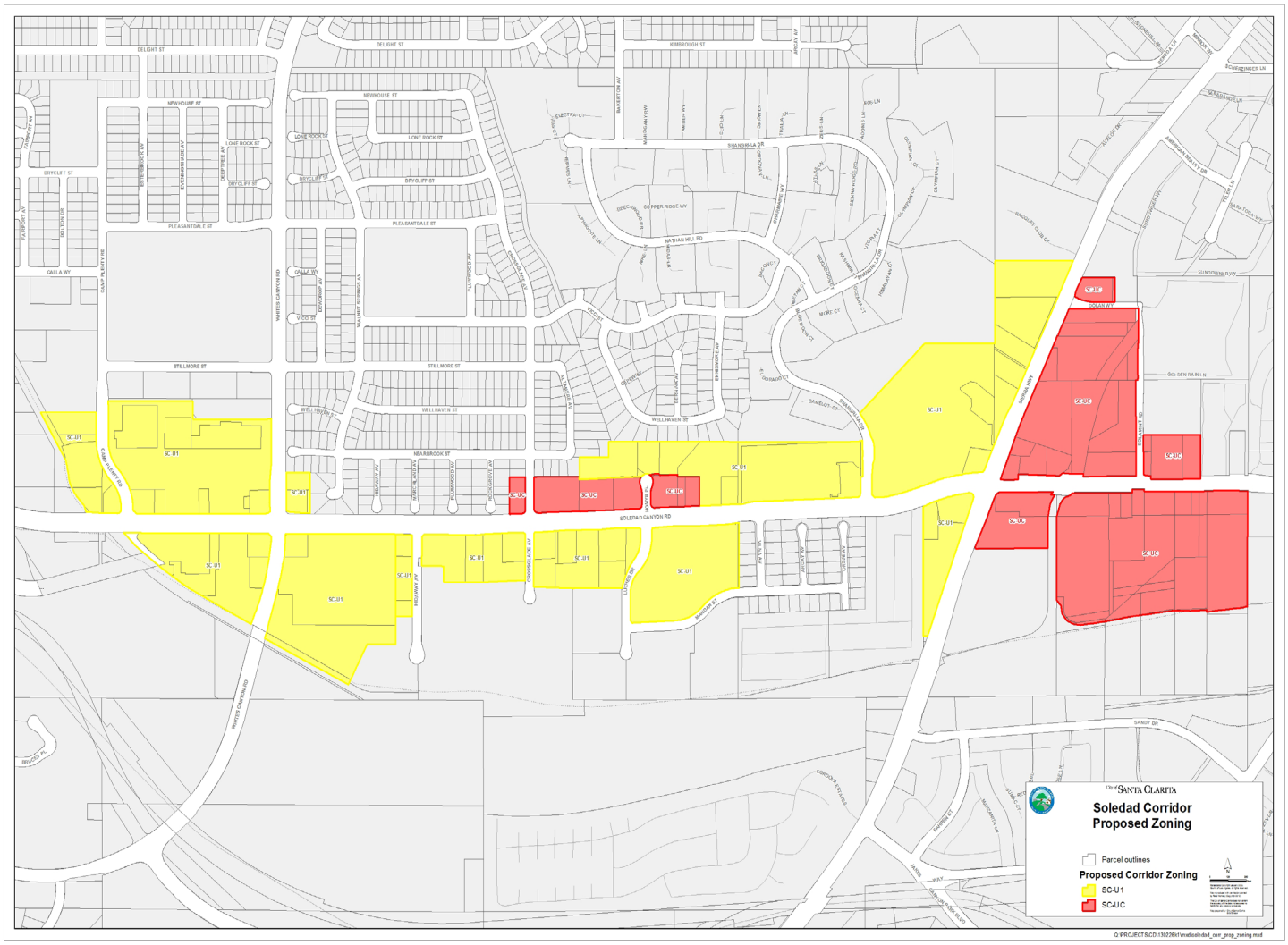
Illustrative Rendering



Illustrative Rendering

3.1.050 REGULATING PLAN

The Regulating Plan is the coding key for the Soledad Canyon Road Corridor Plan.



CHAPTER 4
ZONES AND DEVELOPMENT STANDARDS

4.1.010 THE SOLEDAD CANYON URBAN 1 ZONE (SC-U1)

A. Building Placement

1. PRIMARY BUILDINGS

A primary building shall be placed on a lot in compliance with the following requirements, within the hatched area as shown in the diagram above, unless specified otherwise by the standards for an allowed building type in Chapter 5 (Frontage Type Standards) or Chapter 6 (Building Type Standards). There shall be no maximum setbacks.

Front Setback (1st Story)	1’
2nd Story	15’
Setback from Residential Zone	10’ 1st story
(Rear and Side)	15’ 2nd story
Rear and Side Setback	0’
Side Street Setback	0’
Rear Alley Setback	0’ 1st story
	5’ 2nd story

2. OUTDOOR DINING ENCROACHMENTS

Outdoor dining may encroach into the required setbacks but in no circumstance enroach into the public right-of-way.

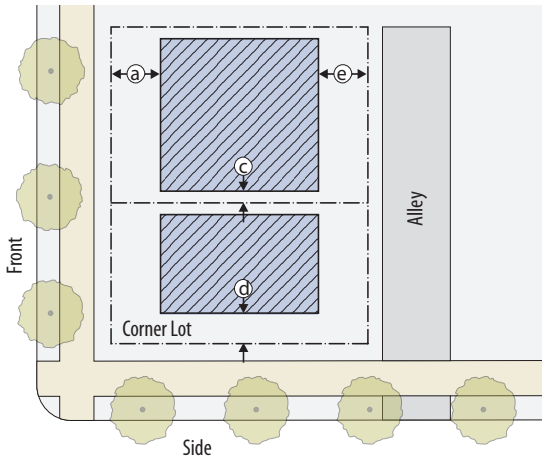


Diagram A: Building Placement

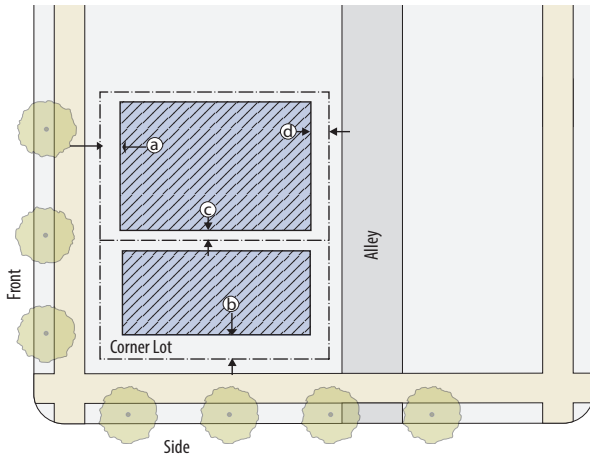


Diagram C: Parking Placement

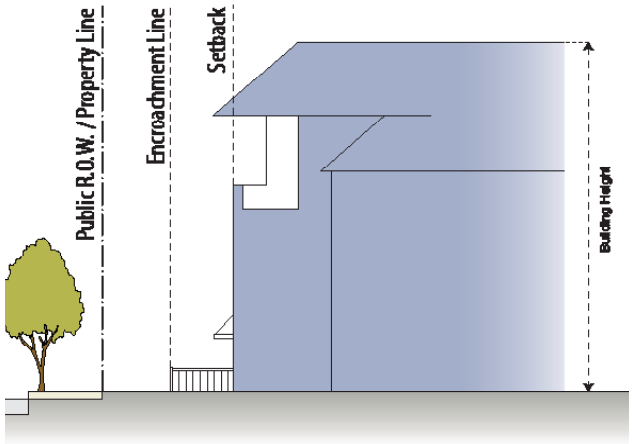


Diagram B: Building Profile

B. Development Standards

Maximum floor area ratio (FAR) of nonresidential uses	0.75
Maximum lot coverage	80%
Maximum density (units per gross acre)	18
Minimum density (units per gross acre)	N/A
Maximum height of a structure without a CUP	35’

Allowed Land Uses

1. Only a land use identified as permitted or conditionally permitted within the Community Commercial (CC) zone in Sections 17.41-17.49 of the UDC shall be established on a lot in the SC-U1 zone.

2. A mixed-use project may be developed within the SC-U1 zone pursuant to Section 17.38.050 (Mixed Overlay Zone) of the UDC.

GENERAL PLAN

Policy C 7.1.6: Encourage placement of building entries in locations accessible to public sidewalks and transit.

4.1.020 THE SOLEDAD CANYON URBAN CENTER ZONE (SC-UC)

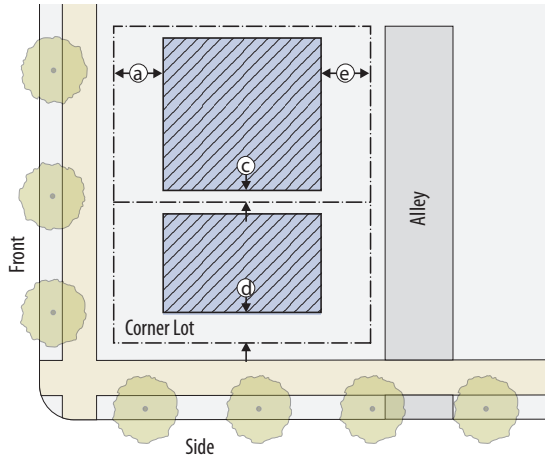


Diagram A: Building Placement

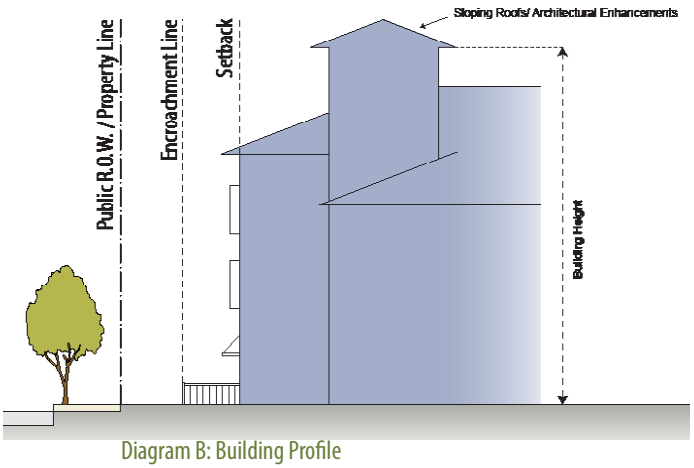


Diagram B: Building Profile

A. Building Placement

1. PRIMARY BUILDINGS

A primary building shall be placed on a lot in compliance with the following requirements, within the hatched area as shown in the diagram above, unless specified otherwise by the standards for an allowed building type in Chapter 5 (Frontage Type Standards) or Chapter 6 (Building Type Standards). There shall be no maximum setbacks.

Front Setback (1st Story)	1’
2nd Story	10’
Setback from Residential Zone	10’ 1st and 2nd story
(Rear and Side)	15’ 3rd story
	20’ 4th story
Rear and Side Setback	0’
Side Street Setback	0’
Rear Alley Setback	0’ 1st story
	5’ 2nd story

2. OUTDOOR DINING ENCROACHMENTS

Outdoor dining may encroach into the required setbacks but in no circumstance encroach into the public right-of-way.

B. Development Standards

Maximum density (units per gross acre)	30
Minimum density (units per gross acre)	11
Maximum floor area ratio (FAR) of nonresidential component	1.0
Minimum floor area ratio (FAR) of nonresidential component1	0.25
Surface-level parking setback from major/secondary highway (in feet)	10/5
Structure setback from neighboring residential zones or uses (in feet)	25
Maximum height of building/structure without a CUP (in feet)	50

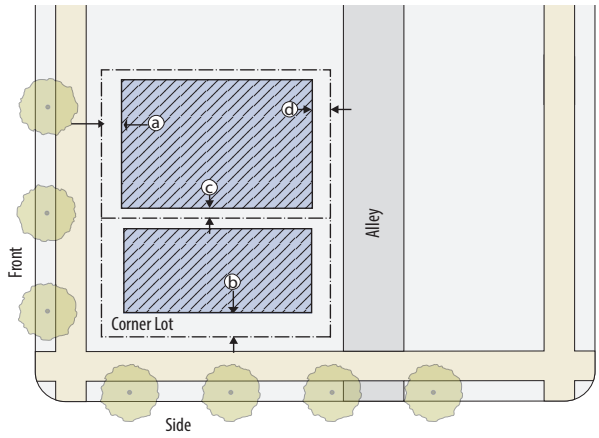


Diagram c: Parking Placement

C. Parking and Services

1. PARKING, SERVICES & ACCESSORY STRUCTURE PLACEMENT

Off-street parking, services and accessory structures shall be placed on a lot in compliance with the following requirements, within the hatched area shown on the diagram above.

a. Street Setback: 10' minimum

b. Side Street Setback: 5' minimum

c. Side Yard Setback: 5' minimum

d. Rear Setback: 5' minimum

Subterranean parking may extend beyond building footprint, and may extend to a height of 3' maximum above finished grade, provided that the garage perimeter wall aligns with the face of the building.

2. PARKING REQUIREMENTS

Each site shall provide off-street parking in compliance with Sections 17.41-17.49 of the UDC.

D. Building Types

1. Only the following building types are allowed in the SC-UC zone. Each allowed building type shall be designed in compliance with Chapter 6 (Building Type Standards).

    a. Commercial Block Mixed Use

E. Allowed Land Uses

1. Only a land use identified as permitted or conditionally permitted within the Mixed Use-Commercial (MXC) zone in Sections 17.35.010(B) of the UDC shall be established on a lot in the SC-UC zone.

CHAPTER 5
FRONTAGE TYPE STANDARDS

5.1.010 PURPOSE AND APPLICABILITY

A. Purpose

Frontage types are architectural elements that are attached to a building volume and provide a transition between the outside and the inside of a building. Frontage types, when continuously arrayed, will provide Soledad Canyon Road a continuity that gives distinctive character to the street while also contributing to the specific form of each building. Frontage types are the means of access into buildings and visually reinforce their human scale. Frontage types add individuality to the massing of buildings and create variety on the street as a whole.

This section identifies the frontage types allowed within the Soledad Canyon Road corridor and provides design standards to ensure that buildings relate to the street frontage and form a clear boundary between the public and private realm.

B. Applicability

Each proposed building shall be designed to incorporate a frontage type designed in compliance with the standards of this section for the applicable type.

