

APPENDIX I

NOPs, Scoping Meeting Material, Comments Letters and Other Input



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

July 10, 2007

To: Reviewing Agencies

Re: Vista Canyon Ranch
SCH# 2007071039

Attached for your review and comment is the Notice of Preparation (NOP) for the Vista Canyon Ranch draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jeff Hogan
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

PLANNING DIVISION

JUL 17 2007

CITY OF SANTA CLARITA

**Document Details Report
State Clearinghouse Data Base**

SCH# 2007071039
Project Title Vista Canyon Ranch
Lead Agency Santa Clarita, City of

Type **NOP** Notice of Preparation

Description The project site is currently vacant and in the County of Los Angeles. The applicant is requesting approval to annex 200 acres of land in the County of Los Angeles into the City of Santa Clarita. The applicant is requesting a General Plan/Zone Change Amendment for a Specific Plan designation which proposes a mixed use/ transit oriented development that would consist of a mix of 1,200 residential units and 650,000 sq. ft. of commercial uses. The applicant is also requesting to subdivide and remove/ encroach into oak trees on site. No heritage oak tree removals have been identified in the applicant's project description or site plan. As part of the development, the applicant is proposing the buildout of the Lost Canyon Road extension, a 12 acre public park, four miles of trails, buried bank stabilization along the length of the Santa Clara River and the relocation of the Metrolink station from Via Pricessa to Visa Canyon Ranch. The applicant is also proposing to import approx. one million cubic yards of earth onto the site.

Lead Agency Contact

Name	Jeff Hogan	
Agency	City of Santa Clarita	
Phone	(661) 255-4330	Fax
email		
Address	23920 Valencia Boulevard, Suite 300	
City	Santa Clarita	State CA Zip 91355

Project Location

County	Los Angeles		
City	Santa Clarita		
Region			
Cross Streets	Southwest of Sand Canyon Road and the 14 Freeway		
Parcel No.	2840-005-057, 058; 2480-006-007, 2840-004-017, 2840-004-021, 2840-004-009, 009		
Township	Range	Section	Base

Proximity to:

Highways	14 Freeway
Airports	
Railways	Metrolink
Waterways	Santa Clara River
Schools	Sulphur Springs
Land Use	The current County of Los Angeles General Plan/Zoning designation for the project site is agricultural and manufacturing (A1/M1). The City of Santa Clarita's General Plan designates the project site business park (BP).

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Air Resources Board, Transportation Projects; Caltrans, District 7; California Highway Patrol; Department of Conservation; Department of Fish and Game, Region 5; Department of Forestry and Fire Protection; Department of Housing and Community Development; Native American Heritage Commission; Department of Parks and Recreation; Public Utilities Commission; Regional Water Quality Control Board, Region 4; Resources Agency; State Water Resources Control Board, Division

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

of Loans and Grants; Department of Toxic Substances Control; Caltrans, Division of Transportation
Planning

Date Received 07/10/2007 ***Start of Review*** 07/10/2007 ***End of Review*** 08/08/2007

NOP Distribution List

Resources Agency

- ☒ Resources Agency
Nadell Gayou
- ☐ Dept. of Boating & Waterways
David Johnson
- ☐ California Coastal Commission
Elizabeth A. Fuchs
- ☐ Colorado River Board
Gerald R. Zimmerman
- ☒ Dept. of Conservation
Sharon Howell
- ☐ California Energy Commission
Paul Richins
- ☒ Dept. of Forestry & Fire Protection
Allen Robertson
- ☐ Office of Historic Preservation
Wayne Donaldson
- ☒ Dept of Parks & Recreation
Environmental Stewardship Section
- ☐ Reclamation Board
DeeDee Jones
- ☐ S.F. Bay Conservation & Dev't. Comm.
Steve McAdam
- ☐ Dept. of Water Resources
Resources Agency
Nadell Gayou

Fish and Game

- ☐ Depart. of Fish & Game
Scott Flint
Environmental Services Division
- ☐ Fish & Game Region 1
Donald Koch
- ☐ Fish & Game Region 1E
Laurie Harnsberger

- ☐ Fish & Game Region 2
Banky Curtis
- ☐ Fish & Game Region 3
Robert Floerke
- ☐ Fish & Game Region 4
Julie Vance
- ☒ Fish & Game Region 5
Don Chadwick
Habitat Conservation Program
- ☐ Fish & Game Region 6
Gabrina Gatchel
Habitat Conservation Program
- ☐ Fish & Game Region 6 I/M
Gabrina Gatchel
Inyo/Mono, Habitat Conservation Program
- ☐ Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

- ☐ Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture
- ☐ Depart. of General Services
Public School Construction
- ☐ Dept. of General Services
Robert Sleppy
Environmental Services Section
- ☐ Dept. of Health Services
Veronica Malloy
Dept. of Health/Drinking Water

Independent Commissions, Boards

- ☐ Delta Protection Commission
Debby Eddy
- ☐ Office of Emergency Services
Dennis Castrillo
- ☐ Governor's Office of Planning & Research
State Clearinghouse
- ☒ Native American Heritage Comm.
Debbie Treadway

County: LOS ANGELES

- ☒ Public Utilities Commission
Ken Lewis
- ☐ Santa Monica Bay Restoration
Guangyu Wang
- ☐ State Lands Commission
Jean Sarino
- ☐ Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Business, Trans & Housing

- ☐ Caltrans - Division of Aeronautics
Sandy Hesnard
- ☒ Caltrans - Planning
Terri Pencovic
- ☒ California Highway Patrol
Shirley Kelly
Office of Special Projects
- ☒ Housing & Community Development
Lisa Nichols
Housing Policy Division

Dept. of Transportation

- ☐ Caltrans, District 1
Rex Jackman
- ☐ Caltrans, District 2
Marcelino Gonzalez
- ☐ Caltrans, District 3
Jeff Pulverman
- ☐ Caltrans, District 4
Tim Sable
- ☐ Caltrans, District 5
David Murray
- ☐ Caltrans, District 6
Marc Birnbaum
- ☒ Caltrans, District 7
Cheryl J. Powell

- ☐ Caltrans, District 8
Dan Kopulsky
- ☐ Caltrans, District 9
Gayle Rosander
- ☐ Caltrans, District 10
Tom Dumas
- ☐ Caltrans, District 11
Mario Orso
- ☐ Caltrans, District 12
Bob Joseph

Cal EPA

Air Resources Board

- ☐ Airport Projects
Jim Lerner
- ☒ Transportation Projects
Ravi Ramalingam
- ☐ Industrial Projects
Mike Tollstrup

- ☐ California Integrated Waste Management Board
Sue O'Leary

- ☒ State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

- ☐ State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

- ☐ State Water Resources Control Board
Steven Herrera
Division of Water Rights

- ☒ Dept. of Toxic Substances Control
CEQA Tracking Center

- ☐ Department of Pesticide Regulation

SCH# 2007071039

Regional Water Quality Control Board (RWQCB)

- ☐ RWQCB 1
Cathleen Hudson
North Coast Region (1)
- ☐ RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)
- ☐ RWQCB 3
Central Coast Region (3)
- ☒ RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- ☐ RWQCB 5S
Central Valley Region (5)
- ☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- ☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- ☐ RWQCB 6
Lahontan Region (6)
- ☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- ☐ RWQCB 7
Colorado River Basin Region (7)
- ☐ RWQCB 8
Santa Ana Region (8)
- ☐ RWQCB 9
San Diego Region (9)

☐ Other _____

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

28648 The Old Road
Valencia, CA 91355-1021
(661) 294-5540
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



July 10, 2007

File No.: 540.9107.SCMasterCase # 07-127

PLANNING DIVISION

JUL 17 2007

CITY OF SANTA CLARITA

Jeff Hogan, AICP, Senior Planner
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

Dear Mr. Hogan:

The Newhall Area of the California Highway Patrol has received and reviewed the Notice of Preparation of the Draft Environmental Impact Report for the for the Vista Canyon Ranch project (Master Case# 07-127). Regarding this project, we anticipate there will be an increase in traffic related to the construction as well as an overall the impact to the roadways under CHP jurisdiction. Therefore, it is important my office be provided with the EIR so we can review the 'Transportation' portion of the report to assess the impact on our operations.

Please direct any future correspondence regarding this matter to Sergeant G. Jacobs of my command at the above noted phone number.

Sincerely,

A handwritten signature in black ink, appearing to read "S. V. Bernard".

S. V. BERNARD, Captain
Commander
Newhall Area

Cc: State Clearinghouse



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

July 13, 2007

Mr. Jeff Hogan, AICP
Senior Planner
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

Dear Mr. Hogan:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Vista Canyon Ranch, Master Case 07-127

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the SCAQMD Website at: www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address:
http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html

PLANNING DIVISION

JUL 17 2007

CITY OF SANTA CLARITA

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.

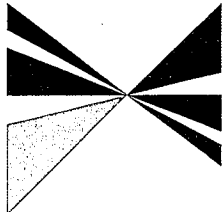
Program Supervisor, CEQA Section

Planning, Rule Development and Area Sources

SS:CB:LI

LAC070710-11AK

Control Number


**ASSOCIATION OF
GOVERNMENTS**
Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers: President: Gary Ovitt, San Bernardino County • First Vice President: Richard Dixon, Lake Forest • Second Vice President: Harry Baldwin, San Gabriel • Immediate Past President: Yvonne B. Burke, Los Angeles County

Imperial County: Victor Carrillo, Imperial County • Jon Edney, El Centro

Los Angeles County: Yvonne B. Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Richard Alarcon, Los Angeles • Jim Aldinger, Manhattan Beach • Harry Baldwin, San Gabriel • Tony Cardenas, Los Angeles • Stan Carroll, La Habra Heights • Margaret Clark, Rosemead • Gene Daniels, Paramount • Judy Dunlap, Inglewood • Rae Gabelich, Long Beach • David Gafin, Downey • Eric Garcetti, Los Angeles • Wendy Greuel, Los Angeles • Frank Gurulé, Cudahy • Janice Hahn, Los Angeles • Isadore Hall, Compton • Keith W. Hanks, Azusa • José Huizar, Los Angeles • Jim Jeffra, Lancaster • Tom LaBonge, Los Angeles • Paula Lantz, Pomona • Barbara Messino, Alhambra • Larry Nelson, Artesia • Paul Nowatka, Torrance • Pam O'Connor, Santa Monica • Bernard Parks, Los Angeles • Jan Perry, Los Angeles • Ed Reyes, Los Angeles • Bill Rosendahl, Los Angeles • Greig Smith, Los Angeles • Tom Sykes, Walnut • Mike Ten, South Pasadena • Tonia Reyes Uranga, Long Beach • Antonio Villaraigosa, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Herb J. Wesson, Jr., Los Angeles • Dennis Zine, Los Angeles

Orange County: Chris Norby, Orange County • Christine Barnes, La Palma • John Beauman, Brea • Lou Bone, Tustin • Debbie Cook, Huntington Beach • Leslie Daigle, Newport Beach • Richard Dixon, Lake Forest • Troy Edgar, Los Alamitos • Paul Glaab, Laguna Niguel • Robert Hernandez, Anaheim • Sharon Quirk, Fullerton

Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

Tribal Government Representative: Andrew Masiel Sr., Pechanga Band of Luiseno Indians

Ventura County: Linda Parks, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

July 27, 2007

Mr. Jeff Hogan, AICP, Senior Planner
City of Santa Clarita
23920 Valencia Blvd., Ste. 300
Santa Clarita, Ca. 91355

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for Vista Canyon Ranch Project - SCAG No. I20070420

Dear Mr. Hogan,

Thank you for submitting the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Vista Canyon Ranch Project, SCAG No. I20070420, to the Southern California Association of Governments (SCAG) for review and comment. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15125(d) and 15206). The project proposes the development of 1,200 housing units and 650,000 square feet of commercial uses. The project is located south of the State Route 14 (SR-14, Antelope Valley Freeway) and west of Sand Canyon Road in the Santa Clarita area.

CEQA requires that EIR's discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies, and provide supportive analysis as to why it is consistent, not-consistent, or not applicable to these policies. Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. Also, for ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format (attached). The RCPG, RTP and CGV can be found on the SCAG web site at: <http://scag.ca.gov/igr>

Please provide a minimum of 45 days for SCAG to review the DEIR when this document is available. If you have any questions regarding the attached comments, please contact James R Tebbetts at (213) 236-1915. Thank you.

Sincerely,

Jacob Lieb
Manager, Environmental Division

DOCS# 138443v1

**COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL
IMPACT REPORT FOR VISTA CANYON RANCH PROJECT, SCAG NO. I 20070420**

PROJECT DESCRIPTION

The proposed project as a whole would allow for the phased development of 1,200 housing units (Single Family units, Town Homes, Clustered Town Homes, and Flats), 650,000 square feet of commercial uses (150,000 square feet of retail uses, 400,000 square feet of office uses, and 200 room hotel), 12 acres of park space, trail system (4 miles), open space area, buildout of Lost Canyon Road, river bank stabilization and relocation of the Metrolink Station from Via Princessa to this location. The project is located southeasterly of the City of Santa Clarita, south of the State Route 14 (SR-14, Antelope Valley Freeway) and west of Sand Canyon Road.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the DEIR for the Eagle Valley Project.

- 3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.*

Regional Growth Forecasts

The DEIR should reflect the most current, adopted SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The adopted forecasts for your region, subregion, adjoining un-incorporated area, and city are as follows:

Adopted SCAG Regionwide Forecasts

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Adopted North Los Angeles County Forecasts

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	735,262	852,964	967,387	1,076,013	1,179,228
Households	221,538	256,966	292,658	327,745	362,324
Employment	215,955	235,070	253,417	270,409	286,286

Adopted North Los Angeles County Unincorporated County Forecasts

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	202,929	242,561	280,840	316,726	350,372
Households	58,655	71,452	84,337	97,007	109,492
Employment	45,328	49,851	54,191	58,191	61,922

Adopted City of Santa Clarita Forecasts

	2010	2015	2020	2025	2030
Population	187,795	200,104	211,367	221,915	231,846
Households	62,837	67,832	72,883	77,868	82,806
Employment	57,248	60,691	64,012	67,133	70,078

The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

The project, while it is to be annexed into the City of Santa Clarita, is currently within the unincorporated area of Los Angeles County. Impacts associated with population, households and employment forecasts should use the Unincorporated County's forecast numbers. A discussion of the Unincorporated County adopted population, housing and employment forecasts should be included in the DEIR.

- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*
- 3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*
- 3.08 *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*
- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*

- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*
- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.17 *Support and encourage settlement patterns, which contain a range of urban densities.*
- 3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*
- 3.19 *Support policies and actions that preserve open space areas identified in local, state, and federal plans.*
- 3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*
- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*
- 3.25 *Encourage the efforts of local jurisdictions, employers and service agencies to provide adequate training and retraining of workers, and prepare the labor force to meet the future challenges of the regional economy.*
- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

AIR QUALITY CHAPTER

The Air Quality Chapter core actions related to the proposed project include:

- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.*

OPEN SPACE AND CONSERVATION CHAPTER

The **Open Space and Conservation Chapter** goals related to the proposed project include:

- 9.1 *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.*
- 9.2 *Increase the accessibility to open space lands for outdoor recreation*
- 9.3 *Promote self-sustaining regional recreation resources and facilities.*
- 9.4 *Maintain open space for adequate protection to lives and properties against natural and manmade hazards.*
- 9.5 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.*
- 9.6 *Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.*
- 9.7 *Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.*
- 9.8 *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** goals related to the proposed project include:

- 11.07 *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

REGIONAL TRANSPORTATION PLAN

The **2004 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals

- RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3 *Preserve and ensure a sustainable regional transportation system.*
- RTP G4 *Maximize the productivity of our transportation system.*
- RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
- RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*

Regional Transportation Plan Policies

RTP P1 Transportation investments shall be based on SCAG's adopted Regional Performance Indicators:

<u>Performance Indicator</u>	<u>Performance Measures</u>	<u>Definition</u>	<u>Performance Outcome</u>
Mobility	Average Daily Speed	Speed-experienced by travelers regardless of mode.	10% Improvement
	Average Daily Delay	Delay-excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used.	40% Improvement
Accessibility	Percent PM peak work trips within 45 minutes of home		Auto 90% Transit 37%
	Distribution of work trip travel times		Auto 8% Improvement Transit 8% Improvement
Reliability	Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% Improvement
Safety	Accident Rates	Measured in accidents per million vehicle miles by mode.	0.3% Improvement
Cost Effectiveness	Benefit-to-Cost (B/C) Ratio	Ratio of benefits of RTP investments to the associated investments costs.	\$3.08
Productivity	Percent capability utilized during peak conditions	Transportation infrastructure capacity and services provided. Roadway Capacity - vehicles per hour per lane by type of facility. Transit Capacity - seating capacity utilized by mode.	20% Improvement at known bottlenecks N/A
Sustainability	Total cost per capita to sustain current system performance	Focus in on overall performance, including infrastructure condition Preservation measure is a sub-set of sustainability.	\$20 per capita, primarily in preservation costs
Preservation	Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition. Sub-set of sustainability.	Maintain current conditions
Environmental	Emissions generated by travel	Measured/forecast emissions include CO, NOX, PM10, SOX and VOC. CO2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
Environmental Justice	Expenditures by quintile and ethnicity	Proportionate share of expenditures in the 2004 RTP by each quintile.	No disproportionate impact to any group or quintile
	Benefit vs. burden by quintiles	Proportionate share of benefits to each quintile ethnicity. Proportionate share of additional airport noise by ethnic group.	

RTP P2 Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.

RTP P3 RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.

GROWTH VISIONING

The project proposes the relocation of the Metrolink Station from its existing Via Princessa location to this project site. The project should incorporate the Compass Blueprint 2% Strategy Area guidelines, which were developed and intended to balance employment, housing, and services to reduce vehicle trips and emissions, enhance livability, expand prosperity, and increase sustainability. The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal. Please demonstrate how the Vista Canyon Ranch Project does or does not support these principles. More information can be found at: <http://www.compassblueprint.org/>.

Principle 1: Improve mobility for all residents

- GV P1.1 Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2 Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3 Encourage transit-oriented development.*
- GV P1.4 Promote a variety of travel choices*

Principle 2: Foster livability in all communities

- GV P2.1 Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2 Promote developments, which provide a mix of uses.*
- GV P2.3 Promote "people scaled," walkable communities.*
- GV P2.4 Support the preservation of stable, single-family neighborhoods.*

Principle 3: Enable prosperity for all people

- GV P3.1 Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
- GV P3.2 Support educational opportunities that promote balanced growth.*
- GV P3.3 Ensure environmental justice regardless of race, ethnicity or income class.*
- GV P3.4 Support local and state fiscal policies that encourage balanced growth*
- GV P3.5 Encourage civic engagement.*

Principle 4: Promote sustainability for future generations

- GV P4.1 Preserve rural, agricultural, recreational and environmentally sensitive areas.*
- GV P4.2 Focus development in urban centers and existing cities.*
- GV P4.3 Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
- GV P4.4 Utilize "green" development techniques*

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a ***Joint Powers Agency*** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's ***Metropolitan Planning Organization*** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated ***Regional Transportation Planning Agency***, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the ***South Coast Air Quality Management Plan***, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a ***Co-Lead Agency*** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining ***Conformity*** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for ***reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans*** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for ***Inter-Governmental Review*** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a) (2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized ***Areawide Waste Treatment Management Planning Agency***.

SCAG is responsible for preparation of the ***Regional Housing Needs Assessment***, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the ***Southern California Hazardous Waste Management Plan*** pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

Suggested Side by Side Format - Comparison Table of SCAG Policies

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggest format is as follows:

SCAG RCPG (RTP and/or CGV) Policies

Growth Management Chapter

Policy Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
3.01	<i>The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.02	<i>In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.03	<i>The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
Etc.	Etc.	Etc.

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, REGIONAL PLANNING

IGR/CEQA BRANCH

100 SO. MAIN ST.

LOS ANGELES, CA 90012

PHONE (213) 897-6536

FAX (213) 897-1337

E-Mail: Nerses_Yerjanian@dot.ca.gov

*Flex your power!
Be energy efficient!*

Mr. Jeff Hogan
Planning Department
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA. 91355

IGR/CEQA# 070721/NY
NOP/ 650,000 SF Commercial & 1,200 Residential
SCH#2007071039
LA/14/33.0

July 23, 2007

Dear Mr. Hogan:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 160,000 SF Commercial Office Bldg. In Pasadena.

Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

RECEIVED
PLANNING DIVISION

JUL 25 2007

CITY OF SANTA CLARITA

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 14.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.
4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
 - description of transportation infrastructure improvements
 - financial costs, funding sources and financing
 - sequence and scheduling considerations
 - implementation responsibilities, controls and monitoringAny mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.
6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as a commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that

Mr. Hogan

July 23, 2007

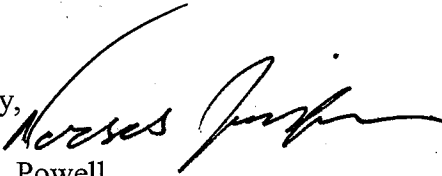
worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and it's facilities must be analyzed per the Department's **Traffic Impact Study Guidelines**.

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Cheryl J. Powell
IGR/CEQA Branch Chief
Caltrans District 07
Regional Transportation Planning Office
100 S. Main St., Los Angeles, CA 90012

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 070721/NY.

Sincerely,



Cheryl J. Powell
IGR/CEQA Branch Chief
Regional Transportation Planning

For:



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

July 17, 2007

File No: SCV-00.04-00

PLANNING DIVISION

JUL 20 2007

Mr. Jeff Hogan, AICP, Senior Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

Dear Mr. Hogan:

Vista Canyon Ranch, Master Case No. 07-127

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on July 11, 2007. We offer the following comments regarding sewerage service:

1. The project area is outside the jurisdictional boundaries of the Districts and will require annexation into the Santa Clarita Valley Sanitation District before sewerage service can be provided to the proposed development. For a copy of the Districts' Annexation Information and Processing Fees sheets, go to www.lacsd.org, Wastewater Services, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the annexation procedure and fees, please contact Ms. Donna Kitt at extension 2708.
2. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Soledad Canyon Trunk Sewer, Section 5, located in Soledad Canyon Road at Lost Canyon Road. This 18-inch diameter trunk sewer has a design capacity of 5.7 million gallons per day (mgd) and conveyed a peak flow of 2.3 mgd when last measured in 2003.
3. The District operates two water reclamation plants (WRPs), the Saugus WRP and the Valencia WRP, which provide wastewater treatment in the Santa Clarita Valley. These facilities are interconnected to form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System (SCVJSS). The SCVJSS has a design capacity of 28.1 mgd and currently processes an average flow of 20.8 mgd.
4. The expected average wastewater flow from the project site is 488,660 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Information Center, Wastewater Services, Obtain Will Serve Letter, and click on the appropriate link on page 2.
5. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the

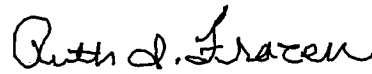
strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Wastewater Services, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin



Ruth I. Frazen
Engineering Technician
Facilities Planning Department

RIF:rf

cc: D. Kitt

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



RECEIVED
PLANNING DIVISION

AUG 10 2007

CITY OF SANTA CLARITA

August 3, 2006

Jeff Hogan
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

Dear Mr. Hogan:

Re: SCH# 2007071039; Notice of Preparation for the Vista Canyon Ranch draft Environmental Impact Report.

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission is in receipt a copy of the *Notice of Preparation for the Vista Canyon Ranch draft Environmental Impact Report (EIR)*. Commission's Rail Crossing Engineering Section (RCES) staff has concerns with railroad impacts as a result of the projects proximity to the Southern California Regional Rail Authority (SCRRA) Valley Subdivision line. In addition to SCRRA Metrolink commuter trains, the Union Pacific Railroad Company (UPRR), and National Railroad Passenger Corporation (Amtrak) operate freight and passenger trains over these lines respectively.

1. The applicant is proposing to relocate the Via Princessa Metrolink station (CPUC Crossing No. 101VY-37.78-X) to Visa Canyon Road, thereby creating a new grade-separated highway-rail crossing. Public Utilities Code Sections 1201-1205 require Commission approval for projects involving the construction of new, or alterations of existing, public or publicly-used highway-rail crossings. The applicant must submit a formal application to the Commission to create a new highway-rail crossing. Procedure for filling applications can be found on the Commission website at: <http://www.cpuc.ca.gov/static/transportation/crossings/filing+procedures/index.htm>.

2. The NOP details plans for horse and pedestrian trails adjacent to the SCRRA Valley line. The applicant should arrange diagnostic meetings with RCES and SCRRA to discuss appropriate fencing and signage to keep trail users off of the railroad right of way and, if necessary, file a GO88-B request for authority to modify an at-grade crossing.

Information on filing GO 88-B requests, including a fill-in form, are available at the Commission's web site at:

http://www.cpuc.ca.gov/static/transportation/crossings/filing+procedures/go88b_projects.htm

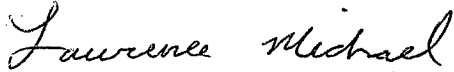
3. The applicant is requesting to include landscaping with evergreen trees on the setback of the railroad. Commission General Order (GO) 26-D covers guidelines governing clearances to warning devices and to the railroad track. Applicant should review GO 26-D to see if planned

placement of vegetation are within GO 26-D clearance requirements. A copy of GO 26-D can be found on the Commission website at:

<http://www.cpuc.ca.gov/static/transportation/crossings/genorders.htm>.

If you have any questions, you may contact me at 213-576-7076, or ldi@cpuc.ca.gov.

Sincerely,



Laurence Michael
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: Laurene Lopez, SCRRA
Rob Harris, SCRRA

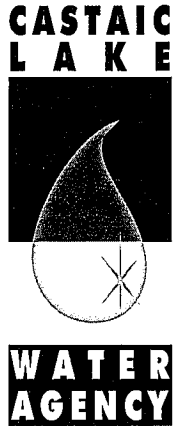
August 10, 2007

RECEIVED
PLANNING DIVISION

AUG 15 2007

Jeff Hogan, AICP
Senior Planner
Planning Department
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

CITY OF SANTA CLARITA



Re: Notice of Preparation of a Draft Environmental Impact Report for the Vista Canyon Ranch, Master Case 07-127

JEFF
Dear Mr. Hogan:

The Castaic Lake Water Agency (CLWA) has reviewed the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) and would like to submit comments for consideration in the preparation of the DEIR. The proposed project is the development of 1,200 residences, 650,000 square feet of commercial uses, twelve acres of parks, and trails, roads and other infrastructure on 199 acres located south and east of Highway 14, north of the Southern Pacific Railroad and west of Sand Canyon Road.

The proposed project site is within the service area of the Castaic Lake Water Agency, Santa Clarita Water Division (SCWD). The proposed project meets criteria in the California Water Code (Section 10912) requiring that it comply with Sections 21151.9 of the Public Resources Code, mandating that a Water Supply Assessment (WSA) be included with documentation prepared to satisfy the California Environmental Quality Act. This WSA is normally prepared after a request from the lead agency (City of Santa Clarita) to the water supplier (SCWD) with the assistance of a consultant provided by the lead agency/project applicant. The preparation of the WSA should commence as early in the environmental review process as possible so that the conclusions of the final WSA can be incorporated into the DEIR.

It will be the responsibility of the project applicant to make appropriate financial and contractual arrangements with the SCWD in order to avoid significant impacts to the water supply infrastructure. Following the receipt of the appropriate application, arrangements can be made for the installation of water facilities required to meet the needs of the development. This includes, but is not limited to, metering water usage during grading and construction activities and construction of any additional pipelines, production, storage facilities, etc., for furnishing public water service to the development in accordance with the SCWD's policies, standards, regulations and rate structure.

