

CITY OF SANTA CLARITA
STAFF REPORT
THE MASTER'S COLLEGE MASTER PLAN PROJECT
MASTER CASE NO. 04-496; MASTER PLAN 07-001, GENERAL PLAN
AMENDMENT 04-009, ZONE CHANGE 04-006, TENTATIVE TRACT MAP 66503,
CONDITIONAL USE PERMIT 04-031, RIDGELINE ALTERATION PERMIT 07-001,
HILLSIDE REVIEW 04-010, OAK TREE PERMIT 04-050
ENVIRONMENTAL IMPACT REPORT SCH NO. 2006101171

DATE: September 2, 2008

TO: Chairperson Kennedy and Members of the Planning Commission

FROM: Paul D. Brotzman, Director of Community Development
Lisa M. Webber, AICP, Planning Manager

CASE PLANNER: James Chow, Associate Planner

APPLICANT: The Master's College

LOCATION: The project site is generally located at 21726 Placerita Canyon Road, to the north and south of Placerita Canyon Road, west of the western terminuses of Dockweiler Drive and Deputy Jake Drive, north of the East Newhall community and east of the Metropolitan Water District (MWD) property.

REQUEST: This is a request for approval of a Master Plan to guide the future development of The Master's College (TMC) campus, a tentative tract map to create 54 condominium units south of future Dockweiler Drive and to construct and extend Dockweiler Drive and Deputy Jake Drive through the project site. The request includes the following:

10-year Master Plan: To provide a conceptual land use plan, development regulations, design guidelines and programs to ensure that the college campus is developed in a manner consistent with the goals, objectives, and policies of the City, TMC and the community.

General Plan Amendment (GPA): (1) To amend the land use designations of two areas of the project site from RL (Residential Low) to PE (Private Education) and from PE to RM (Residential Moderate); (2) to amend the Circulation Element to designate Dockweiler Drive as a four-lane secondary highway and define the specific alignment as shown on TTM 66503.

Zone Change (ZC): To amend the zoning of two areas of the project site from RL (Residential Low) to PE (Private Education) and from PE to RM (Residential Moderate).

Tentative Tract Map (TTM): To subdivide 81.55 acres, south of Placerita Canyon Road, into 28 lots and two public roadways. The 28 lots would include five college lots, 17 multi-family lots (for 54 multi-family air space units), two Homeowner Association lots, three open space lots that include Creekview Park to be dedicated to the City, and one water quality basin lot.

Conditional Use Permit (CUP): To permit the proposed residential buildings to consist of up to three stories in height.

Ridgeline Alteration Permit (RAP): To develop or grade on the upper two-thirds of the overall height of a significant ridgeline.

Hillside Review Permit (HR): To develop on land with an average cross slope of ten percent or greater.

Oak Tree Permit (OTP): To permit the removal of 121 healthy oaks and encroach on 97 oaks of the 439 oak trees located on site. No heritage oaks would be removed as part of this project.

Review and certification of the Environmental Impact Report prepared for this project.

PURPOSE OF THE MEETING

The purpose of tonight's hearing is to provide the Planning Commission with responses to questions and issues that the Planning Commission raised regarding Visual Resources, Air Quality, Biological Resources, Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Traffic and Circulation (parking), Water Services, and Wastewater Disposal. In addition, the purpose of tonight's hearing is to answer any additional questions the Planning Commission may have and receive direction from the Planning Commission on any final issues related to the project or DEIR.

BACKGROUND

PREVIOUS PLANNING COMMISSION MEETINGS

At the July 1, 2008 Planning Commission meeting, the Commission opened the public hearing, received a presentation from staff and received public testimony on The Master's College Master Plan project. Staff's presentation included a general overview

of the project description, a breakdown of proposed uses, and review of entitlement applications for the project.

The Master's College Master Plan project was last heard by the Commission on July 29, 2008. The purpose of the July 29th meeting was to present the DEIR to the Planning Commission for the project and to receive the Planning Commission's outstanding issues and concerns in order to return to tonight's Planning Commission meeting with responses.

RECIRCULATION OF BIOLOGICAL RESOURCES SECTION OF DEIR

Beginning on August 12, 2008, the 45-day review and public comment period for the revised Biological Resources section of the DEIR will run until September 26, 2008. The recirculation of the section is required based upon the identification of 51 additional oak trees on the project site. The 51 trees are in addition to the 388 oak trees identified in the DEIR. These oak trees were originally planted on graded slopes located on property owned by The Master's College, for the Hidden Knoll subdivision in 2003, as required mitigation for the subdivision. These oak trees range between one inch and five inches in diameter. With the 51 additional oak trees, the total number of oak trees located on the project site is 439 oaks. With the additional 42 proposed removals, the project proposes to remove a total of 121 healthy, non-heritage oak trees. The revised Biological Resources section has been revised to include the additional oak tree information.

MEETING WITH THE HIDDEN KNOLL HOA

On Monday, August 25, 2008, City staff met with members of the Hidden Knoll HOA to discuss issues the HOA has raised related to traffic on Deputy Jake Drive, view impacts from Deputy Jake Drive, parking along Dockweiler Drive, and geology and soils issues in the Hidden Knoll community. At this meeting, City staff was able to provide the HOA with an update on items prepared in response to the above-mentioned issues. Such items include traffic data on Deputy Jake Drive, a view simulation of the project from Deputy Jake Drive, and information regarding ownership issues and staff findings related to the geology issues. These topics are discussed and addressed under the *Project Analysis* section of this staff report.

PUBLIC HEARING SCHEDULE

The following is a quick reference list for past and future public hearings and other dates.

Tuesday, May 20, 2008	Project Site Tour
Tuesday, July 1, 2008	Project Introduction
Monday, July 7, 2008	Begin 45-day circulation period for the DEIR for comments

Tuesday, July 29, 2008	Response to Planning Commission comments on Master Plan and provide overview of and discussion on the Draft Environmental Impact Report (DEIR)
Tuesday, August 12, 2008	Begin 45-day circulation period for comments for the revised biological resources section of the DEIR
Tuesday, September 2, 2008	Response to Planning Commission and public issues/concerns and receive direction from Planning Commission on final project issues
Tuesday, October 21, 2008	Response to Planning Commission's final issues on the project and DEIR
Tuesday, November 18, 2008	Recommendation to City Council

It would be helpful to read this report with the Draft Environmental Impact Report at hand. Please bring the Draft Environmental Impact Report (Volume 1 at a minimum) to the meeting.

PROJECT ANALYSIS

The project analysis discusses issues and questions raised by the Planning Commission during past public hearings related to Visual Resources, Air Quality, Biological Resources, Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Traffic and Circulation (parking), Water Services, and Wastewater Disposal. City staff from the Traffic Division, Development Services Division, and Urban Forestry Division will be present at tonight's meeting to answer additional questions the Planning Commission may have. Additionally, County Staff with the Los Angeles County Fire Department will be present at tonight's meeting.

AIR QUALITY

1) Will all of the Mitigation Measures identified in the section be applied?

All Air Quality mitigation measures will be adopted as part of this project. These mitigation measures will be included in the adoption of the Mitigation Monitoring and Reporting Program by the City of Santa Clarita.

2) Request to add an additional Mitigation Measure that would incorporate new technologies during construction if available and feasible.

Mitigation Measure 5.2-7 could be revised to include new technologies. Mitigation Measure 5.2-7 already includes emission control equipment, some of which may not be

available at the present time but those could be “new technologies” at a later time. Staff recommends that the mitigation measure stress alternative technologies such as gas-fueled equipment or use of biodiesel. Specifically, it is staff's recommendation that Mitigation Measure 5.2-7 should be revised as follows:

Prior to use in construction, the project applicant will evaluate the feasibility of retrofitting the large off-road construction equipment that will be operating for significant periods. Retrofit technologies such as particulate traps, selective catalytic reduction, oxidation catalysts, air enhancement technologies, etc., will be evaluated. Alternative technologies and fuels, such as biodiesel and natural gas, shall also be evaluated. These technologies will be required if they are certified by CARB and/or the US EPA and are commercially available and ~~can~~ feasibly be retrofitted onto construction equipment ~~feasible for the particular construction equipment.~~

3) Will the recommended Mitigation Measures reduce “localized significant impacts for PM₁₀ and PM_{2.5}” for existing residents and the population at McGrath Elementary School? If so, to what degree? If not, are other mitigation measures available?