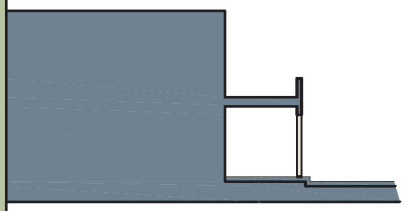
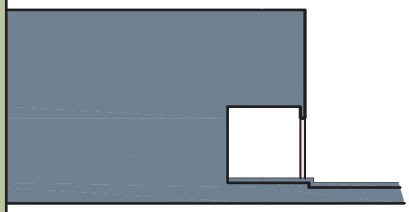
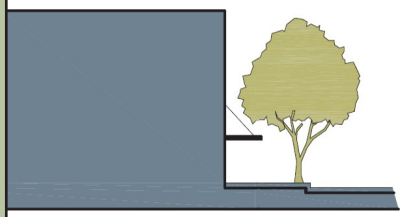
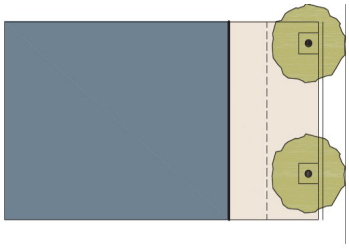
C. Allowable frontage types by zone

A lot may be developed only with a building having a frontage type allowed by Chapter 4 in the zone applicable to the lot.

5.1.020 FRONTAGE SUMMARY AND DEFINITIONS

The character and arrangement of the private frontage is regulated by the standards herein, and shall be applied to each zone to create a particular and appropriate transitional relationship between the private and public realm. This relationship between the private and public realm is what collectively defines the nature of the streetscape. Frontage types are required for all buildings within each zone as shown in Table C. Frontage types represent a range of extensions of the basic façade of the building. While the urban standards of this Code provide a range of frontage types permitted within each zone, the actual choice and review of a type shall be dictated by individual building designs and, ultimately, the Director's discretion.

Table C

a. Gallery: a frontage type that includes a colonnade supporting a roof or balcony overlapping the pedestrian walkway. The gallery shall be no less than 10 feet wide and may overlap any portion of the on-site pedestrian walkway within 2 feet of the curb. The gallery shall not extend into the public right-of-way.		All 
b. Arcade: a frontage type that includes a colonnade supporting habitable space above the pedestrian walkway. The arcade shall be no less than 10 feet wide and may overlap any portion of the on-site pedestrian walkway to within 2 feet of the curb. The arcade shall not extend into the public right-of-way.		All 
c. Shopfront and Awning: a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible.		All 

5.1.030 GALLERY

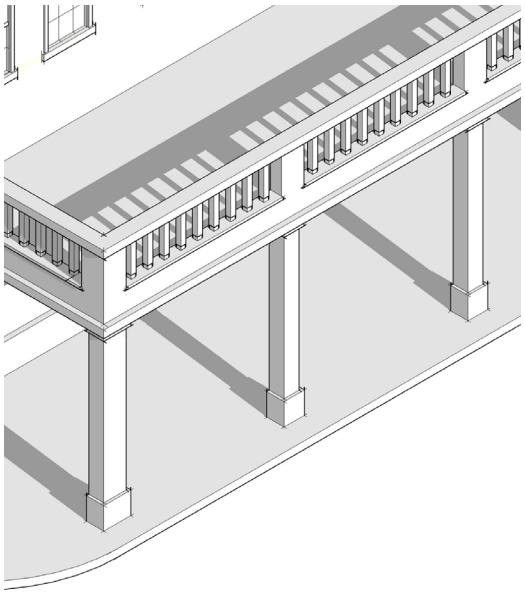
A. Description

Galleries are attached colonnades supporting a roof or balcony.

B. Design Standards

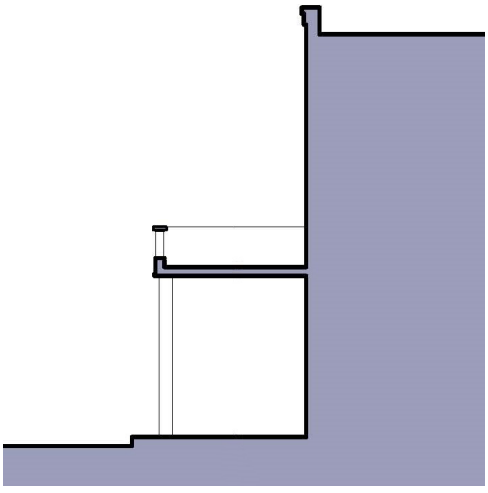
1. Galleries shall be no less than 10' wide clear in all directions with a maximum of 2' between curb face and gallery eave.
2. Galleries are not permitted in the public right of way.
3. Along primary frontages, the gallery shall correspond to storefront openings.
4. Primary frontage storefront openings shall be at least 65% of the linear width of the tenant space and not have opaque or reflective glazing.
5. Placement: Single story galleries only.

Examples of gallery frontage on Soledad Canyon Road



Illustrative Diagram

Examples of gallery frontage on Soledad Canyon Road



Illustrative Diagram

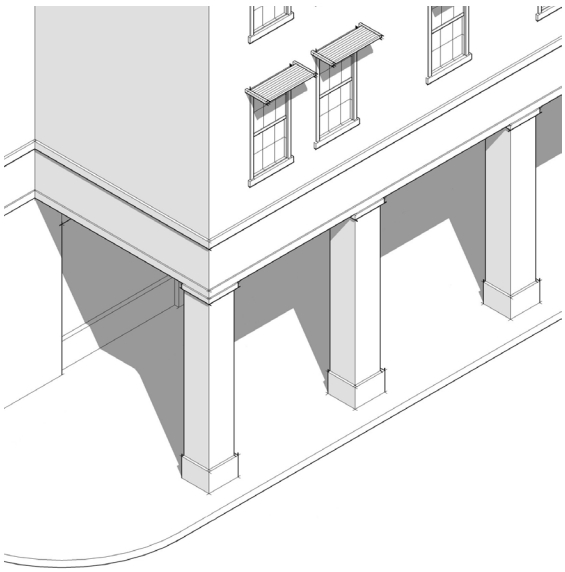
5.1.040 ARCADE

A. Description

Arcades are facades with an attached colonnade that is covered by upper stories or upper facades.

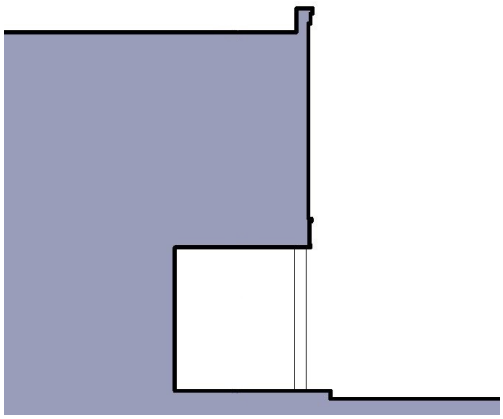
B. Design Standards

1. Arcades shall be no less than 10' wide clear in all directions.
2. Along primary frontages, the arcade shall correspond to storefront openings.
3. Arcades are not permitted in the public right of way.
4. Primary frontage storefront openings shall be at least 65% of the first floor wall area and not have opaque or reflective glazing.



Illustrative Diagram

Example of arcade frontage at the Canyon Center on Soledad Canyon Road



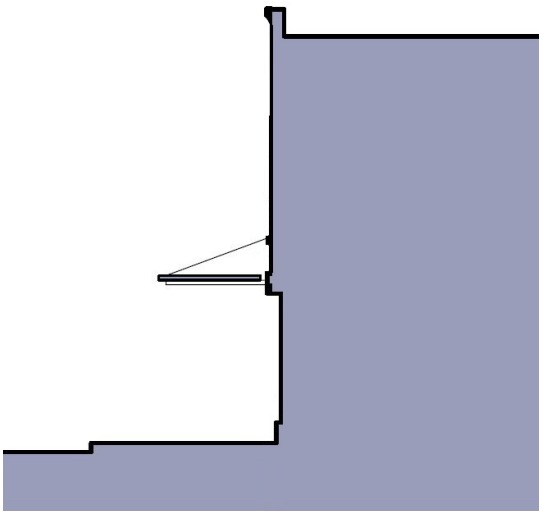
Illustrative Diagram

Example of arcade frontage at the Canyon Center on Soledad Canyon Road

5.1.050 SHOPFRONT AND AWNING

A. Description

The Shopfront and Awning frontage type applies to storefronts along the corridor. Storefronts are facades placed at or close to the right-of-way line, with the entrance at sidewalk. They are conventional for retail frontage and are commonly equipped with cantilevered roofs or awnings. Recessed storefronts are also acceptable.



Illustrative Diagram

B. Design Standards

1. Storefronts are like small buildings with their own base, "roofline", and pattern of window and door openings.

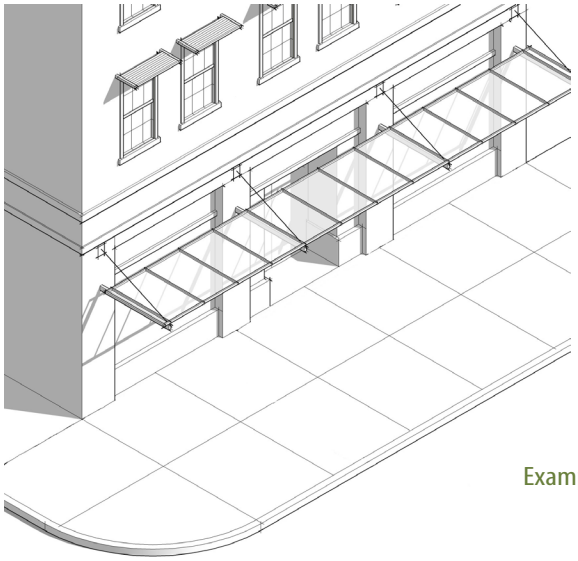
2. Storefront assemblies (the doors, display windows, bulkheads and associated framing) should not be set back into the Shopfront openings more than 2' maximum, so that passing pedestrians have a clear view of the shop interior.

3. Base: A panel of special material is recommended below display windows. Materials recommended for walls are generally suitable. Base materials should be the same or "heavier" materials visually than walls.

    a. Brick and wood should only be used if the rest of the wall surface is the same material; neither material should be used exclusively.

    b. Ceramic tile is frequently used as a storefront base. Dark tile with light stucco is an effective combination. Different colors and sizes of tile may be used for decorative effect.

4. Display windows: Storefront windows along the primary frontage shall be at least 65% of the width of the first floor building width, and not have opaque or reflective glazing. Where privacy is desired for restaurants and professional services, etc., windows should be divided into smaller panes.



Illustrative Diagram

Example of shopfront frontage at Soledad Canyon Road and Solamint Road

5. Recessed Entries are recommended.

6. Recommended treatments include:

    a. Specialpaving materials such as ceramic tile;

    b. Ornamental ceilings such as coffering; and

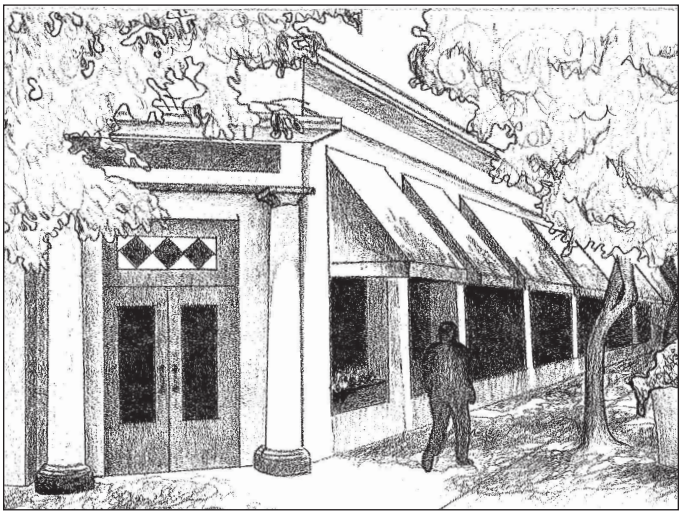
    c. Decorativelight fixtures.

7. Doors should be substantial and well detailed. They are the one part of the storefront that patrons will invariably touch and feel. Doors should match the materials, design and character of the display window framing. Aluminum framed doors are not recommended.

8. Cornices should be provided at the second floor (or roofline for a one-story building) to differentiate the storefront from upper levels of the building and to add visual interest; this also allows the storefront to function as the base for the rest of the building.

9. Awnings, signs, and related fixtures shall be located 8 feet minimum above the adjacent sidewalk.

10. Awnings shall only cover Storefronts and/ or window openings, so as not to cover the entire facade.



Illustrative Rendering

Illustrative Rendering

CHAPTER 6
BUILDING TYPE STANDARDS

6.1.010 PURPOSE AND APPLICABILITY

A. Purpose

This section identifies the building types allowed within the Soledad Canyon Road Corridor Planning Area, and provides design standards for each type, to ensure that proposed development is consistent with the City's goals for building form, character, and quality.

B. Applicability

Each proposed building shall be designed in compliance with the standards of this section for the applicable building type, except for public and institutional buildings, which, because of their unique disposition, and application are not required to comply with building type requirements.

C. Allowable Building Types By Zone

A lot may be developed pursuant to building type allowed by Chapter 4 in the zone applicable to the lot.

6.1.020 COMMERCIAL PAD

A. Description

A building may be designed for a single occupant or multiple occupants. A commercial pad building design is appropriate for corporate chain restaurants or similar commercial type uses. A commercial pad building may be located upon a qualifying lot as defined in Chapter 4.

Example of commercial pad on Soledad Canyon Road and Lost Canyon Road

B. Access

1. The main pedestrian entrance shall directly face the primary street elevation.
2. On a corner lot, parking shall be accessed from Soledad Canyon Road.
3. There shall be no more than one driveway to any one street for each development site, unless otherwise approved by the Director.
4. Reciprocal ingress and egress, circulation and parking arrangements shall be encouraged where possible to limit unnecessary driveways.

Example of commercial pad on Soledad Canyon Road and Whites Canyon Road

C. Parking and Services

1. Required parking may be at-grade, structured, or subterranean. If structured parking is provided, the façade of the structure shall be consistent with the colors, materials and character of the primary structure.
2. Above-ground equipment and trash enclosures shall be located at least 10 feet behind the facade of the building and be screened from public view with landscaping or decorative fence to the satisfaction of the Director.
3. Utility, trash, recycling, food waste and service equipment, including satellite receiving dishes, transformers, and backflow devices, shall be located away from streets and enclosed or screened from view by landscaping, fencing or other architectural means. Satellite dishes and wireless facilities shall comply with provisions set forth with UDC Section 17.69.
4. Rooftop equipment shall be screened from view on all sides, and integrated into the overall building design.
5. Trash facilities and recycling containers must always be within covered enclosures to the satisfaction of the Director.