DIRECTORS

E.G. "JERRY" GLADBACH
DEAN D. EFSTATHIOU
WILLIAM C. COOPER
ROBERT J. DIPRIMO
WILLIAM PECSI
PETER KAVOUNAS
BARBARA DORE
THOMAS P. CAMPBELL
EDWARD A. COLLEY
JACQUELYN H. McMILLAN
R.J. KELLY

GENERAL MANAGER

DAN MASNADA

GENERAL COUNSEL

MCCORMICK, KIDMAN &
BEHRENS, LLP

SECRETARY

APRIL JACOBS

"A PUBLIC AGENCY PROVIDING RELIABLE, QUALITY WATER AT A REASONABLE COST TO THE SANTA CLARITA VALLEY"

The CLWA Sand Canyon Pipeline traverses the project site and the project applicant and subsequent owners of the site will be required to develop and maintain the site in a manner that protects the pipeline from any impacts. To that end, we have enclosed a copy of the CLWA's Guidelines for Developments to assist the City in ensuring that project will not encroach on the pipeline during construction or thereafter. Where appropriate, the City should include portions of these guidelines as mitigation measures in the DEIR and be made conditions of project approval for the appropriate entitlement and should be shown on project exhibits, including the project tract map.

On November 9, 2005, the CLWA Board of Directors and the Board of Directors of the Newhall County Water District adopted the 2005 Urban Water Management Plan (UWMP). One of the assumptions in the UWMP is that potable water demand would be reduced by both existing and future users by no less than ten percent. Therefore, it is critical, if the project is to avoid significant cumulative impacts to water supply, that it incorporates water conservation measures into the project design. To ensure this occurs, the entitlements should include water conservation measures as conditions of approval.

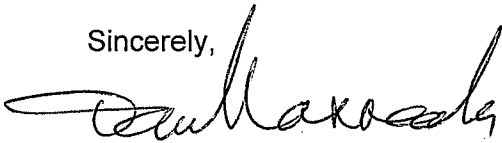
In particular, all manufactured slopes/newly landscaped areas should include all appropriate Irrigation Best Management Practices as recommended by the Irrigation Association, Water Management Committee (http://www.irrigation.org/gov/pdf/IA_BMP_APRIL_2005.pdf). These measures can include, but are not limited to:

- Equipping landscaped common areas with an Automatic Weather Based Irrigation Controller that will control the run times based on evapotranspiration for the time of year it is watering
- Providing all irrigation controllers with a rain sensing automatic shutoff

CLWA appreciates your consideration of these comments and would like to receive a copy of the Draft EIR.

If you have any questions or comments, please call Jeff Ford, Interim Water Resources Manager, or me at (661) 297-1600.

Sincerely,



Dan Masnada
General Manager

Enclosure

cc: Mauricio Guardado, Retail Manager, Santa Clarita Water Division
Brian Folsom, Engineering and Operations Manager

Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of the Castaic Lake Water Agency (CLWA)

1. Introduction

- a. The following general guidelines shall be followed for the design of proposed facilities and developments in the area of CLWA's facilities, fee properties, and/or easements.
- b. Two copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans shall be submitted for our review and written approval as they pertain to CLWA's facilities, fee properties, and/or easements, at least 30 days prior to the commencement of any construction work. Construction may not proceed until written authorization has been received by CLWA's Engineering and Operations and Engineering.

2. Plans, Parcel, and Tract Maps

The following are CLWA's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

- a. CLWA's fee properties and/or easement and its pipelines and other facilities must be fully shown and identified as CLWA's on all applicable documents.
- b. CLWA's fee properties and/or easements must be shown and identified as CLWA's on all applicable plans.
- c. CLWA's fee properties and/or easements must be shown and identified as CLWA's with the official recording data on all applicable parcel and tract maps.
- d. CLWA's records of surveys must be referenced on the parcel and tract maps.

3. Maintenance of Access Along CLWA's Rights-of-Way

- a. Proposed cut or fill slopes exceeding 10 percent are not allowed within CLWA's fee properties or easements unless specifically authorized in writing by CLWA's Operations and Engineering Manager. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.
- b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing CLWA's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16 feet wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. At CLWA's fee properties, we may require fences and gates.
- c. CLWA must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone shall slope away from our facility on a grade not to exceed 2 percent, unless an exception is granted by CLWA's Operations and Engineering Manager. We must also have access along the easements with construction equipment.
- d. The footings of any proposed buildings adjacent to CLWA's fee properties and/or easements must not encroach into the fee property or easement or impose additional

loading on CLWA's pipelines or other facilities therein (See Figure 1). Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

- e. CLWA's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on CLWA's property or the property owner where CLWA has an easement, at no expense to CLWA.

4. Landscaping

CLWA's landscape guidelines for its fee properties and/or easements are as follows:

- a. A green belt may be allowed within CLWA's fee property or easement
- b. All landscape plans shall show the location and size of CLWA's pipeline or other facilities therein.
- c. Absolutely no trees will be allowed within 15 feet of the centerline of CLWA's existing or future pipelines and facilities.
- d. Deep-rooted trees are prohibited within CLWA's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes shall not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for CLWA's review and written approval at least 30 days prior to construction. (See Figure 2).
- e. The landscape plans must contain provisions for CLWA's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting CLWA's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO H-20 loading standards.

5. Utilities in CLWA's Fee Properties and/or Easements or Adjacent to Its Pipeline in Public Streets

CLWA's policy for the alignment of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

- a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxed, etc., shall not be located within its fee properties and/or easements.
- b. Permanent utility structures within public streets, in which CLWA's facilities are constructed shall be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.
- c. A minimum of one foot clearance between CLWA's pipe and your facility shall be made, unless a specific exception is granted. Upon review of documents and inspection of construction site, CLWA may require temporary support of CLWA's pipe required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by CLWA.
- d. Lateral utility crossings of CLWA's pipelines must be as perpendicular to its pipeline alignment as practical. Prior to any excavation our pipeline shall be

located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

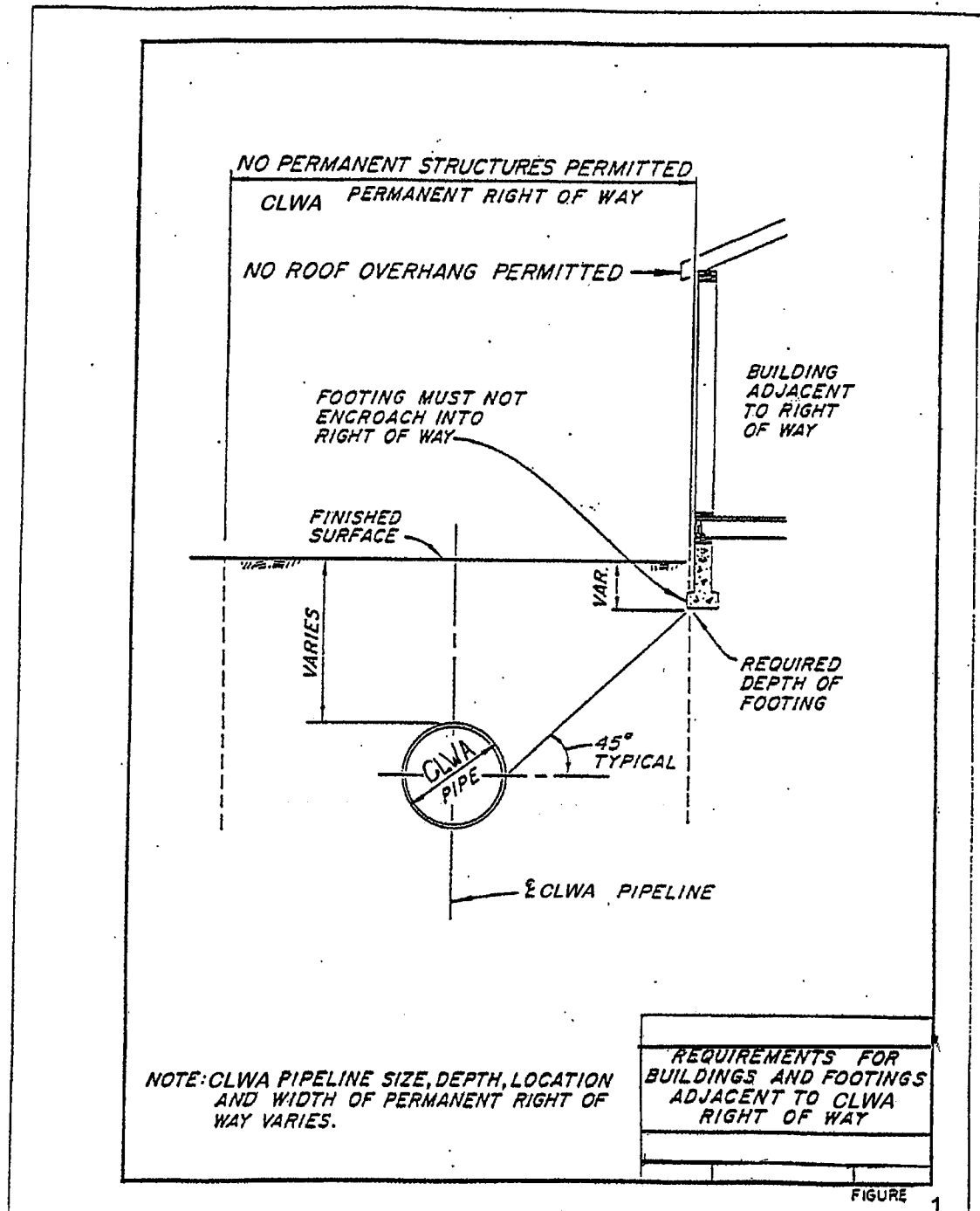
- e. Utilities constructed longitudinally within CLWA's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.
- f. When piping is jacked or installed in jacked casing or tunnel under CLWA's pipe, there must be at least two feet of vertical clearance between the bottom of CLWA's pipe and the top of the jacked pipe, jacked casing, or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing, or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.
- g. The construction of sewerlines in CLWA's fee properties and/or easements must conform to the California Department of Public Health Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines shall also conform to these standards in street rights-of-way.
- h. Cross sections shall be provided for all pipeline crossings showing CLWA's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.
- i. Potholing of CLWA's pipeline is required if the vertical clearance between a utility and CLWA's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. CLWA's will provide a representative to assist others in locating and identifying its pipeline. Two working days notice is requested.

6. Pipeline Loading Restrictions

- a. CLWA's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased.
- b. The existing cover over the pipeline shall be maintained unless CLWA determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

Should you require additional information, please contact:

Engineering Department
Castaic Lake Water Agency
27234 Bouquet Canyon Road
Santa Clarita, CA 91350
(661) 297-1600



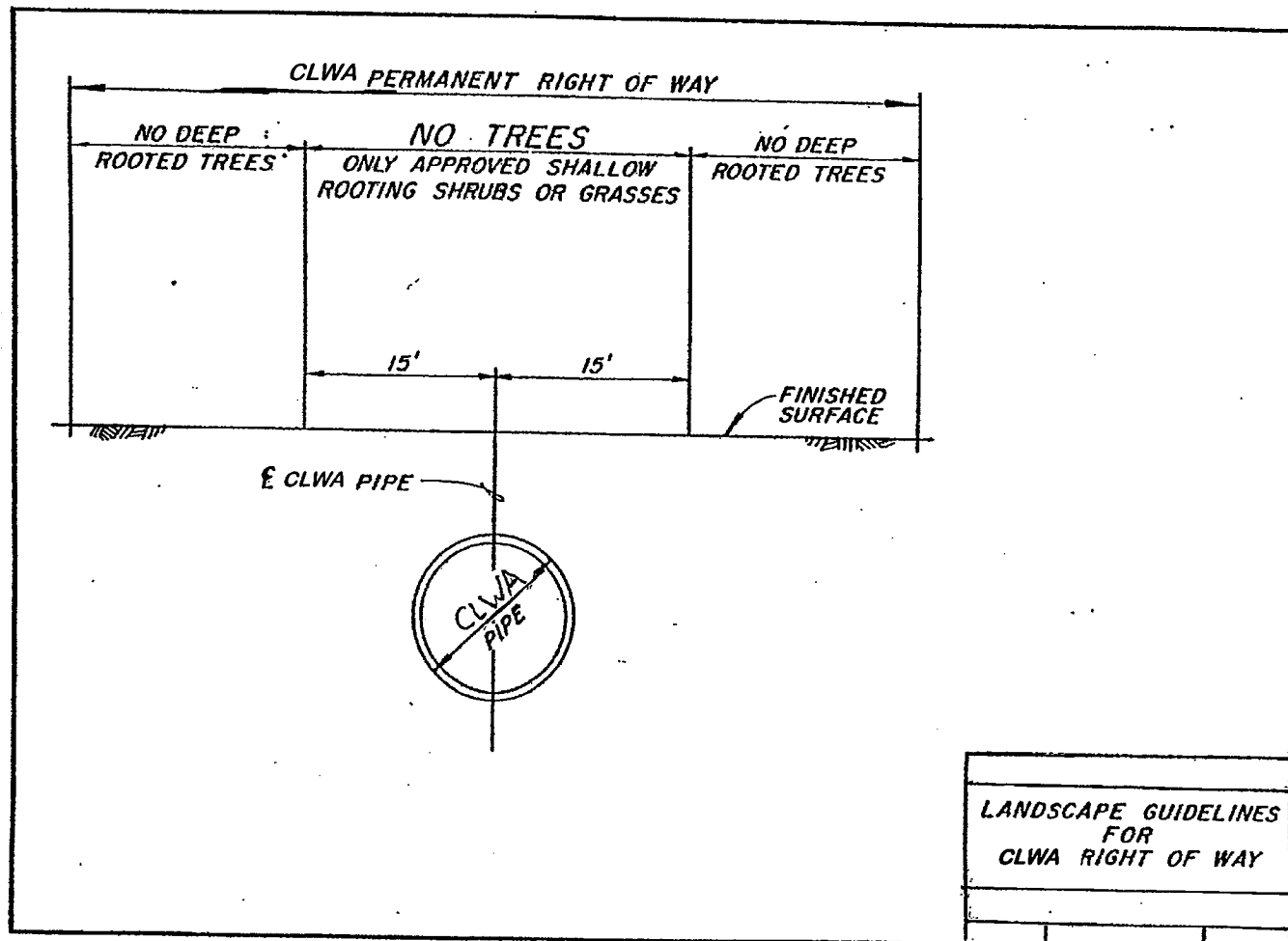


FIGURE 2



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

Member Agencies:
Los Angeles County
Metropolitan Transportation
Authority.
Orange County
Transportation Authority.
Riverside County
Transportation Commission.
San Bernardino
Associated Governments.
Ventura County
Transportation Commission.
Ex Officio Members:
Southern California
Association of Governments.
San Diego Association
of Governments.
State of California.

CITY OF SANTA CLARITA
AUG 15 2007
PLANNING DIVISION

August 8, 2007

Mr. Jeff Hogan
Senior Planner
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355-2196

RE: Southern California Regional Rail Authority (SCRRA) Comments on the Notice of Preparation (NOP) to Vista Canyon Ranch – SCH No. I20070420

Dear Mr. Hogan:

On July 10, 2007 we received your letter notifying us of the Notice of Preparation of a Draft Environmental Impact Report for the Vista Canyon Ranch development. Thank you for the opportunity to comment. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system, known as Metrolink, on member agency-owned and on private freight railroad rights of way. Additionally, SCRRA provides a range of rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA member agencies are the Los Angeles County Metropolitan Transportation Authority (MTA), Orange County Transportation Authority (OCTA), San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

The railroad right of way that goes through the proposed development is owned by MTA and operated and maintained by SCRRA, referred to as Metrolink's Antelope Valley Line. We have significant concerns regarding the station plans and we request a meeting to discuss this development before you initiate the EIR process.

Based on the proximity of the rail line to the proposed development, the following recommendations are being conveyed by SCRRA after reviewing the project site:

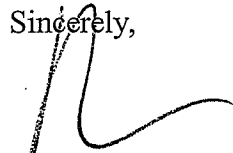
- The illustrations indicate that the proposed Metrolink station would be located between the main track and the Humphreys Siding track. This does not meet Metrolink station design criteria and would not be acceptable to the Southern California Regional Rail Authority. We would like to suggest the siding track be relocated adjacent to the main track and located on a tangent (straight) segment of track in order to construct a functional station at this location. Other major improvements required for the station include, but are not limited to, the following:

- 1) Two 700 feet long by 20 feet wide outboard boarding platforms (one for both the relocated siding and the main track) with an inter-track fence. The proposed station would be new construction and must comply with all applicable Metrolink engineering standards and the American with Disabilities Act Accessibility Guidelines (published July 23, 2004).
- 2) Convenient grade-separated underpass providing pedestrian access beneath the railroad tracks to the two outboard platforms. In addition any other project roadways and pedestrian and bicycle paths crossing the railroad corridor must be grade separated.
- 3) A total of not less than 1,500 station parking spaces (the projected demand for parking at the station in 2015)
- 4) Connecting transit facilities i.e. shuttle stop, bus stop, kiss and ride.
- 5) Construction of the new station at the new location should include funding to demolish and remove the existing Via Princessa Station.
- 6) The proposed station is subject to the approval of the owner of the railroad right-of-way, the Los Angeles County Metropolitan Transportation Authority, and the SCRRA.

We request and expect to receive timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of the written proposed responses to our comments on this environmental document and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting.

If you have any questions regarding these comments please contact Laurene Lopez, Community Relations Administrator, at (213) 452-0288 or by e-mail at lopezl@scrra.net.

Sincerely,



David Solow
Chief Executive Officer

cc: Patricia Chen, Metro
Susan Chapman, Metro
Freddy Cheung, UPRR
Rosa Muñoz, CPUC
SCRRA Files



Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

August 8, 2007

Jeff Hogan, AICP, Senior Planner
City of Santa Clarita
Community Development Department
23920 Valencia Boulevard
Santa Clarita, CA 91355

CITY OF SANTA CLARITA

AUG 15 2007

PLANNING DIVISION

Dear Mr. Hogan:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Vista Canyon Ranch project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with highway, freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

3. Evidence that in addition to Metro, all affected Municipal transit operators received the NOP for the Draft EIR;
4. A summary of the existing transit services in the area;
5. Estimated project trip generation and mode assignment for both morning and evening peak periods;
6. Documentation on the assumptions/analyses used to determine the number and percentage of trips assigned to transit;

7. Information on facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
8. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

In addition, the project's proximity to the existing Metrolink Antelope Valley Line raises a number of issues that must be addressed:

9. The applicant should be advised that the Metrolink will operate in weekday peak service as often as every thirty minutes in both directions.
10. There shall be no encroachment onto the railroad ROW. If access is necessary for the developer or his contractor to enter the railroad ROW during construction, a temporary right of entry agreement must be obtained from Metrolink.
11. Considering the proximity of residents within the proposed project, there is the possibility of noise, vibration and visual impacts.
12. The applicant should include a Noise Easement for the proposed project. Sample language is attached.

Metro looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Draft EIR to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

Sincerely,



Susan Chapman
Program Manager, Long Range Planning

Attachment: Sample Noise Easement

(SAMPLE)

NOISE EASEMENT

WHEREAS, _____ ("Grantors") are the legal owners in fee of that certain parcel of land commonly described as _____ ("Property"), which is situated in the County of Los Angeles, State of California, and more particularly described as follows:

(Insert full legal title of property/attach a copy of existing legal description [Exhibit 1]

called "Grantors' Property," and outlined on the attached map [Exhibit 2]);

IN CONSIDERATION OF the sum of one dollar (\$1.00) and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Grantors, for themselves, their directors, officers, employees, heirs, administrators, executors, successors, and assigns, do hereby grant, bargain, sell, and convey unto the Los Angeles County Metropolitan Transportation Authority, a public entity established by the State of California, hereinafter referred to as "Grantee," its successors and assigns, for the use and benefit of the public and its directors, officers, employees, assigns and agents, a perpetual easement and right of way, appurtenant to the Exposition Line Project (Project) right of way by whomsoever owned and operated:

Said easement shall encompass and cover the entirety of the Grantors' Property having the same boundaries as the above described Property and extending from the sub-surface upwards to the limits of the atmosphere of the earth, the right to cause in said easement area such noise, vibrations, fumes, dust, fuel particles, light, sonic disturbances, and all other effects that may arise, be caused or may have been caused by the operation of Grantee's public transit vehicles traveling along the Project right of way.

Grantor hereby waives all rights to protest, object to, make a claim or bring suit or action for any purpose, including or not limited to, property damage or personal injuries, against Grantee, its successors and assigns, for any necessary operating and maintenance activities and changes related to the Project which may conflict with Grantors' use of Grantors' property for residential, business, commercial and other purposes, and Grantor hereby grants an easement to the Grantee for such uses, purposes and activities described herein.

The granting of said Easement shall also establish the Grantors' right to further modify or develop the Property for any permitted use. However, Grantor's rights of development the Property shall not interfere with or alter the terms of this easement and the continued operation of Grantee's Project.

It is understood and agreed that these covenants and agreements shall be permanent, perpetual, will run with the land and that notice shall be made to and shall be binding upon all Directors, officers, employees, heirs, administrators, executors, successors, and assigns of the Grantor. The Grantee is hereby expressly granted the right of third party enforcement of this easement.

IN WITNESS WHEREOF, the undersigned has caused its/their signature to be affixed this ____ day of _____, 2006.

By: _____
Name

Title: _____

By: _____
Name

Title: _____

(ATTACH NOTARY SEAL AND CERTIFICATE HERE.)

Approved as to form:

By: _____
Corporate/Company Counsel



DONALD L. WOLFE, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

RECEIVED
PLANNING DIVISION

AUG 21 2007

CITY OF SANTA CLARITA

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

August 15, 2007

IN REPLY PLEASE
REFER TO FILE: LD-0

Mr. Jeff Hogan
Senior Planner
City of Santa Clarita
23920 West Valencia Boulevard, Suite 300
Santa Clarita, CA 91355-2196

Dear Mr. Hogan:

NOTICE OF PREPARATION FOR A DRAFT ENVIRONMENTAL IMPACT REPORT VISTA CANYON RANCH CITY OF SANTA CLARITA

Thank you for the opportunity to review the Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the above project. We offer the following comments for your consideration as you prepare the final DEIR.

Traffic

We believe that the proposed project has the potential to significantly impact the County and County/City roadways and intersections in the area. We would like the opportunity to review the project Environmental Impact Report including the traffic impact studies upon its completion. The County's methodology shall be used when evaluating the County and/or County/City intersections. The study shall also address the cumulative impacts generated by this and nearby developments and include the level of service analysis for the affected intersections. If traffic signals or other mitigation measures are warranted at the affected County intersections, the developer shall determine the proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. A copy of our Traffic Impact Analysis Report Guidelines may be obtained on the County of Los Angeles Department of Public Works' website at <http://ladpw.org/Traffic>.

We recommend that the applicant, at a minimum, include an analysis of the traffic impacts for the relocated Metrolink Station as part of the traffic study. There may be roadway width and lane configurations that need to be identified as part of the subject project.

Drainage

Discuss in the DEIR what impacts there will be to drainage, hydrology and water quality, and proposed mitigation. Also discuss existing flood hazard, impacts from proposed encroachment into floodplain, floodway, and FEMA Zone A and proposed mitigation. Cite studies to support analysis (i.e., drainage concept, hydrology study, and Standard Urban Stormwater Mitigation Plan, etc.).

Water

Pursuant to Senate Bill (SB) 610 and SB 221, the DEIR should address the adequacy of the water supply to ensure availability of water for the new development. The documents that shall be provide for review are Water Supply Assessment (SB 610) and supporting documents from water purveyor(s) of the project. This includes meeting the minimum domestic flow requirements as well as fire flow/fire hydrants requirements. Also, provide Water Supply Written Verification (SB 221) to verify sufficient water supply prior to subdivision approval. It also requires water agencies to submit a plan to acquire and develop additional supplies if supplies are deemed to be insufficient. We recommend the Water Supply Assessment (SB 610) and Water Supply Written Verification (SB 221) from water purveyor(s) be submitted and approved by the County of Los Angeles Department of Public Works.

Sewer

The Vista Canyon Ranch project should require a sewer area study be submitted to determine if the existing and/or proposed sewerage system servicing this project has adequate capacity to accept all tributary area sewer discharges. This tributary area shall include, but not be limited to, the proposed flows from the project site and tributary flows from adjacent areas and, if applicable, all other tributary areas beyond the County's boundaries. The sewer area study should be approved by Public Works and/or agencies having jurisdiction of the tributary area. If the system is found to have insufficient capacity, upgrade of the existing sewerage system is required to the satisfaction of all affected agencies. In addition, the sewer deficiencies and any associated mitigation shall be addressed in the final environmental documents.

Solid Waste

Solid waste generated in Los Angeles County currently exceeds the available permitted daily landfill capacity. The proposed project will increase the generation of solid waste and negatively impact the solid waste management infrastructure. Therefore, the proposed environmental document should identify what measures will be implemented

to mitigate the impact. Mitigation measures may include waste reduction and recycling programs and development of infrastructure in the project to facilitate recycling.

The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The environmental document should include standards for proposed commercial establishments to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project.

Hazardous Waste

The existing Hazardous Waste Management infrastructure in this County is inadequate to handle the hazardous waste currently being generated. The proposed project may generate household hazardous waste, which could adversely impact existing Hazardous Waste Management infrastructure. This issue should be addressed and mitigation measures provided. Mitigation measures may include providing new homeowners with educational materials on the proper management and disposal of household hazardous waste. The project proponent may contact the County of Los Angeles Department of Public Works for available educational materials by calling 1(888) CLEAN LA.

General

Construction projects with a total value of over \$100,000 and grading projects in the County's unincorporated areas are required to recycle or reuse 50 percent of the construction and demolition debris generated per the County's Construction and Demolition Debris Recycling and Reuse Ordinance. A Recycling and Reuse Plan must be submitted to and approved by our Environmental Programs Division before a construction, demolition, or grading permit may be issued.

Food service establishments may be required to provide a grease treatment device and will be subject to review and approval by our Environmental Programs Division.

All development projects which fall into one of the Standard Urban Stormwater Mitigation Plan project types, characteristics, or activities, must obtain Standard Urban Stormwater Mitigation Plan approval by the appropriate agency.

Mr. Jeff Hogan
August 15, 2007
Page 4

When it is ready, please send three copies of the DEIR to:

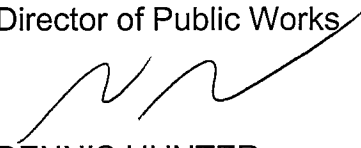
Mr. Conal McNamara, AICP
County of Los Angeles
Department of Public Works
Land Development Division
P.O. Box 1460
Alhambra, CA 91802-1460

If the DEIR is available electronically or on-line, please forward it or the link to Mr. McNamara at cmcnamara@dpw.lacounty.gov.

If you have any questions, please contact Mr. McNamara at (626) 458-4948.

Very truly yours,

DONALD L. WOLFE
Director of Public Works


For DENNIS HUNTER
Assistant Deputy Director
Land Development Division

CDM:ca
P:\ldpub\CEQA\Conal\VistaCanyonRanchNOP.doc



Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maureen F. Gorsen, Director
1011 North Grandview Avenue
Glendale, California 91201



Arnold Schwarzenegger
Governor

August 21, 2007

RECEIVED
PLANNING DIVISION
AUG 27 2007
CITY OF SANTA CLARITA

Mr. Jeff Hogan, AICP
Senior Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, California 91355

NOTICE OF PREPARATION FOR THE VISTA CANYON RANCH DRAFT ENVIRONMENTAL IMPACT REPORT, SCH NO. 2007071039

Dear Mr. Hogan:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation of draft Environmental Impact Report (EIR) for the project mentioned above.