The localized significance threshold analysis for PM₁₀ and PM_{2.5} assumes that disturbed areas will be watered three times per day and that South Coast Air Quality Management District Rule 403 (Fugitive Dust) will be complied with. Rule 403 incorporates Best Available Control Measures for fugitive dust. While Mitigation Measures 5.2-1 through 5.2-9 will aid in reducing the impacts, their added benefit cannot be quantified but is likely to be small. Accordingly, they would not reduce the localized PM₁₀ and PM_{2.5} impacts to less than significant. It should be noted, however, that the localized impacts were estimated using an air quality dispersion model that tends to overpredict impacts, especially at receptors close to a construction site. While additional mitigation measures could be imposed (e.g., real-time PM₁₀ monitoring), they would tend to ensure that the mitigation measures are being implemented sufficiently to control fugitive dust rather than producing additional reductions in actual impacts. Furthermore, compliance with Rule 403 will require no visible dust beyond the property line such that the real impacts are likely to be much less than the estimated impacts.

4) Are there any possible toxins in the soil that could be released with grading?

Other than native materials in the soil, hazardous or toxic materials are not expected to be present or released during grading.

5) Is the Air Quality section in part a standard report used by Impact Sciences for the Southern California basin?

The air quality section was based on previous EIRs prepared for projects in the City of Santa Clarita, but the text and data have been updated to reflect more recent

environmental and regulatory conditions. Because the South Coast Air Quality Management District (SCAQMD) is the primary agency responsible for attaining air quality standards in the South Coast Air Basin, including the Santa Clarita Valley, the air quality section tends to discuss regional plans and regulations. For example, attainment designations for the National and California Ambient Air Quality Standards apply to the entire basin and not subregions, such as the Santa Clarita Valley. Nonetheless, ambient air quality data are presented for the Santa Clarita monitoring station in the Santa Clarita Valley. The air quality section also includes a discussion of a subregional analysis for the Santa Clarita Valley prepared by the SCAQMD. While the discussion of climate and meteorology could be expanded to include local characteristics, it should be noted that the SCAQMD staff has reviewed several similar EIRs and has not commented on the adequacy of the environmental setting section for air quality.

BIOLOGICAL RESOURCES

1) Were all of the focused field surveys conducted during optimal periods for species?

Focused field surveys were conducted during optimal periods for species and included presence/absence surveys for special-status plants and for the California gnatcatcher.

Page 5.3-2: "On April 24, 2007, Impact Sciences biologists conducted focused special-status plant surveys, with an emphasis on identifying whether any of the ten special-status plants with the potential to occur on the site are present on the subject property." These species share the months of April and May in the overlapping of their flowering periods.

Page 5.3-3: "David Crawford of Compliance Biology, Inc., conducted focused surveys for the coastal California gnatcatcher...Surveys were conducted on April 25, May 1, 8, 15, 22, and 29, 2007." The U.S. Fish and Wildlife Service indicates that the breeding season for the coastal California gnatcatcher extends from February 15 through August 30, with the peak nesting activity occurring from mid-March through mid-May. Therefore, these surveys were conducted during the appropriate season.

2) Do alternative sites exist locally in which to relocate dislodged species? Where are those sites?

No off-site areas were analyzed in an effort to study the carrying capacity for wildlife species. However, Mitigation Measure 5.3-1 on page 5.3-43 indicates that coastal sage scrub and chaparral communities that are disturbed by construction of the proposed project shall be restored on a 1:1 ratio on open space areas of the project site or on other available property within the City of Santa Clarita. Additionally, a restoration plan shall be completed that specifies the location of mitigation sites, relocation sites for animals that would be displaced, procedures for creating additional habitat, and contingency measures in the event that mitigation efforts are not successful. This restoration plan shall be completed prior to the issuance of a grading permit for the proposed project.

Moreover, Mitigation Measure 5.3-2 on page 5.3-43 indicates that the 0.09 acre of Coastal Prickly Pear Succulent Scrub impacted by the project shall be re-established on the project site in equal area. The restoration of this plant community shall be described in a comprehensive restoration plan that includes the replacement of coastal sage scrub and chaparral communities referenced above prior to the issuance of a grading permit to initiate project construction, as described in Mitigation Measure 5.3-1.

3) Is there room to create new sage scrub habitat for the California Gnatcatcher?

A total of 11.12 acres of non-native grassland would not be impacted and 25.27 acres of currently disturbed areas would remain on the project site. Non-native grassland provides an opportunity to revegetate these areas to native habitats, as long as these non-native grasslands do not support sensitive or special status plant or animal species. Portions of the existing disturbed areas provide opportunities to introduce native landscaping, such as sage scrub habitat. These areas should be assessed for restoration potential in the restoration plan that is required per Mitigation Measure 5.3-1.

4) Request to include all of the mitigation measure in the Biological Resources section.

Mitigation measures are included in the Mitigation Monitoring and Reporting Program which, should the EIR be certified and the project approved, would be adopted and approved by the City Council.

5) In the Biological Resources Section of the DEIR, the statement is made that the oak tree mitigation plan includes the replacement rather than the relocation of oak trees on the site." On page 2.0-38, under Phase 1, the second bullet reads "Removal of oak trees to be transplanted." Are healthy trees being removed and planted elsewhere? What is the disposition of the healthy trees?

Oak trees proposed to be removed will not be planted elsewhere (i.e., transplanted) on site. The term "healthy" oak trees, including those proposed to be removed, applies to all trees with the exception of a few trees that are already dead or nearly so. Therefore, none of the oak trees that are proposed to be removed will be transplanted.

The applicant developed a preliminary oak tree mitigation plan in collaboration with the City of Santa Clarita Oak Tree Specialist and Craig Crotty of Arbor Culture. Following the previous Planning Commission meetings, the applicant continued to work closely with City staff and the City's Oak Tree Specialist on an oak tree mitigation plan. The updated oak tree mitigation plan proposes to mitigate the impacts to oak trees by planting a sufficient number of oak trees on site as illustrated in the attached oak tree mitigation plan. The oak tree mitigation plan includes the replacement rather than the relocation of oak trees on the site according to the recommendation provided in the February 2007 addendum to the 2005 oak tree report. The proposed locations, oak tree species, and oak tree sizes were developed based on site-specific characteristics. The applicant proposes large specimen size trees in the canyon areas of the campus, where they are more likely

to succeed, and 15-gallon to 36-inch box oak trees on the manufactured slopes along with other complimentary plants to create an effective mitigation plan. While the larger canopied mitigation oaks proposed along Placerita Canyon Road would create a canyon effect, the mitigation oaks proposed on the manufactured slopes are examples of large stands of single species of oaks. As the proposed oak tree mitigation plan was developed specifically for the project site by licensed arborists, the proposed plan is expected to be highly effective.

The applicant also proposes to include a summary of the updated oak tree mitigation plan in their presentation to the Planning Commission this evening.

GEOLOGY AND SOILS

1) Under what circumstances would guniting be used to stabilize slopes? Has this been done elsewhere in the Santa Clarita Valley?

Gunite is typically used on unstable and oversteepened slopes (slopes that are steeper than two feet horizontal to one foot vertical). For example, gunite has been used along Pacific Coast Highway where the slopes have not been graded to create a stable situation. City code does not allow unstable and oversteepened slopes; City code requires slopes be designed to be stable, and therefore gunite is not necessary. Additionally, gunite is not aesthetically pleasing, as landscaping is not able to grow on or through it.

2) Request to include all of the proposed mitigation measures in the Geology and Soils section of the DEIR.

Mitigation measures are included in the Mitigation Monitoring and Reporting Program which, should the EIR be certified and the project approved, would be adopted and approved by the City Council.

HYDROLOGY AND WATER QUALITY

1) With the implementation of basins, stormwater flows would be reduced to acceptable levels. What are those acceptable levels? Could engineering on this project help to alleviate future Newhall Creek flooding for the adjacent residential communities and businesses?

Acceptable levels are to mitigate the storm runoff rates to existing conditions. In the existing condition, the 100-year floodplain for Newhall Creek extends into the residential area southwesterly and adjacent to Creekview Park. The proposed storm drain system and basins will have no effect on the limits of the FEMA mapped floodplain or the actual flooding condition from Newhall Creek. The proposed improvements will neither change the peak flow rate in Newhall Creek nor alter the hydraulics in the creek from the existing condition.

NOISE

1) What methods of "mechanical ventilation" would be used to limit interior noise levels to 45 db(A) if that level can only be achieved with windows closed?

The mechanical ventilation that would be employed could either include roof or window mounted air conditioning units. The intent is to provide persons inside the building with adequate room temperatures and thus allow for them to keep the window closed. By keeping the windows closed, exterior noise level would not be projected into the building and thus exterior-to-interior noise levels would be reduced to acceptable levels.

2) Were the CNEL Noise Levels in Table 5.7.3 derived from averaging of noise levels over a 24-hour period? Was the calculation weighted to acknowledge higher levels when people are most likely to be active? Were peak periods and duration considered?