6. Trash enclosures shall be setback 10 feet from Soledad Canyon Road and shall be landscaped or screened from public view. Access shall be conveniently located and causes a minimum number of parking spaces to be blocked while a refuse truck is present.

7. Electrical vehicle charging stations shall be required for new commercial developments in compliance with State law.

D. Outdoor Dining/Public Space

1. Outdoor dining/public space shall be integrated into the overall project design. A minimum of 250 square feet of dining space/public space shall be required.

2. Outdoor dining/public space areas may encroach into front setbacks. However, area utilized for outdoor dining that encroaches into the front setback shall not count toward the 250 square foot minimum outdoor dinning requirement.

3. Outdoor dining/public space shall be landscaped to the satisfaction of the Director.

E. Building Size and Massing

1. To reduce massing, all elevations shall include articulation consistent with the architectural design of the main elevation.

2. The visibility of elevators, staircases, and exterior corridors shall be incorporated into the massing of the building. Exterior staircases, corridors, etc may be apporved subject to a Minor Use Permit.

3. Buildings on corner lots shall be designed with street-facing facades of equal architectural expression with interior facades that are consistent with the architectural standards of this code.

4. Where appropriate, buildings shall include varying heights to create visual interest and to reduce massing and provide visual cues for access into the buildings.

F. Drive-Through

1. Each drive-through lane shall be separated from the circulation routes necessary for ingress or egress from the property, or access to any parking space.

2. Each drive-through lane shall be distinctly delineated with a raised curb.

3. Drive-through reader and order boards shall be obscured from public view by landscaping and/or architectural features and shallhave a minimum 10 foot setback.

4. The vehicle stacking capacity for uses containing drive-through facilities shall be as follows:

    a. Drive-Through Restaurant: Stacking shall be a minimum of 80 feet between the order board and the pick-up window and a minimum of 120 feet behind the order board.

    b. Bank Drive-Through Stacking shall be a minimum of 100 feet for each window or automated teller machine. If multiple bays are proposed stacking shall be to the satisfaction of the director.

    c. Auto uses, such as self-service car washes, oil change facilities and similar uses: Stacking shall be a minimum of 60 feet free and clear to all drive aisles and parking areas.

d. A former bank drive-through that does not meet the minimum regulations for a food use may be converted to a restaurant drive-through with the issuance of a MUP.

e. Other uses as determined by the Director of Community Development.

G. Landscape

All projects shall be developed in accordance with section 17.51.030 of the UDC unless otherwise detailed below:

a. Public landscaping shall be incorporated as a part of all proposed projects subject to Section 9.1.030 of this corridor plan.

b. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Director.

c. Landscape shall not obscure the visibility of ground floor storefronts.

d. Landscaping shall be used to screen trash enclosures, shopping cart returns, above-ground utilities, and other appurtenant and accessory structures and/or services.

6.1.030 SHOPFRONT COMMERCIAL

A. Description

A building or block designed for multiple store fronts within the same structure. A Shopfront Commercial building is designed to accommodate a variety of retail and service uses that create a vibrant walkable community. A Shopfront Commercial building may be located upon a qualifying lot defined in Chapter 4.

Example of shopfront commercial

Example of shopfront commercial

B. Access

1. There shall be a minimum of two pedestrian entrances, one located along the primary street elevation and a second through the rear elevation.
2. Parking shall be accessed through a secondary street, where possible.
3. Reciprocal ingress and egress, circulation and parking arrangements shall be required where possible and feasible to facilitate ease of vehicular movement between adjoining properties and to limit unnecessary driveways.

C. Parking and Services

1. Required parking may be at-grade, subterranean or structured.
2. Services, above ground equipment, and trash enclosure areas shall be setback 10 feet from property line on Soledad Canyon Road.
3. Above ground equipment and trash enclosures shall be located at least 10 feet behind the facade of the building and be screened from public view with landscaping or a fence.
4. Utility, trash, recycling, food waste and service equipment, including satellite receiving dishes, transformers, and backflow devices, shall be located away from streets and enclosed or screened from view by landscaping, fencing or other architectural means. Satellite dishes and wireless facilities shall comply with provisions set forth with UDC Section 17.69.
5. Rooftop equipment must be set back a minimum of 10 feet from building walls, screened from view on all sides, and integrated into the overall building design.
6. Trash enclosure location and access shall be designed to the satisfaction of the Director. Such access shall be conveniently located and causes a minimum number of parking spaces to be blocked while a refuse truck is present.

7. Trash facilities and recycling containers must always be within covered enclosures to the satisfaction of the Director.

8. Drive-throughs are prohibited.

9. Electrical vehicle charging stations shall be required for new commercial developments in compliance with State law.

D. Outdoor Dining/Public Space

1. Outdoor dining/public space shall be integrated into the overall project design. A minimum of 250 square feet of dinning/public space shall be required.

2. Outdoor dining/public space areas may encroach into front setbacks. However, area utilized for outdoor dining that encroaches into the front setback shall not count towards the 250 square foot minimum outdoor dinning/public space requirement.

3. Outdoor dining/public space shall be enclosed with a fence and landscaped subject to the discretion of the Director.

E. Building Size and Massing

1. To reduce massing, all elevations shall include articulation consistent with the architectural design of the main elevation.

2. The visibility of elevators, staircases, and exterior corridors shall be incorporated into the massing of the building. Exterior staircases, corridors, etc may be apporved subject to a Minor Use Permit.

3. Buildings on corner lots shall be designed with street-facing facades of equal architectural expression with interior facades that are consistent with the architectural standards of this code.

4. Where appropriate, buildings shall include varying heights to create visual interest.

F. Landscape

All projects shall be developed in accordance with section 17.51.030 of the UDC unless otherwise detailed below:

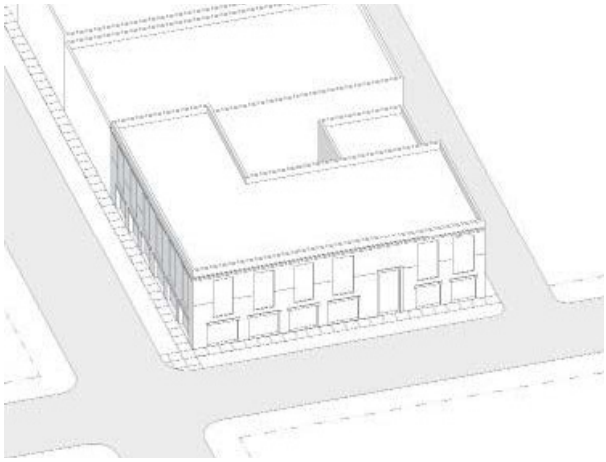
a. Public landscaping shall be incorporated as a part of all proposed projects subject to Section 9.1.030 of this corridor plan.

b. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Director.

c. Landscape shall not obscure the visibility of ground floor storefronts.

d. Landscaping shall be used to screen trash enclosures, shopping cart returns, utilities, and other appurtenant and accessory structures and/or services.

6.1.040 COMMERCIAL BLOCK-COMMERCIAL



Example of commercial block-commercial

Example of commercial block-commercial

A. Description

A building designed for occupancy by retail, service, and/or office uses on the ground floor street frontage, with upper floors configured for office use. A Commercial Block-Commercial building may be located upon a qualifying lot defined in Chapter 4.

B. Access

1. The main pedestrian entrance to each ground floor area shall be directly from and face the street.
2. Where applicable, elevator access shall be provided between the subterranean garage and each level of the building.
3. Pedestrian circulation on upper floors shall not be exposed to street frontage.
4. On a corner lot without access to an alley, parking shall be accessed from the side street through the building.
5. Parking entrances to subterranean garages and/or driveways shall be located as close as possible to the side or rear of each lot.
6. Reciprocal ingress and egress, circulation and parking arrangements shall be required where possible and feasible to facilitate ease of vehicular movement between adjoining properties and to limit unnecessary driveways.
7. Services and/or loading areas shall not face public streets.
8. Pedestrian linkages to nearby neighborhoods, other commercial project, and the street edge shall be provided.
9. Access between transit stops and building entrances shall be clearly defined.
10. On-site pedestrian circulation systems shall be directly connected to off-site public sidewalks.
11. Planted islands and pedestrian walkways shall be provided to connect parking and building entries.

C. Parking and Services

1. Required parking may be at-grade, structured, or subterranean. If structured is provided, the façade of the structure shall be consistent with the colors and materials and character of the primary structure.
2. Above ground equipment and trash enclosures shall be located at least 10 feet behind the facade of the building and be screened from public view with landscaping or a fence.
3. Utility, trash, recycling, food waste and service equipment, including satellite receiving dishes, transformers, and backflow devices, shall be located away from streets and enclosed or screened from view by landscaping, fencing or other architectural means. Satellite dishes and wireless facilities shall comply with provisions set forth with UDC Section 17.69.
4. Rooftop equipment must be set back a minimum of 10 feet from building walls, screened from view on all sides, and integrated into the overall building design.
5. Trash/recycling enclosures and other facilities serviced by trucks should be strategically placed to minimize blockage of street traffic during servicing.
6. Trash facilities and recycling containers shall always be within covered enclosures.
7. Electrical vehicle charging stations shall be required for new commercial developments in compliance with State law.

D. Building Size and Massing

1. On larger lots, new structures should be clustered to create plazas or pedestrian malls in order to prevent long rows of buildings.
2. To reduce massing, all elevations shall include articulation consistent with the architectural design of the main elevation.
3. The visibility of elevators, staircases, and exterior corridors shall be incorporated into the massing of the building. Exterior staircases, corridors, etc may be apporved subject to a Minor Use Permit.
4. Buildings on corner lots shall be designed with street-facing facades of equal architectural expression with interior facades that are consistent with the architectural standards of this code. Prominent architectural features should be located near corners and intersections.
5. Where appropriate, buildings shall include varying heights to reduce massing.

E. Open Space

1. Courtyard and open space areas may be located on the ground or upper floors.
2. Open space shall equal a minimum of fifteen percent (15%) of lot area.
3. Open space requirement may be accomplished through the incorporation of outdoor dining and public gathering areas.
4. Outdoor dining areas may encroach into front setbacks. However, area utilized for outdoor dining that encroaches into the front setback shall not count toward the fifteen percent (15%) minimum open space requirement.

5. Outdoor dinning/public space shall be enclosed and landscaped to the discretion of the Director.

F. Landscape

All projects shall be developed in accordance with section 17.51.030 of the UDC unless otherwise detailed below:

a. No private landscaping is required in front of the building if built to property line.

b. Public landscaping shall be incorporated as a part of all proposed projects subject to Section 9.1.030 of this corridor plan..

c. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Director.

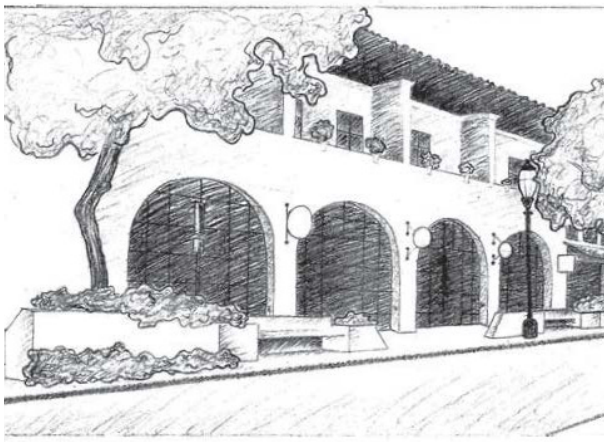
d. Courtyards located over garages should be designed to avoid the appearance of forced podium hardscape through the use of ample landscaping.

e. Landscape shall not obscure the visibility of ground floor storefronts.

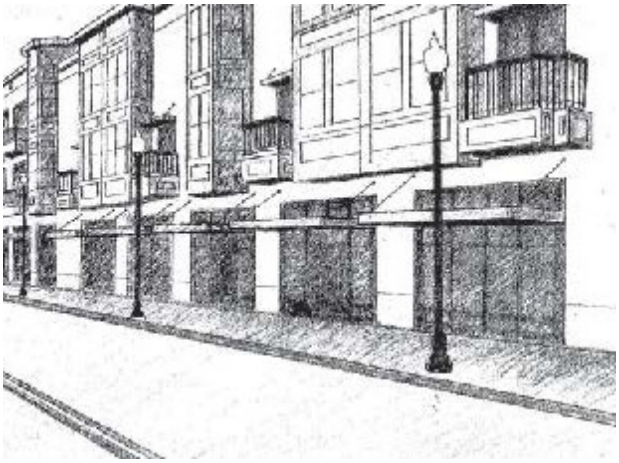
f. Where applicable, landscape shall not be used to separate a front yard from the front yards on adjacent parcels.

g. Landscaping shall be used to screen trash enclosures, shopping cart returns, utilities, and other appurtenant and accessory structures and/or services.

6.1.050 COMMERCIAL BLOCK-MIXED USE



Illustriatve rendering of commercial block-mixed use



Illustriatve rendering of commercial block-mixed use

A. Description

A building designed for occupancy by retail, service, and/or office uses on the ground floor street frontage, with upper floors configured for dwelling units. A Commercial Block-Mixed Use building may be located upon a qualifying lot defined in Chapter 4. Residential units shall comply with the City's Multifamily Residential Standards found in UDC Section 17.57.030.

B. Access

1. The main entrance to each ground floor area shall be directly from, and face the street.
2. Entrance to the residential and/or non-residential portions of the building above the ground floor shall be through a street level lobby.
3. Where applicable, elevator access shall be provided between the subterranean garage and each level of the building.
4. Pedestrian circulation on upper floors shall not be exposed to street frontage
5. Parking entrances to subterranean garages and/or driveways shall be located as close as possible to the side or rear of each lot.
6. Parking shall be accessed from the side street through the building.
7. Services and/or loading areas shall not face public streets.
8. Pedestrian linkages to nearby neighborhoods, other commercial projects, and the street edge shall be provided.
9. Access between transit stops and building entrances shall be clearly defined.
10. On-site pedestrian circulation systems shall be directly connected to off-site public sidewalks.
11. Planted islands and pedestrian walkways shall be provided to connect parking and building entries.

C. Parking and Services

1. Required parking may be at-grade, structured, or subterranean. If structured parking is provided, the façade of the structure shall be consistent with the colors and materials and character of the primary structure.
2. Dwellings may have indirect access to their parking stalls.

3. Above ground equipment and trash enclosures shall be located at least 10 feet behind the facade of the building and be screened from public view with landscaping or a fence.