Based on the review of the document, DTSC comments are as follows:

1. The draft EIR needs to identify and determine whether current or historic uses at the Project site (Site) have resulted in any release of hazardous wastes/substances.
2. The draft EIR needs to identify any known or potentially contaminated area within the Site. For all identified areas, the draft EIR needs to evaluate whether conditions at the Site pose a threat to human health or the environment.
3. The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any area that may require remediation, and which government agency will provide appropriate regulatory oversight.
4. If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exist, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulator oversight.

Mr. Jeff Hogan
August 21, 2007
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact Mr. Alberto Valmidiano, Project Manager, at (818) 551-2870 or me, at (818) 551-2980.

Sincerely,



Juli Osborne
Unit Chief
Southern California Cleanup Operations Branch – Glendale Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
1001 "I" Street, 22nd Floor, M.S. 22-2
Sacramento, California 95814



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

August 8, 2007

Mr. Jeff Hogan
Senior Planner
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355-2196

CITY OF SANTA CLARITA

AUG 15 2007

RECEIVED
PLANNING DIVISION

Member Agencies:
Los Angeles County
Metropolitan Transportation
Authority.
Orange County
Transportation Authority.
Riverside County
Transportation Commission.
San Bernardino
Associated Governments.
Ventura County
Transportation Commission.
Ex Officio Members:
Southern California
Association of Governments.
San Diego Association
of Governments.
State of California.

RE: **Southern California Regional Rail Authority (SCRRA) Comments on the Notice of Preparation (NOP) to Vista Canyon Ranch – SCH No. I20070420**

Dear Mr. Hogan:

On July 10, 2007 we received your letter notifying us of the Notice of Preparation of a Draft Environmental Impact Report for the Vista Canyon Ranch development. Thank you for the opportunity to comment. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system, known as Metrolink, on member agency-owned and on private freight railroad rights of way. Additionally, SCRRA provides a range of rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA member agencies are the Los Angeles County Metropolitan Transportation Authority (MTA), Orange County Transportation Authority (OCTA), San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

The railroad right of way that goes through the proposed development is owned by MTA and operated and maintained by SCRRA, referred to as Metrolink's Antelope Valley Line. We have significant concerns regarding the station plans and we request a meeting to discuss this development before you initiate the EIR process.

Based on the proximity of the rail line to the proposed development, the following recommendations are being conveyed by SCRRA after reviewing the project site:

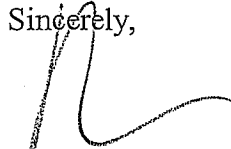
- The illustrations indicate that the proposed Metrolink station would be located between the main track and the Humphreys Siding track. This does not meet Metrolink station design criteria and would not be acceptable to the Southern California Regional Rail Authority. We would like to suggest the siding track be relocated adjacent to the main track and located on a tangent (straight) segment of track in order to construct a functional station at this location. Other major improvements required for the station include, but are not limited to, the following:

- 1) Two 700 feet long by 20 feet wide outboard boarding platforms (one for both the relocated siding and the main track) with an inter-track fence. The proposed station would be new construction and must comply with all applicable Metrolink engineering standards and the American with Disabilities Act Accessibility Guidelines (published July 23, 2004).
- 2) Convenient grade-separated underpass providing pedestrian access beneath the railroad tracks to the two outboard platforms. In addition any other project roadways and pedestrian and bicycle paths crossing the railroad corridor must be grade separated.
- 3) A total of not less than 1,500 station parking spaces (the projected demand for parking at the station in 2015)
- 4) Connecting transit facilities i.e. shuttle stop, bus stop, kiss and ride.
- 5) Construction of the new station at the new location should include funding to demolish and remove the existing Via Princessa Station.
- 6) The proposed station is subject to the approval of the owner of the railroad right-of-way, the Los Angeles County Metropolitan Transportation Authority, and the SCRRA.

We request and expect to receive timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of the written proposed responses to our comments on this environmental document and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting.

If you have any questions regarding these comments please contact Laurene Lopez, Community Relations Administrator, at (213) 452-0288 or by e-mail at lopezl@scrta.net.

Sincerely,



David Solow
Chief Executive Officer

cc: Patricia Chen, Metro
Susan Chapman, Metro
Freddy Cheung, UPRR
Rosa Muñoz, CPUC
SCRRA Files



Leroy D. Baca, Sheriff

County of Los Angeles
Sheriff's Department Headquarters

*4700 Ramona Boulevard
Monterey Park, California 91754-2169*

(661) 255-1121



August 30, 2007

Mr. Jeff Hogan, AICP, Senior Planner
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, California 91355

Dear Mr. Hogan:

NOTICE OF PREPARATION
VISTA CANYON RANCH
TENTATIVE TRACT NO. 69164

The proposed Vista Canyon Ranch project consisting of 1,200 residential housing units, is located in the unincorporated area of Los Angeles County. The area is serviced by the Los Angeles County Sheriff's Department, Santa Clarita Valley Station, 23740 Magic Mountain Parkway, Valencia 91355. The proposed project site is located south of Lost Canyon Road, north of Fair Oaks Ranch and west of Sand Canyon Road approximately 7-8 miles from the Santa Clarita Valley Station.

It is anticipated that the non-emergent response time to a request for service would be approximately 20-30 minutes. The priority response time would be approximately 15-25 minutes and the response time under emergent circumstances would be approximately 5-9 minutes. All response times are approximations, only, and would be dependent on both the deployment of area radio cars, and traffic condition.

At present, all law enforcement services with the exception of traffic services (traffic enforcement and traffic accident investigation will be handled by the California Highway Patrol) are handled by the Los Angeles County Sheriff's Department.

CITY OF SANTA CLARITA

SEP 07 2007

PLANNING DIVISION

A Tradition of Service Since 1850

**NOTICE OF PREPARATION
VISTA CANYON RANCH, TENTATIVE TRACT NO. 69164**

PAGE 2

This station serves an area of 656 square miles, which is made up of the City of Santa Clarita and unincorporated County are between the Los Angeles City Limits to the south, the Kern County Line to the north and involving all area between the Ventura County Line to the west and the township of Agua Dulce to the east. The population served by our station is approximately 257,000 residents.

Our ideal officer to population ratio is one deputy per 1,000 residents and with our current staffing of 171 sworn deputies currently assigned, our ratio is less than ideal at one deputy per every 1,502 residents. According to the figures released by the Department of Finance on January 1, 2006, residential density is 3.123 persons per dwelling unit. This proposed project will generate a population increase of 3,747. Based on the above, the project would require 3 additional deputies to the station compliment.

Our primary concern is our ability to provide an adequate level of protection and service to all areas we police. Due to the rapidly expanding population of the Santa Clarita Valley and its record-setting home building, it is difficult to project the impact of this project on law enforcement.

Adding this project and other projects in progress, either proposed, approved or committed would significantly impact law enforcement services. This station is currently operating at a less than desirable level.

It is suggested, for crime prevention purposes and for the security and safety of the future residents, the following measures should be implemented during site and building layout design:

- Proper lighting in open areas and parking lots;
- Provide sufficient street lighting for the project streets;
- Good visibility of doors and windows from the street and between buildings;
- Provide Knox Box entry key system for law enforcement, if a gated community is planned in the project area;
- Ensure that the required building address numbers be lighted and readily apparent from the street for emergency response agencies.

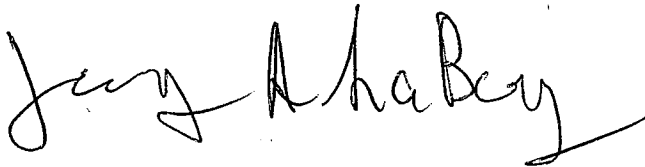
**NOTICE OF PREPARATION
VISTA CANYON RANCH, TENTATIVE TRACT NO. 69164**

PAGE 3

Should you have further questions, please feel free to call me at (661) 255-1121 extension 5101, or Deputy Patrick Rissler at extension 5159.

Sincerely,

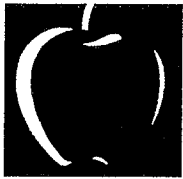
LEROY D. BACA, SHERIFF

A handwritten signature in cursive script, reading "Jacques A. La Berge". The signature is written in dark ink and is positioned above the printed name.

Jacques A. La Berge, Captain
Santa Clarita Valley Station

①

JAL:par



SULPHUR SPRINGS SCHOOL DISTRICT

Administrative Offices

17866 Sierra Highway
Canyon Country, CA 91351
Phone: (661) 252-5131
FAX: (661) 252-8814

Serving Grades K-6
District Website:
www.sssd.k12.ca.us

August 24, 2007

Jeff Hogan, AICP, Senior Planner
City of Santa Clarita
Community Development Department
23920 Valencia Boulevard
Santa Clarita, California 93155

Dear Mr. Hogan,

As we discussed in our phone conversation this afternoon, the Sulphur Springs Union School District has some concerns about the proposed Vista Canyon Ranch project. As stated on page nine of the Project Overview, this new development would generate approximately 225 elementary age students. These students would be within the current attendance boundary of Sulphur Springs Community School, which has an enrollment capacity of 750. Our current student enrollment at Sulphur Springs is 715. An additional 225 students would severely impact our schools.

Our Superintendent, Dr. Robert Nolet, has met with Jim Backer to discuss this situation and the lack of facilities available to house new students generated from this development. Until a mitigation agreement is reached our district will not support this project.

Your consideration of our concerns is appreciated.

Sincerely,

Vicky Myers

Assistant Superintendent of Business Services
Sulphur Springs Union School District

cc: Paul Brotzman, Director of Community Development
cc: Dr. Robert Nolet, Superintendent, Sulphur Springs Union SD
cc: Sulphur Springs Union School Dist. Governing Board

RECEIVED
PLANNING DIVISION

AUG 31 2007

OFFICE OF SANTA CLARITA

CANYON SPRINGS
COMMUNITY SCHOOL

LEONA COX
COMMUNITY SCHOOL

MITCHELL
COMMUNITY SCHOOL

SULPHUR SPRINGS
COMMUNITY SCHOOL

FAIR OAKS RANCH
COMMUNITY SCHOOL

MINT CANYON
COMMUNITY SCHOOL

PINETREE
COMMUNITY SCHOOL

VALLEY VIEW
COMMUNITY SCHOOL

2/27/08 NOP REVISED

Sand Canyon HOA
PO Box 1701
Santa Clarita, CA 91387
Att. Ruthann Levison

SCRRA - Metrolink
Laurene M. Lopez
Community Relations/ Environmental
Review Administrator
700 S. Flower Street, 26th Floor
Los Angeles, Ca 90017-4101

US Fish & Wildlife Offices
Ventura Field Office
2493 Portola Road, Suite B
Ventura, CA 93003

Times Warner Cable
18356 Soledad Canyon Road
Santa Clarita, CA 91351

Southern California Edison
Mr. Steve Winegar
25625 West Rye Canyon Road
Santa Clarita, CA 91355

College of the Canyons
Dr. Diane Van Hook, President
26455 North Rockwell Canyon
Santa Clarita, CA 91355

AT&T Broadband
22620 Market Street
Santa Clarita, CA 91321

Pacific Bell
14709 Vanowen Street, Room 218
Van Nuys, CA 91405

Native American Heritage Comm.
Mr. Rob Wood
915 Capital Mall, Room 364
Sacramento, CA 95814

Chief Administrative Office
Bob Meunch
500 West Temple Street, Room 713
Los Angeles, CA 90012

Sulphur Springs School District
17866 Sierra Highway
Santa Clarita, CA 91351

MTA - CEQA Review
Susan Chapman
One Gateway Plaza
Mailstop 99-32-2
Los Angeles, CA 90012

L.A. County Sheriff's Dept.
23740 Magic Mountain Parkway
Santa Clarita, CA 91355
Attn: Captain Minutello

LAFCO
Larry J. Calemine
700 N. Central Avenue, Suite 350
Glendale, CA 91203

L.A. County Regional Planning
Bruce W. McClendon
320 W. Temple St., Rm 1346
Los Angeles, CA 90012

Los Angeles County Fire Depart.
Fire Prevention Division
Land Development Unit
5823 Rickenbacker Rd.
Commerce, CA. 90040-3027

JoAnn Darcy Library
18601 Soledad Canyon Road
Santa Clarita, CA 91351

L.A. County Health Dept.
25050 Peachland Ave., #210
Santa Clarita, CA 91321

L.A. County Sanitation Districts
Ms. Ruth Charles
1955 Workman Mill Rd.
Whittier, CA. 90601-1400

California Water Impact Newtork
808 Romero Canyon Rd.
Santa Barbara, CA 93108
Attn. Carolee Krieger

MTA CEQA Review Coordination
Mail Stop 99-23-2
One Gateway Plaza
Los Angeles, CA 90012-2952

L.A. County Flood Control
23757 W. Valencia Blvd.
Santa Clarita, CA. 91355
Attn: Nishon

Burrtec
9890 Cherry Avenue
Fontana, CA 92335

AT&T California
Right-of-Way Department
100 North Stoneman Ave, Rm 265
Alhambra, CA 91801-3521

Cal. Dept. of Water Resources
Mr. David N. Kennedy
1416 9th St., #1115-1
Sacramento, CA 95801

California Highway Patrol
Captain Greg Augusta
28648 The Old Road
Santa Clarita, CA 91355

L.A. County 5th District
500 W. Temple St., Rm 869
Los Angeles, CA 90012

Caltrans-District 7
Steve Buswell
120 S. Spring St., 1-10C
Los Angeles, CA 90012

Southern California Gas Company
Technical Services
Mr. Jack Russo
9400 Oakdale Ave.
Chatsworth, CA 91313-2300

Calif. Dept. of Fish & Game
4949 Viewridge Avenue
San Diego, CA 92123
Attn: Don/Cindy

South Coast Air Quality
Mr. Henry Hogo
21865 E. Copley Drive
Diamond Bar, CA 91765-4182

U.S. Forest Service
30800 Bouquet Canyon Road
Santa Clarita, CA 91350

Center for Biological Diversity
1333 No. Oracle Road
Tuscon, AZ 85705
Attn: Peter Galvin

U.S. Army Corps of Engineers
Planning & Regulatory
300 N. Los Angeles St., Rm 6062
Los Angeles, CA 90012

SCOPE
P.O. Box 1182
Santa Clarita, CA 91386

Waste Management.
25772 Springbrook Ave.
Santa Clarita, CA 91350

SCAG
818 West 7th St., 12th Floor
Los Angeles, CA 90017-3435

L.A. County Industrial Waste
23757 Valencia Boulevard
Santa Clarita, CA 91355

SCV Historical Society
PO Box 221925
Santa Clarita, CA 91322-1925

Office of Planning & Research
Mr. Scott Morgan
1400 Tenth St., Room 222
Sacramento, CA 95814

Union Pacific Railroad
Freddy Cheung
19100 Slover Avenue
Bloomington, CA 92316

Santa Monica Mtns. Conservancy
Ms. Elizabeth A. Cheadle
5750 Ramirez Canyon Rd.
Malibu, CA 90265

Hart Union High School District
Mr. Jamie L. Castellanos,
Superintendent
21515 Centre Pointe Parkway
Santa Clarita, CA 91350

CA Dept. of Toxic Substance
Control
1011 North Grandview Avenue
Glendale, CA 91201

Sierra Club
3435 Wilshire Blvd.
Los Angeles, CA 90010-1904

Santa Clarita Water Company
22722 Soledad Canyon Road
Santa Clarita, CA 91350

Santa Clarita Oak Conservancy
c/o Ken Buchen
P.O. Box 800520
Santa Clarita, CA 91380

Friends of the Santa Clara River
c/o Ron Boltorff
660 Randy Drive
Newbury Park, CA 91320

Castaic Lake Water Agency
Dan Masnada, GM
27234 Bouquet Canyon Road
Santa Clarita, CA 91350

L.A. County Industrial Waste
23757 Valencia Boulevard
Santa Clarita, CA 91355

Calif. Department of Finance
Dan Sheya
915 L Street, 8th Floor
Sacramento, CA 95814

County of Los Angeles
Public Works (7 copies)
900 S. Fremont Avenue 4th Floor
Alhambra, CA 91803
Subodh Sinha, UST Senior Engineer

California PUC
505 Van Ness Avenue
San Francisco, CA 94102
Loretta Lynch, President
Wesley Franklin, Executive Director

AGENCY REVIEW/NOP LIST
FOR VCR

Fair Oaks Ranch Neighborhood HOA
c/o Max Hobbs
26409 Misty Ridge Pl.
Canyon Country, CA 91387

The Ranch At Fair Oaks
Attn: Linda Jagoe
26650 The Old Rd. Ste. 110
Valencia, CA 91381

(REVISED) NOTICE OF PREPARATION

TO: State Clearinghouse
Office of Planning Research
P.O. Box 3044
Sacramento, CA 95812-3044

FROM: City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

SUBJECT: (REVISED) Notice of Preparation of Draft Environmental Impact Report

The City of Santa Clarita will be the lead agency and will prepare an Environmental Impact Report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The **revised** project description, location, and the probable environmental effects are contained in the attached materials. In addition, the site plan is attached.

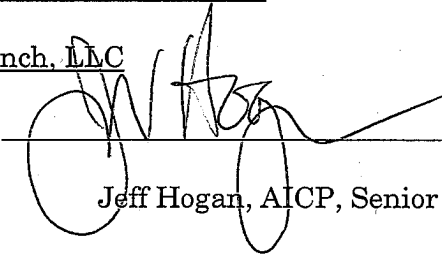
Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your written response to Jeff Hogan, AICP, Senior Planner at the address shown above. We would appreciate the name of a contact person in your agency.

Project Title: Vista Canyon Ranch, Master Case 07-127

Project Applicant: Vista Canyon Ranch, LLC

Date: February 20, 2008

Title:  Jeff Hogan, AICP, Senior Planner

Telephone: (661) 255-4330

Reference: California Administrative Code, Title 14, Sections 15082(a), 15103, 15375.

s:\cd\current\2007\07127\revsiednop

**CITY OF SANTA CLARITA
NOTICE OF PREPARATION ATTACHMENT**

Lead Agency: City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, California 91355

Contact Person & Phone Number: Jeff Hogan, AICP, Senior Planner
City of Santa Clarita
Community Development Department
23920 Valencia Boulevard
Santa Clarita, California 93155
(661) 255-4330

Project Applicant: Vista Canyon Ranch, LLC
27441 Tourney Road, #260
Santa Clarita, California 91355

Master Case: MC 07-127; Annexation 07-002; General Plan Amendment 07-001;
Prezone 01-001; Zone Change 07-001; Specific Plan 07-001,
Tentative Tract Map 69164; Oak Tree Permit 07-019; and EIR 07-002.

Project Location: Vista Canyon Ranch is in the County of Los Angeles and consists of 200 acres generally located at the southwest intersection of Sand Canyon Road and the 14 Freeway.

General Plan/Zoning Designation: The County General Plan/Zoning designations for Vista Canyon Ranch consist of A1 (Agricultural) and M1 (Manufacturing). The City of Santa Clarita's General Plan identifies Vista Canyon Ranch's General Plan/Zoning designation as (BP) Business Park. The applicant is requesting to annex into the City of Santa Clarita with a SP (Specific Plan) General Plan/Zoning designation.

Project Description: Please see the applicant's attached project description, environmental questionnaire, site plan and other exhibits.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED WITH VISTA CANYON RANCH

The following environmental factors checked below would be affected by this project:

☒ Land Use and Planning	☒ Transportation/ Circulation	☒ Public Services
☒ Population and Housing	☒ Biological Resources	☒ Recreation
☒ Geological Problems	☒ Noise	☒ Aesthetics
☒ Water	☒ Hazards	☒ Cultural Resources
☒ Stormwater Management & Recycling	☒ Mandatory Tests of Significance	☒ Utilities and Service System
☒ Air Quality	☒ Energy and Mineral Resources	

REVISED NOTICE OF COMPLETION

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445-0613

See NOTE below
SCH # 2007071039

Project Title: Vista Canyon Ranch
Lead Agency: City of Santa Clarita Contact Person: Jeff Hogan, AICP
Street Address: 23920 Valencia Boulevard, Suite 300 Phone: (661) 255-4330
City: Santa Clarita Zip: 91355 County: Los Angeles

Project Location

County: Los Angeles City/Nearest Community: Santa Clarita
Cross Streets: Southwest of Sand Canyon Road and the 14 Freeway
Total Acres: 200
Assessor's Parcel No. 2840-005-057 & 058, 2840-006-007, 2840-004-017, 2840-004-021, 2840-004-009 & 009
Section: Twp. Range: Base:
Within 2 Miles: State Hwy #: 14 Freeway Waterways: Santa Clara River
Airports: Railways: Metrolink Schools: Sulphur Springs
Elementary School and PineCrest

Document Type

CEQA:		NEPA:	
☒ REVISED NOP	☐ Supplement/Subsequent	☐ NOI	☐ Joint Document
☐ Early Cons	☐ EIR (Prior SCH No.)	☐ EA	☐ Final Document
☐ Neg Dec	☐ Other	☐ Draft EIS	☐ Other
☐ Draft EIR		☐ FONSI	

Local Action Type

☐ General Plan Update ☒ Specific Plan ☒ Rezone ☒ Annexation
☒ General Plan Amendment ☐ Master Plan ☒ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Develop. ☒ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☒ Land Division (Subdiv.,
Parcel Map, Tract Map, etc.) ☒ Other Oak Tree Permit

Development Type

☒ Residential: Units 1200 TO 1600 Acres Water Facilities: Type MGD
☒ Commercial: Sq.ft. 1 to 1.5 million Acres Employees Transportation: Type
 Industrial: Sq.ft. Acres Employees Mining: Mineral
 Educational: Power: Type Watts
☒ Recreational: 12 ACRE PUBLIC PARK Waste Treatment: Type
 Hazardous Waste: Type
 Other:

Project Issues Discussed in Document

☒ Aesthetic/Visual	☒ Flood Plain/Flooding	☒ Schools/Universities	☒ Water Quality
☒ Agricultural Land	☒ Forest Land/Fire Haz	☐ Septic Systems	☒ Water Supply/Grndwtr
☒ Air Quality	☒ Geologic/Seismic	☒ Sewer Capacity	☒ Wetland/Riparian
☒ Archaeology/Historical	☒ Minerals	☒ Soil Erosion/Cmp/Grdg	☒ Wildlife
☐ Coastal Zone	☒ Noise	☒ Solid Waste	☒ Growth Inducing
☒ Drainage/Absorption	☒ Pop/Housing Balance	☒ Toxic/Hazardous	☒ Land Use
☒ Economic/Jobs	☒ Public Serv/Facilities	☒ Traffic/Circulation	☒ Cumulative Effects
☒ Fiscal	☒ Recreation/Parks	☒ Vegetation	☐ Other <u> </u>

Present Land Use/Zoning/General Plan Use: The current County of Los Angeles General Plan/Zoning designation for the project site is agricultural and manufacturing (A1/M1). The City of Santa Clarita's General Plan designates the project site business park (BP).

Project Description: The project site is currently vacant and in the County of Los Angeles. The applicant is requesting approval to prezone and annex 217 acres of land in the County of Los Angeles into the City of Santa Clarita. The applicant is requesting an Oak Tree Permit, Conditional Use Permit, Tentative Tract Map and General Plan/Zone Change Amendment for a Specific Plan designation to develop a mixed use/transit oriented development that would consist of a mix of 1,200 to 1,600 residential units and 1 to 1.5 million square feet of commercial uses. The applicant is also requesting to remove and encroach into oak trees on-site. As part of the development, the applicant is proposing the dedication of the Santa Clara River (approximately 80 acres), a 12 acre public park, four miles of trails, bank stabilization along the length of the Santa Clara River, the relocation of the Metrolink station from Via Princessa to Vista Canyon Ranch and a Bus Hub next to the Metrolink station which would provide vehicular and pedestrian access to the Fair Oaks Ranch Community. The applicant is proposing to import approximately one million cubic yards of earth onto the site. The applicant is also proposing to bridge Lost Canyon Road in one of two possible locations over the Santa Clara River from the Fair Oaks Ranch community to Soledad Canyon Road with Lost Canyon Road also splitting off into a two lane roadway connecting to Sand Canyon Road.

NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g., from a Notice of Preparation or previous draft document), please fill it in.

Reviewing Agencies Checklist Is Attached

KEY

S = Document sent by lead agency

X = Document sent by SCH

✓ = Suggested distribution

Resources Agency

Boating & Waterways

Coastal Commission

Coastal Conservancy

Colorado River Board

Conservation

Fish & Game

Forestry

Office of Historic Preservation

Parks & Recreation

Reclamation

S.F. Bay Conservation & Development Commission

Water Resources (DWR)

Business, Transportation & Housing

Aeronautics

California Highway Patrol

Caltrans District #

Department of Transportation Planning (headquarters)

Housing & Community Development

Food & Agriculture

Health & Welfare

Health Services

State & Consumer Services

General Services

OLA (Schools)

Environmental Affairs

Air Resources Board

APCD/AQMD

California Waste Management Board

SWRCB: Clean Water Grants

SWRCB: Delta Unit

SWRCB: Water Quality

SWRCB: Water Rights

Regional WQCB #

Youth & Adult Corrections

Corrections

Independent Commissions & Offices

Energy Commission

Native American Heritage Commission

Public Utilities Commission

Santa Monica Mountains Conservancy

State Lands Commission

Tahoe Regional Planning Agency

Other

Public Review Period (to be filled in by lead agency)

Starting Date February 20, 2008

Ending Date March 21 10, 2007

Signature

Date

Lead Agency (Complete if applicable):

City of Santa Clarita

Address: 23920 Valencia Blvd.