The noise levels in Table 5.7-3 were derived by using a Larson Model 720 sound level meter and taking hourly noise measurements over a 24-hour period. Please refer to Appendix 5.7 of the EIR for the hourly noise measures at each monitored location. The noise levels presented in Table 5.7-3 are a community noise equivalent level (CNEL) which is the average A-weighted sound level (dB(A)) measured over a 24-hour time period. These noise levels have been adjusted to account for some individuals' increased sensitivity to noise levels during the evening and nighttime hours. The CNEL presented in Table 5.7-3 was derived by adding 5 decibels (dB) to the measured hourly L_{eq} (equivalent continuous noise level)($L_{eq(h)}$) occurring during the evening from 7:00 PM to 10:00 PM, and 10 dB to the measured $L_{eq(h)}$ occurring during the nighttime from 10:00 PM to 7:00 AM. The 5 and 10 dB additions are applied to account for peoples' increased noise sensitivity during the evening and nighttime hours. The logarithmic effect of adding the 5 and 10 dB increments results in a CNEL measurement that is within approximately 3 dB(A) of the peak hour.

3) Could noise and air quality issues near residences and McGrath be partially addressed by phasing of road and residential development, with construction near these site during summers when students are less likely to be at school and residents may be away for vacations?

Given the length of the construction period, it is highly unlikely that the phasing of the roads and residences could be completed during a three-month summer period. In consideration of this fact, the City of Santa Clarita has included mitigation measures to reduce impacts to on and off-site receptor locations. For example, when construction operations occur within 300 feet of on- or off-site occupied residences, and when it is determined by City staff during routine construction site inspections that the construction equipment could generate a noise level at those residences that would be in excess of normally acceptable noise levels of the *City Land Use Compatibility Guidelines*, the applicant shall implement appropriate additional noise reduction measures. These measures shall include, among other things, changing the location of stationary

construction equipment, shutting off idling equipment, notifying residents in advance of construction work, and installing temporary acoustic barriers around stationary construction noise sources.

4) Would construction vehicles enter from 13th Street only? Or also through the gate at the east end of Placerita Canyon Road? At Reese Center parking lot?

The primary entrance for construction vehicles to enter would be from 13th Street. The Master's College has neither discussed with the PCPOA, nor do they plan on using the east end gate that goes to Sierra Highway. It is The Master's College's intent that grading equipment would make their initial off-loading and entrance from the end of existing Dockweiler Drive via a future pioneered grading access route. Construction vehicles would still access via 13th Street. Only grading equipment would access via Dockweiler Drive.

POPULATION AND HOUSING

1) At the July 22, 2008, Community Meeting on the Housing Element, there were statements made that 9,598 new units were projected between 2006-2014, but in the Master's College DEIR there is an additional 10,901 units between 2006-2010 and 10,403 units from 2010-2020. Why do these projections differ?

With regard to the 9,598 new units projected between 2006-2014 that was discussed at the July 22, 2008 community meeting on the OVOV Housing Element, these numbers are derived from the Regional Housing Needs Assessment (RHNA) that are assigned to the City of Santa Clarita for the January 2006 to June 2014 period. This number reflects the total number of market-rate, moderate income, low income, and very low income units that should be available in the City by June 2014. The 9,598 unit total is assigned by the State agency and does not reflect the City's local projections or projects currently underway that comprise the City's cumulative projects list. The projection of 10,901 units that TMC DEIR describes between the years 2006-2010 and 10,403 units between 2010 and 2020 are forecasts that are based upon the City's projects currently underway that comprise the cumulative projects list.

2) If most housing construction is occurring in the unincorporated areas of the Valley, why would City housing represent 70.2 and 61.8 percent of the projected housing for the Santa Clarita Valley for 2010 and 2020? Is this due to anticipated annexations?

Currently, there are approximately 57,500 housing units in the incorporated City area and 26,500 units within the unincorporated Los Angeles County areas of the Santa Clarita Valley. The 57,500 units within the City of Santa Clarita represent about 68.5 percent of the total number of units within the Santa Clarita Valley. Although the majority of the growth in the Santa Clarita Valley is currently occurring in the unincorporated areas of the Santa Clarita Valley, the City will have a higher number of total housing units at

buildout. Even with growth in the unincorporated areas, the City will still have the majority of housing units at valley buildout.

TRAFFIC AND CIRCULATION

1) How are average daily trips derived?

Trip generation estimates for a specific type of land use are generally derived by either utilizing standard trip rates from respected industry sources such as the Institute of Transportation Engineers (ITE) Trip Generation Report (e.g., 9.57 ADT per single family dwelling unit is an ITE standard), or by a case study of a comparable use. For The Masters College traffic study, each approach was utilized due to the unique nature of the project. A detailed discussion of the trip rate derivation process is provided in Section 3.1 of the project's traffic study, and can be summarized as follows: traffic counts were collected for the existing conditions at the project site and from that data a trip generation rate utilizing students as the independent variable was derived for daily and peak hour traffic. These rates were compared to both the standardized ITE trip rates for colleges and to the Santa Clarita Valley Consolidated Traffic Model's trip rates for colleges. As discussed in the traffic study, the need for a conservative estimate for the purpose of the EIR resulted in selecting a blend of the Traffic Model and the field survey rate.

2) Page 21 of the staff report for July 29 states that the Vista Condominiums and the Terrace Apartments were developed under the County in 1990 and 1991. Why was Dockweiler Drive designated as a Major Highway in 1997 (pages 2.0.11-12), when the existing portion of Dockweiler was not built to accommodate six lanes of traffic and Valle Del Oro was not built as a collector road?

At the time the Circulation Element was adopted in 1997, traffic projections for buildout of the Santa Clarita Valley indicated that Dockweiler Drive was on the threshold between requiring four lanes and six lanes. Dockweiler Drive was adopted as a major (six-lane) arterial as a conservative approach to accommodating future traffic volumes. The existing section of Dockweiler Drive was built under County of Los Angeles jurisdiction prior to City incorporation. It was assumed that the right-of-way along the existing section of Dockweiler Drive would be expanded at such time that those existing tracts came through the City for redevelopment. Subsequent updates and refinements to the City/County joint traffic model now indicate that six lanes will not be necessary on Dockweiler Drive and that four lanes will adequately accommodate future traffic projections.

3) When would the Dockweiler connection to Lyons Avenue be completed? Please provide the ICU and LOS traffic impacts for selected intersections for this interim period.

The City currently does not have an estimate for when the connection of Dockweiler to Lyons Avenue will be made. As such, The Masters College traffic study evaluates two distinct scenarios, one in which the connection is made and one in which it is not made.

Table 5.10-6 of the DEIR includes the ICU and LOS information for each scenario. The “Without Dockweiler Drive Extension” scenario is listed in the first five columns of data, and the “With Dockweiler Drive Extension” scenario is listed in the last five columns of data.

4) The North Newhall Specific Plan and Heritage Hills are included in Table 2-3: Cumulative Projects (Vol. 3 p. 2-9), but I don't see traffic projections from the NNSP in relation to 13th Street on any of the trip projection figures, nor is there any indication of traffic traveling through that project via a new street proposed to connect Via Princessa to Dockweiler. How were cumulative impacts from the NNSP and Heritage Hills incorporated into calculations for Intersection Capacity Utilization or Levels of Service?

Traffic generated by both the NNSP and the Heritage Hills projects are included in the traffic model forecasts utilized for the Masters College traffic study. For example, the AM peak hour turning movement volumes to and from 13th Street for Interim Year no-project conditions (see Figure 3-3 of the traffic study), are significantly higher than the existing AM peak hour volumes (see Figure 2-3 of the traffic study). This increase in traffic is due to the NNSP land uses tabulated in the cumulative projects list (see Table 2-3 of the traffic study). Likewise, the Heritage Hills project is also included in the Interim Year traffic model; although traffic generation from Heritage Hills is much lower than the NNSP project and the corresponding increase to traffic is not as apparent by just looking at the exhibits.

5) How frequently is the SCV Consolidated Traffic Model updated? This indicates that the 2004 model was used here.

The SCVCTM is continually updated as new cumulative project information becomes available. The traffic model runs utilized for the Masters College traffic study were prepared specifically for use in that study and were based on the most current cumulative project information available at that time (refer to Table 2-3 of the traffic study for list of Cumulative projects). In addition to the regular updates in regard to cumulative projects, the SCVCTM is also periodically re-calibrated to existing conditions. The most recent calibration took place in 2004.

6) The intersection of Sierra Highway and Placerita Canyon is studied under the Congestion Management Plan with the conclusion that the completion of the Dockweiler Drive extension will successfully reduce impacts at that intersection, yet there are no numbers assigned for that intersection in the figures showing traffic distribution with and without the project and the Dockweiler extension.

Complete traffic volume forecast data for the Sierra Highway/Placerita Canyon intersection is provided within the ICU worksheets in Appendix A of the traffic study (refer to location #12). Specific mitigation measures that optimize the capacity of the Sierra Highway/Placerita Canyon intersection by reconfiguring the lane configurations and the traffic signal timing are recommended in the traffic study.