4. Utility, trash, recycling, food waste and service equipment, including satellite receiving dishes, transformers, and backflow devices, shall be located away from streets and enclosed or screened from view by landscaping, fencing or other architectural means. Satellite dishes and wireless facilities shall comply with provisions set forth with UDC Section 17.69.

5. Rooftop equipment must be set back a minimum of 10 feet from building walls, screened from view on all sides, and integrated into the overall building design.

6. Trash/recycling enclosures and other facilities serviced by trucks should be strategically placed to minimize blockage of street traffic during servicing.

7. Trash facilities and recycling containers shall always be within covered enclosures.

8. Electrical vehicle charging stations shall be required for new commercial developments in compliance with State law.

D. Building Size and Massing

1. On larger lots, new structures should be clustered to create plazas or pedestrian malls in order to prevent long rows of buildings.
2. To reduce massing, all elevations shall include articulation consistent with the architectural design of the main elevation.
3. The visibility of elevators, staircases, and exterior corridors shall be incorporated into the massing of the building. Exterior staircases, corridors, etc may be apporved subject to a Minor Use Permit.
4. Buildings on corner lots shall be designed with street-facing facades of equal architectural expression with interior facades that are consistent with the architectural standards of this code.
5. Where appropriate, buildings shall include varying heights to reduce massing.

E. Open Space

Courtyard and open space areas may be located on the ground or upper floors.

Required residential open space

1. Required yard open space shall be provided for each residential unit as follows:
   a. Studio units- fifty (50) square feet.
   b. One bedroom units- seventy-five (75) square feet.
   c. Two (or more) bedroom units- one hundred (100) square feet.
2. Required recreational facility area shall be provided for each residential unit as follows:
   a. Studio units- one hundred (100) square feet.
   b. One bedroom units- one hundred and fifty (150) square feet.
   c. Two (or more) bedroom units- two hundred (200) square feet.
3. Required recreational facilities shall be provided in one or more of the following manners to the satisfaction of the Director:
   a. Landscaped park-like quiet area.
   b. Children's play area.
   c. Fitness facility.

d. Family picnic area.

e. Swimming pool with cabana or patio cover.

Required non-residential/commercial open space

1. Non-residential open space shall equal a minimum of fifteen percent (15%) of net lot area.
2. The non-residential open space requirement may be accomplished through the incorporation of outdoor dining and public gathering areas.
3. Outdoor dining areas may encroach into front setbacks. However, area utilized for outdoor dining that encroaches into the front setback shall not count toward the fifteen percent (15%) minimum open space requirement.

F. Landscape

All projects shall be developed in accordance with section 17.51.030 of the UDC unless otherwise detailed below:

a. No private landscaping is required in front of the building if built to property line.

b. Public landscaping shall be incorporated as a part of all proposed projects subject to Section 9.1.030 of this corridor plan.

c. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Director.

d. Courtyards located over garages shall provide multiple, well placed landscape areas that are integrated into both the design of the building and the courtyard it is located within.

e. Landscape shall not obscure the visibility of ground floor storefronts.

f. Where applicable, landscape shall not be used to separate a front yard from the front yards on adjacent parcels.

g. Landscaping shall be used to screen trash enclosures, shopping cart returns, utilities, and other appurtenant and accessory structures and/or services.

CHAPTER 7
ARCHITECTURAL STANDARDS

7.1.010 PURPOSE AND APPLICABILITY

A. Purpose

The standards in this section provide direction for the design of buildings, appurtenances, and site elements within the Soledad Canyon Road Corridor Planning Area. The materials, methods, and forms herein are standards. Other materials, methods, and forms will require explicit approval from the review authority, based on a finding that they conform to the design intent of this Code.

GOALS

The overarching objective of these Architectural Standards is to establish a distinguishable character unique to the community.

B. Applicability

The intent of these guidelines is to retain and encourage architectural variety, promote quality development, and ensure that both existing and new development:

Is compatible in size, scale, and appearance with the character of the Soledad Canyon Road Corridor Plan;

Is attractive and an asset to the community;

Preserves and enhances natural features of a site;

Incorporates quality articulation, community character features, multiple building forms, desirable building details, and other elements that display excellence in design;

Provides pedestrian-oriented design to enrich the pedestrian experience;

Promotes the use of high quality materials; and

Incorporation of green building components.

7.1.020 GENERAL DESIGN

A. Project Entry Design

Project entries shall be easily identifiable and aesthetically pleasing. Entries shall be designed to complement the overall style of the project.

1. The following accent features shall be incorporated into the project entry, subject to the discretion of the Director:
    a. Ornamental plantings;
    b. Planted driveway medians (minimum seven feet wide);
    c. Water features;
    d. Architectural monuments;
    e. Decorative walls;
    f. Enhanced paving (colored, textured, and permeable); and
    g. Accent lighting.

B. Public Plaza Spaces

Specialized, defined public outdoor space shall be incorporated into the overall building and project design per the allowed building and frontage type, subject to the discretion of the Director.

1. Pedestrian oriented squares, courtyards, arcades, atriums, verandas, balconies, and roof terraces, shall be placed and designed to encourage attention and the presence of people day and night.
2. Outdoor spaces shall have clear, recognizable shapes that reflect careful planning and not be a result of "left over" areas between structures.
3. Site amenities, such as benches, drinking fountains, provisions for bicyclists, water features, and public art should be utilized and should complement the project's architectural character.
4. Shade trees, umbrellas, and shade bars that provide relief from the sun should be incorporated within public outdoor spaces where appropriate.

C. Cart Return, Loading & Delivery

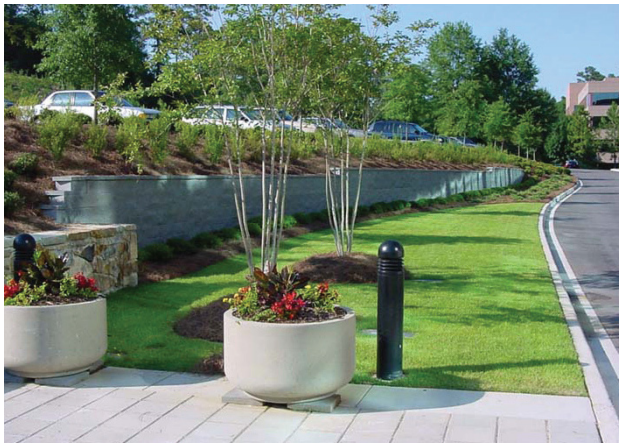
Service and loading areas shall be located and designed for convenient access by tenants, for easy access by service vehicles, and to minimize circulation conflicts with other uses on site.

1. Cart return facilities shall be consistent with the design of the project and building architecture. Similar or the same materials shall be used on the return as the buildings.
2. Cart returns within the parking lot shall be designed with a minimum of three (3) foot landscape planters on each side.
3. Service, utility, and loading areas shall be carefully designed, located, and integrated into the site plan. These areas shall be located and designed for easy access by service vehicles, for convenient access by each tenant and to minimize circulation conflicts with other site uses. These critical functional elements shall not detract from the public view shed area or create a nuisance for adjacent property owners.
4. Loading areas shall be located in the rear of the site. Loading areas located near a side street shall be adequately screened from public view.
5. Loading and delivery space shall be provided for all development subject to the discretion of the Director.

D. Parking Lot Screening

All parking lots shall be adequately screened with walls, berms, and landscaping to prevent headlight and visual impacts to public streets and surrounding properties.

1. A landscaping buffer shall be provided between the parking area and public right-of-way. The buffer may be designed to provide stormwater retention through wet or dry swales, sumps, etc.
2. A 36-inch to 42-inch high berm, headlight hedge, or aesthetically pleasing masonry wall shall be provided to screen any parking area at the street periphery.
3. When walls are used to screen parking, breaks should be provided to allow pedestrian circulation.



E. Walls and Fences

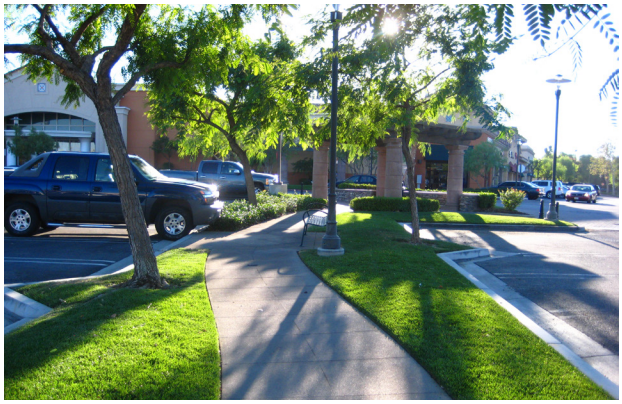
Walls and fences shall be designed to blend with the site's architecture. Landscaping shall be used in combination with walls to soften the appearance and to aid in the prevention of graffiti.

1. The use of chain link fence is prohibited.
2. Wrought iron fences should have iron posts and/or brick or stone piers.
3. Both sides of perimeter walls shall be architecturally treated and shall blend with the site's architecture. A minimum of a three (3) foot landscape planter is required adjacent to any wall or fence.
4. Garden walls, and retaining walls exposed to public view, should be made of a natural material, brick, stone, or stucco compatible with the design of the principal building.
5. Uses adjacent to residentially zoned property or property developed with a residential use, shall provide a minimum six (6) foot high masonry wall along all common lot lines. In addition, fifteen (15) gallon trees shall be installed and maintained along the inside of the wall in a minimum five (5) foot wide planter. The trees shall be located a maximum of twenty (20) feet apart for the length of the common lot line or to the satisfaction of the Director.
6. Patio walls shall be no taller than 36 inches. Walls shall have a minimum of a two (2) foot planter around all wall faces.

F. General Design Principles

Projects shall be designed to integrate the following design principles. The following are general design principles that apply to all new development to ensure that projects possess quality design attributes.

1. Richness of material surface and texture.
2. Muted earth tone colors (such as off-whites, ochres, umbers, beiges, tans, browns, or other similar subdued colors) for primary building surfaces, with more intense colors limited to accents.
3. Significant wall articulation (insets, canopies, wing walls, trellis features, arches, colonnades).
4. Full-sloped roofs, multi-planed roofs (combination of pitched and flat roofs).
5. Window configurations compatible with the design of the building.
6. Articulated building mass and form.
7. Landscape elements, which include plantings and hardscape, that complement the type of architecture, enhance building and site design, and are integrated into the surrounding context.
8. Plazas, landscaped areas, fountains, public art, textured pavement, and vertical building features should be combined to create focal points and identity.
9. Functional and aesthetic vehicular and pedestrian connections to adjacent sites should be considered during site plan development.
10. Dead end drive aisles shall be avoided.
11. Pedestrian links shall be provided between buildings on the same site, public open spaces, and parking areas and should be visually emphasized through the use of landscaping or trellis features, lighting, walls, and/or distinctive paving. Pedestrian links should be consistent with Title 24 California Building Code of Regulations accessibility requirements.



G. Desirable Elements of a Project Design

In addition to the elements previously listed, all projects shall possess the following:

1. Comprehensive sign program integrated with the building, site, and landscape design.
2. Visually distinctive, inviting, and identifiable site and building entrances.
3. Clear vehicular access and circulation.
4. Safe and practical access for pedestrians.
5. Parking areas that are landscaped and screened from public view.
6. Architecturally integrated and concealed mechanical equipment.

H. Undesirable Elements of a Project Design

The following elements shall be avoided:

1. Large blank, unarticulated wall surfaces.
2. Exterior materials that are inconsistent with the architectural design or style of the project.
3. Exposed, untextured concrete precision block walls.
4. Highly reflective surfaces.
5. Visible outdoor storage, loading, and equipment areas.
6. Disjointed parking areas and complex circulation patterns.
7. Large parking areas visible to major thoroughfares.
8. Large, out-of-scale signs.

7.1.030 ARCHITECTURAL STANDARDS FOR SPECIFIC STYLES

A. Style Precedents

This section identifies the Rustic Californian architectural style allowed within the Soledad Canyon Road Corridor. This style was selected by the community during the public outreach effort and also reflects the style of recent buildings that have been constructed within the corridor and surrounding area. The standards listed in this section seek to achieve two purposes: 1) to create high-quality projects whose designs will create a sense of place both on their immediate property as well as along the length of Soledad Canyon Road; and 2) to simplify the development review and approval process by laying out clear, specific design criteria and expectations.

The standards listed in this section provide a broad overview of the Rustic Californian style, but are not comprehensive. Designers and applicants are encouraged to create projects that use not only the design elements listed, but also other elements that are appropriate and in keeping with the respective style. The standards listed serve as a development framework and practical style manual with the understanding that each building or project must fit the context of its specific site and surroundings. While projects shall comply with the standards for the applicable building types listed in this section, designers do have flexibility in the kinds of style elements they choose to use and how they apply the respective style to their projects. Creative designs are encouraged and expected.

B. Conflicting requirements

Notwithstanding the encouragement for creativity and a project's individual styling, should a conflict arise in the application of site/building elements, appurtenances, materials, configurations, etc., the general standards for the Rustic Californian style shall control. In such instances, the approving authority shall have the final word in what is and what is not consistent with the standards for the Rustic Californian style.

7.1.040 RUSTIC CALIFORNIAN

ESSENTIAL CHARACTERISTICS OF RUSTIC CALIFORNIAN

- Open timber trellises
- Stone veneer
- Covered walkways
- Simple earthy colors
- Decorative knee bracing

A. Character

The required architectural style for the Soledad Canyon Road Corridor is "Rustic Californian", which is a mix of the architectural elements found in Mission Revival, Arts and Crafts, Craftsman, and Ranch styles. The utilization of commonly recognized elements authentic to each of these architectural styles, coupled with the introduction of natural materials such as stone veneer, exposed timbers, and selective accents typically employed with these styles helps to create a cohesive design with a contemporary appeal.

Although the following items are considered the most typical character defining features of Rustic Californian architecture, not all of these will apply to each Rustic Calfornian-style building. Each building must be addressed individually and is subject to the discretion of the Director or other approval body.

B. Wall Articulation

Since the "Rustic Californian" style takes its cues from several architectural styles, the elevations should be well articulated with several elements. A combination of roof forms and wall planes should be used to articulate the building. Typical elements that could be incorporated include:

1. Tower elements.
2. Covered walkways.
3. Open trellises.

C. Roof Elements

A single building design may be composed of several roof forms such as:

1. Low-pitched gabled.
2. Shed or compound shed.
3. Low-pitched hip roofs.
4. Exposed overhangs with timber elements.
5. Prominent roof design.

D. Openings

1. Doors and windows typically detailed with trim accent.
2. Combination of arched and flat head window and door styles.
3. Enhanced entries with roof and wall articulation elements.