City/State/Zip: Santa Clarita, CA 91355

Contact: Jeff Hogan, AICP

Phone: (661) 255-4995

Applicant: Vista Canyon Ranch

Contact Jim Backer

Address: 27441 Tourney Road, #260

City/State/Zip: Valencia, CA 91355

Phone: (661) 255-3275

For SCH Use Only:

Date Received at SCH

Date Review Starts

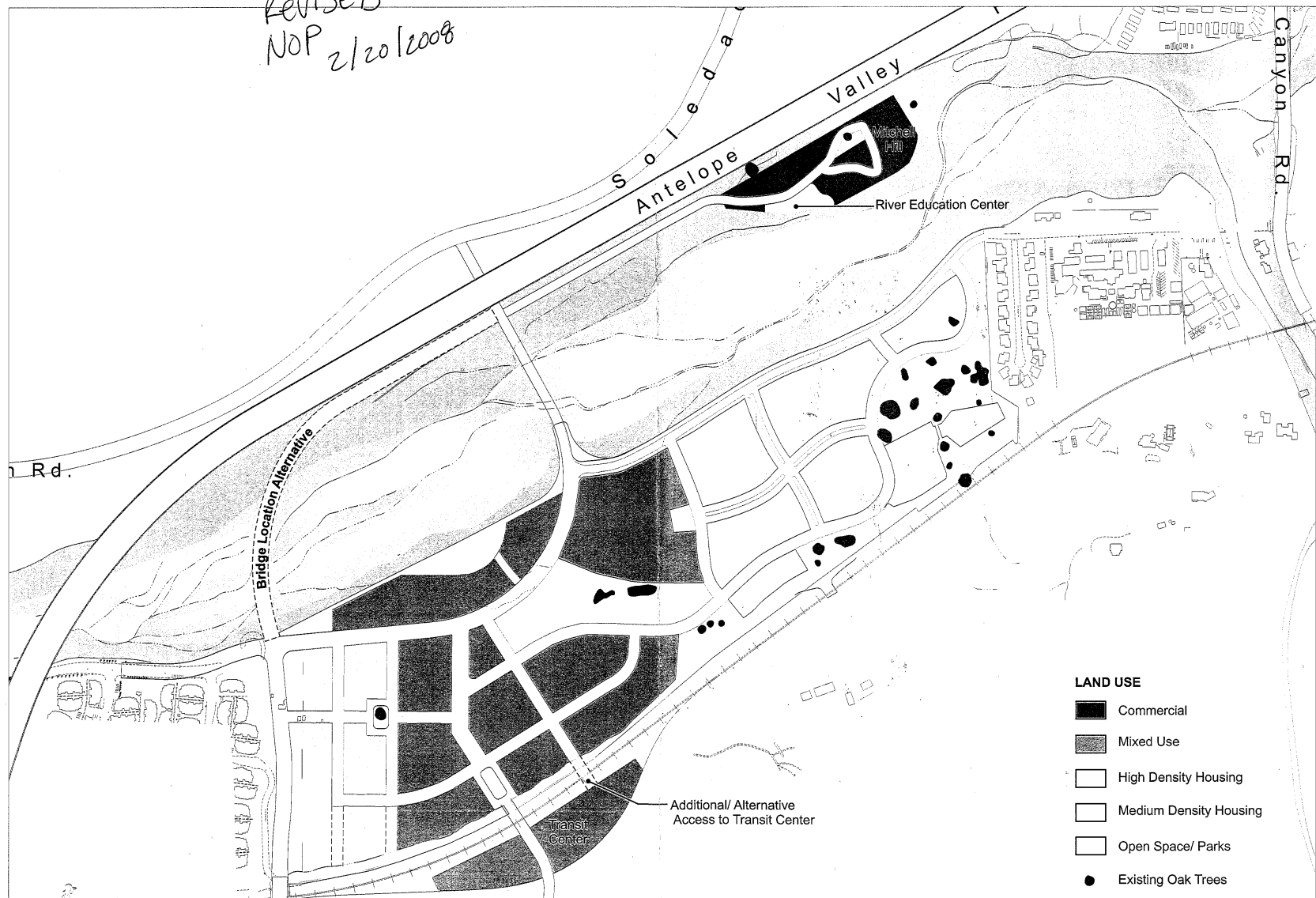
Date to Agencies

Date to SCH

Clearance Date

Notes:

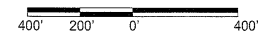
REVISED
NOP 2/20/2008



VISTA CANYON RANCH
Santa Clarita, Los Angeles County

JOHNSON FAIR

February 27, 2008





ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

February 26, 2008

RECEIVED
PLANNING DIVISION

MAR 03 2008

To: Reviewing Agencies

Re: Vista Canyon Ranch
SCH# 2007071039

CITY OF SANTA CLARITA

Attached for your review and comment is the Notice of Preparation (NOP) for the Vista Canyon Ranch draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jeff Hogan
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2007071039
Project Title Vista Canyon Ranch
Lead Agency Santa Clarita, City of

Type **NOP** Notice of Preparation

Description The project site is currently vacant and in the county of Los Angeles. The applicant is requesting approval to prezone and annex 217 acres of land in the County of Los Angeles into the City of Santa Clarita. The applicant is requesting an Oak Tree Permit, Conditional Use Permit, Tentative Tract Map and General Plan/Zone Change Amendment for a Specific Plan designation to develop a mixed use/transit oriented development that would consist of a mix of 1,200 to 1,600 residential units and 1 to 1.5 million square feet of commercial uses. The applicant is also requesting to remove and encroach into oak trees on-site. As part of the development, the applicant is proposing the dedication of the Santa Clara River (approximately 80 acres), a 12 acre public park, four miles of trails, bank stabilization along the length of the Santa Clara River, the relocation of the Metrolink station from Via Princessa to Vista Canyon Ranch and a Bus Hub next to the Metrolink station which would provide vehicular and pedestrian access to the Fair Oaks Ranch Community. The applicant is proposing to import approximately one million cubic yards of earth into the site. The applicant is also proposing to bridge Los Canyon Road in one of two possible locations over the Santa Clara River from the Fair Oaks Ranch community to Soledad Canyon Road with Lost Canyon Road also splitting off into a two lane roadway connecting to Sand Canyon Road.

Lead Agency Contact

Name	Jeff Hogan		
Agency	City of Santa Clarita		
Phone	(661) 255-4330	Fax	
email			
Address	23920 Valencia Boulevard, Suite 300		
City	Santa Clarita	State CA	Zip 91355

Project Location

County	Los Angeles
City	Santa Clarita
Region	
Cross Streets	Southwest of Sand Canyon Road and the 14 Freeway
Parcel No.	2840-005-057, 058; 2840-006-007, 2840-004-017, 2840-004-021, 2840-004-009, 009
Township	Range Section Base

Proximity to:

Highways	14 Freeway
Airports	
Railways	Metrolink
Waterways	Santa Clara River
Schools	Sulphur Springs
Land Use	The current County of Los Angeles General Plan/Zoning Designation for the project site is agricultural and manufacturing (A1/M1). The City of Santa Clarita's GPD the project site business park (BP).

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

**Document Details Report
State Clearinghouse Data Base**

Reviewing Agencies	Resources Agency; Department of Conservation; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; State Lands Commission; Caltrans, Division of Transportation Planning; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Public Utilities Commission
-------------------------------	--

Date Received	02/26/2008	Start of Review	02/26/2008	End of Review	03/26/2008
----------------------	------------	------------------------	------------	----------------------	------------

NOP Distribution List

Resources Agency

- ☒ Resources Agency
Nadell Gayou
- ☐ Dept. of Boating & Waterways
David Johnson
- ☐ California Coastal
Commission
Elizabeth A. Fuchs
- ☐ Colorado River Board
Gerald R. Zimmerman
- ☒ Dept. of Conservation
Sharon Howell
- ☐ California Energy
Commission
Paul Richins
- ☒ Cal Fire
Allen Robertson
- ☐ Office of Historic
Preservation
Wayne Donaldson
- ☒ Dept of Parks & Recreation
Environmental Stewardship
Section
- ☐ Central Valley Flood
Protection Board
Mark Herald
- ☐ S.F. Bay Conservation &
Dev't. Comm.
Steve McAdam
- ☒ Dept. of Water Resources
Resources Agency
Nadell Gayou

☐ _____
Conservancy

Fish and Game

- ☐ Depart. of Fish & Game
Scott Flint
Environmental Services Division
- ☐ Fish & Game Region 1
Donald Koch
- ☐ Fish & Game Region 1E
Laurie Harnsberger

- ☐ Fish & Game Region 2
Jeff Drongesen
- ☐ Fish & Game Region 3
Robert Floerke
- ☐ Fish & Game Region 4
Julie Vance
- ☒ Fish & Game Region 5
Don Chadwick
Habitat Conservation Program
- ☐ Fish & Game Region 6
Gabrina Gatchel
Habitat Conservation Program
- ☐ Fish & Game Region 6 I/M
Gabrina Gatchel
Inyo/Mono, Habitat Conservation
Program
- ☐ Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

- ☐ Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture
- ☐ Depart. of General Services
Public School Construction
- ☐ Dept. of General Services
Robert Sleppy
Environmental Services Section
- ☐ Dept. of Health Services
Veronica Malloy
Dept. of Health/Drinking Water

Independent Commissions, Boards

- ☐ Delta Protection Commission
Debby Eddy
- ☐ Office of Emergency Services
Dennis Castrillo
- ☐ Governor's Office of Planning
& Research
State Clearinghouse
- ☒ Native American Heritage
Comm.
Debbie Treadway

County: LOS Angeles

- ☒ Public Utilities Commission
Ken Lewis
- ☐ Santa Monica Bay Restoration
Guangyu Wang
- ☒ State Lands Commission
Jean Sarino
- ☐ Tahoe Regional Planning
Agency (TRPA)
Cherry Jacques

Business, Trans & Housing

- ☐ Caltrans - Division of
Aeronautics
Sandy Hesnard
- ☒ Caltrans - Planning
Terri Pencovic
- ☒ California Highway Patrol
Shirley Kelly
Office of Special Projects
- ☒ Housing & Community
Development
Lisa Nichols
Housing Policy Division

Dept. of Transportation

- ☐ Caltrans, District 1
Rex Jackman
- ☐ Caltrans, District 2
Marcelino Gonzalez
- ☐ Caltrans, District 3
Jeff Pulverman
- ☐ Caltrans, District 4
Tim Sable
- ☐ Caltrans, District 5
David Murray
- ☐ Caltrans, District 6
Moses Stites
- ☒ Caltrans, District 7
Vin Kumar

- ☐ Caltrans, District 8
Dan Kopulsky
- ☐ Caltrans, District 9
Gayle Rosander
- ☐ Caltrans, District 10
Tom Dumas
- ☐ Caltrans, District 11
Jacob Armstrong
- ☐ Caltrans, District 12
Bob Joseph

Cal EPA

Air Resources Board

- ☐ Airport Projects
Jim Lerner
- ☒ Transportation Projects
Ravi Ramalingam
- ☐ Industrial Projects
Mike Tollstrup

- ☐ California Integrated Waste
Management Board
Sue O'Leary

- ☐ State Water Resources Control
Board
Regional Programs Unit
Division of Financial Assistance

- ☐ State Water Resources Control
Board
Student Intern, 401 Water Quality
Certification Unit
Division of Water Quality

- ☐ State Water Resources Control Board
Steven Herrera
Division of Water Rights

- ☐ Dept. of Toxic Substances Control
CEQA Tracking Center

- ☐ Department of Pesticide Regulation

SCH# 2007071039

Regional Water Quality Control Board (RWQCB)

- ☐ RWQCB 1
Cathleen Hudson
North Coast Region (1)
- ☐ RWQCB 2
Environmental Document
Coordinator
San Francisco Bay Region (2)
- ☐ RWQCB 3
Central Coast Region (3)
- ☒ RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- ☐ RWQCB 5S
Central Valley Region (5)
- ☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- ☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- ☐ RWQCB 6
Lahontan Region (6)
- ☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- ☐ RWQCB 7
Colorado River Basin Region (7)
- ☐ RWQCB 8
Santa Ana Region (8)
- ☐ RWQCB 9
San Diego Region (9)

☐ Other _____

Last Updated on 02/21/08

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
www.nahc.ca.gov
ds_nahc@pacbell.net



February 29, 2008

RECEIVED
PLANNING DIVISION**MAR 04 2008**

CITY OF SANTA CLARITA

Mr. Jeff Hogan, AICP

CITY OF SANTA CLARITA

23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

Re: SCH# 2007071039; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the Vista Canyon Ranch Project; City of Santa Clarita; Los Angeles County, California.

Dear Mr. Hogan:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state agency designated for the protection of California's Native American cultural resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations § 15064.5(b)(c) (CEQA Guidelines). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:

- If a part or the entire (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
- The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
- * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.

Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact. In many cases a culturally-affiliated Native American tribe or person will be the only source of information about the existence of a cultural resource.

✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f) of the California Code of Regulations (CEQA Guidelines). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

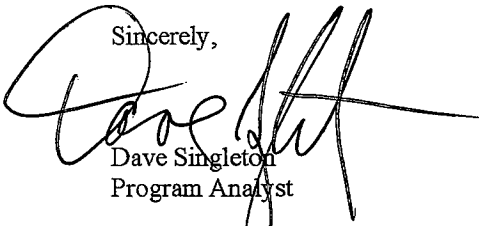
√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigations plans.

- CEQA Guidelines §15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American groups, identified by the NAHE, to ensure the appropriate and dignified treatment of Native American human remains and any associated grave goods.
- Health and Safety Code §7050.5, Public Resources Code §5097.98 and CEQA Guidelines §15064.5(d) mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in CEQA Guidelines §15370 when significant cultural resources are discovered during the course of project planning or execution.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton", written over the printed name and title.

Dave Singleton
Program Analyst

Attachment: Native American Contact List.

Cc: State Clearinghouse

**Native American Contacts
Los Angeles County
February 29, 2008**

Charles Cooke
32835 Santiago Road
Acton , CA 93510

(661) 733-1812 - cell
suscol@intox.net

Chumash
Fernandeno
Tataviam
Kitanemuk

Kitanemuk & Yowlumne Tejon Indians

Delia Dominguez

981 N. Virginia
Covina , CA 91722
(626) 339-6785

Yowlumne
Kitanemuk

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks , CA 91362
(805) 558-1154 - cell
805 492-7255

Chumash
Tataviam
Fernandeno

San Fernando Band of Mission Indians

John Valenzuela, Chairperson

P.O. Box 221838
Newhall , CA 91322

tsen2u@msn.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandeno
Tataviam
Serrano
Vanyume
Kitanemuk

Fernandeno Tataviam Band of Mission Indians

William Gonzales, Cultural/Environ Depart

601 South Brand Boulevard, Suite 102
San Fernando , CA 91340

Fernandeno
Tataviam

ced@tataviam.org
(818) 837-0794 Office
(805) 501-5279 Cell
(818) 837-0796 Fax

Randy Guzman - Folkes

1931 Shadybrook Drive
Thousand Oaks , CA 91362

ndnrandy@hotmail.com
(805) 501-5279 (cell)

Chumash
Fernandeno
Tataviam
Shoshone Paiute
Yaqui

LA City/County Native American Indian Comm

Ron Andrade, Director

3175 West 6th Street, Rm. 403

Los Angeles , CA 90020

(213) 351-5324

(213) 386-3995 FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007071039; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Vista Canyon Ranch Project; City of Santa Clarita; Los Angeles County, California.

State of California - The Resources Agency

ARNOLD SCHWARZENEGGER, Governor

**DEPARTMENT OF FISH AND GAME**<http://www.dfg.ca.gov>

South Coast Region

4949 Viewridge Avenue

San Diego, CA 92123

(858) 467-4201



March 21, 2008

Jeff Hogan
Senior Planner
City Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

**Notice of Preparation of a
Draft Environmental Impact Report for
Vista Canyon Ranch, Master Case 07-127
SCH 200707039, Los Angeles County**

Dear Mr. Hogan:

The Department of Fish and Game (Department) has reviewed the above-referenced Notice of Preparation (NOP), for a Draft Environmental Impact Report relative to impacts to biological resources. The project proposes to: annex approximately 217 vacant acres in unincorporated Los Angeles County to construct a mixed use/transit orientated development that would consist of 1,200 to 1,600 residential units and 1 to 1.5 million square feet of commercial uses; remove and encroach into oak trees on-site; dedicate a portion of the Santa Clara River (approximately 80 acres), develop a 12 acre public park; create four miles of trails; install bank stabilization along a length of the Santa Clara River; relocate a Metrolink station; import approximately one million cubic yards of earth into the site; and construct a bridge at Lost Canyon Road in one of two possible locations over the Santa Clara River.

The project is located southwest of Sand Canyon Road and the 14 Freeway along the south bank of the Santa Clara River and associated uplands, Los Angeles County.

To enable Department staff to adequately review and comment on the proposed project we recommend the following information, where applicable, be included in the Draft Environmental Impact Report:

1. A complete, recent assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats (Attachment 1).
 - a. A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities.

Jeff Hogan
March 21, 2008
Page 2

- b. A complete, recent assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Recent, focused, species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and U.S. Fish and Wildlife Service.
 - c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, Section 15380).
 - d. The Department's Wildlife Habitat Data Analysis Branch in Sacramento should be contacted at (916) 322-2493 to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Also, any Significant Ecological Areas (SEAs) or Environmentally Sensitive Habitats (ESHs) or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the project area must be addressed.
- 2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.
 - a. CEQA Guidelines, Section 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
 - b. Project impacts should also be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, adjacent natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas are of concern to the Department and should be fully evaluated and provided. The analysis should also include a discussion of the potential for impacts resulting from such effects as increased vehicle traffic, outdoor artificial lighting, noise and vibration.
 - c. A cumulative effects analysis should be developed as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
 - d. Impacts to migratory wildlife affected by the project should be fully evaluated including proposals to removal/disturb native and ornamental landscaping and other nesting habitat for native birds. Impact evaluation may also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA.
 - e. Impacts to all habitats from City or County required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.

Jeff Hogan
March 21, 2008
Page 3

- f. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1- September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department recommends a minimum 500-foot buffer for all active raptor nests).
3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub, Joshua tree woodlands, etc. should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.
 - a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed with offsite mitigation locations clearly identified.
 - b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).
 - c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.
4. A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to the proposed project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit. For these reasons, the following information is requested:
 - a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.
 - b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.
5. The Department opposes the elimination of watercourses (including concrete channels) and/or the canalization of natural and manmade drainages or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations.

Jeff Hogan
March 21, 2008
Page 4

The Department recommends a minimum natural buffer of 100 feet from the outside edge of the riparian zone on each side of a drainage.

- a. The Department requires a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact to a lake or stream bed, bank or channel or associated riparian resources. The Department's issuance of a SAA may be a project that is subject to CEQA. To facilitate our issuance of the Agreement when CEQA applies, the Department as a responsible agency under CEQA may consider the local jurisdiction's (Lead Agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.

Thank you for this opportunity to provide comment. Please contact Mr. Scott Harris, Environmental Scientist, at (626) 797-3170 if you should have any questions and for further coordination on the proposed project.

Sincerely,



Terri Dickerson
Senior Environmental Scientist

cc: Ms. Helen Birss, Los Alamitos
Ms. Terri Dickerson, Laguna Niguel
Mr. Dan Blakenship, v Newhall
Mr. Scott Harris, Pasadena
HabCon-Chron
Department of Fish and Game

State Clearinghouse, Sacramento

SPH:sph
spharris/City of Santa Clarita Vista Canyon Ranch /NOP 2008

ARNOLD SCHWARZENEGGER, Governor



South Coast Region 5
1508 North Harding Avenue
Pasadena, CA 91104
(626) 797-3170



**Flex
Your
Power**

Jeff Hagan

Number of Pages Including Cover : 12 

To: _____

Fax: _____

From: Scott Harris, Habitat Conservation and Planning Division

Message: Notice of Preparation Comments for Vista Canyon Ranch

ATTACH 1

Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities

State of California
THE RESOURCES AGENCY
Department of Fish and Game
December 9, 1983
Revised May 8, 2000

The following recommendations are intended to help those who prepare and review environmental documents determine **when** a botanical survey is needed, **who** should be considered qualified to conduct such surveys, **how** field surveys should be conducted, and **what** information should be contained in the survey report. The Department may recommend that lead agencies not accept the results of surveys that are not conducted according to these guidelines.

1. Botanical surveys are conducted in order to determine the environmental effects of proposed projects on all rare, threatened, and endangered plants and plant communities. Rare, threatened, and endangered plants are not necessarily limited to those species which have been "listed" by state and federal agencies but should include any species that, based on all available data, can be shown to be rare, threatened, and/or endangered under the following definitions:

A species, subspecies, or variety of plant is "endangered" when the prospects of its survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, or disease. A plant is "threatened" when it is likely to become endangered in the foreseeable future in the absence of protection measures. A plant is "rare" when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens.

Rare natural communities are those communities that are of highly limited distribution. These communities may or may not contain rare, threatened, or endangered species. The most current version of the California Natural Diversity Database's List of California Terrestrial Natural Communities may be used as a guide to the names and status of communities.

2. It is appropriate to conduct a botanical field survey to determine if, or to the extent that, rare, threatened, or endangered plants will be affected by a proposed project when:

- a. Natural vegetation occurs on the site, it is unknown if rare, threatened, or endangered plants or habitats occur on the site, and the project has the potential for direct or indirect effects on vegetation; or
- b. Rare plants have historically been identified on the project site, but adequate information for impact assessment is lacking.

3. Botanical consultants should possess the following qualifications:

- a. Experience conducting floristic field surveys;
- b. Knowledge of plant taxonomy and plant community ecology;
- c. Familiarity with the plants of the area, including rare, threatened, and endangered species;
- d. Familiarity with the appropriate state and federal statutes related to plants and plant collecting; and,
- e. Experience with analyzing impacts of development on native plant species and communities.

4. Field surveys should be conducted in a manner that will locate any rare, threatened, or endangered species that may be present. Specifically, rare, threatened, or endangered plant surveys should be:

- a. Conducted in the field at the proper time of year when rare, threatened, or endangered species are both evident and identifiable. Usually, this is when the plants are flowering.

When rare, threatened, or endangered plants are known to occur in the type(s) of habitat present in the project

Attach 1

area, nearby accessible occurrences of the plants (reference sites) should be observed to determine that the species are identifiable at the time of the survey.

b. Floristic in nature. A floristic survey requires that every plant observed be identified to the extent necessary to determine its rarity and listing status. In addition, a sufficient number of visits spaced throughout the growing season are necessary to accurately determine what plants exist on the site. In order to properly characterize the site and document the completeness of the survey, a complete list of plants observed on the site should be included in every botanical survey report.

c. Conducted in a manner that is consistent with conservation ethics. Collections (voucher specimens) of rare, threatened, or endangered species, or suspected rare, threatened, or endangered species should be made only when such actions would not jeopardize the continued existence of the population and in accordance with applicable state and federal permit requirements. A collecting permit from the Habitat Conservation Planning Branch of DFG is required for collection of state-listed plant species. Voucher specimens should be deposited at recognized public herbaria for future reference. Photography should be used to document plant identification and habitat whenever possible, but especially when the population cannot withstand collection of voucher specimens.

d. Conducted using systematic field techniques in all habitats of the site to ensure a thorough coverage of potential impact areas.

e. Well documented. When a rare, threatened, or endangered plant (or rare plant community) is located, a California Native Species (or Community) Field Survey Form or equivalent written form, accompanied by a copy of the appropriate portion of a 7.5 minute topographic map with the occurrence mapped, should be completed and submitted to the Natural Diversity Database. Locations may be best documented using global positioning systems (GPS) and presented in map and digital forms as these tools become more accessible.

5. Reports of botanical field surveys should be included in or with environmental assessments, negative declarations and mitigated negative declarations, Timber Harvesting Plans (THPs), EIR's, and EIS's, and should contain the following information:

- a. Project description, including a detailed map of the project location and study area.
- b. A written description of biological setting referencing the community nomenclature used and a vegetation map.
- c. Detailed description of survey methodology.
- d. Dates of field surveys and total person-hours spent on field surveys.
- e. Results of field survey including detailed maps and specific location data for each plant population found. Investigators are encouraged to provide GPS data and maps documenting population boundaries.
- f. An assessment of potential impacts. This should include a map showing the distribution of plants in relation to proposed activities.
- g. Discussion of the significance of rare, threatened, or endangered plant populations in the project area considering nearby populations and total species distribution.
- h. Recommended measures to avoid impacts.
- i. A list of all plants observed on the project area. Plants should be identified to the taxonomic level necessary to determine whether or not they are rare, threatened or endangered.
- j. Description of reference site(s) visited and phenological development of rare, threatened, or endangered plant(s).
- k. Copies of all California Native Species Field Survey Forms or Natural Community Field Survey Forms.
- l. Name of field investigator(s).
- m. References cited, persons contacted, herbaria visited, and the location of voucher specimens.

Hitch 2

Sensitivity of Top Priority Rare Natural Communities in Southern California

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

- S1.# Fewer than 6 known locations and/or on fewer than 2,000 acres of habitat remaining.
- S2.# Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.
- S3.# Occurs in 21-100-known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

- S1.1 = very threatened
- S2.2 = threatened
- S3.3 = no current threats known

Sensitivity Rankings (February 1992)

<u>Rank</u>	<u>Community Name</u>
S1.1	Mojave Riparian Forest Sonoran Cottonwood Willow Riparian Mesquite Bosque Elephant Tree Woodland Crucifixion Thorn Woodland Allthorn Woodland Arizonan Woodland Southern California Walnut Forest Mainland Cherry Forest Southern Bishop Pine Forest Torrey Pine Forest Desert Mountain White Fir Forest Southern Dune Scrub Southern Coastal Bluff Scrub Maritime Succulent Scrub Riversidean Alluvial Fan Sage Scrub Southern Maritime Chaparral Valley Needlegrass Grassland Great Basin Grassland Mojave Desert Grassland Pebble Plains Southern Sedge Bog Cismontane Alkali Marsh

Attach 2**S1.2**

Southern Foredunes
Mono Pumice Flat
Southern Interior Basalt Flow Vernal Pool

S2.1

Venturan Coastal Sage Scrub
Diegan Coastal Sage Scrub
Riversidean Upland Coastal Sage Scrub
Riversidean Desert Sage Scrub
Sagebrush Steppe
Desert Sink Scrub
Mafic Southern Mixed Chaparral
San Diego Mesa Hardpan Vernal Pool
San Diego Mesa Claypan Vernal Pool
Alkali Meadow
Southern Coastal Salt Marsh
Coastal Brackish Marsh
Transmontane Alkali Marsh
Coastal and Valley Freshwater Marsh
Southern Arroyo Willow Riparian Forest
Southern Willow Scrub
Modoc-Great Basin Cottonwood Willow Riparian
Modoc-Great Basin Riparian Scrub
Mojave Desert Wash Scrub
Engelmann Oak Woodland
Open Engelmann Oak Woodland
Closed Engelmann Oak Woodland
Island Oak Woodland
California Walnut Woodland
Island Ironwood Forest
Island Cherry Forest
Southern Interior Cypress Forest
Bigcone Spruce-Canyon Oak Forest

S2.2

Active Coastal Dunes
Active Desert Dunes
Stabilized and Partially Stabilized Desert Dunes
Stabilized and Partially Stabilized Desert Sandfield
Mojave Mixed Steppe
Transmontane Freshwater Marsh
Coulter Pine Forest
Southern California Fellfield
White Mountains Fellfield

S2.3

Bristlecone Pine Forest
Limber Pine Forest

State of California - The Resources Agency

**DEPARTMENT OF FISH AND GAME**South Coast Region 5
1508 North Harding Avenue
Pasadena, CA 91104
(626) 797-3170Number of Pages Including Cover : 5To: Jeff Hanna

Fax: _____

From: Scott Harris, Habitat Conservation and Planning DivisionMessage: Notice of Preparation Attachments For Vista Canyon Ranch



S U L P H U R S P R I N G S S C H O O L D I S T R I C T

Administrative Offices

17866 Sierra Highway
Canyon Country, CA 91351
Phone: (661) 252-5131
FAX: (661) 252-8814

Serving Grades K-6
District Website:
www.sssd.k12.ca.us

February 22, 2008
Jeff Hogan, AICP, Senior Planner
City of Santa Clarita
Community Development Department
23920 Valencia Boulevard
Santa Clarita, California 93155

Dear Mr. Hogan,

As stated in our previous letter to you, dated August 24, 2007, the Sulphur Springs Union School District has some concerns about the proposed Vista Canyon Ranch project. As stated on page nine of the Project Overview, this new development would generate approximately 225 elementary age students. These students would be within the current attendance boundary of Sulphur Springs Community School, which has an enrollment capacity of 750. Our current student enrollment at Sulphur Springs is 715. An additional 225 students would severely impact our schools.

Our Superintendent, Dr. Robert Nolet, has met with Jim Backer to discuss this situation and the lack of facilities available to house new students generated from this development. Until a mitigation agreement is reached our district will not support this project.

Your consideration of our concerns is appreciated.