7) In our previous meeting, neighbors complained about the existing road width, lack of sidewalks and lack of parking.

a. The 7/29 staff report describes the width of Dockweiler on the eastern portion with an 80' ROW and a 73' ROW along the Vista condominium community. What is standard width for a four-lane secondary highway?

The City's standard right-of-way for an urban secondary is 88 feet. The standard for a suburban secondary is 92 feet.

b. Are the condominium buildings immediately adjacent to the 4.5' parkway area? If not, what is the distance between the parkway to the residential units? What is the distance between the residential units and Dockweiler?

The Vista condominium buildings are not located immediately adjacent to the 4.5-foot parkway area along Dockweiler Drive. The condominium buildings are located at least 15 feet from the front property line (parkway) and about 20 feet from Dockweiler Drive (at the face of the curb).

c. On handwritten page 21 of the 7/29 staff report, staff states that using "more restrictive City requirement(s) for parking... there would be a deficit of 42 parking spaces." While the parking supply for both multi-family communities may "exceed the Los Angeles County Zoning Code, under which they were reviewed..." I believe we need to look for options that meet, rather than ignore, current realities. Otherwise, we end up with more Benz Road-type problems.

The applicant's parking consultant, Linscott, Law, and Greenspan, conducted parking counts of parking on Dockweiler Drive as well as the Vista condominiums on Saturday, August 16, 2008, from 11:00 a.m. to 11:00 p.m. in order to obtain data at the peak hours for parking in the area. The information gathered from this study will be presented by the applicant and/or their consultant in their presentation to the Planning Commission.

d. One of the residents indicated that the applicant is willing to make some concessions. What has the applicant offered to the residents?

The Master's College has not offered any specific defined concessions directly to the Deputy Jake community as of this date. The Master's College has indicated that they would be supportive of making Deputy Jake Drive a local street only serving the proposed residential project with a cul-de-sac and "Knox Box" or other emergency gate system between the existing Deputy Jake terminus and the new extension. This would eliminate the through street configuration shown on the proposed tentative map. Other items can be considered as part of a dialogue with the City Planning Commission and the community during the hearing process.

8) In preparation of the Draft Circulation Element of the new General Plan, has there been any discussion of additional roadways, such as the possible secondary roadway through the North Newhall Specific Plan? What are the pros and cons of creating a new roadway providing a North/South connection between Dockweiler and Newhall Avenue? (The property to the south is zoned RS and CC according to the interactive mapping system.) If the entrance to the college was realigned toward the eastern portion of the campus, the new road could run south passing by or through Deputy Jake Drive and meeting Newhall Avenue after passing over the floodway. In addition to helping alleviate traffic impacts for the residents on Dockweiler east and Valle Del Oro, this could result in preservation of the Coast Prickly Pear Succulent Scrub, a sensitive plant community that is slated for removal due to the currently proposed alignment of the new road descending from Dockweiler for the Multifamily (or Single Family) development.

Analysis of NNSP specifics, such as a possible new roadway through the NNSP area, has not been addressed by the preparation of the Draft Circulation Element of the new General Plan. In regard to providing a new north/south roadway connecting Dockweiler Drive to Newhall Avenue (former San Fernando Road), through the properties zoned RS and CC, quite a few alternatives for connections have been examined over the years. Staff has looked at options for a connection to Market Street, numerous configurations of connections to Lyons Avenue, and the County at one time had a concept for a connection over the MWD lines that cross under Newhall Avenue adjacent to the creekbed between the mobile home park and self serve car wash. Most of these alternatives (all, except for the Lyons connection identified in the General Plan) were eventually rejected based on cost, right of way complications (also cost), and the severe grade of the roadway that would be needed to make such a connection (potentially steeper than Valle de Oro, which does not meet today's City standards). However, the main reason that has consistently halted further investment into such a connection is simply a very high cost/benefit ratio.

The combination of Dockweiler roadway connections at Sierra Highway, Lyons, and Valle de Oro is more than sufficient to handle the anticipated traffic loads on those streets. An additional connection to Newhall Avenue would have a negligible effect on the overall circulation pattern. Should The Masters' College expansion continue, including a new housing tract, the connection to Lyons Avenue would be more than sufficient (in combination with Valle de Oro) to move cars throughout the area.

Another downside of constructing a road through that general area would appear to be the roadway alignment coming within close proximity (e.g., 100 feet or less) to the back yards of the existing homes along the Matthew Place cul-de-sac. Since Dockweiler Drive and Valle Del Oro have sufficient capacity to accommodate the traffic generated by the project, the construction of an additional roadway directly behind the homes along Matthew Place would appear to introduce a new problem that would otherwise be avoided.

WATER

1) In the event of an extended drought and permanent reduction of SWP water, how long can the Saugus Formation be pumped before the natural recharge processes are reduced or the Formation collapses?

As indicated in the Draft EIR (page 5.11.1-3), and as reported in the Santa Clarita Valley Water Reports (2005-07) and the 2005 UWMP, pumping from the Saugus Formation was about 7,700 acre-feet (af) in 2007; on average, Saugus pumping has been about 6,800 acre-feet per year (afy) since 1980. Both rates are near the lower end of the range included in the 2005 UWMP. As a result of long-term relatively low pumping from the Saugus Formation, groundwater levels in that aquifer have remained generally constant to slightly increasing over the last 35 to 40 years; those trends continued in 2007. Based on background information referenced in the UWMP and Draft EIR, the report titles of which are listed in the Draft EIR on pages 5.11.1-7 and 8, pumping from the Saugus Formation in a given year is tied directly to the availability of other water supplies, particularly from the SWP. The comment refers to a condition described as a "permanent reduction of SWP water." Without specific information regarding such a reduction (e.g., the amount of the reduction), it is not possible to specifically determine what impact a reduction in SWP water would have on the local groundwater basins beyond that presented in the EIR. However, the UWMP and Draft EIR do present scenarios relating to reductions in SWP water deliveries and extended periods of drought.

Regarding reductions in SWP water, the Draft EIR estimates the amount of SWP deliveries that would occur in average, single-dry and multiple dry-year conditions. As shown on Table 5.11.1-1, the EIR does present water delivery information assuming permanent reductions in SWP deliveries as compared to CLWA's Table A entitlement of 95,200 acre-feet per year (afy). As shown, it is assumed that in average years, SWP deliveries would range from about 63 to 66 percent of the full entitlement. In multiple dry years, deliveries would range only from about 32 to 35 percent of the full entitlement. In a critical dry year, deliveries would range only from about 6 to 7 percent of the full entitlement.

Planned dry-year pumping from the Saugus Formation ranges between 15,000 and 25,000 afy during a dry year and can increase to between 21,000 and 25,000 afy if SWP deliveries are reduced for two consecutive dry years and between 21,000 and 35,000 afy if SWP deliveries are reduced for three consecutive dry years. Such pumping would be followed by periods of reduced (average-year) pumping, at rates between 7,500 and 15,000 afy, to further enhance the effectiveness of natural recharge processes that would recover water levels and groundwater storage volumes after the higher pumping during dry years.

Based on this information, the 2005 UWMP and Santa Clarita Valley Water Report, and hence the EIR, do not predict a scenario, even with permanent reduction in SWP deliveries and extended drought conditions, that would cause the Saugus Formation to no

longer be a sustainable local source of water. Furthermore, no “collapse” (presumably caused by a state of overdraft) of the local groundwater basins is anticipated under such scenarios.

2) If SWP water were to be permanently reduced, which would in turn reduce some of the banked water that might have been purchased, what measures would be taken to sustain existing users? The operating plan is premised on fluctuations, not on sustained water reductions.

Measures to sustain adequate water supplies under a variety of conditions are presented in the 2005 UWMP and Draft EIR. CLWA adopted the Groundwater Management Plan (GWMP) on December 10, 2003. These conditions assume sustained reductions in SWP deliveries as compared with the full Table A entitlement of 95,200 afy. As presented in the Draft EIR on pages 5.11.1-15 through 18,

The GWMP contains four management objectives, or goals, for the basin, including (1) development of an integrated surface water, groundwater and recycled water supply to meet existing and projected demands for municipal, agricultural and other water uses; (2) assessment of basin conditions to determine a range of operational yield values that use local groundwater conjunctively with supplemental SWP supplies and recycled water to avoid groundwater overdraft; (3) preservation of groundwater quality, and active characterization and resolution of groundwater contamination problems, including perchlorate; and (4) preservation of interrelated surface water resources, which includes managing groundwater in a manner that does not adversely impact surface and groundwater discharges or quality to downstream basins.