E. Attached Elements

Attached elements should include connections that take into consideration the detailing that was utilized in the Mission Revival, Arts and Crafts, Craftsman, and Ranch styles including but not limited to:

1. Open timber trellises.
2. Limited metal/wrought iron detailing.

F. Vents

1. Attic vents are often found on gable ends and have a simple trim surround.
2. May be grouped with small accent windows. Sometimes found as decorative grills.
3. Awnings supported by wood or metal members that tie back to the main structure.

G. Accents

Trim, color accents, and materials are to be complementary to each other and reminiscent of Mission Revival, Arts and Crafts, Craftsman, and Ranch styles. Typical accents include:

1. Knee bracing at gable end
2. Roof overhang detailing
3. Siding enhancement
4. Iron or metal work
5. Exposed wood members and attachments
6. Integration of natural materials

H. Wall Surface Materials

Appropriate primary wall surfaces include, but are not limited to:

1. Native stone veneer
2. Cement plaster stucco
3. Smooth and hand-troweled stucco
4. Tile
5. Rustic masonry
6. Wood siding or wood shingles
7. Cement/fiber siding (6-12 inch horizontal siding)
8. Brick

Inappropriate primary wall surfaces include, but are not limited to:

1. Simulated materials such as cement brick
2. T-111 siding
3. Metal siding
4. Slump stone
5. Precision block
6. Highly polished materials
7. "Spanish lace" or knock down stucco
8. Mirror glass and heavily tinted glass
9. Corrugated fiberglass

I. Wall Details and Accents

Appropriate wall materials, details, and accents include, but are not limited to:

1. Accent tile
2. Stucco corbels, lintels, and sills
3. Heavy wood beams
4. Exposed timber rafter tails
5. Clay tile vents
6. Wood vents
7. Recessed niches
8. Arches
9. Colonnades
10. Deep overhangs
11. Wrought iron
12. Wood trellises/shading devices
13. Decorative knee bracing
14. Wood casement or fixed windows (multi-lite)
15. Wood doors with wood trim

Inappropriate wall materials, details, and accents include, but are not limited to:

1. Chrome
2. Plastic
3. Aluminum windows or highly polished materials

J. Roofing materials

Appropriate roofing materials, forms, and accents include, but are not limited to:

1. Cement tiles
2. Dimensional asphalt/composite shingles
3. Standing seam/metal roofing
4. "Cool roof" built-up roofing
5. Traditional two-piece tapered, multi-colored terra cotta or clay barrel tiles with an approximate 20 percent grounded concrete boost in the field tiles
6. Barrel tile caps at roof hips
7. Double tiles or boosted tiles at eaves

Inappropriate roofing materials, forms, and accents include, but are not limited to:

1. Simulated clay or concrete roofing tiles
2. Wood shingles/shakes
3. Corrugated metal/fiberglass panels
4. S-tiles

K. Colors

The following items are intended to promote well-coordinated color palettes that integrate with the other exterior gestures of a building:

1. Light, subtle earth tones such as tan, beige, sand, and cream, used in conjunction with bold, rich complementary accents, are appropriate color choices.
2. Simple color schemes involving a maximum of three colors are recommended.
3. Bright colored walls are discouraged.
4. Certain materials, such as stone and brick, have distinct coloring in their natural state and should be thought of as an element of the color palette used. These materials should not be painted.
5. Brighter colors should be used as accents.

CHAPTER 8
SIGN STANDARDS

8.1.010 PURPOSE

This section contains standards and guidelines for signage to ensure that signs installed throughout the Soledad Canyon Road Corridor are consistent with the overall quality and character of new development. Please refer to the Unified Development Code for all sign related information or regulations not specifically addressed in this section of the Soledad Canyon Corridor Plan.

8.1.020 APPLICABILITY

The provisions of this Section apply to proposed development and land uses in addition to all other applicable requirements of the base zone. In the event of a conflict between a requirement in this section and the base zone, the requirement in this section shall control.

a. The sign standards determine the allowed type and size, material, design, and maintenance requirements for signage located throughout the Soledad Canyon Corridor planning area. In the event of a conflict between this Section and any other City code, the provisions of this Section shall apply.

b. All issues not specifically addressed herein shall be addressed pursuant to the City of Santa Clarita Municipal Code.

c. The replacement of signs due to tenant changes is exempt from this section if no other exterior alterations are proposed.

d. Only those existing or proposed projects deemed consistent with Chapter 7 of this plan shall adhere to the standards set forth in this section of the Soledad Canyon Corridor Plan. All other properties not deemed consistent shall comply with Section 17.51.080 of the Unified Development Code.

8.1.030 PERMIT REQUIREMENTS

A. Individual Signs

The Director shall have the authority to review and approve all signs complying with the standards of this Article except as otherwise noted. Any sign requests not complying with these standards shall require Sign Variance approval.

B. Sign Plan Requirements

1. A master sign plan shall be required for:

   a. A new project with five or more tenants;

   b. A project consisting of major rehabilitation work on an existing project with five or more tenants, that involves exterior remodeling, and/or the application proposes modification to 50 percent or more of the existing signs on the site within a 12-month period. For the purposes of this Chapter, major rehabilitation includes those projects requiring an Architectural Design Review or Development Review as detailed in Chapter 17.23 of the UDC.

2. Each sign installed or replaced shall comply with the approved master sign plan.

C. Standards

1. For each business establishment, the total sign area permitted shall be three (3) square feet of total sign area for each linear foot of primary frontage facing a street or internal pedestrian walkway. Sign area for monument signs shall not count towards this requirement.
2. For multi-tenant buildings, each establishment shall be calculated individually. For corner establishments, the façade facing Soledad Canyon Road shall be considered the primary elevation.
3. Signage on secondary elevations shall count towards the total sign area permitted for each establishment.
4. The method of sign attachment to the building should be integrated into the overall sign design.
5. Signs should not cover up windows or important architectural features.
6. Flush mounted signs should be positioned within architectural features, such as the window or panel above the storefront or flanking the doorways.
7. Flush mounted signs should align with other signs in the project center to maintain the existing pattern.
8. External illumination of signs and awnings is preferred.
9. Lighting of all exterior signs should be directional to illuminate the sign without producing glare on pedestrians autos, or adjacent residential units.
10. Electrical connections should not be visible on signs.
11. To conserve energy, there should be a standard shut-off time for illuminated signs for businesses that do not operate at night.
12. A single development with more than five users should provide a unifying sign theme through a sign program. All signs should be consistent with each other in the following ways:
    a. Type of construction materials
    b. Letter size
    c. Method of sign support
    d. Configuration of sign area
    e. Shape of total sign and related components
13. Illumination should consist of incandescent, halogen, neon, LED, and metal halide light sources only. High pressure sodium, low pressure sodium, and fluorescent lighting are strongly discouraged.
14. Contrasting colors should be used between the color of the background and the letters of symbols used. Light letters on a dark background or dark letters on a light background are most legible.
15. Colors or color combinations that interfere with the legibility of the sign copy should be avoided.
16. Sign design, including color, should be appropriate to the establishment, conveying a sense of what type of business is being advertised.
17. The location of all permanent signs should be incorporated into the architectural design of the building. Placement of signs should be considered part of the overall facade design. Sign locations should be carefully considered, and align with major architectural features.
18. Storefront signage should help create architectural variety from establishment to establishment. In multi-tenant buildings, signage should be used to create interest and variety.

19. All signs (including temporary signs) should present a neat and aligned appearance.

20. All signs (including temporary signs) should be constructed and installed utilizing the services of a professional sign fabricator.

21. All master Sign Plans shall comply with the standards of this section.

8.1.040 SIGN TYPE STANDARDS & GUIDELINES

For the purposes of this plan, the following Sign Types are established and permitted per the requirements:

- **A. Monument Signs**
- **B. Grand Projecting Signs**
- **C. Marquee Signs**
- **D. Wall Signs**
- **E. Blade Signs**
- **F. Awning Face Signs**
- **G. Recessed Entry Signs**
- **H. Window Signs**
- **I. Building Identification Signs**
- **J. Temporary Banner Signs**
- **K. Portable Signs**
- **L. Directional/ Informational Signs**
- **M. Incidental Business Signs**
- **N. Real Estate Signs**
- **O. Fuel Pricing Signs**
- **P. Fuel Sales Canopy Signs**

A. Monument Sign

Monument signs are permitted in all zones: subject to the following regulations:

1. Number

a. Only one monument sign may be permitted on any lot or parcel of land having a minimum of one hundred (100) feet of continuous street or highway frontage. For the purposes of calculating frontage on a corner lot, frontage shall include the total linear distance of such lot(s) on each of the streets.

b. In the event of any lot or parcel of land having continuous street frontage exceeding one hundred (100) feet, one additional monument sign shall be permitted for each additional four hundred (400) feet of continuous frontage. In no event, however, shall a monument sign be located closer than two hundred fifty (250) feet from any other monument or freestanding sign on the same property or center.

c. In order to reduce the number of nonconforming signs within the City, no parcel of land whereon there exists any legal nonconforming pylon sign shall be allowed a monument sign unless at least one existing legal nonconforming pylon sign or billboard of equal or greater sign area is first removed.

2. Area and Height

a. A maximum area of fifty-four (54) square feet per sign face, including the base, shall be permitted.

b. Larger centers of three (3) or more acres or where visibility constraints justify a monument sign as opposed to a pylon sign, the sign may have an area exceeding fifty-four (54) square feet per sign face, including the base, pursuant to a sign review for enhanced signing per Section 17.23.190 of the UDC.

c. A monument sign shall have no more than two (2) sign faces.

d. A maximum height of six (6) feet shall be permitted.

e. Larger centers of three (3) or more acres or where visibility constraints justify a monument sign as opposed to a pylon sign, a maximum height of up to eight (8) feet may be permitted, pursuant to a sign review for enhanced signing per Section 17.23.190 of the UDC.

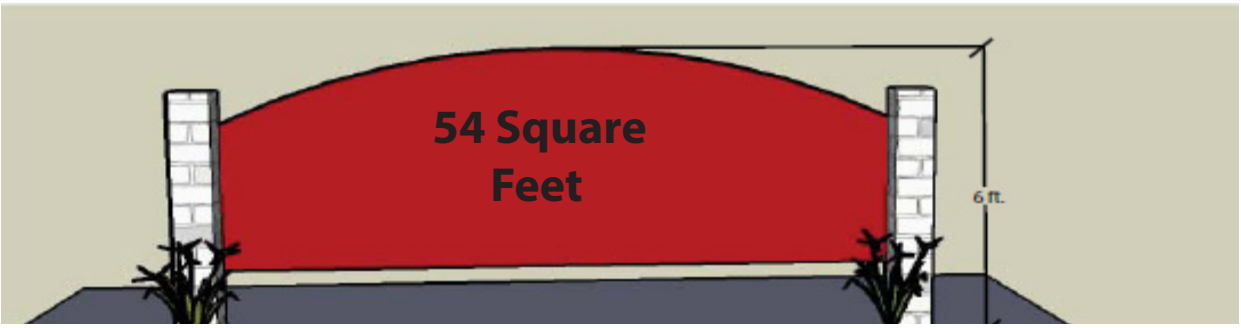
3. Address and Content

a. Monument signs shall clearly show the property address with letter sizes not to exceed eight (8) inches in height.

b. Only name and/or symbol of retail/office center (or name of retail/office center and on-site businesses or organizations) and addresses may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited.

4. Multiple-Tenant Monument Signs

a. Displaying five (5) or more tenants per sign face are permitted pursuant to a master sign plan.



Example of Monument Sign

B. Grand Projecting Signs

Grand Projecting Signs are tall, large, vertically oriented signs which project from the building perpendicular to the façade and which are structurally integrated into the building.

1. Number

a. Only one (1) Grand Projecting Sign shall be permitted per establishment.

2. Area, Height and Width

a. The area of Grand Projecting Signs shall count towards the total sign area permitted based on the Linear Frontage Ratio.

b. The maximum sign area of Grand Projecting Signs shall not exceed thirty-six (36) square feet. A maximum sign area of forty-eight (48) square feet may be approved pursuant to an enhanced Sign Review.

c. Grand Projecting Signs shall be at least twelve (12) feet and no more than thirty (30) feet in height from the bottom-most part of the sign to the tallest part of the sign.

d. Letter width shall not exceed two-thirds (2/3) of the sign width.

3. Location

a. Including the attachment apparatus, Grand Projecting Signs shall project no more than three (3) feet from the façade of the building. Grand Projecting Signs may project up to four (4) feet from the facade of the building pursuant to an enhanced Sign Review.

b. Grand Projecting Signs shall not encroach into the public right of way.

c. No portion of a Grand Projecting Sign shall be lower than twelve (12) feet above the level of pedestrian walkways.

d. No portion of a Grand Projecting Sign shall extend above the roofline.

4. Lighting

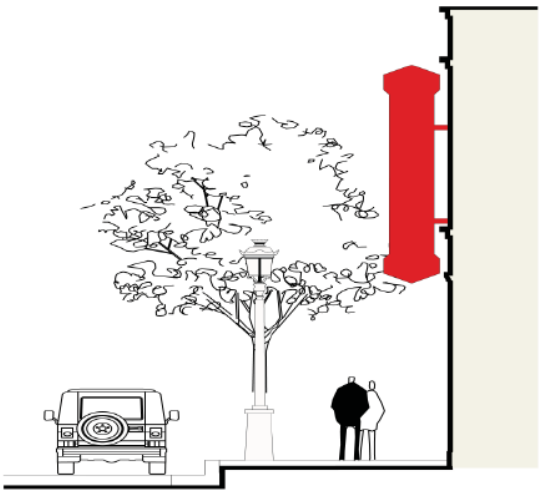
a. Grand Projecting Signs may not use animation, chase lights or flashing lights.

b. Grand Projecting Signs shall be illuminated by halo illumination or exposed incandescent bulb illumination only.

5. Content

a. Letters shall be oriented right-side-up and stacked in a single upright row with the first letter being at the top of the sign and the last letter being at the bottom.

b. Only name and/or symbol of retail/office center (or name of retail/office center and on-site businesses or organizations) and addresses may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited.