Sincerely,

Vicky Myers
Assistant Superintendent of Business Services
Sulphur Springs Union School District

cc: Paul Brotzman, Director of Community Development
cc: Dr. Robert Nolet, Superintendent, Sulphur Springs Union SD
cc: Sulphur Springs Union School Dist. Governing Board

CANYON SPRINGS
COMMUNITY SCHOOL

LEONA COX
COMMUNITY SCHOOL

MITCHELL
COMMUNITY SCHOOL

SULPHUR SPRINGS
COMMUNITY SCHOOL

FAIR OAKS RANCH
COMMUNITY SCHOOL

MINT CANYON
COMMUNITY SCHOOL

PINETREE
COMMUNITY SCHOOL

VALLEY VIEW
COMMUNITY SCHOOL

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 SO. MAIN ST.
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
E-Mail: NersesYerjanian@dot.ca.gov

RECEIVED
PLANNING DIVISION

MAR 03 2008

CITY OF SANTA CLARITA



*Flex your power!
Be energy efficient!*

Mr. Jeff Hogan, AICP
City of Santa Clarita
23920 Valencia Blvd.
Santa Clarita, CA. 91355

IGR/CEQA# 080239/NY
NOP/ Vista Canyon Ranch,

SCH#2007071039
LA/SR-14

February 28, 2008

Dear Mr. Hogan:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Vista Canyon Ranch.

Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 14.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be

specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
 - ☐ description of transportation infrastructure improvements
 - ☐ financial costs, funding sources and financing
 - ☐ sequence and scheduling considerations
 - ☐ implementation responsibilities, controls and monitoringAny mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.
6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as a commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and it's facilities must be analyzed per the Department's **Traffic Impact Study Guidelines**.

Mr. Hogan

February 28, 2008

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

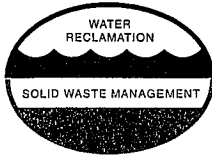
Nerses Armand Yerjanian
IGR/CEQA Project Engineer/Coordinator
Caltrans District 07
Regional Transportation Planning Office
100 S. Main St., Los Angeles, CA 90012

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 080239/NY.

Sincerely,



Nerses Armand Yerjanian
IGR/CEQA Project Engineer/Coordinator
Regional Transportation Planning



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

February 26, 2008

File No: SCV-00.04-00

RECEIVED
PLANNING DIVISION

FEB 29 2008

Mr. Jeff Hogan, AICP, Senior Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

CITY OF SANTA CLARITA

Dear Mr. Hogan:

Vista Canyon Ranch, Master Case No. 07-127

The County Sanitation Districts of Los Angeles County (Districts) received a Revised Notice of Preparation of a Draft Environmental Impact Report for the subject project on February 22, 2008. We offer the following comments regarding sewerage service:

1. Previous comments submitted by the Districts in correspondence dated July 17, 2007 (copy enclosed), to your agency, still apply to the subject project with the following updated information.
2. The Santa Clarita Valley Joint Sewerage System currently processes an average flow of 20.9 mgd.
3. The expected average wastewater flow from the project site is 641,000 gallons per day.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

Ruth I. Frazen
Customer Service Specialist
Facilities Planning Department

RIF:rf

Enclosure

cc: D. Kitt



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

July 17, 2007

File No: SCV-00.04-00

Mr. Jeff Hogan, AICP, Senior Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

COPY

Dear Mr. Hogan:

Vista Canyon Ranch, Master Case No. 07-127

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on July 11, 2007. We offer the following comments regarding sewerage service:

1. The project area is outside the jurisdictional boundaries of the Districts and will require annexation into the Santa Clarita Valley Sanitation District before sewerage service can be provided to the proposed development. For a copy of the Districts' Annexation Information and Processing Fees sheets, go to www.lacsd.org, Wastewater Services, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the annexation procedure and fees, please contact Ms. Donna Kitt at extension 2708.
2. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Soledad Canyon Trunk Sewer, Section 5, located in Soledad Canyon Road at Lost Canyon Road. This 18-inch diameter trunk sewer has a design capacity of 5.7 million gallons per day (mgd) and conveyed a peak flow of 2.3 mgd when last measured in 2003.
3. The District operates two water reclamation plants (WRPs), the Saugus WRP and the Valencia WRP, which provide wastewater treatment in the Santa Clarita Valley. These facilities are interconnected to form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System (SCVJSS). The SCVJSS has a design capacity of 28.1 mgd and currently processes an average flow of 20.8 mgd.
4. The expected average wastewater flow from the project site is 488,660 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Information Center, Wastewater Services, Obtain Will Serve Letter, and click on the appropriate link on page 2.
5. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the

July 17, 2007

strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Wastewater Services, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

COPY
Ruth I. Frazen

Ruth I. Frazen
Engineering Technician
Facilities Planning Department

RIF:rf

cc: D. Kitt



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

February 29, 2008

Mr. Jeff Hogan, AICP
Senior Planner
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

Dear Mr. Hogan:

RECEIVED
PLANNING DIVISION
RECEIVED
PLANNING DIVISION
MAR 07 2008
CITY OF SANTA CLARITA

Revised Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Vista Canyon Ranch, Master Case 07-127 Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.

Program Supervisor, CEQA Section

Planning, Rule Development and Area Sources

SS:CB:AK

LAC080229-01AK

Control Number

March 6, 2008

Jeff Hogan, AICP
Senior Planner
Planning Department
City of Santa Clarita
Impact Analysis Section
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

Re: Revised Notice of Preparation of a Draft Environmental Impact Report for the
Sand Canyon Plaza, Master Case 07-127

Dear Mr. Hogan:

The Castaic Lake Water Agency (CLWA) submitted comments on August 10, 2007 regarding the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) regarding the Sand Canyon Plaza and would like to submit the same comments to the revised NOP. A copy of the comments is attached.

If you have any questions or comments, please contact me at (661) 297-1600. Ext 297

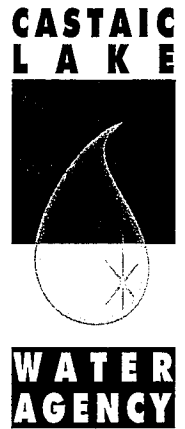
Sincerely,



Dirk Marks
Water Resources Manager

Enclosure

cc: Mauricio Guardado, Retail Manager, Santa Clarita Water Division
Brian Folsom, Engineering and Operations Manager



DIRECTORS

E.G. "JERRY" GLADBACH
DEAN D. EFSTATHIOU
WILLIAM C. COOPER
ROBERT J. DIPRIMO
WILLIAM PECSI
PETER KAVOUNAS
BARBARA DORE
THOMAS P. CAMPBELL
EDWARD A. COLLEY
JACQUELYN H. McMILLAN
R.J. KELLY

GENERAL MANAGER

DAN MASNADA

GENERAL COUNSEL

MCCORMICK, KIDMAN &
BEHRENS, LLP

SECRETARY

APRIL JACOBS

"A PUBLIC AGENCY PROVIDING RELIABLE, QUALITY WATER AT A REASONABLE COST TO THE SANTA CLARITA VALLEY"

27234 BOUQUET CANYON ROAD • SANTA CLARITA, CALIFORNIA 91350-2173 • 661 297-1600 FAX 661 297-1611
website address: www.clwa.org

August 10, 2007

Jeff Hogan, AICP
Senior Planner
Planning Department
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

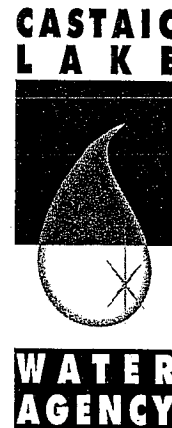
Re: Notice of Preparation of a Draft Environmental Impact Report for the Vista Canyon Ranch, Master Case 07-127

~~JEFF~~
Dear Mr. Hogan:

The Castaic Lake Water Agency (CLWA) has reviewed the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) and would like to submit comments for consideration in the preparation of the DEIR. The proposed project is the development of 1,200 residences, 650,000 square feet of commercial uses, twelve acres of parks, and trails, roads and other infrastructure on 199 acres located south and east of Highway 14, north of the Southern Pacific Railroad and west of Sand Canyon Road.

The proposed project site is within the service area of the Castaic Lake Water Agency, Santa Clarita Water Division (SCWD). The proposed project meets criteria in the California Water Code (Section 10912) requiring that it comply with Sections 21151.9 of the Public Resources Code, mandating that a Water Supply Assessment (WSA) be included with documentation prepared to satisfy the California Environmental Quality Act. This WSA is normally prepared after a request from the lead agency (City of Santa Clarita) to the water supplier (SCWD) with the assistance of a consultant provided by the lead agency/project applicant. The preparation of the WSA should commence as early in the environmental review process as possible so that the conclusions of the final WSA can be incorporated into the DEIR.

It will be the responsibility of the project applicant to make appropriate financial and contractual arrangements with the SCWD in order to avoid significant impacts to the water supply infrastructure. Following the receipt of the appropriate application, arrangements can be made for the installation of water facilities required to meet the needs of the development. This includes, but is not limited to, metering water usage during grading and construction activities and construction of any additional pipelines, production, storage facilities, etc., for furnishing public water service to the development in accordance with the SCWD's policies, standards, regulations and rate structure.



DIRECTORS

E.G. "JERRY" GLADBACH
DEAN D. EFSTATHIOU
WILLIAM C. COOPER
ROBERT J. DIPRIMO
WILLIAM PECSI
PETER KAVOUNAS
BARBARA DORE
THOMAS P. CAMPBELL
EDWARD A. COLLEY
JACQUELYN H. McMILLAN
R.J. KELLY

GENERAL MANAGER

DAN MASNADA

GENERAL COUNSEL

MCCORMICK, KIDMAN &
BEHRENS, LLP

SECRETARY

APRIL JACOBS

"A PUBLIC AGENCY PROVIDING RELIABLE, QUALITY WATER AT A REASONABLE COST TO THE SANTA CLARITA VALLEY"

27234 BOUQUET CANYON ROAD • SANTA CLARITA, CALIFORNIA 91350-2173 • 661 297-1600 FAX 661 297-1611
website address: www.clwa.org

The CLWA Sand Canyon Pipeline traverses the project site and the project applicant and subsequent owners of the site will be required to develop and maintain the site in a manner that protects the pipeline from any impacts. To that end, we have enclosed a copy of the CLWA's Guidelines for Developments to assist the City in ensuring that project will not encroach on the pipeline during construction or thereafter. Where appropriate, the City should include portions of these guidelines as mitigation measures in the DEIR and be made conditions of project approval for the appropriate entitlement and should be shown on project exhibits, including the project tract map.

On November 9, 2005, the CLWA Board of Directors and the Board of Directors of the Newhall County Water District adopted the 2005 Urban Water Management Plan (UWMP). One of the assumptions in the UWMP is that potable water demand would be reduced by both existing and future users by no less than ten percent. Therefore, it is critical, if the project is to avoid significant cumulative impacts to water supply, that it incorporates water conservation measures into the project design. To ensure this occurs, the entitlements should include water conservation measures as conditions of approval.

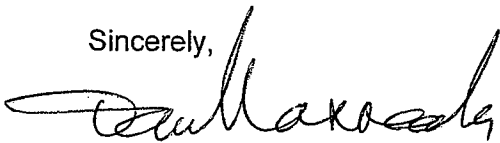
In particular, all manufactured slopes/newly landscaped areas should include all appropriate Irrigation Best Management Practices as recommended by the Irrigation Association, Water Management Committee (http://www.irrigation.org/gov/pdf/IA_BMP_APRIL_2005.pdf). These measures can include, but are not limited to:

- Equipping landscaped common areas with an Automatic Weather Based Irrigation Controller that will control the run times based on evapotranspiration for the time of year it is watering
- Providing all irrigation controllers with a rain sensing automatic shutoff

CLWA appreciates your consideration of these comments and would like to receive a copy of the Draft EIR.

If you have any questions or comments, please call Jeff Ford, Interim Water Resources Manager, or me at (661) 297-1600.

Sincerely,



Dan Masnada
General Manager

Enclosure

cc: Mauricio Guardado, Retail Manager, Santa Clarita Water Division
Brian Folsom, Engineering and Operations Manager

**Guidelines for Developments in the Area of Facilities, Fee Properties, and/or
Easements of the Castaic Lake Water Agency (CLWA)**

1. Introduction

- a. The following general guidelines shall be followed for the design of proposed facilities and developments in the area of CLWA's facilities, fee properties, and/or easements.
- b. Two copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans shall be submitted for our review and written approval as they pertain to CLWA's facilities, fee properties, and/or easements, at least 30 days prior to the commencement of any construction work. Construction may not proceed until written authorization has been received by CLWA's Engineering and Operations and Engineering.

2. Plans, Parcel, and Tract Maps

The following are CLWA's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

- a. CLWA's fee properties and/or easement and its pipelines and other facilities must be fully shown and identified as CLWA's on all applicable documents.
- b. CLWA's fee properties and/or easements must be shown and identified as CLWA's on all applicable plans.
- c. CLWA's fee properties and/or easements must be shown and identified as CLWA's with the official recording data on all applicable parcel and tract maps.
- d. CLWA's records of surveys must be referenced on the parcel and tract maps.

3. Maintenance of Access Along CLWA's Rights-of-Way

- a. Proposed cut or fill slopes exceeding 10 percent are not allowed within CLWA's fee properties or easements unless specifically authorized in writing by CLWA's Operations and Engineering Manager. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.
- b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing CLWA's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16 feet wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. At CLWA's fee properties, we may require fences and gates.
- c. CLWA must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone shall slope away from our facility on a grade not to exceed 2 percent, unless an exception is granted by CLWA's Operations and Engineering Manager. We must also have access along the easements with construction equipment.
- d. The footings of any proposed buildings adjacent to CLWA's fee properties and/or easements must not encroach into the fee property or easement or impose additional

loading on CLWA's pipelines or other facilities therein (See Figure 1). Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

- e. CLWA's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on CLWA's property or the property owner where CLWA has an easement, at no expense to CLWA.

4. Landscaping

CLWA's landscape guidelines for its fee properties and/or easements are as follows:

- a. A green belt may be allowed within CLWA's fee property or easement
- b. All landscape plans shall show the location and size of CLWA's pipeline or other facilities therein.
- c. Absolutely no trees will be allowed within 15 feet of the centerline of CLWA's existing or future pipelines and facilities.
- d. Deep-rooted trees are prohibited within CLWA's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes shall not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for CLWA's review and written approval at least 30 days prior to construction. (See Figure 2).
- e. The landscape plans must contain provisions for CLWA's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting CLWA's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO H-20 loading standards.

5. Utilities in CLWA's Fee Properties and/or Easements or Adjacent to Its Pipeline in Public Streets

CLWA's policy for the alignment of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

- a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxed, etc., shall not be located within its fee properties and/or easements.
- b. Permanent utility structures within public streets, in which CLWA's facilities are constructed shall be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.
- c. A minimum of one foot clearance between CLWA's pipe and your facility shall be made, unless a specific exception is granted. Upon review of documents and inspection of construction site, CLWA may require temporary support of CLWA's pipe required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by CLWA.
- d. Lateral utility crossings of CLWA's pipelines must be as perpendicular to its pipeline alignment as practical. Prior to any excavation our pipeline shall be

located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

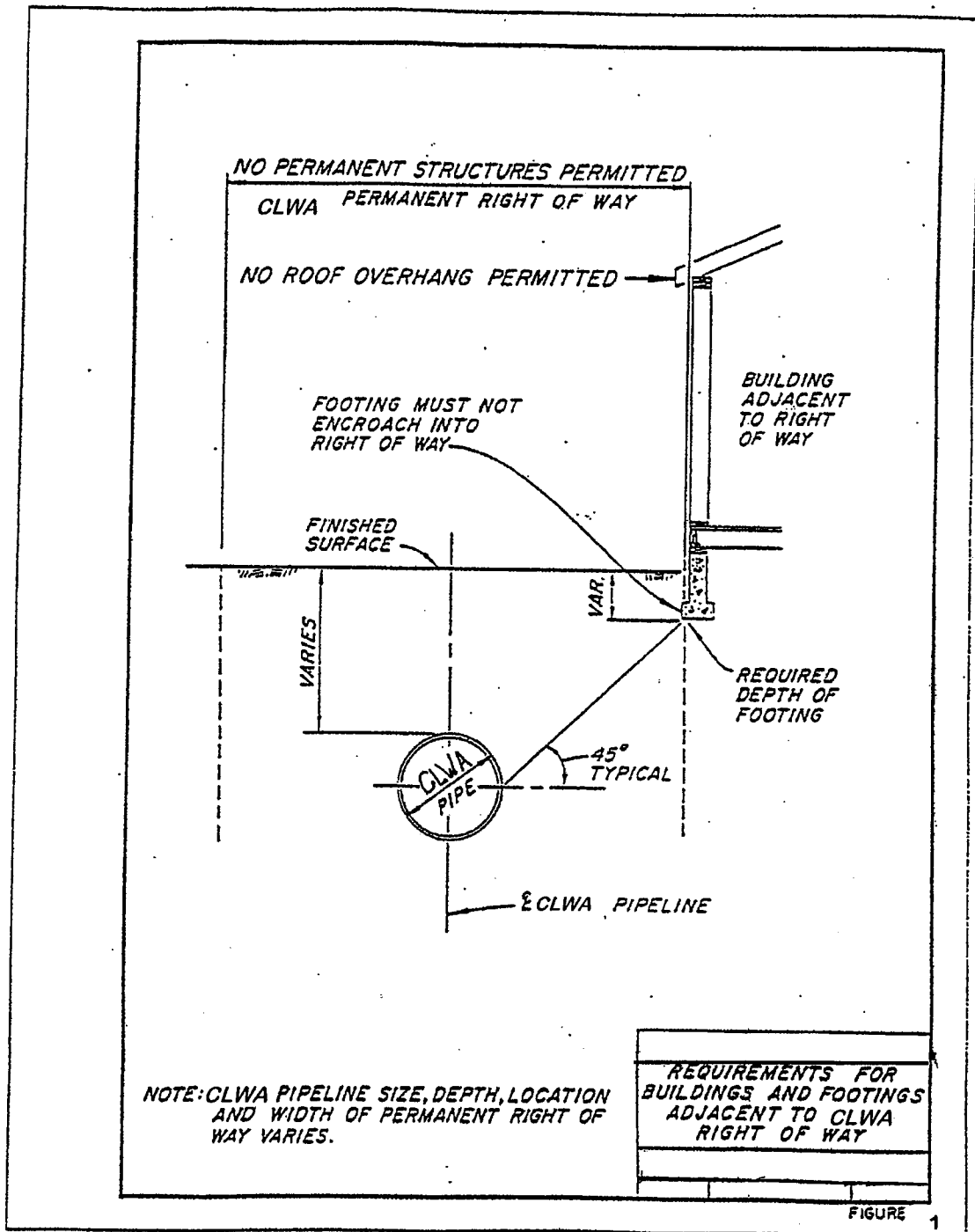
- e. Utilities constructed longitudinally within CLWA's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.
- f. When piping is jacked or installed in jacked casing or tunnel under CLWA's pipe, there must be at least two feet of vertical clearance between the bottom of CLWA's pipe and the top of the jacked pipe, jacked casing, or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing, or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.
- g. The construction of sewerlines in CLWA's fee properties and/or easements must conform to the California Department of Public Health Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines shall also conform to these standards in street rights-of-way.
- h. Cross sections shall be provided for all pipeline crossings showing CLWA's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.
- i. Potholing of CLWA's pipeline is required if the vertical clearance between a utility and CLWA's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. CLWA's will provide a representative to assist others in locating and identifying its pipeline. Two working days notice is requested.

6. Pipeline Loading Restrictions

- a. CLWA's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased.
- b. The existing cover over the pipeline shall be maintained unless CLWA determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

Should you require additional information, please contact:

Engineering Department
Castaic Lake Water Agency
27234 Bouquet Canyon Road
Santa Clarita, CA 91350
(661) 297-1600



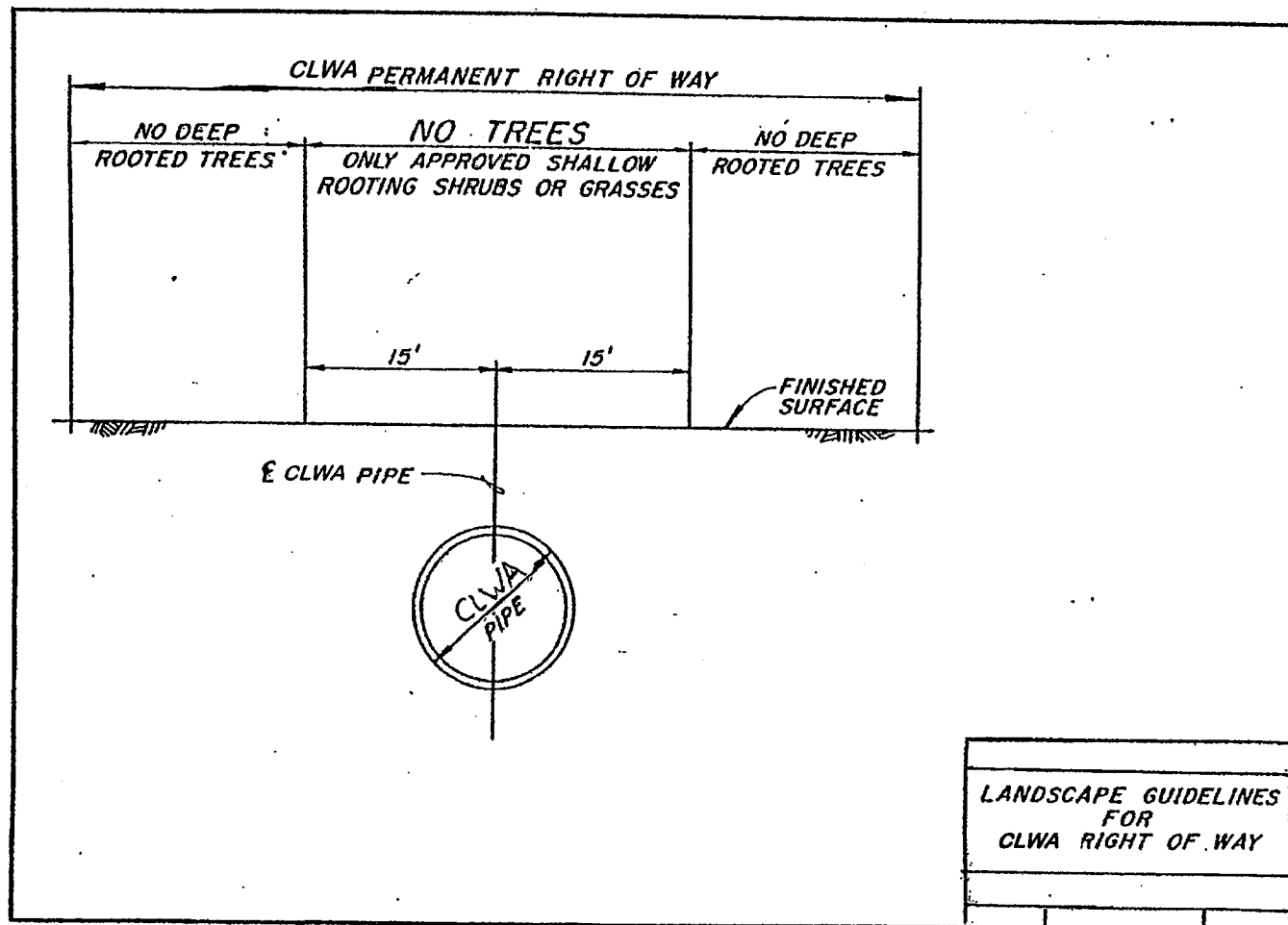
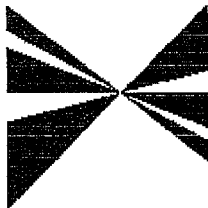


FIGURE 2



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Los Angeles Office: 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017 • 213.236.1800
Inland Empire Office: 3600 Lime Street, Suite 216, Riverside, CA 92501 • 951.784.1513

FAX COVER SHEET

SCAG Departments

☐ Executive/Legal/
Government & Public
Affairs

FAX # 213.236.1961

☐ Graphics

FAX # 213.630.1475

☐ Finance/Accounting/
Budget & Grants/
Contracts/Business
Operations

FAX # 213.236.1825

☒ Planning & Policy
FAX # 213.236.1963

☐ Human Resources
FAX # 213.630.1493

☐ Information Services/
Data & GIS/Information
Technology/Modeling
FAX # 213.236.1962

☐ Inland Office
FAX # 951.784.3925

To: Jeff Hogan Date: 03/17/08

Location: City of Santa Clarita CDD Fax #: (661) 286-4007

Number of pages (including cover): 8

From: Christine Fernandez Phone #: (213) 236-1923

Note: If you do not receive all the pages, please call (213) 236-1923

☐ URGENT

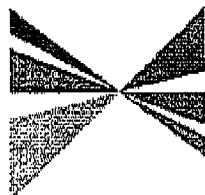
☒ FOR REVIEW

☐ FYI

Comments:

SCAG IGR comments for NOP for the Vista Canyon Ranch, Master Case
07-127 project.

SOUTHERN CALIFORNIA

ASSOCIATION of
GOVERNMENTS**Main Office**

818 West Seventh Street
12th Floor
Los Angeles, California
90017-2435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers**President**

Gary Oviatt, San Bernardino County

First Vice President

Richard Dixon, Lake Forest

Second Vice President

Harry Baldwin, San Gabriel

Immediate Past President

Yvonne B. Burke, Los Angeles County

Policy Committee Chairs**Administration**

Ronald O. Loveridge, Riverside

Community, Economic and Human Development

Jon Edney, El Centro

Energy and Environment

Debbie Cook, Huntington Beach

Transportation and Communications

Alan D. Wagner, Ontario

March 17, 2008

Mr. Jeff Hogan, Senior Planner
City of Santa Clarita
Community Development Department
23920 Valencia Boulevard
Santa Clarita, CA 93155
(661) 255-4330

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Vista Canyon Ranch, Master Case 07-127 - SCAG No. I20080107

Dear Mr. Hogan,

Thank you for submitting the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Vista Canyon Ranch, Master Case 07-127 - SCAG No. I20080107, to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15125(d) and 15206). The proposed project will undertake a General Plan/Zone Change Amendment for a Specific Plan designation to develop mixed use/transit oriented development in addition to requests for the following local actions: specific plan amendment, rezoning, prezone, use permits, tentative tract map, annexation, and an oak tree permit. CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125(d)). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided. We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies and provide supportive analysis as to why it is consistent, not-consistent, or not applicable to these policies.

Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. The RCPG, RTP and CGV can be found on the SCAG web site at: <http://scag.ca.gov/igr>. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. **Please provide a minimum of 45 days for SCAG to review the DEIR and associated plans when these documents are available.** If you have any questions regarding the attached comments, please contact Christine Fernandez at (213) 236-1923. Thank you.

Sincerely,

Sylvia Patsaouras, Manager
Environmental Planning Division

DOCS#144640v1

The Regional Council is comprised of 75 elected officials representing 187 cities, six counties, four County Transportation Commissions, and a Tribal Government representative within Southern California.

March 17, 2008
Mr. Jeff Hogan

SCAG No. I20080107

**COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL
IMPACT REPORT FOR THE VISTA CANYON RANCH, MASTER CASE 07-127 - SCAG
NO. I20080107**

PROJECT DESCRIPTION

The proposed project will undertake a General Plan/Zone Change Amendment for a Specific Plan designation to develop a mixed use/transit oriented development that would consist of a mix of 1,200 to 1,600 residential units and 1 to 1.5 million square feet of commercial uses. The applicant is requesting to prezone and annex 217 acres of land in the County of Los Angeles into the City of Santa Clarita; remove and encroach into oak trees on-site; import approximately one million cubic yards of earth onto the site; and obtain local actions including a specific plan amendment, pre zoning, rezoning, use permits, tentative tract map, and oak tree (removal) permit. The development proposes to dedicate approximately 80 acres of the Santa Clara River, a 12 acre public park, four miles of trails, bank stabilization along the length of the Santa Clara River, relocate the Metrolink Station (from Via Princessa to Vista Canyon Ranch), a bus hub to provide access to the Fair Oaks Ranch Community, and the possibility of bridging Lost Canyon Road.