As indicated in the EIR, elements aimed at accomplishing basin management objectives include:

- Monitoring of groundwater levels, quality, production and subsidence
- Monitoring and management of surface water flows and quality
- Determination of basin yield and avoidance of overdraft
- Development of regular and dry-year emergency water supply
- Continuation of conjunctive use operations
- Long-term salinity management
- Integration of recycled water
- Identification and mitigation of soil and groundwater contamination, including involvement with other local agencies in investigation, cleanup, and closure
- Development and continuation of local, state and federal agency relationships
- Groundwater management reports
- Continuation of public education and water conservation programs
- Identification and management of recharge areas and wellhead protection areas
- Identification of well construction, abandonment, and destruction policies
- Provisions to update the groundwater management plan (Draft EIR page 5.11.1-16)

An important aspect of the GWMP was completion of the 2005 Basin Yield Report. The primary determinations made in the 2005 Basin Yield Report are that (1) both the alluvial aquifer and the Saugus Formation are sustainable sources at the operational plan yields stated in the 2005 UWMP over the next 25 years; (2) the yields are not overstated and will not deplete or “dry up” the groundwater basin; and (3) there is no need to reduce the yields shown in the 2005 UWMP. Additionally, the 2005 Basin Yield Report concluded that neither the alluvial aquifer nor the Saugus Formation is in an overdraft condition, or projected to become overdrafted (see, Draft EIR page 5.11.1-18).

3) What provisions are in place to respond to perchlorate contamination if it should occur?

The Draft EIR presents information on the types of technologies available to treat perchlorate contamination should it occur in the future. See EIR pages 5.11.1-37-40. As shown,

Effective technologies presently exist to treat perchlorate in water in order to meet drinking water standards. In a publication from the US EPA, Region 9 Perchlorate Update, the US EPA discussed the current state of perchlorate treatment technology, and the current and planned treatment development efforts being carried out as part of US EPA Superfund program studies, US Air Force research, water utility-funded studies, and the federally funded research effort underway by the East Valley Water District, California and the American Water Works Association Research Foundation (AWWARF). The US EPA also summarized two of the technologies that are in use today, which are capable of removing perchlorate from groundwater supplies, the ion exchange, and biological treatment methods.

A number of full-scale perchlorate treatment systems have been implemented in California and other states. In an effort to evaluate the various available treatment technologies, CLWA commissioned an investigation to identify and evaluate alternative treatment processes effective in removing perchlorate. The scope of that investigation included resolving permitting issues pertaining to the construction and certification of a treatment facility, conducting bench-scale and pilot-scale tests to determine treatment process performance, and preparing preliminary capital and operations and maintenance cost estimates.

Three treatment technologies, an ion exchange system and two biological systems, were selected for study. All three systems were determined to be effective in removing perchlorate. However, there was considerable uncertainty with respect to the capital and operations and maintenance costs associated with each process. Therefore, a technical group comprised of representatives from CLWA, the retail water purveyors, and consultants retained by Whittaker-Bermite agreed to solicit competitive bids for the design, construction, and operation of both ion exchange and biological treatment systems. After thorough evaluation of several bids, the technical group determined that

ion exchange is the preferred technology based upon treatment performance, ease of regulatory compliance, and comparison of costs associated with construction and operations and maintenance.

The preferred single-pass ion exchange treatment technology does not generate a concentrated perchlorate waste stream that would require additional treatment before discharge to a sanitary sewer or a brine line (if one is available). This technology incorporates an active resin (a material that attracts perchlorate molecules) that safely removes the perchlorate from water. The resin is contained in pressure vessels and the water is pumped through the vessel. The resin is eventually replaced with new resin after a period of time. The old resin is removed and transported by truck to an approved waste disposal site where it is safely destroyed. This technology is robust and reliable for use in drinking water systems.

DPH has approved operation of perchlorate treatment plants, and those plants currently in operation are listed in Table 5.11.1-9, Perchlorate Treatment Summary.

Based on (1) the results of CLWA's investigation of perchlorate removal technologies; (2) the technical group's evaluation; and (3) DPH' approval of single-pass ion exchange for treatment in other settings, CLWA and the local retail water purveyors are planning single-pass ion exchange for the treatment technology for restoration of impacted capacity (wells) in accordance with the permitting, testing, and installation process described in the 2005 UWMP. The wellhead treatment installed at Valencia Water Company's Well Q2 in October 2005 is the same single-pass ion exchange as is planned for restoration of impacted Saugus well capacity.

4) On Table 5.11.1-11 and the following tables in the Water Services section, how does "Wholesale" differ from "Table A Supply" and other banked water?

SWP Table A Supply refers to the portion of CLWA's 95,200 afy Table A entitlement that is projected to be delivered. Wholesale (Imported) supplies include that SWP Table A Supply, plus supply from Buena Vista – Rosedale and Nickel Water to be delivered to Newhall Ranch. Together those sources of supply total between 73,007 and 75,407 afy from 2010 to 2030.

5) How does Groundwater differ from water from the Aquifer and Formation?

The groundwater supplied from the Alluvial Aquifer and Saugus Formation is described in the Draft EIR generally on page 5.11.1-15. As described,

The project area lies within the groundwater basin identified in DWR Bulletin 118 (2003 Update) as the Santa Clara River Valley Groundwater Basin, East Subbasin (basin). The basin is comprised of two aquifer systems, the Alluvium (also referred to as the alluvial aquifer), and the Saugus Formation. The Alluvium generally underlies the Santa Clara River and its several tributaries, and the Saugus Formation underlies practically the

entire upper Santa Clara River area. Some scattered outcrops of terrace deposits in the basin are also likely to contain limited amounts of groundwater. Since these deposits are located in limited areas situated at elevations above the regional water table and are of limited thickness, they are of no practical significance as aquifers and, consequently, have not been developed for any significant water supply. Figure 5.11.1-3, Santa Clara River Valley East Groundwater Basin – East Subbasin, illustrates the mapped extent of the Santa Clara River Valley East Subbasin, which approximately coincides with the outer extent of the Alluvium and Saugus Formation. The CLWA service area and the location of the two existing water reclamation plants (WRPs) in the Valley are also shown on Figure 5.11.1-3.

The location of the shallower Alluvial Aquifer is illustrated on Figure 5.11.1-4, Municipal Alluvial Well Locations; Santa Clara River Valley, East Groundwater Subbasin, and the location of the deeper Saugus Formation is illustrated on Figure 5.11.1-5, Saugus Well Locations; Santa Clara River Valley, East Groundwater Subbasin. For more detailed descriptions of the Alluvial Aquifer and Saugus Formation, please see Draft EIR pages 5.11.1-18 through 37.

6) A few years ago, the projected recycled water supply for the Newhall Ranch project was 17,000 afy. When and why was it reduced to 5400 af maximum?

City staff is unfamiliar with references to the Newhall Ranch recycled water supply being 17,000 afy. The Additional Analysis prepared for the Newhall Ranch Specific Plan and Water Reclamation Plant (2003) indicated that approximately 5,400 to just over 7,000 afy of reclaimed water may be available from the Newhall Ranch Water Reclamation Plant (WRP), not 17,000 afy. (see, Newhall Ranch Additional Analysis, 2003, page 2.5-134). The Draft EIR, therefore, correctly indicates that approximately 5,400 afy of reclaimed water will be available from the Newhall Ranch WRP. Perhaps the commentator is referring to the recycled water that would be available from County Sanitation District Plants 26 and 32 via CLWA, in addition to the Newhall Ranch WRP. The EIR indicates that the County plants (via CLWA) would provide approximately 15,700 afy of recycled water by 2030.

7) How long would it take to replenish storage in the Saugus Formation?

As indicated in the Draft EIR,

The Saugus Formation contains much greater quantities of groundwater than the alluvial aquifer. Storage capacity within the Saugus Formation is estimated to be 1.65 million af (Slade 2002). Based on the amount of water in storage and the historic aquifer performance, Slade (2002) identified that production from the Saugus Formation for dry period water supply could be increased from 15,000 to 20,000 afy, and ultimately to 35,000 afy if dry conditions continue. The increase to 35,000 afy would be temporary and would need to return to, or be reduced below, the historical range of 7,500 to 15,000 afy

once rainfall patterns returned to normal in order to naturally replenish storage and avoid long-term adverse effects to the aquifer.” [Emphasis Added] (see, page 5.11.1-56)

Based on studies performed by Slade (2002), the amounts indicated above result in a sustainable yield from the Saugus Formation. This is based on a repeat of historic rainfall levels over the Santa Clarita Valley and region. In wet years, formation replenishment occurs faster, in dry years slower.