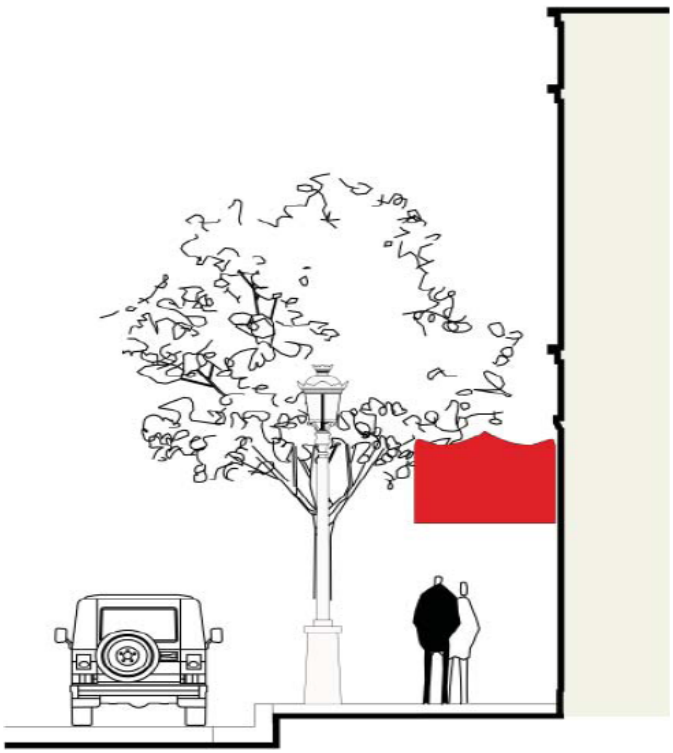


Example of Grand Projecting Sign

C. Marquee Signs

Marquee signs for approved movie and live performance/theater uses are permitted in all approved zones subject to the following regulations:

1. **Number**
   a. Only one (1) Marquee Sign shall be permitted per establishment.
2. **Area and Height**
   a. Signs shall be proportional in sign area to the structure on which they are located.
   b. Signs shall not exceed fifteen (15) feet in height.
3. **Location**
   a. Marquee signs shall be located no closer than two hundred-fifty (250) feet from another existing marquee sign.
4. **Lighting**
   a. Signs may be internally or externally lighted.
   b. No electronic copy or digital media shall be permitted.
5. **Content**
   a. Name of movie or live performance theater may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited.



Example of Marquee Sign

D. Wall Signs

Wall Signs are signs that are located on, and parallel to, a building wall are subject to the following regulations:

1. Number and Area

a. Ground-Floor Establishments

i. Each ground-floor establishment with a separate entrance shall be permitted one primary wall sign along the main elevation with a primary entrance, facing a street, on-site parking area or internal pedestrian walkway. A maximum of one and one-half (1.5) square feet of wall sign area for each one linear foot of building or tenant frontage shall be permitted.

ii. Each ground-floor establishment with a separate entrance shall be permitted secondary wall signs along up to two (2) other elevations (including the rear) with a secondary entrance, facing a street, on-site parking area or internal pedestrian walkway. A maximum of one-half (1/2) the allowable area of the primary wall sign shall be permitted.

iii. A ground-floor retail establishments with two (2) entrances along the main elevation may be permitted two (2) primary wall signs along the main elevation, pursuant to a sign review for enhanced signing and the following regulations:

(1) The main elevation shall have a minimum frontage of one hundred and fifty (150) feet, and a minimum gross floor area of ten thousand (10,000) square feet.

(2) The combined area of all signing along the main elevation shall not exceed one and one-half (1.5) square feet of wall area for each one linear foot of building or tenant frontage.

(3) The wall signs shall have the same design and shall be located adjacent to or above the building entrances.

iv. Larger ground-floor retail establishments may be permitted up to four (4) supplemental wall signs along the main elevation to advertise services provided or sub-tenants, pursuant to a sign review for enhanced signing and the following regulations:

(1) The main elevation shall have a minimum frontage of one hundred and fifty (150) feet, and a minimum gross floor area of ten thousand (10,000) square feet.

(2) The combined area of all signing along the main elevation shall not exceed one and one-half (1.5) square feet of wall area for each one linear foot of building or tenant frontage.

(3) The combined area of all supplemental signs shall not exceed twenty-five (25) percent of the area of all signing along the main elevation.

b. Shared Entrances

i. Any building containing establishments that front only an interior mall having a limited number of entrances shall be considered a single establishment for the purpose of computing the number and area of wall signs permitted on the exterior walls of such building.

ii. Each first- and second-floor establishment that does not have a separate entrance or does not front a street or on-site parking area shall be permitted a maximum sign area of two (2) square feet oriented facing the street, entrance or on-site parking area.

c. Second Floor Establishments

i. For each second floor establishment with a separate entrance facing a street or on-site parking area, one wall sign with a maximum area of ten (10) square feet shall be permitted. A maximum area of up to twenty (20) square feet may be permitted, pursuant to a sign review for enhanced signing.

ii. A maximum three (3) wall signs shall be permitted per ground floor establishment with a separate entrance and a maximum one wall sign shall be permitted per elevation of each ground-floor establishment.

2. **Height**

   a. A maximum height of up to two (2) feet and two vertical lines of text shall be permitted. For initial capital letters or logos, a maximum height of up to two and one-half (2-1/2) feet shall be permitted.

   b. A maximum height of up to eight (8) feet and three (3) or more vertical lines of text may be permitted, pursuant to a sign review for enhanced signing.

3. **Width**

   a. The maximum width of seventy-five (75) percent of the building or tenant frontage shall be permitted.

4. **Location**

   a. Wall signs shall not extend above eave line or parapet on the lowest point on the sloping roof of the building on which it is located.

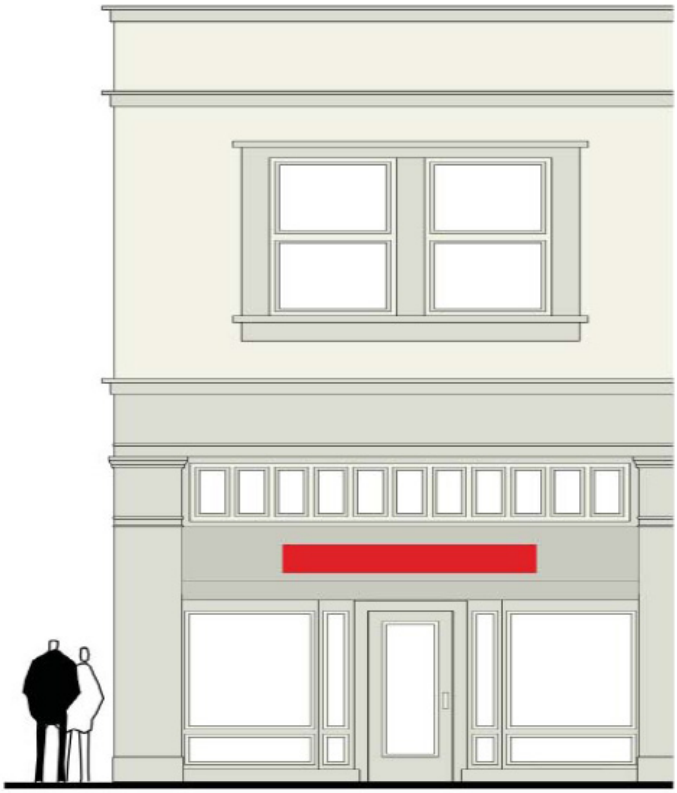
   b. Wall signs shall be located approximately parallel to the plane of the building and shall not project more than eighteen (18) inches from the building face.

5. **Lighting**

   a. Wall signs may be internally or externally lighted. No exposed neon is permitted.

6. **Content**

   a. Only individual letters of a business name or individual letters and adjacent logo may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited. Supplemental wall signs along the main elevation, advertising services provided or sub-tenants, may be permitted pursuant to a sign review permit.



EXAMPLE OF WALL SIGN

E. Blade Signs

Blade Signs are oriented perpendicularly to the building façade and which are suspended under a bracket, armature, or other mounting device. Blade Signs are permitted in all approved zones subject to the following regulations:

1. Number

a. Only one blade sign shall be allowed per establishment with an entrance fronting onto either a public or private pedestrian walkway.

2. Area, Height and Width

a. No Blade Sign shall exceed six (6) square feet in size.

b. The height of the blade sign shall be no more than two (2) feet.

c. The width of a blade sign shall be no more than three (3) feet.

3. Location

a. Blade Signs shall project no more than three (3) feet from the façade of the building including attachment apparatus.

b. No portion of a Blade Sign shall be lower than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

c. Blade Signs shall only be mounted on the wall area below the second floor.

d. No portion of the blade sign shall encroach into the public right-of-way.

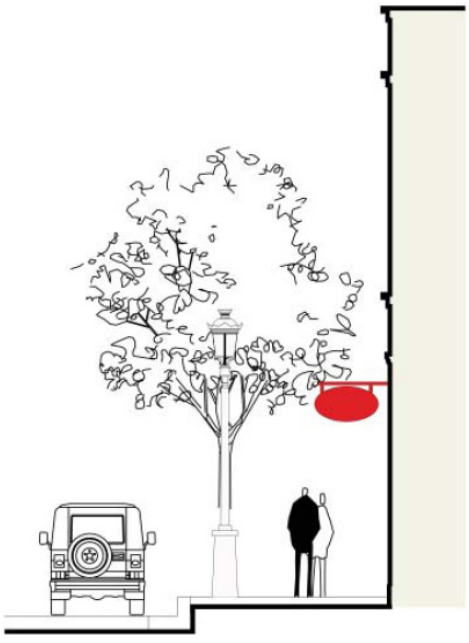
e. Blade signs may be located underneath awnings.

4. Lighting

a. Blade signs shall be unlit or externally lit.

5. Content

a. Only individual letters of a business name or individual letters and adjacent logo may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited. Supplemental wall signs along the main elevation, advertising services provided or sub-tenants, may be permitted pursuant to a sign review permit.



Example of Blade Sign

F. Awning Face Signs

Awning Face Signs are signs applied to the primary face of an awning, including sloped awning faces and vertical "box" awning faces. Awning Face Signs are permitted in all approved zones subject to the following regulations:

1. Number

a. Only one Awning Face Sign per establishment shall be permitted.

2. Area, Height and Width

a. No Awning Face Sign shall exceed twenty percent (20%) of the area of the awning face.

b. The height of the Awning Face Sign shall not exceed eighteen (18") inches in height when incorporated with a Wall Sign at the same entryway or twenty-four (24") inches when not incorporated with a Wall Sign at the same entryway.

c. The width of the Awning Face Sign shall not exceed seventy-five (75%) of the width of the awning.

3. Location

a. Awning Face Signs shall project no farther from the building than its associated awning.

b. No portion of an Awning Face Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

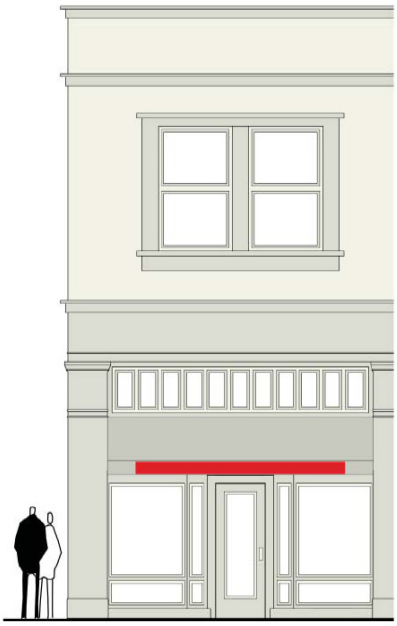
4. Lighting

a. Awning Face Signs shall be unlit or illuminated by external illumination only.

5. Content

a. Only individual letters of a business name or individual letters and adjacent logo may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited. Supplemental wall signs along the main elevation, advertising services provided or sub-tenants, may be permitted pursuant to a sign review permit.

b. The sign copy of Awning Face Signs should consist of the same material, vinyl or paint applied directly to the awning.



Example of Awning Face Sign

G. Recessed Entry Signs

Recessed Entry Signs are signs that are oriented parallel to the building façade and which are suspended over a recessed entry. Recessed Entry Signs Signs are permitted in all approved zones subject to the following regulations:

1. Number

a. No more than one (1) Under Awning Sign shall be permitted per establishment per façade.

b. In no circumstance shall a Recessed Entry Sign be incorporated at the entryway of an establishment that utilizes a Wall Sign at the same entryway.

2. Area, Height and Width

a. No Recessed Entry Sign shall exceed twenty (20) square feet in size.

b. The height of a Recessed Entry Sign shall not exceed twenty-four (24") inches in height.

c. The width of a Recessed Entry Sign shall not exceed ten (10') feet or seventy-five (75%) of the establishment frontage, whichever is less.

3. Location

a. Recessed Entry Signs shall not project beyond the façade of the building.

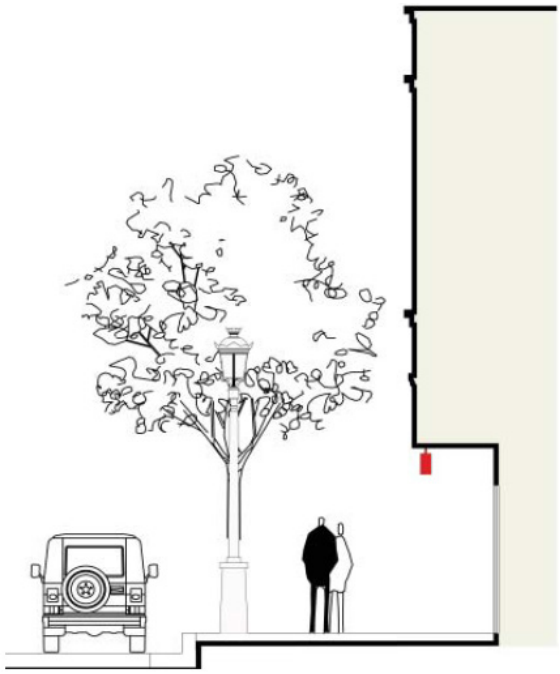
b. No portion of a Recessed Entry Sign shall be lower than eight (8) feet above the level of the sidewalk.

4. Lighting

a. Recessed Entry Signs should be illuminated by external illumination only.

5. Content

a. Only individual letters of a business name or individual letters and adjacent logo may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited. Supplemental wall signs along the main elevation, advertising services provided or sub-tenants, may be permitted pursuant to a sign review permit.