Vista Canyon Ranch is in the County of Los Angeles and consists of 200 acres generally located at the southwest intersection of Sand Canyon and the 14 Freeway.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the General Plan Update.

- 3.01** *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.*

Regional Growth Forecasts

The DEIR should reflect the most current SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The forecasts for your region, subregion, and cities are as follows:

Adopted SCAG Regionwide Forecasts

	2010	2015	2020	2025	2030
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Adopted North Los Angeles County Subregion Forecasts

	2010	2015	2020	2025	2030
Population	735,262	852,984	967,387	1,076,013	1,179,228
Households	221,538	256,966	292,658	327,745	362,324
Employment	215,955	235,070	253,417	270,409	286,286

March 17, 2008
Mr. Jeff Hogan

SCAG No. I20080107

Adopted North Los Angeles County Subregion Unincorporated Area Forecasts

	2010	2015	2020	2025	2030
Population	202,929	242,561	280,840	316,726	350,372
Households	58,655	71,452	84,337	97,007	109,492
Employment	45,328	49,851	54,191	58,191	61,922

Adopted City of Santa Clarita Forecasts¹

	2010	2015	2020	2025	2030
Population	187,795	200,104	211,367	221,915	231,846
Households	62,837	67,832	72,883	77,868	82,806
Employment	57,248	60,691	64,012	67,133	70,078

1. The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

The Draft 2008 RTP Baseline Growth Forecast (built upon subregion/local jurisdiction input) was released on November 1, 2007 by the Community, Economic and Human Development Committee (CEHD) along with the Draft 2008 RTP and RCP for public review and comment. You may wish to review these forecasts to determine compatibility with any Project Forecasts. The following 2035 forecasts are provided for your reference for the City of Santa Clarita, North Los Angeles County Subregion, and SCAG Region. The forecasts for the intervening years (2010, 2015, 2020, 2025, and 2030) will be included in the 2008 RTP Baseline Growth Forecast.

2035 Forecasts ¹	Population	Households	Employees
City of Santa Clarita	239,923	80,687	87,474
North Los Angeles County Subregion - Unincorporated Area	434,773	129,981	85,289
North Los Angeles County Subregion	1,299,449	380,417	293,334
SCAG Region	24,056,000	7,710,000	10,287,000

1. Source: Draft 2008 RTP Baseline Growth Forecast
(http://scag.ca.gov/forecast/downloads/RTP_baseline_forecasts_1001.xls)

- 3.03** *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.04** *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*
- 3.05** *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*
- 3.06** *Support public education efforts regarding the costs of various alternative types of growth and development.*

March 17, 2008
Mr. Jeff Hogan

SCAG No. I20080107

- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*
- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the # of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*
- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.17 *Support and encourage settlement patterns, which contain a range of urban densities.*
- 3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*
- 3.19 *Support policies and actions that preserve open space areas identified in local, state, and federal plans.*
- 3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*
- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management goals to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below

March 17, 2008
Mr. Jeff Hogan

SCAG No. I20080107

is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*
- 3.26 *Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures.*
- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

AIR QUALITY CHAPTER

The Air Quality Chapter core actions related to the proposed project include:

- 5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulation can be assessed.*
- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.*

HAZARDOUS WASTE MANAGEMENT CHAPTER

The Hazardous Waste Management Chapter core actions related to the proposed project include:

- 7.01 *Every county in the region should accept responsibility for the management of hazardous wastes in the region in an amount proportional to the hazardous wastes generated within the county.*
- 7.03 *Waste reduction goals and programs should be included in each of the county plans.*

OPEN SPACE AND CONSERVATION CHAPTER

The Open Space and Conservation Chapter goals related to the proposed project include:

- 9.1 *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region.*
- 9.2 *Increase the accessibility to open space lands for outdoor recreation.*
- 9.3 *Promote self-sustaining regional recreation resources and facilities.*
- 9.4 *Maintain open space for adequate protection to lives and properties against natural and manmade hazards.*
- 9.5 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.*
- 9.8 *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

March 17, 2008
Mr. Jeff Hogan

SCAG No. 120080107

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The Water Quality Chapter goals related to the proposed project include:

- 11.02** *Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.*
- 11.05** *Support regional efforts to identify and cooperatively plan for wetlands to facilitate both sustaining the amount and quality of wetlands in the region and expediting the process for obtaining wetland permits.*
- 11.07** *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

REGIONAL TRANSPORTATION PLAN

The 2004 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

- RTP G1** *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2** *Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3** *Preserve and ensure a sustainable regional transportation system.*
- RTP G4** *Maximize the productivity of our transportation system.*
- RTP G5** *Protect the environment, improve air quality and promote energy efficiency.*
- RTP G6** *Encourage land use and growth patterns that complement our transportation investments.*

GROWTH VISIONING

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents.

- GV P1.1** *Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2** *Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3** *Encourage transit-oriented development.*
- GV P1.4** *Promote a variety of travel choices.*

Principle 2: Foster livability in all communities.

- GV P2.1** *Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2** *Promote developments, which provide a mix of uses.*
- GV P2.3** *Promote "people scaled," walkable communities.*

March 17, 2008
Mr. Jeff Hogan

SCAG No. I20080107

GVP2.4 Support the preservation of stable, single-family neighborhoods.

Principle 3: Enable prosperity for all people.

GVP3.1 Provide, in each community, a variety of housing types to meet the housing needs of all income levels.

GVP3.2 Support educational opportunities that promote balanced growth.

GVP3.3 Ensure environmental justice regardless of race, ethnicity or income class.

GVP3.4 Support local and state fiscal policies that encourage balanced growth

GVP3.5 Encourage civic engagement.

Principle 4: Promote sustainability for future generations.

GVP4.1 Preserve rural, agricultural, recreational, and environmentally sensitive areas.

GVP4.2 Focus development in urban centers and existing cities.

GVP4.3 Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.

GVP4.4 Utilize "green" development techniques.

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

SCAG RCPG (RTP and/or CGV) Policies		
Growth Management Chapter		
Policy Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
3.01	The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.02	In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.03	The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
Etc.	Etc.	Etc.

Re: Vista Canyon Ranch EIR

Evelyn Woolner

28117 LaVeda Ave.

Canyon Country, CA

The proposed bridge to the Vista Canyon Ranch project needs to be constructed prior to any work commencing on the project. Lost Canyon can not handle construction traffic with two schools. As it is, LaVeda residents can not leave or return during school traffic.

We are most concerned about the switch to high density apartments and condos from the original proposed up-scale single family homes. (What other changes will occur?) This will bring more traffic and congestion. We fear it will also bring to Sand Canyon, crime and graffiti. PLEASE, NO CONDOS OR APARTMENTS.

The move of the Metro Link station is ridiculous. It is centrally located with access roads coming from five directions. To bring in 1000+ cars over a proposed bridge and Lost Canyon Rd. is just plain stupid.

Behind our house on LaVeda, is a pair of Red Tail hawks that have been nesting and raising their young for years. If the palm trees they live in are removed, what will happen to their nest? Are these birds not federally protected?

Where will the dirt to raise the level of this development come from? Can we be guaranteed it will not be contaminated soil? How much dust will be created in order to raise the level of this land? How will this affect the health of the residents and nearby school children?

This area has been rural with horses and cows. We don't even have street lights. Condos and apartments do not belong in this neighborhood. If this project progresses, please make it clean, safe and complimentary to our rural style of living. Please, again, keep the density low and insist on single family homes. Do not make this another San Fernando Valley.



FAX

To: Jeff Hogan**From:** Evelyn Woolner**Pages:** 2**Phone:** 259-8125**Date:** 3-20-2008**Re:** Vista Cyn Ranch EIR**CC:**☐ Urgent☐ For Review☐ Please Comment☐ Please Reply☒ Please Recycle**Comments:**

[Type comments]

3.20.2008

Vista Canyon Ranch EIR
Scoping Meeting

I am the resident that lives at 28164 La Veda Ave Canyon Country, CA 91387.

While I support the overall idea of the Vista Canyon Ranch project, I do have some grave concerns about this proposal and some suggestions.

1. Traffic congestion-With the proposed number of condos, apartments and retail/offices, the number of cars will increase from 40/day to 13,000/day and they will be passing directly by my house bringing smog, pollution, noise, emissions and traffic. Is there a way to create an island barrier or a second smaller street right outside my home to accommodate the La Veda residents? For example, a single lane next to the homes on Lost Canyon, then a divider or island, then your 4 lane highway.
2. Flooding-If dirt is added to raise the property level above the flood level, where will the excess water go? Onto La Veda Ave?
3. Health concern-I am concerned about the quality of the dirt that is being brought here for this project. Is it free of toxic materials? Recall Valley Fever which was a result of contaminated soil?
4. Traffic-We already have a tremendous traffic problem with the school everyday. The parents already block the entrance onto our street and clog the area as well as parking directly in front of my house even my driveway. What is going to happen when there are 13,000 more cars traveling this path?
5. Development question? Can the local public schools handle 2,000 more students? Can the local fire and police department protect and serve this additional community? Is there funding being provided by the developer? We don't even have a hospital to meet our needs, how are we going to meet the needs of the thousands of people that are going to be moving in here?
6. Metrolink Station-It seems very illogical to eliminate the Via Princessa station. That would be a great disservice to the thousands of commuters near the current Via Princessa station. Instead, there should be an additional station here. That way, no one area is overburdened.
7. Putting in a Trader Joes or Whole Foods will attract a higher echelon of residents.
8. Is there any discussion of connecting the paseos to this area? I would wholeheartedly support that.
9. Since we are losing this free roaming area, can there be a leash free enclosed area for dogs? Dog Park perhaps?

I bought this house because of the rural feeling it had and now it's being turned into a second Valencia. Again I support the idea but the noise and traffic concerns outweigh my enthusiasm for the project. I would like for the city to measure the current noise level and make a concerted effort to maintain that level. How is the city going to compensate me for the disruption to my life over the next 10 years while the project is underway? Also, my home value will decrease significantly during this time and perhaps beyond. If I sell my home in the next 10 years, I will have to disclose this development project and it will ultimately negatively affect my property value.

I really hope that these concerns will be addressed!

Sincerely,

Laura Castro
lcbud1@yahoo.com

Vista Canyon Ranch EIR
Scoping Meeting

Comment Sheet

Name: Todd Towne
Address: 28105 La Veda Avenue
City of Santa Clarita, CA 91387

Email: toddswelding@aol.com

Comments: I am opposed to the proposed development at Vista Canyon Ranch. Proposing to build apartments and condominiums in this area will have far too big of an impact on this area. Building these types of homes insinuates low income housing in this area as well. These are being proposed to be built next to multi-million dollar homes in the Sand Canyon area. This will affect the privacy, security and reduce the price of homes in this entire area; requiring the need for additional Sheriff presence in the area.

Widening Lost Canyon Road and opening it to Jake's Way will have a huge impact on the current schools on Lost Canyon Road. It will endanger children in an area that is already dangerous without adding additional vehicles; it also increases the risk to homeowners of vandalism, gang violence, drug trafficking and what other risks may come from the Jake's Way environment. The impact to this small community will be outrageous. Traffic and noise on Lost Canyon Road will increase due to the travelers in their morning and afternoon commutes looking for a faster way to get to their destinations.

Moving the Metro to this area would have a further traffic impact on this quiet neighborhood with the horn blowing at various hours of the day. Its current sight is in a non-residential area which is where it should stay.

Exposing the Mitchell Family Graveyard area for development is unspeakable.

Changing the way the Santa Clarita Wash flows could have a huge impact from Sand Canyon through Saugus/Valencia on how water flows during storms, especially in years when there are heavy rains. Does no remember when Soledad Canyon Road washed out due to erosion? Causing traffic congestion for the entire Santa Clarita Valley; you cannot change the natural flow of a wash without it affecting everything in its path. This proposed project could undermine the Sand Canyon Bridge leaving homeowners in this area with no access to their homes.

What about the endangered fish that live in the Santa Clarita Wash? Won't they also be affected by this project? What about the encroachment on the other wild life in this area? It would disrupt the hawks that mate in this area every year, the families of quail that live in this area, rabbits and other animals make this area their homes. The impact to these animals is inhumane they will be required to move...But where? They have been in this area for hundreds of years. The area for wild life in the Santa Clarita Valley is shrinking every year. The sounds of the wild we have come to appreciate are being wiped out my mass building in our Valley. Also the smell of fresh air in this Valley is being replaced with gas fumes and noise; taking away the quiet community we once enjoyed.

Vista Canyon Ranch EIR
Scoping Meeting

Comment Sheet

Name: Todd Towne
Address: 28105 La Veda Avenue
City of Santa Clarita, CA 91387
Email: toddswelding@aol.com

Further, the impact of this project to this area for the years of construction would be unfair. The noise, dirt, construction equipment and traffic would take away all of the reasons we moved to this quite and safe area.

The area of this proposed project can be seen from many areas in the Santa Clarita Valley and is a beautiful sight to be seen. I strongly urge the City Council members to consider purchasing this beautiful, natural, undeveloped property as part of the "green belt" to ensure that the land stays as it was developed by nature.

TODD'S WELDING INC.24604 PINE STREET
NEW HALL, CA 91321

(661) 260-1217

FAX (661) 260-1395

CONTRACTORS LICENSE #884249

FABRICATORS LICENSE # 1729

FACSIMILE TRANSMITTAL SHEET

TO:
Jeff HoganFROM:
Todd TowneCOMPANY:
City of Santa Clarita
Senior PlannerDATE:
March 21, 2008FAX NUMBER:
(661) 259-8125TOTAL NO. OF PAGES INCLUDING COVER:
3PHONE NUMBER:
(661)

RE: VISTA CANYON RANCH EIR

☐ URGENT ☐ FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:

Attached are my comments on the above-referenced project.

If you have any questions, please call.

Vista Canyon Ranch EIR Scoping Meeting

Comment Sheet

Name: Jim and Chris Gurske
Address: 28165 La Veda Ave
Email: hwnbaseballmom@aol.com

Comments:

Although we believe this property should be developed we are concerned about several issues. They are:

- the impact of the traffic during the construction period
- 1. how will this affect the two schools in the area
-
- the safety and health of the staff, the children attending the schools and the residence surrounding the area being developed
- will there be an alternate route for emergencies and will there be more than one entrance to the development during construction.
-
- with the sheriffs station being on the other side of town, will there be a substation at our disposal
- the water situation...will there be enough for all who will need it and the animals due to the number of ranches in the area
- the impact of the pollution from the cars, trucks, trains, buses, and the mining be a health hazard to all of us since the residents and schools will be placed in the middle of everything within a three to five mile radius
- will the developer be able to accommodate those of us closest to the development regarding placing a sewer system on La Veda Ave and will be opened to down grading his developmental proposal
- will a green belt be possible...and what about our flood channel. It was a problem during the el nino . And the fires. Our community is still recovering from the last two big ones within the last 5 years.

Vista Canyon Ranch EIR

Comments and issues to be addressed in the EIR

Name Penny Upton

Address 28154 La Veda Ave. Canyon Country CA 91387

scvpenny@socal.rr.com

1. There is great concern about the huge amount of dirt that will be brought into the area to raise the project above flood level. Where will the dirt come from? How will it be screened for toxins? How will this disrupt the current native plants and the food source for wild animals? How will the students at Pinecrest and Sulphur Springs Schools and the residents [especially on La Veda Ave] be protected from disease [such as Valley Fever]? Who will be liable for health damages?
2. This area has already experienced loss of homes and property from dirt being moved around in the River. Extensive studies on the results of altering the river flow should be included in the EIR. Who will be liable if more property is lost from floods resulting from this project?
3. There is great concern about the noise [from traffic and in general] that will be added to the [already high level] from current traffic on the 14 Freeway. The EIR should address the expected decibel level from all the current approved and proposed residential and commercial [Cemex] projects. Since it changes drastically, the current decibel level from the 14 Freeway and surrounding roads should be measured at different times of the day and over a time period that would have different weather. The levels should be measured at the residences on La Veda Ave and at the two schools.
4. The homes and schools closest to the proposed project property will be the most impacted by anything built there, their issues should be address entirely and given the most consideration.
5. The size of this project is of great concern to everyone in the community. The density is too high. The proposed condominiums and apartments will decrease property values to the entire area know as the rural "Beverly Hills" of Santa Clarita. Any information pertaining to decreasing the home values should be extensively addressed.
6. "The Village" concept that this project is presenting should be addressed since current studies report that the concept is not working to promote less vehicle traffic, working close to home, etc.

28141 La Veda Avenue
Canyon Country, CA 91387
March 18, 2008

Mr. Jeff Hogan
City of Santa Clarita
23920 Valencia Blvd. Suite 300
Santa Clarita, CA 91355

Re: EIR-Vista Canyon Ranch (Master Case 07-127)

Dear Mr. Hogan:

These are the primary concerns we have regarding the Vista Canyon Ranch project:

1) Traffic Congestion/air quality/safety/noise

Currently, the traffic pattern of Lost Canyon Rd. is heavily impacted by Sulphur Springs Elementary School. The peak times of traffic congestion are 8:30, 11:30, and 3:30. This project will increase the number of vehicles using Lost Canyon Rd on a daily basis, thus affecting the air quality and safety of the individuals living on La Veda Avenue as well as the health and safety of the children attending Sulphur Springs Elementary School.

During the construction phase, if Lost Canyon is used for access, the impact of the trucks and their emissions as well as the danger to pedestrians and residents will be very high.

In order to accommodate the increased traffic on Lost Canyon Rd., it has been suggested that a "round about" be considered at the intersection of Sand Canyon Rd. and Lost Canyon Rd. We feel that a traffic signal would be a better option to move traffic flow at the peak hours at Sulphur Springs Elementary School, and the new traffic pattern involved with Vista Canyon Ranch.

If the proposed Bridge connection to Soledad Canyon is not approved, Lost Canyon Rd would be an alternate route. Since Lost Canyon is proposed to be connected to Jakes Way, on the other side of the river, this would increase the traffic flow into and away from Vista Canyon Ranch. Our concern is that if Lost Canyon is indeed a main artery for the residents, employees, and patrons of Vista Canyon Ranch, then Lost Canyon will be expanded from 2 lanes to 4 or 6, with the brunt of the impact on traffic, air quality, safety and noise, falling on the residents of La Veda Avenue, Sand Canyon Rd., and the pupils attending Sulphur Springs Elementary School.

RECEIVED
PLANNING DIVISION

MAR 20 2008

CITY OF SANTA CLARITA

2) Noise/Construction Damage:

If the construction access is going to be Lost Canyon Rd, then there could be damage to the homes on La Veda Avenue due to the large equipment, dump trucks, and any vibrations caused by trenching and/or pounding related to the building of the project. The home owners should be indemnified to any possible damage related to the construction. The standard to determine if any damage is done to the home environments will need to be determined prior to the start of construction.

3) Metrolink Station:

The proposed relocation of the Metrolink station from Via Princessa to Vista Canyon raises, once again, the problem of traffic congestion. The Metrolink ridership will come not only from the Vista Canyon project itself, but also from the eastern Santa Clarita area, as well as the Antelope Valley. In addition to the cars that will be parking at the station, public transportation, i.e. Metro busses and taxis will also need access. The impact of the commercial and retail business traffic, as well as the Metrolink activity should raise questions of the air quality for the residents of the Sand Canyon, Fair Oaks Ranch, and Jakes Way areas. Regardless of the Santa Clara River bridge approval, the traffic patterns that will cause damage to the rural environment need to be addressed.

4) Santa Clara River :

As this project is going to be in the flood plain of the Santa Clara River, the results of the construction of this project needs to be examined. The displacement of wildlife will be one result. When the land designated for the development is raised with land fill and the banks of the river are shored up to resist the river, thereby changing the width of the riverbed, the possible run-off in the event of heavy rains or a problem with water control could impact the Sand Canyon area as well as Vista Canyon. This concern is quite important and valid. Also, it appears from the preliminary map of the project, that more greenbelts are needed in the project.

5) Sulphur Springs Elementary School:

This project will generate approximately 225 additional elementary school children who will attend Sulphur Springs Elementary School, which now has an enrollment of approximately 715. This situation needs to be resolved as the increase in enrollment would severely impact the children attending Sulphur Springs Elementary School.

6) Law enforcement and crime:

As the number of people increases in our area, the number of crimes will also increase, as shown in other areas of development. The law enforcement community will need to be diligent in their protection of our rural lifestyle and current environment of low crime.

7) Lifestyle Change:

Vista Canyon is going to affect the rural and quiet neighborhood environment we enjoy now. The Sand Canyon area has always been an equestrian, ranch style community that was not heavily populated or had traffic congestion problems. The change in this environment that Vista Canyon Ranch will have on our community needs to be tempered with some restraint. The privacy factor as well as the overall well-being of the people living on La Veda Avenue will be compromised by the increase in traffic, as well as the proximity of the project itself. The noise factor will also be a problem along with air quality.

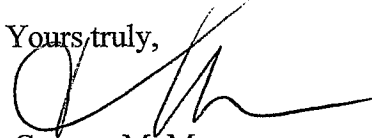
Some possible remedies could be:

- Increase the number of single family homes in the Vista Canyon Ranch Project
- Create a compensation fund for the residents of La Veda Avenue so they can improve their quality of life on an individual basis
- Allow the homes on La Veda Avenue to benefit from the underground utilities, telephone and cable lines provided to Vista Canyon Ranch
- Construct a block wall to separate the project from the west side of La Veda in order to provide privacy to the residents.
- Determine whether in the future, La Veda Avenue residents will be required to connect to the sewer line servicing the Vista Canyon Ranch Project. If this is true, then the homes should be connected, at no cost to the homeowners, when the Vista Canyon Ranch Project is constructed.

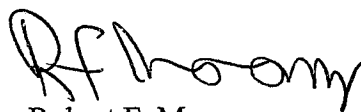
We hope that you understand the importance of these concerns to us and the other residents of La Veda Avenue and Sand Canyon and will address all our items of concern.

Thank you for your attention to this matter.

Yours truly,



Carmen M. Mooney



Robert F. Mooney

Jeff Hogan

From: Richard Sathre [rsathre@socal.rr.com]
Sent: Friday, March 14, 2008 1:36 PM
To: Jeff Hogan
Subject: Vista Canyon Ranch project

Jeff, I am the President of Crystal Springs Ranch Homeowners Association representing 121 homes in Sand Canyon. I personally attended the scoping meeting at City Hall a few weeks ago. We have discussed this project at our recent Board meeting and have many concerns regarding traffic. My take on the presentation was that all of the traffic going East or West off Hwy 14 would be exiting onto Sand Canyon and turning right onto Lost Hills. I also recall that a second bridge was going to be proposed, which would carry traffic to Soledad, but not be connected to Hwy 14 as an on/off ramp. I do not recall if the Sand Canyon bridge was going to be widened or not.

Since the project would include a large Metro link station, the traffic exiting onto Sand Canyon in the early morning hours would be enormous. Already, at 8:00 am in the morning, cars are lined up 20 deep trying to turn right to drop off children at the two schools along Lost Hills Rd.

Please note my email and keep me informed on the progress of the EIR report and any information regarding this project.

Richard Sathre
President, Crystal Springs Ranch Homeowners Association
P. O Box 1596
Canyon Country, CA 91386-1596

3/25/2008



DEAN D. EFSTATHIOU, Acting Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: LD-0

April 8, 2008

Mr. Jeff Hogan
Senior Planner
City of Santa Clarita
23920 West Valencia Boulevard, Suite 300
Santa Clarita, CA 91355-2196

Dear Mr. Hogan:

**NOTICE OF PREPARATION FOR A DRAFT ENVIRONMENTAL IMPACT REPORT
VISTA CANYON RANCH
CITY OF SANTA CLARITA**

Thank you for the opportunity to review the Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the above project. We offer the following comments for your consideration as you prepare the DEIR.

Traffic

The land proposed for development is currently vacant. This development consists of 1,200 to 1,600 new residential units, 1 to 1.5 million square feet of commercial space, and approximately 12 acres of community park space. Annexation of 217 acres of the development land into the City of Santa Clarita is also proposed. The project is also proposing to bridge Lost Canyon Road in one of two possible locations over the Santa Clara River.

We believe that the proposed project has the potential to significantly impact the County and County/City roadways and intersections in the area. We would like the opportunity to review the project Environmental Impact Report including the traffic impact studies upon its completion. The County's methodology shall be used when evaluating the County and/or County/City intersections. The study shall also address the cumulative impacts generated by this and nearby developments and include the level of service analysis for the affected intersections. If traffic signals or other mitigation measures are warranted at the affected County intersections, the developer shall determine the proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. A copy of our Traffic Impact Analysis Report

Mr. Jeff Hogan
April 8, 2008
Page 2

Guidelines may be obtained on the County of Los Angeles Department of Public Works' website at <http://ladpw.org/Traffic>.

The DEIR should also address changes in highway alignments for Lost Canyon Road and the impact to the temporary driveway access off of the existing bridge to the adjacent condominium complex.

We recommend that the applicant, at a minimum, include an analysis of the traffic impacts for the relocated Metrolink station as part of the traffic study. There may be roadway width and lane configurations that need to be identified as part of the subject project.

Sewer

Sewer area study shall be prepared and included in the DEIR to assess the impacts to existing sewer system and identify any mitigation measures. The sewer area study and subsequent improvements shall be submitted to Public Works for review and approval. .

Drainage

Discuss in the DEIR what the impacts will be to drainage, hydrology and water quality, and propose mitigation. Also discuss existing flood hazards; impacts from proposed encroachment into the floodplain, floodway, and FEMA Zone A; and propose mitigation. Cite studies to support analysis (i.e., drainage concept, hydrology study, and Standard Urban Stormwater Mitigation Plan, etc.).

Water

Water supply assessment shall be prepared and included in the DEIR to adequately assess availability of potable water to support the proposed project.

Solid Waste

Solid waste generated in Los Angeles County currently exceeds the available permitted daily landfill capacity. The proposed project will increase the generation of solid waste and negatively impact the solid waste management infrastructure. Therefore, the proposed environmental document should identify what measures will be implemented to mitigate the impact. Mitigation measures may include waste reduction and recycling programs and development of infrastructure in the project to facilitate recycling.

Mr. Jeff Hogan
April 8, 2008
Page 3

The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The environmental document should include standards for proposed commercial establishments to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project.

Hazardous Waste

The existing Hazardous Waste Management (HWM) infrastructure in this County is inadequate to handle the hazardous waste currently being generated. The proposed project may generate household hazardous waste, which could adversely impact existing HWM infrastructure. This issue should be addressed and mitigation measures provided. Mitigation measures may include providing new homeowners with educational materials on the proper management and disposal of household hazardous waste. The project proponent may contact Public Works for available educational materials by calling 1(888) CLEAN LA.

Construction projects with a total value of over \$100,000 and grading projects in the County's unincorporated areas are required to recycle or reuse 50 percent of the construction and demolition debris generated per the County's Construction and Demolition Debris Recycling and Reuse Ordinance. A Recycling and Reuse Plan must be submitted to, and approved by, Public Works' Environmental Programs Division before a construction, demolition, or grading permit may be issued.

Food service establishments may be required to provide a grease treatment device and will be subject to review and approval by Public Works' Environmental Programs Division.