8) *Where will 6500 afy of groundwater come from under planned supplies in Table 5.13.1-13 when maximum amounts for the Aquifer and the Formation are already listed above this under local supplies?*

The 6,500 afy referred to in this comment consists of 1) the planned restoration of well capacity from Saugus Formation wells that were taken out of service due to perchlorate contamination, and 2) groundwater from new Saugus Formation wells that would be installed in the future. These sources of groundwater would be in addition to the 15,000 afy of Saugus Formation water listed higher in the referenced table (Table 5.11.1-13).

9) *Where in Tables 5.11.1-11,12, and 13 is replacement of water from flexible storage demonstrated?*

As indicated in the Draft EIR,

*In its SWP flexible storage account, CLWA has access to 4,684 af of water in Castaic Lake. Under the terms of the Monterey Amendments to the SWP water supply contract, CLWA may withdraw up to this amount of water from flexible storage and use it in addition to its Table A supply, and must then replace any water withdrawn within five years of withdrawal. CLWA has recently negotiated with Ventura County water agencies to obtain the use of their flexible storage account. This will allow CLWA access to another 1,376 af of storage in Castaic Lake (rounded to 1,380 af in **Table 5.11.1-12** above). CLWA access to this additional storage will be available on a year-to-year basis for 10 years, beginning in 2006. Consequently, for the 10-year period, CLWA could have access to up to an additional 6,060 af annually from this program.” (see, Draft EIR page 5.11.1-56 and 57)*

As reflected in Draft EIR Tables 5.11.1-13, 12, and 13, the portion of water from the Flexible Storage Account from Ventura County is available through 2015. CLWA's portion of the Flexible Storage Account is a permanent source of water. As indicated in the Draft EIR, CLWA is required to replace this water, if used, within five years of withdrawal. As indicated, CLWA participates in numerous programs to augment its primary sources of supply. These programs are listed in the aforementioned Tables. Draft EIR Tables 5.11.1-18, 19 and 20 present projected water supplies and demands for normal, single-dry and multiple-dry years. As shown, each of these scenarios result in surpluses. CLWA would use such surpluses in normal years to replace the used flexible storage account water.

10) SWP Table A amounts for an average year and for a single dry year agree with the 2030 numbers under Tables 5.11.1-18 and 5.11.1-19, respectively; but the Multiple-Dry Year SWP Table A amount in this table is 6,700 af, while the 2030 Projected Multiple Dry Year Supplies in Table 5.11.1-20 puts SWP Table A at 30,500af. Why is there a difference in Multiple-Dry Year projections?

As indicated in the Draft EIR (page 5.11.1-4),

CLWA's annual Table A Amount is 95,200 af.

While Table A identifies the maximum annual amount of water an SWP contractor may request, the amount of SWP water actually available and allocated to SWP Contractors each year is dependent upon the factors described above and can vary significantly from year to year. The availability of SWP supplies to CLWA and the other SWP Contractors is generally less than their full Table A amounts in many years and can be significantly less in dry years.

In an effort to assess the impacts of these varying conditions on SWP supply reliability, DWR issued the Draft State Water Project Delivery Reliability Report 2007, dated December 2007. The report assists SWP Contractors, cities, counties, local water agencies, and other local agencies in assessing the reliability of the SWP component of their overall supplies. Applying DWR's computer-based reliability projections to CLWA's maximum Table A Amount yields the following amounts of SWP water availability, shown in Table 5.11.1-1."

**Table 5.11.1-1
 Projected CLWA Table A Amounts Available**

Table A Amount	CLWA SWP Water (acre-feet per year)
Total Contractual Amount	95,200
Available in Average Year (63.45 to 66%)	60,400 to 62,800
Available in Multiple Dry Years (32 to 34.55%)	30,500 to 32,900
Available in Critical Dry Year (6 to 7%)	5,700 to 6,700

This information is provided by DWR. DWR modeling indicates that the single critical dry year (such as that that occurred in 1976/77) would see the largest reductions in SWP deliveries (down to approximately 6 to 7 percent of full entitlement, or 5,700 to 6,700 af). Modeling indicates that multiple dry year scenarios would see smaller reductions than the critical dry year (down to approximately 32 to 34 percent of full entitlement, or 30,500 to

32,900 af). This is due to the dryer conditions occurring during the critical dry year.

WASTEWATER DISPOSAL

1) Page 5.11.3-3: "According to CSDLAC estimates, total flows projected from the Santa Clarita Valley in 2015, exclusive of Newhall Ranch, would be 34.1 mgd." (Q) Will the Newhall Ranch project create its own sanitation facility?

Newhall Ranch will construct its own wastewater disposal treatment facility. LAFCO has approved the formation of a Sanitation District for the facility and the California Regional Water Quality Control Board- Los Angeles Region, has issued a National Pollutant Discharge Elimination System NPDES permit for the Newhall Ranch Water Reclamation Plant.

SCHOOLS

1) There are impacts to schools from infill development. The applicant should meet with Dr. Winger and his staff to work out a "fair share" fee agreement for the Newhall School District. (Please see Dr. Winger's letter dated July 2, 2008.)

A meeting occurred on August 5, 2008 between the Newhall School District and the project applicant to discuss a "fair share" fee agreement. On August 5, 2008, Dennis Hardgrave of DPS and William Merrill, General Counsel for The Master's College, met with Marc Winger and Mike Clear of the Newhall School District to discuss the format and terms of a School Agreement between the District and TMC. All parties agreed that TMC would provide project-specific language to the School District and submit a revised draft agreement for District review. The hope by all parties is to have the agreement available for action by the School District board at their second meeting in September 2008.

PROJECT ALTERNATIVE

1) Why would Dockweiler Drive remain as a Major Highway in the General Plan under Alternative 5?

Alternative 5 was included in the EIR to comply with Section 15126(2)(4) of the *State CEQA Guidelines*, which requires an evaluation of what may reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. Dockweiler Drive is currently designated as a six-lane Major Highway in the General Plan and was, therefore, defined as a Major Highway in Alternative 5.

2) The last paragraph contains a statement that the objectives for Creekview Park and adjacent Open space components would not be achieved under the Ridgeline Alternative,

but on page 7.0-6 the description tells us that the Ridgeline Alternative also includes the Creekview Park and adjacent Open Space Dedication and water tank replacement.

The text in the last paragraph on page 7.0-43 incorrectly states that the objectives of the Creekview Park and adjacent Open Space component would not be met under Alternative 5. On page 7.0-43, under the second paragraph under the Conclusion subheading, the text accurately states that the Creekview Park and adjacent Open Space component would be met under Alternative 5. This correction will be made in the Final EIR.

3) A matrix that contains a summary of the pros and cons of each of the alternatives should be provided.

Please see the table below, which summarizes the conclusions of the alternatives analysis.

Comparison of Alternatives to the Proposed Project

Environmental Issue Area	Proposed Project Impact (After Mitigation)	Alt. 1 – No Project	Alt. 2 – Ridgeline Alternative	Alt. 3 – Oak Tree Alternative	Alt. 4 – Single-Family Alternative	Alt. 5 – Existing General Plan/Zoning Designation
VISUAL RESOURCES	Significant and Unavoidable	Less	Less (Reduced to Less than Significant)	Less, but still Significant and Unavoidable	Similar	Similar
AIR QUALITY	Significant and Unavoidable	Less	Less (Reduced to Less than Significant)	Similar	Similar	Similar
BIOLOGICAL RESOURCES	Significant and Unavoidable	Less	Less (Reduced to Less than Significant)	Less, but still Significant and Unavoidable	Similar	Similar
GEOLOGY AND SOILS	Less than Significant	Less	Less	Less	Similar	Greater
HYDROLOGY AND WATER QUALITY	Less than Significant	Less	Less	Less	Similar	Less
LAND USE AND PLANNING	Less than Significant	Less	Similar	Similar	Similar	Similar
NOISE	Significant and Unavoidable	Less	Less, but still Significant and Unavoidable	Similar	Similar	Similar
POPULATION AND HOUSING	Less than Significant	Less	Greater	Greater	Greater	Greater
PUBLIC SERVICES - FIRE SERVICES	Less than Significant	Less	Less	Less	Greater	Less
PUBLIC SERVICES – SHERIFF SERVICES	Less than Significant	Less	Less	Less	Similar	Less

Environmental Issue Area	Proposed Project Impact (After Mitigation)	Alt. 1 – No Project	Alt. 2 – Ridgeline Alternative	Alt. 3 – Oak Tree Alternative	Alt. 4 – Single-Family Alternative	Alt. 5 – Existing General Plan/Zoning Designation
TRANSPORTATION AND CIRCULATION	Less than Significant	Less	Greater (New Significant Impact)	Less	Less	Less
UTILITIES – WATER SERVICES	Less than Significant	Less	Less	Less	Less	Less
UTILITIES - SOLID WASTE	Significant and Unavoidable	Less	Less, but still Significant and Unavoidable	Less, but still Significant and Unavoidable	Less, but still Significant and Unavoidable	Less, but still Significant and Unavoidable
UTILITIES – WASTEWATER DISPOSAL	Less than Significant	Less	Less	Less	Less	Less

ADDITIONAL QUESTIONS

1) What is the latest update regarding how the City is proceeding with safe routes to the McGrath Elementary School from adjacent residential areas? What efforts are being made to provide cross walks, a stop sign, sidewalks, and other safety measures on Dockweiler? Is there any update with regards to the public notification prior to re-striping?