Example of Recessed Entry Sign

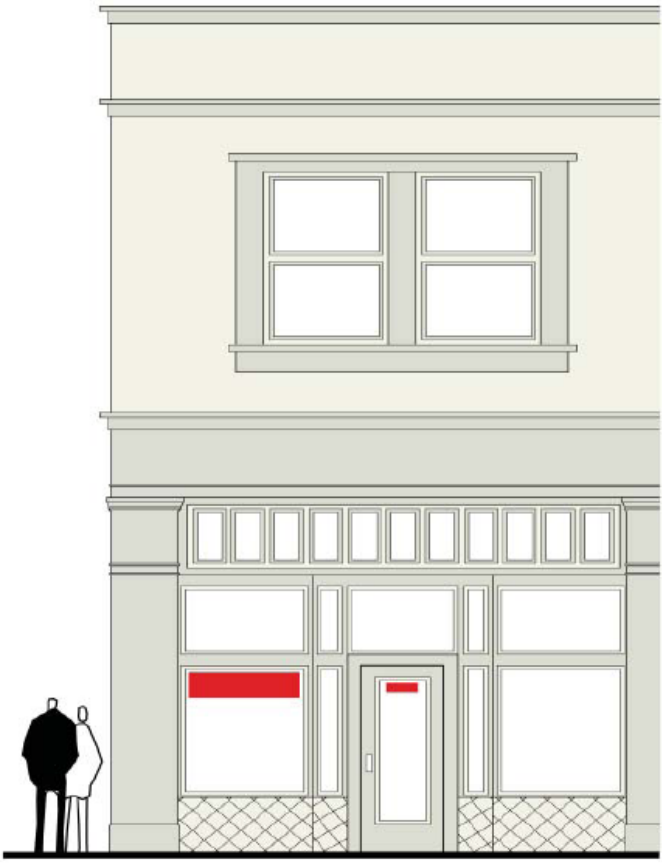
H. Window Signs

1. Guidelines

a. Window signs are permitted in all zones; provided, that such signs do not exceed twenty five (25) percent of the area of any single window or of adjoining windows on the same frontage. This provision is not intended to restrict signs utilized as part of a window display of merchandise when such signs are incorporated within such display.

2. Content

a. Business name business logos, and services incidental to the business may be permitted. Telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited.



Example of Window Sign

I. Building Identification Signs

Building Identification Signs are signs which are mounted to the front fascia of an awning or on and parallel to a building wall that announces the name of a building. Building Identification Signs are permitted in all approved zones subject to the following regulations:

1. Number

a. Only one Building Identification Sign shall be allowed for each multi-tenant building.

b. Under no circumstance shall both a Building Identification Wall Sign and a Building Identification Awning Sign be permitted for the same building.

2. Location

a. Building Identification Signs located upon the front fascia of a canopy shall be contained completely within that fascia and oriented parallel to the building wall surface.

b. Building Identification Awning Signs shall be located only on the fascias of an awning above the primary building entrance and shall be located entirely within the canopy fascia.

c. Building Identification Awning Signs shall project no farther from the building than its associated canopy.

d. No portion of a Building Identification Awning Signs shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

e. Building Identification Wall Signs shall project no more than one (1) foot from the façade of the building.

f. Building Identification Wall Signs shall be located only on the frieze, cornice, or fascia area of storefront level; frieze, cornice, fascia, parapet of the uppermost floor; or above the entrance to main building lobby.

3. Lighting

a. Building Identification Awning Signs should be illuminated by external illumination only.

b. Building Identification Wall Signs should be illuminated by external illumination or halo illumination only.

4. Content

a. Building Identification Awning Signs should consist of vinyl or paint applied to canopy, or may be inscribed into the canopy.

b. Only individual letters of a business name or individual letters and adjacent logo may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited. Supplemental wall signs along the main elevation, advertising services provided or sub-tenants, may be permitted pursuant to a sign review permit.

Example of Building Identification Sign

J. Temporary Banner Signs

Temporary Banner Signs are permitted in all approved zones subject to the following regulations:

1. Time Limits

a. Signs shall be limited to sixty (60) days per calendar year for each establishment. This time may be utilized in any combination of duration; however, the number of special events shall not exceed five (5) per calendar year.

2. Height and Area

a. Signs shall be limited to three (3) feet in height and sixty (60) square feet in area and may not include prices, telephone numbers, leasing information, name brands or specific items for sale. The sign area of Temporary Banner Signs shall not count towards the total allowable sign area for each establishment.

3. Location

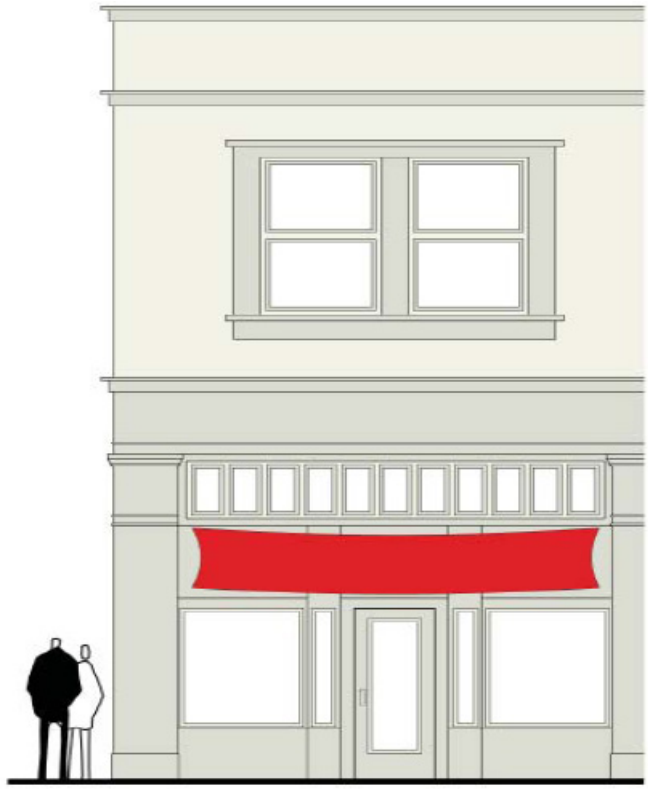
a. Signs shall be affixed wholly to the structure or site associated with the special event, shall not extend above the roofline and shall not encroach into the public right-of-way.

4. Content

a. Name of business and/or a unique event, happening, action, or occasion permitted to occur on-site may be permitted. Brand names, telephone numbers, web addresses, prices and other information which makes the sign appear to be advertisement are prohibited.

5. Construction Activity

a. A business located within a commercial center, undergoing construction, with an active building permit, may be permitted one temporary banner in lieu of a wall sign, during the period of construction.



Example of Temporary Banner Sign

K. Portable Signs

A portable sign is a sign that is self-supporting, designed to be moveable and not structurally attached to the ground, a building, a structure or another sign. Portable signs include, but are not limited to, sandwich board signs, A-frame signs, and other similar signs.

1. Number

a. One (1) Portable Sign shall be permitted for each establishment with an entryway directly accessed from an internal pedestrian walkway or the pubic right-of-way. Portable Signs are not permitted in the public right-of-way.

2. Area, Height and Width

a. The maximum allowable sign area shall be six (6') feet for each of a total of two (2) permitted sign faces.

b. The maximum allowable height of a Portable Sign shall be three (3') as measured from the grade of the walkway upon which it is located.

c. The maximum allowable width of a Portable Sign shall be two (2) feet. The maximum width shall be measured as a part of the entire Portable Sign structure.

3. Location

a. Portable Signs may be located on private property and are prohibited within any drive internal drive aisle or any portion of the public right-of-way.

b. Portable Signs shall be only be located directly adjacent to the associated establishment.

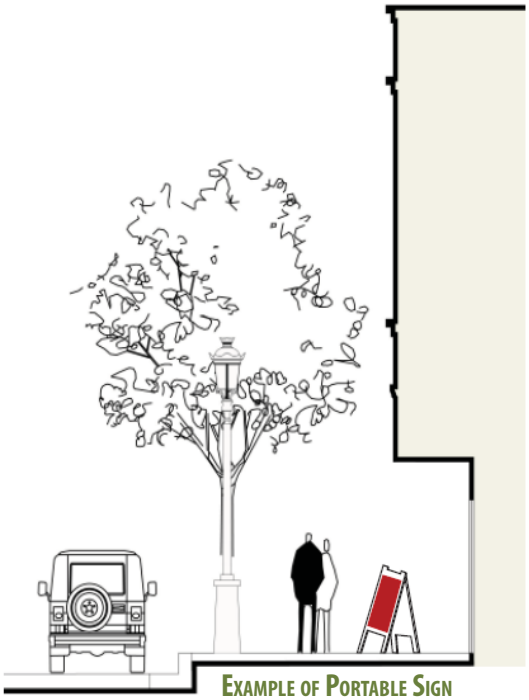
c. Hand-held portable signs are prohibited.

4. Lighting

a. Portable signs shall remain unlit.

5. Content

a. Business name business logos, and services incidental to the business and prices may be permitted. Telephone numbers, web addresses are prohibited.



Example of Portable Sign

L. Directional/Informational Signs

Directional/Information signs may be approved subject to Section 17.51.080 (j) of the UDC and shall not count towards the total permitted sign area.

M. Incidental Business Signs

Incidental Business signs may be approved subject to Section 17.51.080 (k) of the UDC and shall not count towards the total permitted sign area.

N. Real Estate Signs

Real Estate signs may be approved subject to Section 17.51.080 (o) of the UDC and shall not count towards the total permitted sign area.

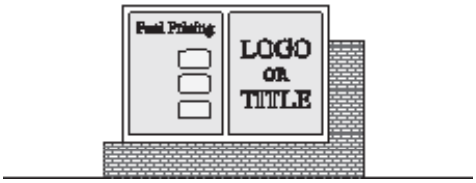
O. Fuel Pricing Signs

Fuel Pricing signs may be approved subject to Section 17.51.080 (p) of the UDC and shall not count towards the total permitted sign area.

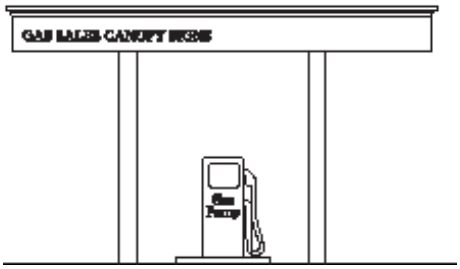
P. Fuel Sales Canopy Signs

Fuel Sales Canopy signs may be approved subject to Section 17.51.080 (p) of the UDC and shall not count towards the total permitted sign area.

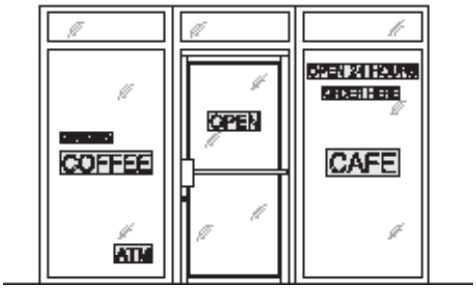
Directional/Information Sign



Fuel Pricing Sign



Fuel Sales Canopy Sign



Incidental Business Sign

Real Estate Sign

CHAPTER 9
STREET AND STREETSCAPE STANDARDS

9.1.010 PURPOSE AND APPLICABILITY

A. Purpose

This section identifies the street and streetscape types allowed within the Soldad Canyon Road Corridor Planing Area, and provides design standards to ensure that proposed development is consistent with the City's goals for the character of the public realm of the street. These standards also establish an environment that encourages and facilitates pedestrian activity. The proposed street network is based on projected development permitted by the Land Use Element of the General Plan.

B. Objectives and Purpose

1. Make Soledad Canyon Road a walkable community by retrofitting pedestrian connections and facilities into existing development where needed, and by promoting healthy streets in new development.
2. Upgrade streets that are not pedestrian-friendly due to lack of sidewalk connections, safe street crossing points, vehicle sight distance, or other design deficiencies.
3. Establish safe and aesthetically pleasing environments that encourage and facilitate pedestrian and non-motorized activity.
4. Create walkable communities in which interconnected walkways provide a safe, comfortable and viable alternative to driving for local destinations.
5. Provide multi-modal circulation systems that move people and goods efficiently while protecting environmental resources and quality of life.

CITY OF SANTA CLARITA GENERAL PLAN

The Santa Clarita Valley circulation system provides vital connections linking neighborhoods, services, and employment centers throughout the community and the region. A comprehensive transportation network of roadways, multi-use trails and bike paths, bus transit, and commuter rail provides mobility options to valley residents and businesses. Planning for the ultimate location and capacity of circulation improvements will also enhance economic strength and quality of life in the Santa Clarita Valley.

6. Provide adequate facilities for multi-modal travel, including but not limited to bicycle parking and storage.
7. Encourage providing right-of-way for non-vehicular transportation modes so that walking and bicycling are the easiest, most convenient modes of transportation available for short trips.
8. Enhance community appearance through landscaping, street lighting, street funiture, bus shelters and benches, and other aspects of streetscape design within the right-of-way.
9. Provide provisions for equipment and facilities to support the use of bicycles as an alternative means of transportation.

9.1.020 SOLEDAD CANYON ROAD- EXISTING

A. Existing Condition

From approximately Camp Plenty Road to Solamint Road, Soledad Canyon Road is defined by its functionality as a vehicular corridor for surrounding residential neighborhoods and primarily consists of one story commercial buildings. Many of these buildings were constructed in the 1960s - 1970s and reflect a style that lacks distinctive architectural character. The buildings are reminiscent of the development patterns of the era, with buildings located to the rear of the property with parking fields in the front. Soledad Canyon Road is an urban thoroughfare consisting of six traffic lanes and partially landscaped medians throughout. The existing right-of-way varies between approximately 116 and 120 feet in width and provides a pedestrian experience limited by obstructions such as newspaper stands and a lack of landscape elements, street furniture and inviting storefronts.

EXHIBIT A

Exhibit A shows the typical condition of Soledad Canyon Road looking west toward Camp Plenty Road. This photo shows the partially landscaped medians, six lanes of traffic and development patterns typical of the 1970s, including an uninviting pedestrian experience and surface parking lots immediately adjacent to the public right-of-way when development was focused on automobiles, not pedestrians. Pedestrian linkages and amenities were not included in typical projects of the era. Shopping centers and strip commercial buildings were designed with large, sparsely landscaped parking lots located adjacent to the street, with the building store fronts set back far from the sidewalk. The Soledad Canyon Road Corridor Plan works to improve mobility and the livability of the community by encouraging pedestrian access and amenities, as well as improving the streetscape and signage for drivers. Many of the pedestrian spaces in the planning area are constrained by above ground appurtenances obstructing pedestrian and bicycle traffic as demonstrated in Exhibit B. These same appurtenances may reduce sight-lines for drivers and/or obstruct signage and visibility. The Soledad Canyon Road Corridor Plan encourages the development of the public

EXHIBIT B

realm to create environments that are inviting and adequately suited to pedestrian and bicycle traffic, as well as impair the overall look and functionality of Soledad Canyon Road.