All development projects which fall into one of the Standard Urban Stormwater Mitigation Plans project types, characteristics, or activities, must obtain Standard Urban Stormwater Mitigation Plans approval by the appropriate agency.

When it is ready, please send five copies of the DEIR to:

Mr. Steve Burger
County of Los Angeles
Department of Public Works
Land Development Division
P.O. Box 1460
Alhambra, CA 91802-1460

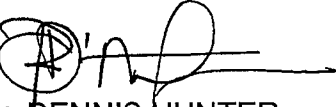
Mr. Jeff Hogan
April 8, 2008
Page 4

If the DEIR is available electronically or on-line, please forward it or the link to Mr. Burger at sburger@dpw.lacounty.gov.

If you have any questions, please contact Mr. Burger at (626) 458-4943.

Very truly yours,

DEAN D. EFSTATHIOU
Acting Director of Public Works


for DENNIS HUNTER
Assistant Deputy Director
Land Development Division

CDM:ca
P:\ldpub\CEQA\CDM\Santa Clarita - Vista Canyon Ranch NOP.doc



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

May 13, 2008

Jeff Hogan, AICP Senior Planner
City of Santa Clarita
23920 Valencia Blvd, Suite 300
Santa Clarita, CA 91355

Dear Mr. Hogan:

NOTICE OF PREPARATION, PROJECT TITLE: VISTA CANYON RANCH, MASTER CASE 07-127, SANTA CLARITA, (FFER #200800016)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION: FIRE PROTECTION AND EMERGENCY MEDICAL SERVICE AVAILABILITY

1. The subject development will receive fire protection and paramedic service from the County of Los Angeles Fire Department. Currently, eleven fire stations and three fire camps provide fire protection services for the Santa Clarita Area. Fire Station 107, located at 18239 W. Soledad Canyon, Santa Clarita, CA 91351-3521, is the jurisdictional engine company for this property. It has a 3-person engine company and a 2-person paramedic squad. Currently, it is approximately 1.8 miles (6 minutes) from the project. It is anticipated that once the road network as described in the project description (including the bridge) is completed, the current distance and response time will decrease.
2. The second closest station is Station 132, located at 29310 Sand Canyon Road, Santa Clarita, CA 91387. It is also approximately 1.8 miles (6 minutes) from the project. It has a 4-person engine company.

PROJECT IMPACT ON SERVICES

3. Limited tax revenues have restricted the Fire Department's ability to meet new growth needs. Although general plans for upgrading fire protection in this area have been developed, the

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	BRADBURY	CUDAHY	HAWTHORNE	LA MIRADA	MALIBU	POMONA	SIGNAL HILL
ARTESIA	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE
AZUSA	CARSON	DUARTE	HUNTINGTON PARK	LAKEWOOD	NORWALK	ROLLING HILLS	SOUTH GATE
BALDWIN PARK	CERRITOS	EL MONTE	INDUSTRY	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
BELL	CLAREMONT	GARDENA	INGLEWOOD	LAWNDALE	PALOS VERDES ESTATES	ROSEMEAD	WALNUT
BELL GARDENS	COMMERCE	GLENDORA	IRWINDALE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOWER	COVINA	HAWAIIAN GARDENS	LA CANADA-FLINTRIDGE	LYNWOOD	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
			LA HABRA				WHITTIER

Department will not be able to implement these plans without specific provisions for the commercial, industrial or residential development in an amount proportionate to the demand created by this project. Currently, the developer fee is a set amount per square foot of building space, adjusted annually, and is due and payable at the time a building permit is issued. In the event that the developer fee is no longer in effect at the time of building permit issuance, alternative mitigation measures shall be required.

LAND DEVELOPMENT UNIT: GENERAL REQUIREMENTS:

1. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.
2. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues.
3. This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification plans, must be met.
4. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
5. Fire Department requirements for access, fire flow and hydrants are addressed during the building permit stage.
6. The County of Los Angeles Fire Department, Land Development Unit's comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase. There may be additional requirements during this time.

COMMERCIAL/HIGH DENSITY RESIDENTIAL REQUIREMENTS:

7. Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses.
8. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.

- c. When cul-de-sac depth exceeds 200 feet, hydrants will be required at the corner and mid-block.
 - d. Additional hydrants will be required if the hydrant spacing exceeds specified distances.
- 9. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs.
- 10. All on-site driveways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The 28-foot width does not allow for parking, and shall be designated as a "Fire Lane" and have appropriate signage. The centerline of the on-site driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.
- 11. The 28 feet in width shall be increased to:
 - a. Provide 34 feet in width when parallel parking is allowed on one side of the access way.
 - b. Provide 36 feet in width when parallel parking is allowed on both sides of the access way.
 - c. Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.
- 12. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
- 13. When serving land zoned for residential uses having a density of more than four units per net acre:
 - a. A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length.
 - b. The length of the cul-de-sac may be increased to 1000 feet if a minimum of 36 feet in width is provided.
 - c. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

MISCELLANEOUS:

- 14. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit's EIR Specialist at (323) 890-4243.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Final Environmental Impact Report.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. We have no comments at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:lj



DEAN D. EFSTATHIOU, Acting Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

RECEIVED
PLANNING DIVISION

APR 11 2008

CITY OF SANTA CLARITA

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: **LD-0**

April 8, 2008

Mr. Jeff Hogan
Senior Planner
City of Santa Clarita
23920 West Valencia Boulevard, Suite 300
Santa Clarita, CA 91355-2196

Dear Mr. Hogan:

**NOTICE OF PREPARATION FOR A DRAFT ENVIRONMENTAL IMPACT REPORT
VISTA CANYON RANCH
CITY OF SANTA CLARITA**

Thank you for the opportunity to review the Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the above project. We offer the following comments for your consideration as you prepare the DEIR.

Traffic

The land proposed for development is currently vacant. This development consists of 1,200 to 1,600 new residential units, 1 to 1.5 million square feet of commercial space, and approximately 12 acres of community park space. Annexation of 217 acres of the development land into the City of Santa Clarita is also proposed. The project is also proposing to bridge Lost Canyon Road in one of two possible locations over the Santa Clara River.

We believe that the proposed project has the potential to significantly impact the County and County/City roadways and intersections in the area. We would like the opportunity to review the project Environmental Impact Report including the traffic impact studies upon its completion. The County's methodology shall be used when evaluating the County and/or County/City intersections. The study shall also address the cumulative impacts generated by this and nearby developments and include the level of service analysis for the affected intersections. If traffic signals or other mitigation measures are warranted at the affected County intersections, the developer shall determine the proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. A copy of our Traffic Impact Analysis Report

Mr. Jeff Hogan
April 8, 2008
Page 2

Guidelines may be obtained on the County of Los Angeles Department of Public Works' website at <http://ladpw.org/Traffic>.

The DEIR should also address changes in highway alignments for Lost Canyon Road and the impact to the temporary driveway access off of the existing bridge to the adjacent condominium complex.

We recommend that the applicant, at a minimum, include an analysis of the traffic impacts for the relocated Metrolink station as part of the traffic study. There may be roadway width and lane configurations that need to be identified as part of the subject project.

Sewer

Sewer area study shall be prepared and included in the DEIR to assess the impacts to existing sewer system and identify any mitigation measures. The sewer area study and subsequent improvements shall be submitted to Public Works for review and approval. .

Drainage

Discuss in the DEIR what the impacts will be to drainage, hydrology and water quality, and propose mitigation. Also discuss existing flood hazards; impacts from proposed encroachment into the floodplain, floodway, and FEMA Zone A; and propose mitigation. Cite studies to support analysis (i.e., drainage concept, hydrology study, and Standard Urban Stormwater Mitigation Plan, etc.).

Water

Water supply assessment shall be prepared and included in the DEIR to adequately assess availability of potable water to support the proposed project.

Solid Waste

Solid waste generated in Los Angeles County currently exceeds the available permitted daily landfill capacity. The proposed project will increase the generation of solid waste and negatively impact the solid waste management infrastructure. Therefore, the proposed environmental document should identify what measures will be implemented to mitigate the impact. Mitigation measures may include waste reduction and recycling programs and development of infrastructure in the project to facilitate recycling.

Mr. Jeff Hogan
April 8, 2008
Page 3

The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The environmental document should include standards for proposed commercial establishments to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project.

Hazardous Waste

The existing Hazardous Waste Management (HWM) infrastructure in this County is inadequate to handle the hazardous waste currently being generated. The proposed project may generate household hazardous waste, which could adversely impact existing HWM infrastructure. This issue should be addressed and mitigation measures provided. Mitigation measures may include providing new homeowners with educational materials on the proper management and disposal of household hazardous waste. The project proponent may contact Public Works for available educational materials by calling 1(888) CLEAN LA.

Construction projects with a total value of over \$100,000 and grading projects in the County's unincorporated areas are required to recycle or reuse 50 percent of the construction and demolition debris generated per the County's Construction and Demolition Debris Recycling and Reuse Ordinance. A Recycling and Reuse Plan must be submitted to, and approved by, Public Works' Environmental Programs Division before a construction, demolition, or grading permit may be issued.

Food service establishments may be required to provide a grease treatment device and will be subject to review and approval by Public Works' Environmental Programs Division.

All development projects which fall into one of the Standard Urban Stormwater Mitigation Plans project types, characteristics, or activities, must obtain Standard Urban Stormwater Mitigation Plans approval by the appropriate agency.

When it is ready, please send five copies of the DEIR to:

Mr. Steve Burger
County of Los Angeles
Department of Public Works
Land Development Division
P.O. Box 1460
Alhambra, CA 91802-1460

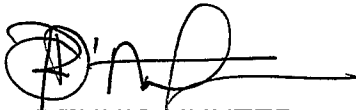
Mr. Jeff Hogan
April 8, 2008
Page 4

If the DEIR is available electronically or on-line, please forward it or the link to Mr. Burger at sburger@dpw.lacounty.gov.

If you have any questions, please contact Mr. Burger at (626) 458-4943.

Very truly yours,

DEAN D. EFSTATHIOU
Acting Director of Public Works


for DENNIS HUNTER
Assistant Deputy Director
Land Development Division

CDM:ca
P:\ldpub\CEQA\CDM\Santa Clarita - Vista Canyon Ranch NOP.doc

SANTA MONICA MOUNTAINS CONSERVANCY

RAMIREZ CANYON PARK
5750 RAMIREZ CANYON ROAD
MALIBU, CALIFORNIA 90265
PHONE (310) 589-3200
FAX (310) 589-3207



April 27, 2009

Jeff Hogan, Senior Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, California 91355

RECEIVED
PLANNING DIVISION

MAY 19 2009

CITY OF SANTA CLARITA

Vista Canyon Ranch Comments
Master Case No. 07-127 - EIR 07-02

Dear Mr. Hogan:

The Conservancy did not make comments on the Notice of Preparation for the proposed project in the Santa Clara River. However, because of the regional importance of the onsite habitat and viewshed, a comment letter is warranted prior to the expected release of the Draft Environmental Impact Report (DEIR). The Santa Clara River is a regional wildlife corridor of Statewide significance. The vast majority of the project area impacts are in Los Angeles County's new expanded Significant Ecological Area for the Santa Clara River. This was confirmed by our staff with County staff at the end of 2008. Our staff has toured the site with the applicants and conducted its own reconnaissance this spring. We look forward to working with the City and the applicant to improve the project's fit with the site constraints.

Perhaps the most egregious post-1970s development approvals along the Santa Clara River are the chain of residential projects located immediately downstream from the proposed project on the same bank of the river. From both a planning and ecological standpoint, what makes those downstream projects so inappropriate is a combination of the massive constriction and raising of the flood plain and the placement of a high density of tall buildings at the river's edge. The proposed project appears to make the same design mistakes albeit exponentially more tasteful.

Funding of Key City Infrastructure

The Conservancy is aware that the City needs the Lost Canyon Road bridge constructed across the river through the subject property. We are also aware that the City wants an existing, more northerly-located, Metrolink Station moved to the subject project site. The Conservancy understands that a significant-sized mixed use project is necessary to fund these improvements. The question is if so much of the flood plain and uplands need to be eliminated in favor of high density development in order to pay for these infrastructure

improvements. It should be incumbent upon the applicant to adequately demonstrate to both the public and to decision makers via an economic analysis that so much of the Santa Clara River and upland must be consumed by development to fund the proposed bridge, street, and Metrolink (just the northbound platform) infrastructure. Should so much of the river be eliminated without those financial facts being made available to decision makers as part of the CEQA review process? The fact that approximately 25 acres of that development would occur on what is existing City parkland further emphasizes this need.

Maximized, Far-Reaching Development Footprint

As proposed, the project would grade and totally alter every square inch of the property except for the most active main channel area of the Santa Clara River, one minuscule historic cemetery site, and small isolated habitat patch along the Metrolink tracks. This agency's goal is to permanently protect additional habitat and viewshed on the subject property while accommodating the road, bridge, Metrolink Station, and substantial mixed use development. This letter includes specific recommendations on how to adjust the project footprint and accomplish all of these goals.

The proposed project would covert an approximately 100-acre area comprised of active flood plain, old flood plain terrace, and a series of attractive hill systems into one unified raised mega-pad that juts an average of 600 feet into the active river bed. We believe that the DEIR must conclude that the project will result in numerous unavoidable significant adverse ecological impacts. We understand that the City will need to adopt a Statement of Overriding Considerations to approve the project based on the need for the Lost Canyon Road extension and bridge and Metrolink Station. The Conservancy sees no other basis for issuing such a statement given the regional importance of the Santa Clara River as habitat, an inter-mountain ranger wildlife movement corridor, and groundwater recharge area. The only way to mitigate the biological impacts to a less than significant level would be to acquire substantial additional land with a favorable combination of upland and river habitat. That land would need to be relatively near the project site within and along the Santa Clara River.

Affects or Altered Flood Plain on Downstream Habitat

Because the proposed project, and presumably many of its Draft Environmental Impact Report (DEIR) alternatives, will eliminate significant amounts of flood plain capacity, the DEIR must analyze how that loss of capacity could adversely affect downstream habitat and flood protection infrastructure.

DEIR Alternatives

The DEIR must include, and adequately analyze, less damaging feasible alternative projects. These less damaging, feasible alternatives should retain and integrate some of the unique hill systems on the site rather than use them for fill material. We understand that approximately 1.5 million cubic yards of fill are needed to raise the elevation of 90 percent of the project area out of flood hazard zones, however, at least five acres of hill area must be preserved in one feasible development alternative. Otherwise as currently configured, the project would not result in the intact preservation of a single square foot of habitat that is not currently in the 50 year flood plain except for a small patch along the railroad tracks.

Wildlife Corridor Capacity

In some capacity, the Santa Clara River will remain as one of the most important regional wildlife corridors until the end of time. The question is how functional and ecologically rich will that corridor be through the City of Santa Clarita. Downstream from the project site the river is constricted to the maximum extent possible all the way downstream 9.5 miles to Interstate 5. Currently, and even more so after all existing entitled projects along this reach of river are built, there is zero upland habitat refuge for 9.5 miles. As proposed the current project would increase the length of that upland-habitat-free reach to a full ten miles.

Because of this long reach of river without upland habitat, the need to retain upland habitat both within, and connected to, the project site is paramount for baseline multi-species wildlife corridor function. Animals need an upland, or densely vegetated riparian, refuge as a movement staging area while, or before entering, the 9.5-mile-long river gauntlet downstream of State Route 14. The project would eliminate all such existing refugia within the project boundary. The DEIR must include two feasible project alternatives that include at least two three-acre habitat refuges along the river with either existing high density vegetation or substantial topographic cover. Lack of two onsite habitat refugia would constitute an unavoidable significant adverse ecological impact.

The dismantling of a City-owned habitat refuge on the north side of the river to accommodate a combined commercial-educational facility runs completely contrary to these above-addressed conservation biology objectives. That northern habitat refuge is ideal with diverse upland topography and a small riparian woodland tucked into a protected oxbow. Just because it burned recently and has had some homeless activity does not diminish its medium and longterm ecological value. Rangers can solve those problems quickly.

The project would also sever the subject section of the Santa Clara River from the San Gabriel Mountains. The DEIR must address the connectivity of the subject project site to the San Gabriel Mountains via an intact hill system in the southeast project corner. Our staff imparted the need for this habitat connectivity to the applicant in the late fall. Our suggestion was that a habitat linkage between the river and the upland to the south be carved out along the eastern project boundary integrating the proposed park. Lack of a functional habitat linkage between the southeast project corner and the San Gabriel Mountains would constitute an unavoidable significant adverse ecological impact.

Open Space Dedication

We are sure that the applicant and the DEIR will tout how the project is leaving 70-plus acres of river bottom intact. Given that development of those 70-plus acres is economically and politically impossible, that says little about how much the applicants have scaled back the project to protect habitat and viewsheds.

River Habitat Quality

The DEIR may describe the portion of the river proposed for consumption by the development as being dry and not densely vegetated. That portion of the flood plain is particularly wide. Groundwater levels typically are lower in wider reaches. Nonetheless the proposed project footprint would convert many acres of alluvial fan scrub vegetation with widespread scale broom and scattered small cottonwood trees. The ongoing drop in both ground and surface water levels from State Route 14 to Soledad Canyon has resulted in the continued decline of vegetation and habitat quality. It is ironic that two high capacity municipal wells that continue to reduce these water levels sit in the river directly adjacent to the proposed Lost Canyon Road bridge alignment. The DEIR should address whether the proposed project will require water from these wells and whether that increased demand could further erode habitat quality in any section of the river bed.

Recommended Footprint Modifications to Protect Habitat

The project footprint appears to be greatly driven by a desire to reduce the length of the proposed Lost Canyon Road bridge. However it is the filling of the river for the southern bridge abutment that would result in the most significant flood plain habitat loss. The bridge abutment should be pulled back south approximately 400-500 feet to the edge of the active channel scour line easily seen on any aerial photograph. Lost Canyon Road should also be pulled back just south of this active channel boundary too. The round-about intersection could be moved accordingly and the traffic pattern would not change at all.

Vista Canyon Ranch Pre-DEIR Comments

April 27, 2009

Page 5

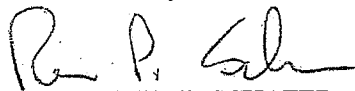
If expanding the channel width in this location presents some insurmountable flood level hydraulic problems, then the widening should be reduced and commensurately increased upstream of the Lost Canyon Road southern bridge abutment. The City's proposed Golden Valley Road bridge over the river is at least 1,100 feet long so the only obstacle to length is cost. If the applicants say that extra cost makes the project infeasible, the applicant must prove that.

At least one DEIR alternative should be based on a footprint that keeps the entire western hill system both intact and connected to the river via a 10-foot-high by 12-foot-wide (minimum) under-crossing beneath the Lost Canyon Road extension. This would not at all diminish east-west traffic flow through the project site as the road network is currently laid out. The hills system is ecologically rich, provides a great habitat refuge, and would give the development some natural character.

The proposed project would bring a range of development and human disturbances directly up to the core of the river habitat. The presence of numerous ill-advised developments appressed against the core river habitat downstream increases, not lessens, the importance of maintaining upland buffer area within subject property. The wildlife movement gauntlet needs to be kept wider, not reduced. We urge the City to embrace this proven concept of conservation biology.

Please address any questions and send all future project documents to Paul Edelman of our staff at the above address and by phone at (310) 589-3200 ext. 128.

Sincerely,

A handwritten signature in dark ink, appearing to read 'R. P. Schaffer', is written over the printed name.

RONALD P. SCHAFER

Chairperson

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



RECEIVED
PLANNING DIVISION

APR 01 2008

CITY OF SANTA CLARITA

March 28, 2008
Jeff Hogan
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

Dear Mr. Hogan:

Re: SCH# 2007071039; Notice of Preparation for the Vista Canyon Ranch Project

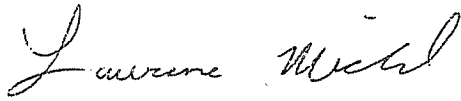
The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings. The Commission is in receipt of the Notice of Preparation (NOP) for the City of Santa Clarita's Vista Canyon Ranch project. Please excuse the timing of this letter, and consider our comments and concerns.

Commission's Rail Crossing Engineering Section (RCES) staff has concerns with railroad impacts as a result of the projects proximity to the Southern California Regional Rail Authority (SCRRA) Valley Subdivision line. In addition to SCRRA Metrolink commuter trains, the Union Pacific Railroad Company (UPRR), and National Railroad Passenger Corporation (Amtrak) operate freight and passenger trains over these lines respectively.

1. The applicant is proposing to relocate the Via Princessa Metrolink station (CPUC Crossing No. 101VY-37.78-X) to Visa Canyon Road, thereby creating a new grade-separated highway-rail crossing. Public Utilities Code Sections 1201-1205 require Commission approval for projects involving the construction of new, or alterations of existing, public or publicly-used highway-rail crossings. The applicant must submit a formal application to the Commission to create a new highway-rail crossing. Procedure for filing applications can be found on the Commission website at: <http://www.cpuc.ca.gov/static/transportation/crossings/filing+procedures/index.htm>.
2. The NOP details plans for horse and pedestrian trails adjacent to the SCRRA Valley line. The applicant should arrange diagnostic meetings with RCES and SCRRA to discuss appropriate fencing and signage to keep trail users off of the railroad right of way and, if necessary, file a GO88-B request for authority to modify an at-grade crossing. Information on filing GO 88-B requests, including a fill-in form, are available at the Commission's web site at: http://www.cpuc.ca.gov/static/transportation/crossings/filing+procedures/go88b_projects.htm
3. The applicant is requesting to include landscaping with evergreen trees on the setback of the railroad. Commission General Order (GO) 26-D covers guidelines governing clearances to warning devices and to the railroad track. Applicant should review GO 26-D to see if planned placement of vegetation are within GO 26-D clearance requirements A copy of GO 26-D can be found on the Commission website at: <http://www.cpuc.ca.gov/static/transportation/crossings/genorders.htm>.

If you have any questions, you may contact me at 213-576-7076, or ldi@cpuc.ca.gov.

Sincerely,

A handwritten signature in cursive script, appearing to read "Laurence Michael".

Laurence Michael
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: Laurene Lopez, SCRRA



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

DEAN D. EFSTATHIOU, Acting Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: LD-0

April 8, 2008

Mr. Jeff Hogan
Senior Planner
City of Santa Clarita
23920 West Valencia Boulevard, Suite 300
Santa Clarita, CA 91355-2196

Dear Mr. Hogan:

**NOTICE OF PREPARATION FOR A DRAFT ENVIRONMENTAL IMPACT REPORT
VISTA CANYON RANCH
CITY OF SANTA CLARITA**

Thank you for the opportunity to review the Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the above project. We offer the following comments for your consideration as you prepare the DEIR.

Traffic

The land proposed for development is currently vacant. This development consists of 1,200 to 1,600 new residential units, 1 to 1.5 million square feet of commercial space, and approximately 12 acres of community park space. Annexation of 217 acres of the development land into the City of Santa Clarita is also proposed. The project is also proposing to bridge Lost Canyon Road in one of two possible locations over the Santa Clara River.

We believe that the proposed project has the potential to significantly impact the County and County/City roadways and intersections in the area. We would like the opportunity to review the project Environmental Impact Report including the traffic impact studies upon its completion. The County's methodology shall be used when evaluating the County and/or County/City intersections. The study shall also address the cumulative impacts generated by this and nearby developments and include the level of service analysis for the affected intersections. If traffic signals or other mitigation measures are warranted at the affected County intersections, the developer shall determine the proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. A copy of our Traffic Impact Analysis Report

Guidelines may be obtained on the County of Los Angeles Department of Public Works' website at <http://ladpw.org/Traffic>.

The DEIR should also address changes in highway alignments for Lost Canyon Road and the impact to the temporary driveway access off of the existing bridge to the adjacent condominium complex.

We recommend that the applicant, at a minimum, include an analysis of the traffic impacts for the relocated Metrolink station as part of the traffic study. There may be roadway width and lane configurations that need to be identified as part of the subject project.

Sewer

Sewer area study shall be prepared and included in the DEIR to assess the impacts to existing sewer system and identify any mitigation measures. The sewer area study and subsequent improvements shall be submitted to Public Works for review and approval. .

Drainage

Discuss in the DEIR what the impacts will be to drainage, hydrology and water quality, and propose mitigation. Also discuss existing flood hazards; impacts from proposed encroachment into the floodplain, floodway, and FEMA Zone A; and propose mitigation. Cite studies to support analysis (i.e., drainage concept, hydrology study, and Standard Urban Stormwater Mitigation Plan, etc.).

Water

Water supply assessment shall be prepared and included in the DEIR to adequately assess availability of potable water to support the proposed project.

Solid Waste

Solid waste generated in Los Angeles County currently exceeds the available permitted daily landfill capacity. The proposed project will increase the generation of solid waste and negatively impact the solid waste management infrastructure. Therefore, the proposed environmental document should identify what measures will be implemented to mitigate the impact. Mitigation measures may include waste reduction and recycling programs and development of infrastructure in the project to facilitate recycling.

Mr. Jeff Hogan
April 8, 2008
Page 3

The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The environmental document should include standards for proposed commercial establishments to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project.

Hazardous Waste

The existing Hazardous Waste Management (HWM) infrastructure in this County is inadequate to handle the hazardous waste currently being generated. The proposed project may generate household hazardous waste, which could adversely impact existing HWM infrastructure. This issue should be addressed and mitigation measures provided. Mitigation measures may include providing new homeowners with educational materials on the proper management and disposal of household hazardous waste. The project proponent may contact Public Works for available educational materials by calling 1(888) CLEAN LA.

Construction projects with a total value of over \$100,000 and grading projects in the County's unincorporated areas are required to recycle or reuse 50 percent of the construction and demolition debris generated per the County's Construction and Demolition Debris Recycling and Reuse Ordinance. A Recycling and Reuse Plan must be submitted to, and approved by, Public Works' Environmental Programs Division before a construction, demolition, or grading permit may be issued.

Food service establishments may be required to provide a grease treatment device and will be subject to review and approval by Public Works' Environmental Programs Division.

All development projects which fall into one of the Standard Urban Stormwater Mitigation Plans project types, characteristics, or activities, must obtain Standard Urban Stormwater Mitigation Plans approval by the appropriate agency.

When it is ready, please send five copies of the DEIR to:

Mr. Steve Burger
County of Los Angeles
Department of Public Works
Land Development Division
P.O. Box 1460
Alhambra, CA 91802-1460

Mr. Jeff Hogan
April 8, 2008
Page 4

If the DEIR is available electronically or on-line, please forward it or the link to Mr. Burger at sburger@dpw.lacounty.gov.

If you have any questions, please contact Mr. Burger at (626) 458-4943.

Very truly yours,

DEAN D. EFSTATHIOU
Acting Director of Public Works


for DENNIS HUNTER
Assistant Deputy Director
Land Development Division

CDM:ca
P:\ldpub\CEQA\CDM\Santa Clarita - Vista Canyon Ranch NOP.doc



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

DEAN D. EFSTATHIOU, Acting Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: LD-0

April 8, 2008

Mr. Jeff Hogan
Senior Planner
City of Santa Clarita
23920 West Valencia Boulevard, Suite 300
Santa Clarita, CA 91355-2196

Dear Mr. Hogan:

**NOTICE OF PREPARATION FOR A DRAFT ENVIRONMENTAL IMPACT REPORT
VISTA CANYON RANCH
CITY OF SANTA CLARITA**

Thank you for the opportunity to review the Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the above project. We offer the following comments for your consideration as you prepare the DEIR.