The City is evaluating the intersection of Dockweiler Drive/Valle del Oro for a multi-way stop and crosswalks. There are certain State (i.e. Caltrans) guidelines regarding traffic volumes and accident history that must be met before a multi-way stop sign can be installed. The City is also looking at the potential for sidewalks along certain sections of Dockweiler Drive, but this is an existing situation and unrelated to The Masters' College project. The City has yet to receive a formal request from any of the HOAs regarding public notification prior to restriping, however, it is generally City policy to provide extensive public outreach and notification prior to any restriping project. When Newhall Avenue was restriped between Railroad Avenue and SR-14, several years ago, public outreach consisted of mailings with a comment return form to each of the property owners along the frontage, a special page on the City's website with the opportunity to leave comments, and phone calls to all property owners concerned about the restriping.

2) If upzoning of the parcel is approved to allow for 54 residential units, will the applicant set aside 10% for below market housing to accommodate teachers and other members of the workforce or seniors?

According to The Master's College, it is anticipated that 10% of the units would meet Moderate Income levels for appropriate household sizes, based on the proposed product.

3) Are there any green building principles incorporated into the proposed project?

As a part of the applicant's presentation to the Planning Commission tonight, this topic among others will be discussed.

4) With regards to Hidden Knoll HOA's concerns to having slope failures (i.e. erosion, large crevices, eroded soils in v-ditches, surface failures) at the Hidden Knoll subdivision (TR 53114), are these manufactured slopes stable? What would ensure the slopes' stability when Dockweiler Drive is extended through the top of this slope?

As with all development approved by the City, the Hidden Knoll slopes were designed to be stable. Additionally, City code requires slopes be jute netted, landscaped and irrigated. Jute netting aids in preventing surficial erosion (surficial stability) until the plants' roots have been established and take over this role. It typically takes several years for root establishment, during which time jute netting may begin to deteriorate. Until root establishment, it is common to have debris from the slopes accumulate in the terrace drains and toe drains. The Hidden Knoll slopes were certified by the engineer and landscape architect of record for Tract 53114, indicating the slopes, including the jute netting, irrigation and landscaping were constructed in accordance with the approved grading plan and soils report.

Failures in surficial stability, which refers to the upper four feet of soil, typically do not pose safety hazards, whereas failures that are caused by gross instability are deep-seated in nature, and can pose a safety hazard (i.e. the La Conchita landslide north of Ventura).

As indicated in the Geological Report prepared by American Geotechnical on behalf of Hidden Knoll HOA, the observed failures are minor and surficial in nature. The report recommends mitigation measures, which according to Mr. Kosmal (Hidden Knoll resident), the HOA does not have the funds to implement. However, as required by the conditions of approval for Tract 53114, the HOA is responsible for maintenance of slopes, which includes landscaping, irrigation, erosion, and terrace/down/toe drains. With routine maintenance, these slopes will perform as designed.

During the entitlement phase of a project, a preliminary soils report is prepared by the applicant's engineer to ensure the proposed project is feasible. The preliminary soils report for The Master's College Master Plan project is included in the Draft Environmental Impact Report, along with a review from the City's soils engineer indicating concurrence with the applicant's report. After the project is entitled, the applicant's engineer will prepare a grading plan with an accompanying soils report. This soils report is a more in-depth engineering analysis than that prepared during the entitlement process, and must prove the proposed and existing slopes will be stable. A grading permit is not issued until the City's soils engineer reviews this report to ensure

the analysis was performed in accordance with City code.

5) What would be the Fire Department's concerns if the Deputy Jake Drive extension was proposed as another cul-de-sac? Would they have concerns with driving over the low-curbs of the cul-de-sac?

Following the July 29, 2008 Planning Commission meeting, City staff contacted Wally Collins with the Los Angeles County Fire Department, Fire Prevention Unit, who expressed several concerns with the potential of the Deputy Jake Drive extension becoming another cul-de-sac. Concerns that were raised by the Fire Department regarding the potential cul-de-sac for the Deputy Jake Drive extension include the Fire Department's response time without a thru street, the lack of a second evacuation route in case of an emergency, and concerns related to Fire Department turnaround requirements. A representative from the Los Angeles County Fire Department will be present at tonight's meeting and is available to address any additional questions the Planning Commission may have.

6) Who paid for Placerita Backbone Sewer? Who installed the sewer?

The Placerita Canyon backbone sewer was constructed by the City. The Master's College (in anticipation of their future expansion) made an advanced payment to the City for their fair-share contribution of this backbone sewer. The remaining costs were paid for by the City, including previously deposited developer fees. The City also established a sewer user fee district to reimburse public funds spent on the project, as property owners in the District pay their fair-share cost to connect to the sewer, and to establish a method of securing funds for future expansion of the project as needed.

7) Who owns Assessor Parcel No. 2833-014-015, in which a graded and landscaped slope is located and maintained by the Hidden Knoll HOA? Is The Master's College allowed to encroach upon this landscaped area?

According to the Los Angeles County Tax Assessor's office, APN 2833-014-015 is owned by The Master's College. As part of the 2001 subdivision (Tract 53114) that created the 53 single-family homes, the applicant for the Hidden Knoll subdivision proposed off-site grading onto the subject parcel, which required the consent of The Master's College, the property owner. The developer of the Hidden Knoll subdivision also obtained an agreement with The Master's College to maintain the graded slope located on the subject parcel and immediately west of the homes along Matthew Place. City staff has also researched the HOA's concern regarding grading and development that would encroach upon the existing landscaped slope. Staff's research shows that there are no restrictions for development or grading on the subject parcel, therefore, the applicant is allowed to encroach upon this landscaped area.

8) What are actual parking counts on Dockweiler Drive at peak times of the day for the adjacent residential uses?

Following the July 29, 2008 Planning Commission meeting, the applicant's parking consultant, Linscott, Law, and Greenspan, conducted parking counts of parking on Dockweiler Drive as well as the Vista condominiums. Parking counts were conducted on Saturday, August 16, 2008, from 11:00 am to 11:00 pm in order to obtain data at the peak hours for parking in the area. The information gathered from this study will be presented by the applicant and/or their consultant in their presentation to the Planning Commission.

9) How does a bike lane fit into Dockweiler Drive right-of-way?

The eastern portion of Dockweiler Drive consists of a bike lane on both sides of the roadway. Because the right-of-way narrows to 73 feet and four lanes transitions to two lanes (with street parking) toward the Vista condominiums, this portion of Dockweiler could not accommodate a bike lane and therefore there is no bike lane at this location. Should redevelopment occur along Dockweiler Drive at the Vista condo community, the City would require the additional right-of-way dedication to accommodate the two travel lanes and bike lane in both directions. The proposed project is required to construct the roadway extension to its full width, which would consist of on-street bike lanes.

10) An issue was raised as to the visual impacts from Deputy Jake Drive and Matthew Place. The viewsheds from Deputy Jake are closer to the project when compared to the visual simulation at Viewshed 3.

A viewshed simulation from Deputy Jake Drive has been prepared and is included as an attachment to the September 2, 2008 Planning Commission staff report. It should be noted that the Draft EIR concluded that a significant and unavoidable visual impact would occur with development of the proposed project during construction, project development and under the cumulative scenario.

11) How did the applicant decide on proposing a multi-family housing product as opposed to a single-family development?

The 54 units are part of an ongoing discussion between the applicant and the Community Development Department about what would be the most viable and appropriate housing type for this site. The City has reviewed the proposed multi-family development and finds that the proposed subdivision is an appropriate viable housing use type at this location. To assist in meeting the housing needs of the City, the proposal provides a diverse mix of new housing opportunities for this community.

12) Additional data regarding average daily trips (ADTs) on Deputy Jake should be provided?

During the week of August 18, 2008 to August 22, 2008, the first full week of school at McGrath Elementary, vehicle trips were counted by Austin Foust and Associates, the traffic consultant for the EIR. The analysis shows that Deputy Jake Drive currently

carries between 600 and 1,800 vehicles per day, with the higher volumes occurring closer to Valle del Oro. With the proposed extension of Dockweiler Drive, the connection of Deputy Jake Drive, and the addition of 54 homes, the volumes along Deputy Jake Drive can be expected to increase by about 200 vehicles per day, for a total between 800 and 2,000 vehicles per day. This is a relatively small increase in volume and should have little impact on the current residents of Deputy Jake Drive. Two thousand vehicles per day is generally considered the threshold for a residential street, above which residents start noticing a decrease in their quality of life in regards to traffic. No part of Deputy Jake Drive, particularly near the existing homes, is expected to carry traffic volumes in excess of 2,000 vehicles per day.