Some portions of the sidewalk along Soledad Canyon Road are no more than 4 feet in width while other segments are in excess of 10 feet wide and contain obstructions such as utility boxes and news racks. This situation is shown in Exhibits C and D. Sidewalk width is important, particularly between crosswalks, bus stops, and storefronts because these are the paths that connect pedestrians with the services they need. Minimum, unobstructed width is also important for pedestrians who use wheelchairs, scooters, or other personal mobility devices. While wide sidewalks allow for better pedestrian mobility, other elements are also important such as landscaping, benches, bicycle parking, etc. A coordinated effort is required to ensure the various amenities do not conflict with each other. A primary objective of the Soledad Canyon Road Corridor Plan is to significantly improve the existing condition by incorporating landscaping and street furniture to encourage a pleasant pedestrian environment.

EXHIBIT C

EXHIBIT D

9.1.030 FUTURE CONDITIONS

A. The Street

The General Plan designates Soledad Canyon Road as a Major Highway with an ultimate buildout right-of-way of 116 feet with three traffic lanes in each direction. Exhibit E details each of these lanes, the center landscape median, the parkways, and pedestrian and bike oriented sidewalks. It should be noted that the extra wide sidewalks and parkways help create a buffer between the street and the public walkable realm. With the exception of Tier 1 and Tier 2 projects, all construction projects shall be required to build out the ultimate right-of-way along their property frontage.

Changes from Existing Conditions:

- As illustrated in Exhibit E, increase the sidewalk to 10' on each side.
- As illustrated in Exhibit E, add a 5' landscaped parkway.
- As illustrated in Exhibit F, add street trees to the parkway spaced at a distance of 30' on center.
- As illustrated in Exhibit F, provide areas within the parkway for benches, newsstands, and bike racks.

GENERAL PLAN POLICY LAND USE SECTION 3.4.9

Encourage street cross-sections that locate landscaped parkways between the curb and the sidewalk to create a visually pleasing streetscape and provide pedestrian protecton.

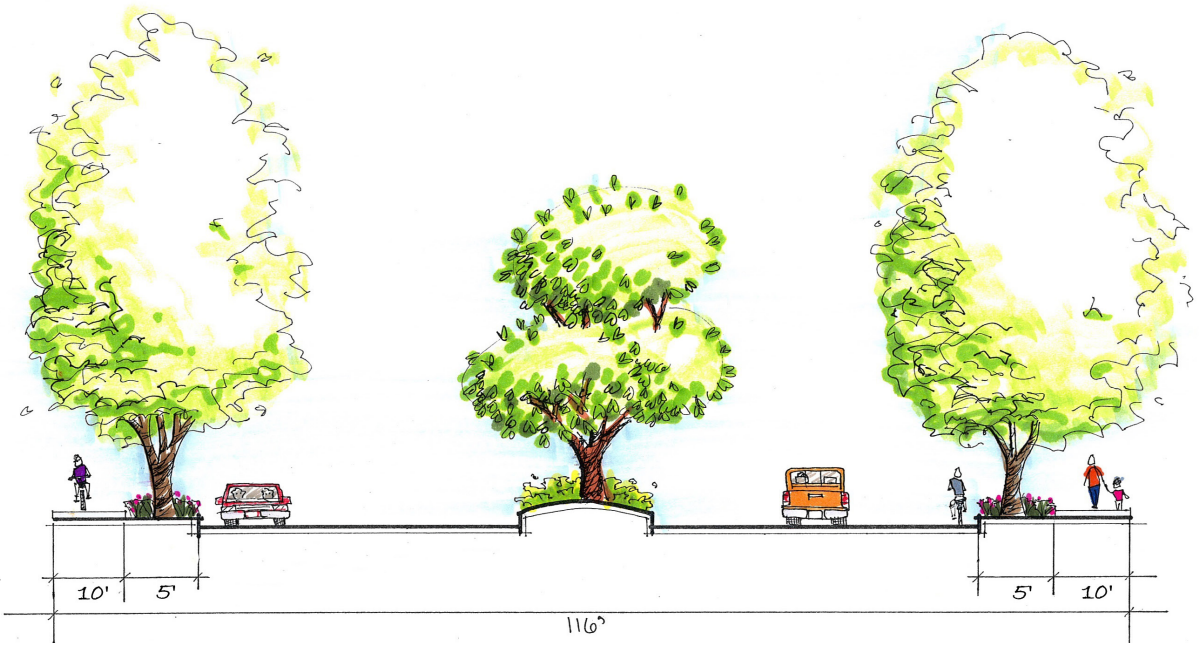


EXHIBIT E: SOLEDAD CANYON ROAD ROADWAY CROSS SECTION

B. The Parkway and Sidewalk

The 5 foot wide parkway along Soledad Canyon Road shall have canopy shade trees (street trees) every 30 linear feet on center as shown in Exhibit F, subject to the discretion of the Director or approval body. Applicants are required to plant 24 inch box trees. The variety and tree/plant species shall be determined by the Director. All other unpaved area within the parkway shall be planted with ground cover, flowers, and/or bushes to the satisfaction of the Director. Refer to the Corridor Guidelines on file with the Planning Division for a list of approved amenities and plant species.

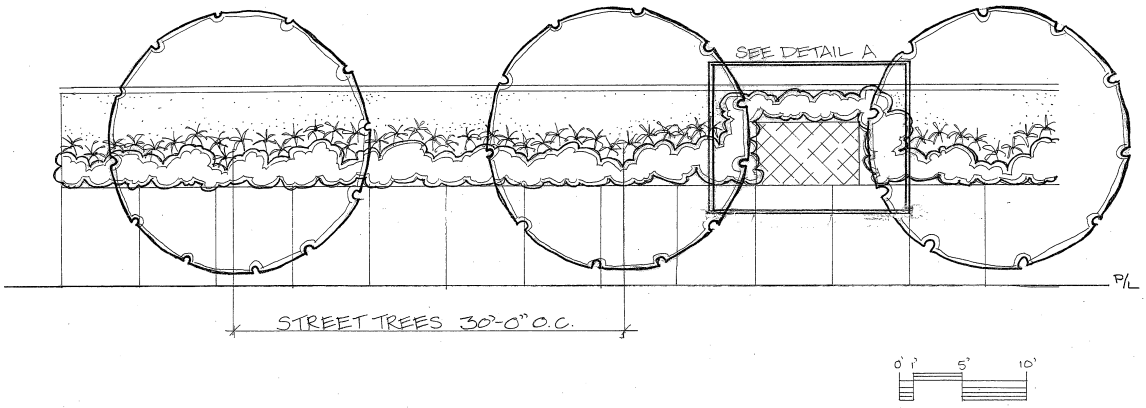
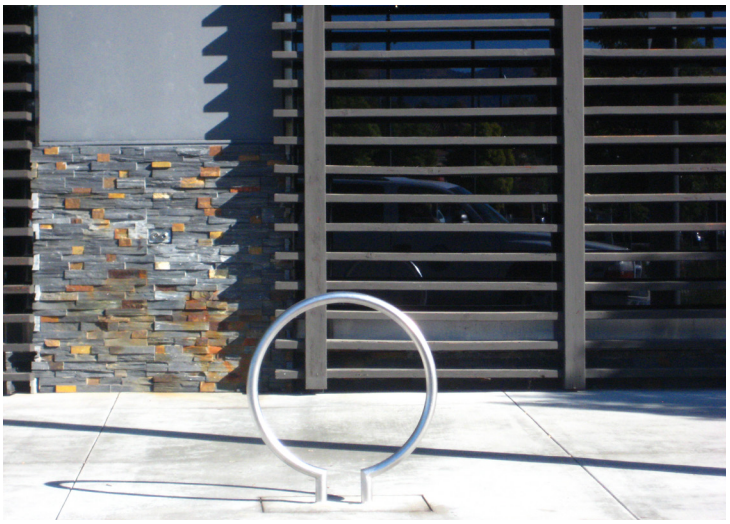


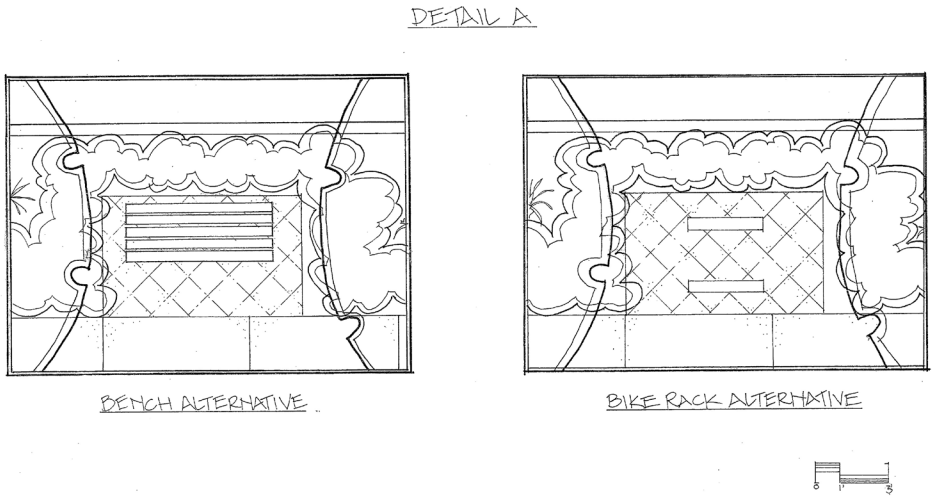
EXHIBIT F: PLAN VIEW SOLEDAD CANYON ROAD CORRIDOR PARKWAY AND SIDEWALK

C. Parkway Amenity- Bench, Bike racks, Newsstands

As shown below in Detail A, parkway amenities have been established to keep benches, bike racks, and newsstands out of the sidewalk area. The applicant shall refer to the Corridor Guidelines on file with the Planning Division for a list of approved amenities and plant species. At time of project submittal, the Director shall determine what parkway amenities are appropriate and consistent with the Guidelines for the proposed location. This will be determined by the distance to the nearest amenity on adjacent parcels. Parkway amenities shall not generally be located less that 50' from each other.

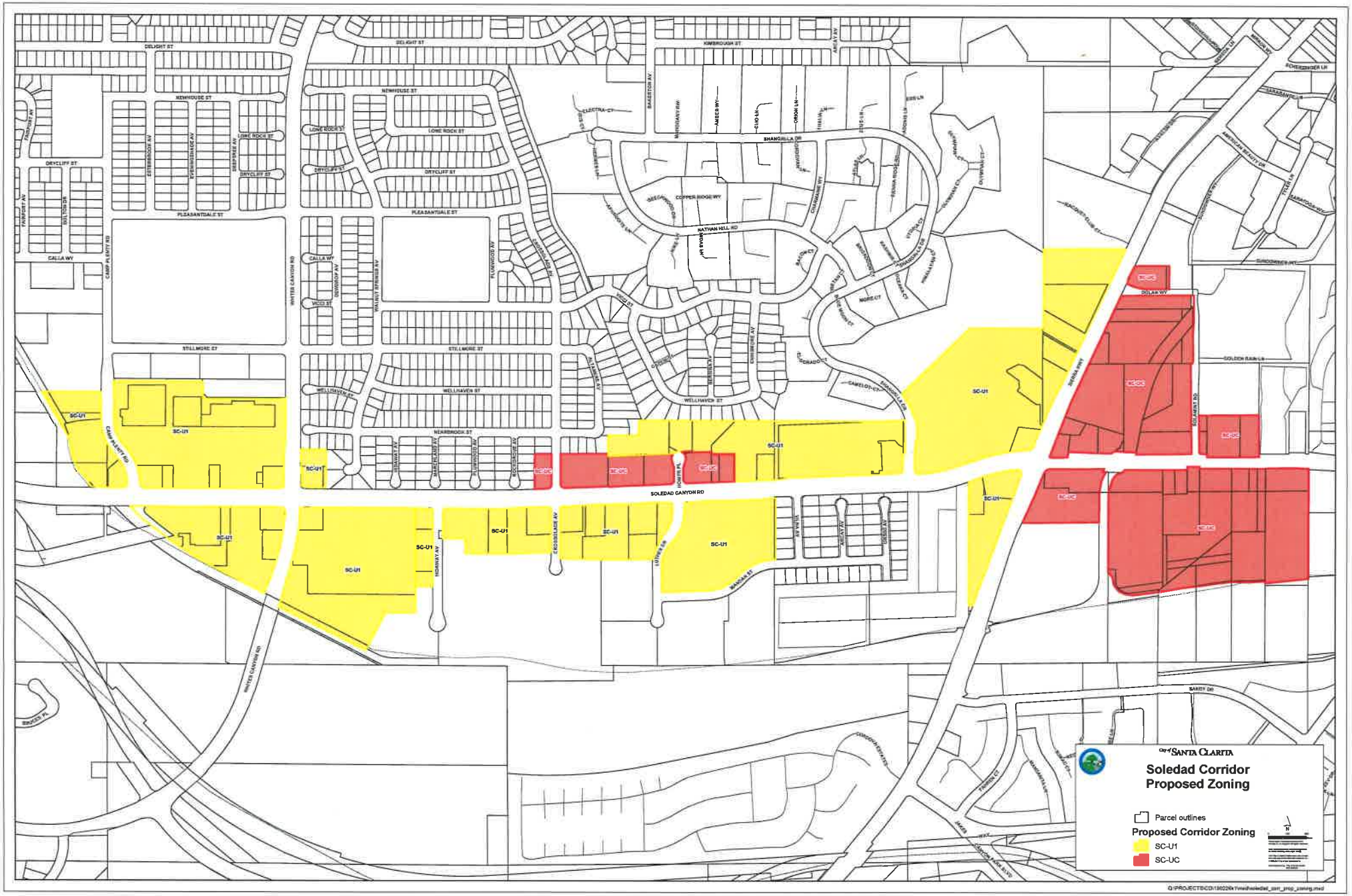


Example of a bench and bike parking sutable for the planning area



DETAIL A

ATTACHMENT B PROPOSED ZONING MAP



Timeline of Events and Information Sessions

September 3, 2013:	Letters sent to Property Owners and Initial Blog entry
September 23, 2013:	Letters to Business Owners
October 9, 2013:	Postcards sent to property owners within 1,000-foot radius of the plan area
October 22, 2013:	This Week in Santa Clarita, Video I
October 23, 2013:	Community Outreach Workshop I
November 14, 2013:	Presentation at SVC Chamber of Commerce
January 2, 2014:	Postcards sent to business owners and property owners within a 1,000-foot radius of the plan area
January 15, 2014:	Community Outreach Workshop II
October 7, 2014:	City Council Development Subcommittee Meeting
October 15, 2014:	Draft release of Soledad Canyon Road Corridor Plan
October 29, 2014:	Community Outreach Workshop III
November 18, 2014:	Planning Commission Public Hearing