13) What alternative connections from Dockweiler Drive has the City looked at?

Quite a few alternatives for connections have been examined over the years. Staff has looked at options for a connection to Market Street, numerous configurations of connections to Lyons Avenue, and the County at one time had a concept for a connection over the MWD lines that cross under Newhall Avenue adjacent to the creekbed between the mobile home park and self serve car wash. Most of these alternatives (all, except for the Lyons connection identified in the General Plan) were eventually rejected based on cost, right of way complications (also cost), and the severe grade of the roadway that would be needed to make such a connection (potentially steeper than Valle de Oro, which does not meet today's City standards). However, the main reason that has consistently halted further investment into such a connection is simply a very high cost/benefit ratio.

The combination of Dockweiler roadway connections at Sierra Highway, Lyons, and Valle de Oro is more than sufficient to handle the anticipated traffic loads on those streets. An additional connection to Newhall Avenue would have a negligible effect on the overall circulation pattern. Should the Masters' college expansion continue, including a new housing tract, the connection to Lyons Avenue would be more than sufficient (in combination with Valle de Oro) to move cars throughout the area.

14) What is the latest update with the proposed oak tree mitigation plan?

The applicant developed a preliminary oak tree mitigation plan in collaboration with the City of Santa Clarita Oak Tree Specialist and Craig Crotty of Arbor Culture. Following the previous Planning Commission meetings, the applicant continued to work closely with City staff and the City's Oak Tree Specialist on a highly effective oak tree mitigation plan. The updated oak tree mitigation plan proposes to mitigate the impacts to oak trees by planting a sufficient number of oak trees on site as illustrated in the attached oak tree mitigation plan. The oak tree mitigation plan includes the replacement rather than the relocation of oak trees on the site according to the recommendation provided in the February 2007 addendum to the 2005 oak tree report. The proposed locations, oak tree species, and oak tree sizes were developed based on site-specific characteristics. The applicant proposes large specimen size trees in the canyon areas of the campus, where they are more likely to succeed, and 15-gallon to 36-inch box oak trees on the

manufactured slopes along with other complimentary plants to create an effective mitigation plan. While the larger canopied mitigation oaks along Placerita Canyon Road would create a canyon effect, the mitigation oaks proposed on the manufactured slope are examples of large stands of single species oaks. As the proposed oak tree mitigation plan was developed specifically for the project site by licensed arborists, the proposed plan is expected to be highly effective.

The applicant also proposes to include a summary of the updated oak tree mitigation plan in their presentation to the Planning Commission this evening.

15) With regard to landscaping for the Hidden Knoll/McGrath subdivision (Tract 53114), what was DR Horton conditioned for? What went right and what went wrong with landscaping in these areas?

The landscape plans that were prepared for Tract 53114 were reviewed and approved by the City as part of the City Council approval of the subdivision in 2001. The approved landscape plan for Tract 53114 complied with the City's requirements and regulations, consisting of the appropriate types and number of trees, shrubs and ground covers throughout the site. The developer was conditioned to provide planting on all graded slopes throughout the site, which include the graded slopes adjacent to the school and the graded slopes adjacent to the 53 single-family residences. The subdivision's landscaping and irrigation was inspected in 2003 and finalized by the City, prior to occupancy of the homes and after verification of the planting.

The developer was conditioned to establish a homeowner's association (HOA) that would be responsible for the maintenance of all common lots and open space areas including slopes, landscaping areas and irrigation. Following a recent inspection of the site, City staff along with its professional landscape consultant found that the trees, shrubs and ground covers planted on the Hidden Knoll HOA-maintained slopes are in good condition and have been well maintained. City staff also inspected the slopes adjacent to McGrath Elementary School and found that many of the plants and trees on these slopes have died. The City has contacted the School District regarding the landscaping on these slopes. The City is currently working with all of the responsible parties to address this issue.

RECOMMENDATION

Staff recommends that the Planning Commission:

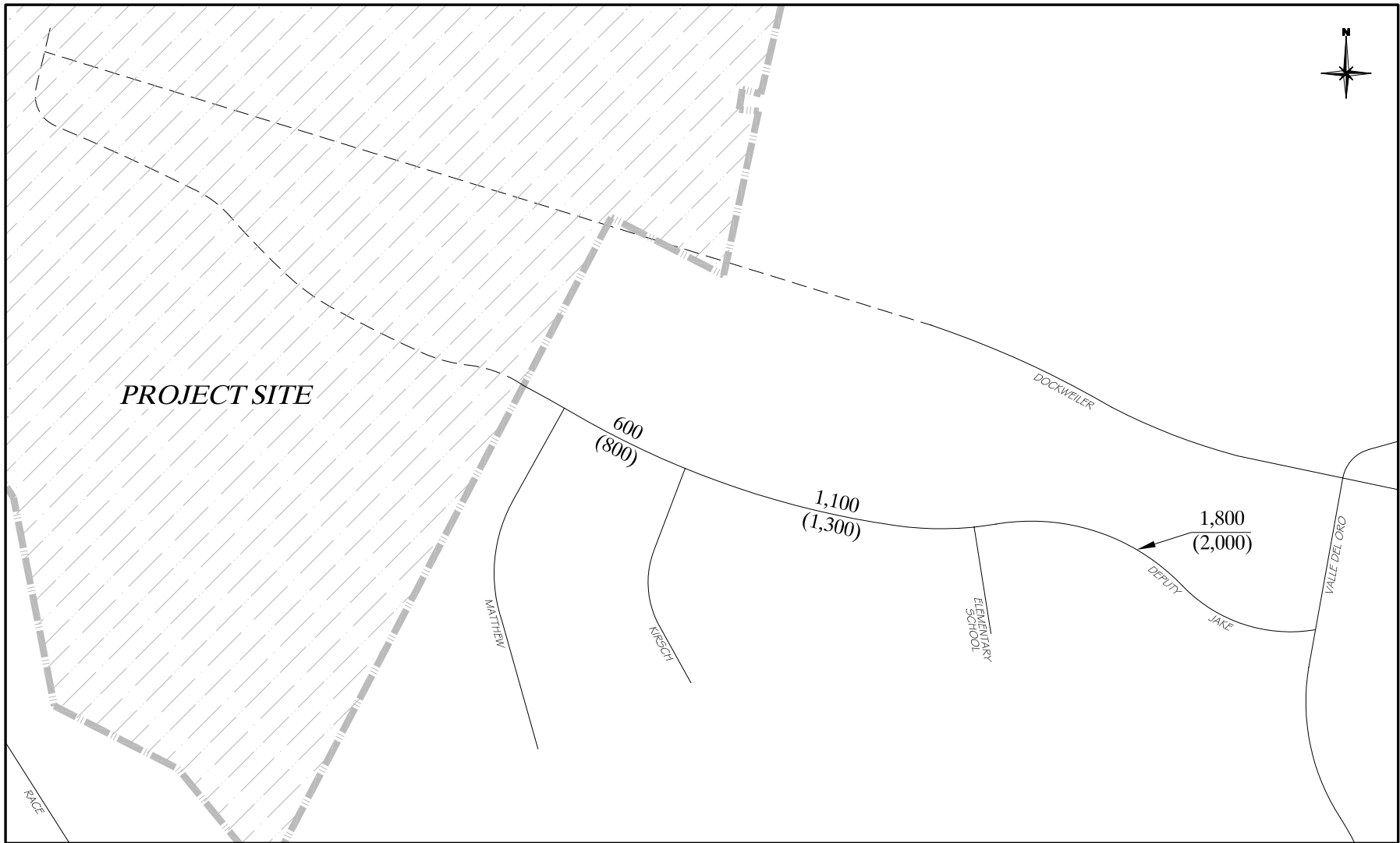
- 1) Receive staff and applicant presentations;
- 2) Receive testimony from the public;
- 3) Provide direction to staff on final project issues; and

- 4) Continue the item to the Planning Commission meeting of October 21, 2008, directing staff to return with draft responses to DEIR comments and project revisions, if any, for the Commission's consideration.

ATTACHMENTS

Oak Tree Mitigation Plan (included as Appendix C to the Master's College Final EIR)
Photo Simulation from Deputy Jake Drive
Average Daily Trip Exhibit – Deputy Jake Drive





Legend	
1,100	Without Project Conditions (2008 Count)
(1,300)	With Project Conditions
----	New Roadway (by Project)

Figure 1
ADT VOLUMES - DEPUTY JAKE DRIVE WITH AND WITHOUT PROJECT