Traffic

The land proposed for development is currently vacant. This development consists of 1,200 to 1,600 new residential units, 1 to 1.5 million square feet of commercial space, and approximately 12 acres of community park space. Annexation of 217 acres of the development land into the City of Santa Clarita is also proposed. The project is also proposing to bridge Lost Canyon Road in one of two possible locations over the Santa Clara River.

We believe that the proposed project has the potential to significantly impact the County and County/City roadways and intersections in the area. We would like the opportunity to review the project Environmental Impact Report including the traffic impact studies upon its completion. The County's methodology shall be used when evaluating the County and/or County/City intersections. The study shall also address the cumulative impacts generated by this and nearby developments and include the level of service analysis for the affected intersections. If traffic signals or other mitigation measures are warranted at the affected County intersections, the developer shall determine the proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. A copy of our Traffic Impact Analysis Report

Guidelines may be obtained on the County of Los Angeles Department of Public Works' website at <http://ladpw.org/Traffic>.

The DEIR should also address changes in highway alignments for Lost Canyon Road and the impact to the temporary driveway access off of the existing bridge to the adjacent condominium complex.

We recommend that the applicant, at a minimum, include an analysis of the traffic impacts for the relocated Metrolink station as part of the traffic study. There may be roadway width and lane configurations that need to be identified as part of the subject project.

Sewer

Sewer area study shall be prepared and included in the DEIR to assess the impacts to existing sewer system and identify any mitigation measures. The sewer area study and subsequent improvements shall be submitted to Public Works for review and approval. .

Drainage

Discuss in the DEIR what the impacts will be to drainage, hydrology and water quality, and propose mitigation. Also discuss existing flood hazards; impacts from proposed encroachment into the floodplain, floodway, and FEMA Zone A; and propose mitigation. Cite studies to support analysis (i.e., drainage concept, hydrology study, and Standard Urban Stormwater Mitigation Plan, etc.).

Water

Water supply assessment shall be prepared and included in the DEIR to adequately assess availability of potable water to support the proposed project.

Solid Waste

Solid waste generated in Los Angeles County currently exceeds the available permitted daily landfill capacity. The proposed project will increase the generation of solid waste and negatively impact the solid waste management infrastructure. Therefore, the proposed environmental document should identify what measures will be implemented to mitigate the impact. Mitigation measures may include waste reduction and recycling programs and development of infrastructure in the project to facilitate recycling.

Mr. Jeff Hogan
April 8, 2008
Page 3

The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The environmental document should include standards for proposed commercial establishments to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project.

Hazardous Waste

The existing Hazardous Waste Management (HWM) infrastructure in this County is inadequate to handle the hazardous waste currently being generated. The proposed project may generate household hazardous waste, which could adversely impact existing HWM infrastructure. This issue should be addressed and mitigation measures provided. Mitigation measures may include providing new homeowners with educational materials on the proper management and disposal of household hazardous waste. The project proponent may contact Public Works for available educational materials by calling 1(888) CLEAN LA.

Construction projects with a total value of over \$100,000 and grading projects in the County's unincorporated areas are required to recycle or reuse 50 percent of the construction and demolition debris generated per the County's Construction and Demolition Debris Recycling and Reuse Ordinance. A Recycling and Reuse Plan must be submitted to, and approved by, Public Works' Environmental Programs Division before a construction, demolition, or grading permit may be issued.

Food service establishments may be required to provide a grease treatment device and will be subject to review and approval by Public Works' Environmental Programs Division.

All development projects which fall into one of the Standard Urban Stormwater Mitigation Plans project types, characteristics, or activities, must obtain Standard Urban Stormwater Mitigation Plans approval by the appropriate agency.

When it is ready, please send five copies of the DEIR to:

Mr. Steve Burger
County of Los Angeles
Department of Public Works
Land Development Division
P.O. Box 1460
Alhambra, CA 91802-1460

Mr. Jeff Hogan
April 8, 2008
Page 4

If the DEIR is available electronically or on-line, please forward it or the link to Mr. Burger at sburger@dpw.lacounty.gov.

If you have any questions, please contact Mr. Burger at (626) 458-4943.

Very truly yours,

DEAN D. EFSTATHIOU
Acting Director of Public Works


for DENNIS HUNTER
Assistant Deputy Director
Land Development Division

CDM:ca
P:\ldpub\CEQA\CDM\Santa Clarita - Vista Canyon Ranch NOP.doc



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

May 13, 2008

Jeff Hogan, AICP Senior Planner
City of Santa Clarita
23920 Valencia Blvd, Suite 300
Santa Clarita, CA 91355

Dear Mr. Hogan:

NOTICE OF PREPARATION, PROJECT TITLE: VISTA CANYON RANCH, MASTER CASE 07-127, SANTA CLARITA, (FFER #200800016)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION: FIRE PROTECTION AND EMERGENCY MEDICAL SERVICE AVAILABILITY

1. The subject development will receive fire protection and paramedic service from the County of Los Angeles Fire Department. Currently, eleven fire stations and three fire camps provide fire protection services for the Santa Clarita Area. Fire Station 107, located at 18239 W. Soledad Canyon, Santa Clarita, CA 91351-3521, is the jurisdictional engine company for this property. It has a 3-person engine company and a 2-person paramedic squad. Currently, it is approximately 1.8 miles (6 minutes) from the project. It is anticipated that once the road network as described in the project description (including the bridge) is completed, the current distance and response time will decrease.
2. The second closest station is Station 132, located at 29310 Sand Canyon Road, Santa Clarita, CA 91387. It is also approximately 1.8 miles (6 minutes) from the project. It has a 4-person engine company.

PROJECT IMPACT ON SERVICES

3. Limited tax revenues have restricted the Fire Department's ability to meet new growth needs. Although general plans for upgrading fire protection in this area have been developed, the

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	BRADBURY	CUDAHY	HAWTHORNE	LA MIRADA	MALIBU	POMONA	SIGNAL HILL
ARTESIA	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE
AZUSA	CARSON	DUARTE	HUNTINGTON PARK	LAKEWOOD	NORWALK	ROLLING HILLS	SOUTH GATE
BALDWIN PARK	CERRITOS	EL MONTE	INDUSTRY	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
BELL	CLAREMONT	GARDENA	INGLEWOOD	LAWDALE	PALOS VERDES ESTATES	ROSEMead	WALNUT
BELL GARDENS	COMMERCE	GLENDORA	JRWINDALE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOWER	COVINA	HAWAIIAN GARDENS	LA CANADA-FLINTRIDGE	LYNWOOD	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
			LA HABRA				WHITTIER

Department will not be able to implement these plans without specific provisions for the commercial, industrial or residential development in an amount proportionate to the demand created by this project. Currently, the developer fee is a set amount per square foot of building space, adjusted annually, and is due and payable at the time a building permit is issued. In the event that the developer fee is no longer in effect at the time of building permit issuance, alternative mitigation measures shall be required.

LAND DEVELOPMENT UNIT: GENERAL REQUIREMENTS:

1. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.
2. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues.
3. This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification plans, must be met.
4. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
5. Fire Department requirements for access, fire flow and hydrants are addressed during the building permit stage.
6. The County of Los Angeles Fire Department, Land Development Unit's comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase. There may be additional requirements during this time.

COMMERCIAL/HIGH DENSITY RESIDENTIAL REQUIREMENTS:

7. Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses.
8. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.

- c. When cul-de-sac depth exceeds 200 feet, hydrants will be required at the corner and mid-block.
 - d. Additional hydrants will be required if the hydrant spacing exceeds specified distances.
- 9. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs.
- 10. All on-site driveways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The 28-foot width does not allow for parking, and shall be designated as a "Fire Lane" and have appropriate signage. The centerline of the on-site driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.
- 11. The 28 feet in width shall be increased to:
 - a. Provide 34 feet in width when parallel parking is allowed on one side of the access way.
 - b. Provide 36 feet in width when parallel parking is allowed on both sides of the access way.
 - c. Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.
- 12. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
- 13. When serving land zoned for residential uses having a density of more than four units per net acre:
 - a. A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length.
 - b. The length of the cul-de-sac may be increased to 1000 feet if a minimum of 36 feet in width is provided.
 - c. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

MISCELLANEOUS:

- 14. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit's EIR Specialist at (323) 890-4243.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

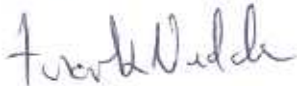
1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Final Environmental Impact Report.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. We have no comments at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:lj

bc: E/R
Division III
(FFER #200800016/Pac)
Land Development
Planning
HHMD
#219
Edapts Upload
(FFER #200800016/MYDOC/EIR.TEMP)



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

May 13, 2008

Jeff Hogan, AICP Senior Planner
City of Santa Clarita
23920 Valencia Blvd, Suite 300
Santa Clarita, CA 91355

Dear Mr. Hogan:

NOTICE OF PREPARATION, PROJECT TITLE: VISTA CANYON RANCH, MASTER CASE 07-127, SANTA CLARITA, (FFER #200800016)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION: FIRE PROTECTION AND EMERGENCY MEDICAL SERVICE AVAILABILITY

1. The subject development will receive fire protection and paramedic service from the County of Los Angeles Fire Department. Currently, eleven fire stations and three fire camps provide fire protection services for the Santa Clarita Area. Fire Station 107, located at 18239 W. Soledad Canyon, Santa Clarita, CA 91351-3521, is the jurisdictional engine company for this property. It has a 3-person engine company and a 2-person paramedic squad. Currently, it is approximately 1.8 miles (6 minutes) from the project. It is anticipated that once the road network as described in the project description (including the bridge) is completed, the current distance and response time will decrease.
2. The second closest station is Station 132, located at 29310 Sand Canyon Road, Santa Clarita, CA 91387. It is also approximately 1.8 miles (6 minutes) from the project. It has a 4-person engine company.

PROJECT IMPACT ON SERVICES

3. Limited tax revenues have restricted the Fire Department's ability to meet new growth needs. Although general plans for upgrading fire protection in this area have been developed, the

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	BRADBURY	CUDAHY	HAWTHORNE	LA MIRADA	MALIBU	POMONA	SIGNAL HILL
ARTESIA	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE
AZUSA	CARSON	DUARTE	HUNTINGTON PARK	LAKEWOOD	NORWALK	ROLLING HILLS	SOUTH GATE
BALDWIN PARK	CERRITOS	EL MONTE	INDUSTRY	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
BELL	CLAREMONT	GARDENA	INGLEWOOD	LAWDALE	PALOS VERDES ESTATES	ROSEMead	WALNUT
BELL GARDENS	COMMERCE	GLENDORA	JRWINDALE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOWER	COVINA	HAWAIIAN GARDENS	LA CANADA-FLINTRIDGE	LYNWOOD	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
			LA HABRA				WHITTIER

Department will not be able to implement these plans without specific provisions for the commercial, industrial or residential development in an amount proportionate to the demand created by this project. Currently, the developer fee is a set amount per square foot of building space, adjusted annually, and is due and payable at the time a building permit is issued. In the event that the developer fee is no longer in effect at the time of building permit issuance, alternative mitigation measures shall be required.

LAND DEVELOPMENT UNIT: GENERAL REQUIREMENTS:

1. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.
2. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues.
3. This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification plans, must be met.
4. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
5. Fire Department requirements for access, fire flow and hydrants are addressed during the building permit stage.
6. The County of Los Angeles Fire Department, Land Development Unit's comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase. There may be additional requirements during this time.

COMMERCIAL/HIGH DENSITY RESIDENTIAL REQUIREMENTS:

7. Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses.
8. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.

- c. When cul-de-sac depth exceeds 200 feet, hydrants will be required at the corner and mid-block.
 - d. Additional hydrants will be required if the hydrant spacing exceeds specified distances.
- 9. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs.
- 10. All on-site driveways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The 28-foot width does not allow for parking, and shall be designated as a "Fire Lane" and have appropriate signage. The centerline of the on-site driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.
- 11. The 28 feet in width shall be increased to:
 - a. Provide 34 feet in width when parallel parking is allowed on one side of the access way.
 - b. Provide 36 feet in width when parallel parking is allowed on both sides of the access way.
 - c. Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.
- 12. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
- 13. When serving land zoned for residential uses having a density of more than four units per net acre:
 - a. A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length.
 - b. The length of the cul-de-sac may be increased to 1000 feet if a minimum of 36 feet in width is provided.
 - c. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

MISCELLANEOUS:

- 14. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit's EIR Specialist at (323) 890-4243.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

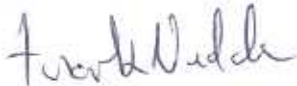
1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Final Environmental Impact Report.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. We have no comments at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:lj

bc: E/R
Division III
(FFER #200800016/Pac)
Land Development
Planning
HHMD
#219
Edapts Upload
(FFER #200800016/MYDOC/EIR.TEMP)

RECEIVED

DEC 03 2008

December 1, 2009

COMMUNITY DEVELOPMENT
CITY OF SANTA CLARITA

Mr. Jeff Hogan, Senior Planner
City of Santa Clarita
Community Development Department
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

RE: Notice of Preparation (NOP) for Vista Canyon and Ancillary Annexation
Areas (Fair Oaks Ranch, Sand Canyon, Jakes Way), Master Case 07-127

Dear Mr. Hogan:

Southern California Edison (SCE) appreciates the opportunity to review and provide comment on the NOP for the Vista Canyon project. The project is described as a proposal to amend the City of Santa Clarita's General Plan to annex approximately 185 acres of land to be developed into a mixed-use/transit-oriented development consisting of 1,117 residential dwelling units and up to 950,000 square feet of commercial, retail, theater, and hotel uses. The project is stated to be located in the County of Los Angeles, at the southwest intersection of Sand Canyon Road and the 14 Freeway. The ancillary annexation area (Fair Oaks Ranch, Sand Canyon, Jakes Way) is generally located south of the City of Santa Clarita limits between San Canyon and Golden Valley Ranch.

SCE's comments include providing the proposed project electricity service, potential impacts to existing SCE facilities, and the California Public Utilities Commission (CPUC) process for implementing the requirements of the California Environmental Quality Act (CEQA).

Electric Service Provision

SCE is the provider of electricity for this project. This letter is to advise the City of Santa Clarita the electrical loads of this project have been determined to be within the parameters of the projected load growth which SCE is planning to meet in this area.

SCE undertakes expansion and/or modification of its electric systems and infrastructure to serve the load growth of existing customers and new projects. Since SCE's electrical system is provided by a network of facilities (SCE's electrical distribution, transmission, and generation systems), SCE appreciates your notifying us of these development plans in order to assist us in determining the future electrical needs of this area.

If the project is within the projected load growth for this area, SCE is basically stating that the total system demand is expected to continue to increase annually; however, excluding any unforeseen problems, SCE's plans for new distribution resources indicate our ability to serve all customers' loads within this area are in accordance with SCE's Design Standards, rules and tariffs, and will be adequate for the next ten years. SCE completes all work in accordance with the rules and tariffs as authorized by the CPUC and other governing entities. Any cumulative impacts related to electric service would be addressed through this process.

Please note that although SCE is currently capable of serving project loads, the project developer will be responsible for the costs of any new distribution and/or line extension work, per SCE's CPUC-approved tariff Rules 15 and/or 16, and of any relocation of facilities required to accommodate the distribution line and/or service extensions required by SCE to serve the project.

In addition, it is essential the project developer review and/or discuss with SCE what measures can be taken to assure optimal conservation measures within this project's boundaries that will contribute to the overall energy savings goals of SCE and California. As an example, SCE administers the "Savings By Design" program, a statewide nonresidential new construction and renovation/remodel energy efficiency program, funded by utilities customers through the Public Purpose Programs surcharge. The Savings By Design program offers design assistance and financial incentives to improve the energy efficiency of a project. Energy efficiency recommendations may improve the energy performance of a project beyond Title 24 (or other baseline) requirements. The program is voluntary, and developers are not under any obligation to modify construction design based on resulting recommendations. (Please note that financial incentives are available only if an agreement is completed, eligibility is established by the utility, the project meets program/performance requirements and the energy efficiency strategies are installed and verified). For further information on how to participate in the Savings By Design program, please contact Mark Davis, Technical Specialist, at (626) 633-7166.

Impacts to Existing Facilities

SCE Company right of ways and fee owned properties are purchased for the exclusive use of SCE to operate and maintain its present and future facilities. Any proposed use will be reviewed on a case by case basis by SCE's Operating Department. Approvals or denials will be in writing based upon review of the maps provided by the developer and compatibility with SCE right of way constraints and rights. In the event the project proposes to impact SCE facilities or its land related rights, please forward six (6) sets of project plans depicting SCE's facilities and its associated land rights to the following location for review as noted above:

Corporate Real Estate
Southern California Edison Company
14799 Chestnut Street
Westminster, CA 92683

CPUC CEQA Requirements

Please note if development plans result in the need to build new or relocate existing SCE electrical facilities that operate at or above 50 kV, the SCE construction may have environmental consequences subject to CEQA review as required by the California Public Utilities Commission (CPUC). If those environmental consequences are identified and addressed by the local agency in the CEQA process for the larger project, SCE may not be required to pursue a later, separate, mandatory CEQA review through the CPUC's General Order 131-D (GO 131-D) process. If the SCE facilities are not adequately addressed in the CEQA review for the larger project, and the new facilities could result in significant environmental impacts, the required additional CEQA review at the CPUC could delay approval of the SCE power line portion of the project for up to two years or longer.

Once again, SCE appreciates the opportunity to review and respond to the NOP for this project. If you have any questions regarding this letter, please do not hesitate to contact me at (661) 257-8239.

Sincerely,



Anna Frutos-Sanchez
Region Manager, Local Public Affairs
Southern California Edison Company



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

December 29, 2008

Christopher Graham, Staff Planner
Impact Sciences
803 Camarillo Springs Road, Suite A
Camarillo, CA 93012

Dear Mr. Graham:

NOTICE OF PREPARATION, RE: VISTA CANYONS DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR), LACO (FFER #200800330)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. Please provide all pertinent data regarding the location of responsible Fire Stations, the staffing and equipment levels of each responsible station, and the distance and estimated response time to the project site, from each responsible Fire Station.
 - a. Fire Station 107, located at 18239 W. Soledad Canyon, Santa Clarita, CA 91351-3521, is the jurisdictional engine company for this project. It has a 3-person engine company and a 2-person paramedic squad. Currently, it is approximately 1.8 miles (6 minutes) from the project. It is anticipated that once the road network as described in the project description (including the bridge) is completed, the current distance and response time will decrease.
 - b. The second closest station is Station 132, located at 29310 Sand Canyon Road, Santa Clarita, CA 91387, and is also approximately 1.8 miles (6 minutes) from the project. It has a 4-person engine company.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER

BRADBURY
CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA

CUDAHY
DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLEN DORA
HAWAIIAN GARDENS

HAWTHORNE
HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
INGLEWOOD
IRWINDALE
LA CANADA-FLINTRIDGE
LA HABRA

LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER
LAWDALE
LOMITA
LYNWOOD

MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT
PICO RIVERA

POMONA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD
SAN DIMAS
SANTA CLARITA

SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAGE
WHITTIER

- c. While the above-mentioned stations are the closest to the project site, the Los Angeles County Fire Department operates under a regional concept in its approach to providing fire protection and emergency medical services, wherein emergency response units are dispatched as needed to an incident anywhere in the District's service territory based on distance and availability, without regard to jurisdictional or municipal boundaries.
2. Does the Los Angeles County Fire Department delineate an acceptable emergency response distance/time for new development, in regards to fire services/medical response services?
 - a. The Fire Department uses the following response guidelines:
 - (a) In urban areas, a 5-minute or less response time for the 1st-arriving unit for Fire and EMS responses, and an 8-minute or less response for the advanced life support (paramedic) unit, or
 - (b) In suburban areas, an 8-minute response time for the 1st-arriving unit, and 12 minutes for a paramedic unit.
3. What fire flow requirements would be applicable to the proposed project, under the Los Angeles County Fire Department's guidelines?
 - a. To be answered by the Land Development Unit.
4. Have flow tests been conducted in the project vicinity to determine available fire flow? If so, what fire flow is currently available near the project site?
 - a. To be answered by the Land Development Unit.
5. What types of fire hydrants serve the project site, and are these hydrants sufficient to serve the fire protection needs of the proposed project? If there are no fire hydrants located within the project area, what type of hydrants would be needed, and what specifications for spacing hydrants apart does the Los Angeles County Fire Department require?
 - a. To be answered by the Land Development Unit.
6. Can the Los Angeles County Fire Department provide adequate fire protection and emergency services to this proposed project?
 - a. Fire protection serving the area appears to be adequate for the existing development/land use. However, each additional development creates greater demands on existing resources.

7. What mechanisms exist to ensure fire district growth at a rate sufficient to accommodate new demand for fire protection services resulting from ongoing regional development?
 - a. Application of the developer fee and property tax revenue generated by new development help ensure adequate service levels for future developments.
8. What is the current Fire Fighter-to-population ratio and standard of the Los Angeles County Fire Department in regards to Fire Services?
 - a. The Fire Department does not calculate service-to-population ratios. Such ratios do not properly reflect the need for fire protection and emergency medical services. They do not account for demand caused by non-residential structures, vehicular incidents, transient population, and vacant land with combustible vegetation. Indicators of need for additional units or Fire Stations include response times, incident loads, resident and transient population, and square footage of improvements.
9. Please provide a map of the Los Angeles County Fire Department's service boundary, including the service boundary for the Fire Stations that would respond to this particular project.
 - a. See attached maps.
10. Is the proposed project located within a High Fire Hazard Zone as delineated by the California Department of Forestry and Fire Protection? If so, does the Los Angeles County Fire Department have guidelines that will reduce the possibility of conflagrations occurring in such areas (e.g., reduction of fuel around residential units, residential setbacks from open-space, etc.)?
 - a. To be answered by Forestry Division.
11. Would the Los Angeles County Fire Department be considered the primary responder to fire/emergency services within the project area?
 - a. Yes, the Los Angeles County Fire Department provides fire protection and emergency medical services to the Santa Clarita Valley.
12. Does the Los Angeles County Fire Department impose a Development Impact Fee to new developments within its district boundaries, in regards to fire service? If so, please elaborate on what these Development Impact Fees are.
 - a. The Los Angeles County Fire Department has a developer fee in effect in the Antelope Valley, Santa Clarita Valley and Santa Monica/Malibu areas. In the Santa Clarita Valley where the project is located, the current developer fee is \$.9341 per square foot of new construction. The Los Angeles County Board of Supervisors recently approved an update to the developer fee amount to \$.9550 per square foot effective February 1, 2009.

13. Please provide any more concerns or mitigation that the Los Angeles County Fire Department would like to see within the Fire Services Section of the EIR for the Vista Canyon Ranch project.
 - a. We have no additional comments.

LAND DEVELOPMENT UNIT:

1. Question 3 response: The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used.
2. Question 4 response: It is the responsibility of the developer to conduct fire flow verification and provide documentation to the Land Development Unit when requested to do so.
3. Question 5 response: Development maybe subject to following requirements:
 - a. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - b. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - c. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.
 - d. When cul-de-sac depth exceeds 200 feet, hydrants will be required at the corner and mid-block.
 - e. Additional hydrants will be required if the hydrant spacing exceeds specified distances.
 - f. All new hydrants will be required to be approved 6"x4"x2 1/2" fire hydrants.
4. Question 10 response: This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification plans, must be met.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

Christopher Graham, Staff Planner
December 26, 2008
Page 5

HEALTH HAZARDOUS MATERIALS DIVISION:

1. We have no comments at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

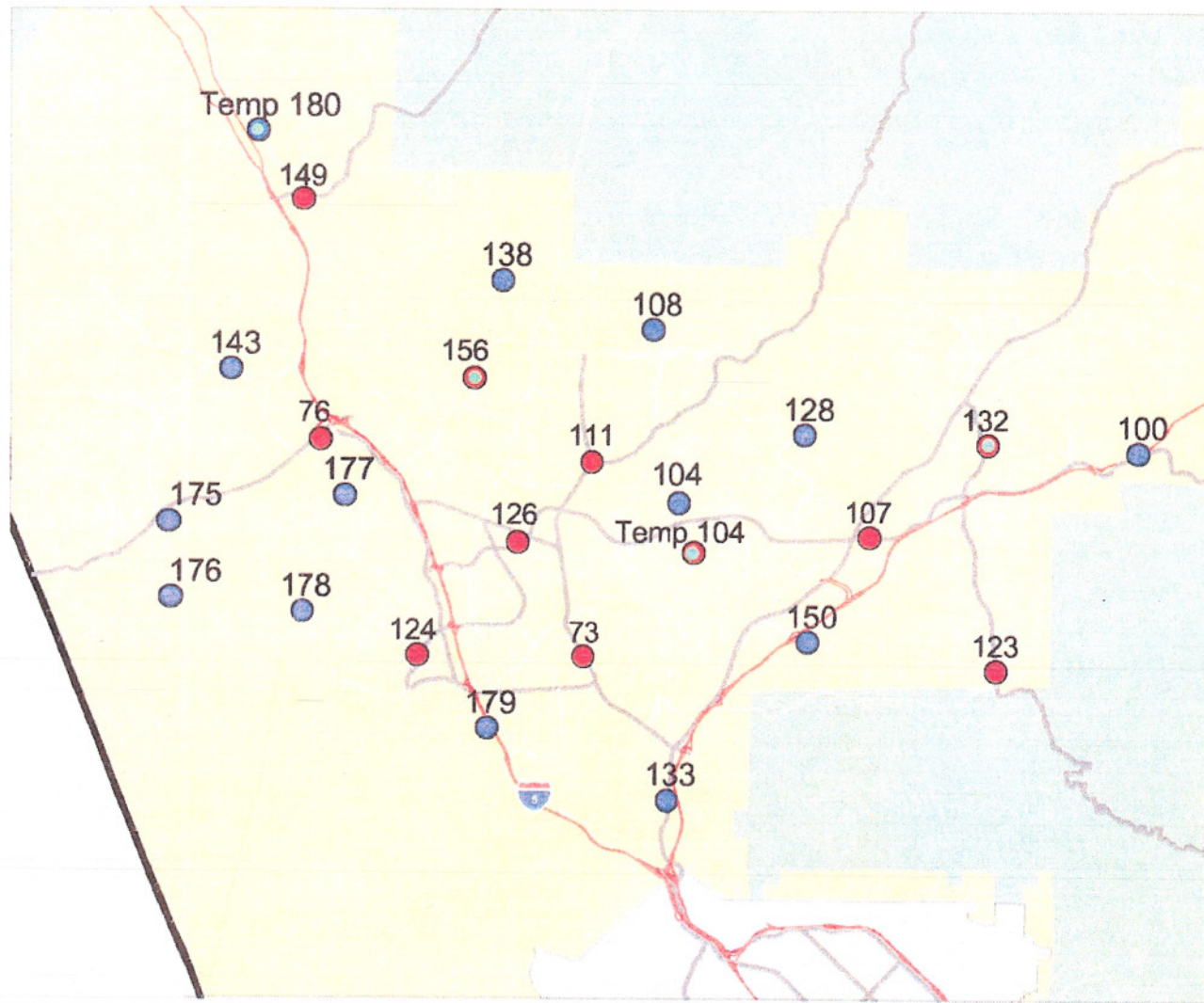
FV:lj

Enclosures

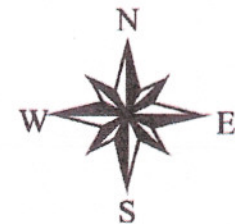
bc: E/R
Division III
FFER #200800330/Pac
Land Development
Planning
HHMD
#219
Edapts Upload
(FFER #200800330/mydoc/temp)

Los Angeles County Fire Department

Santa Clarita Valley Planning Map

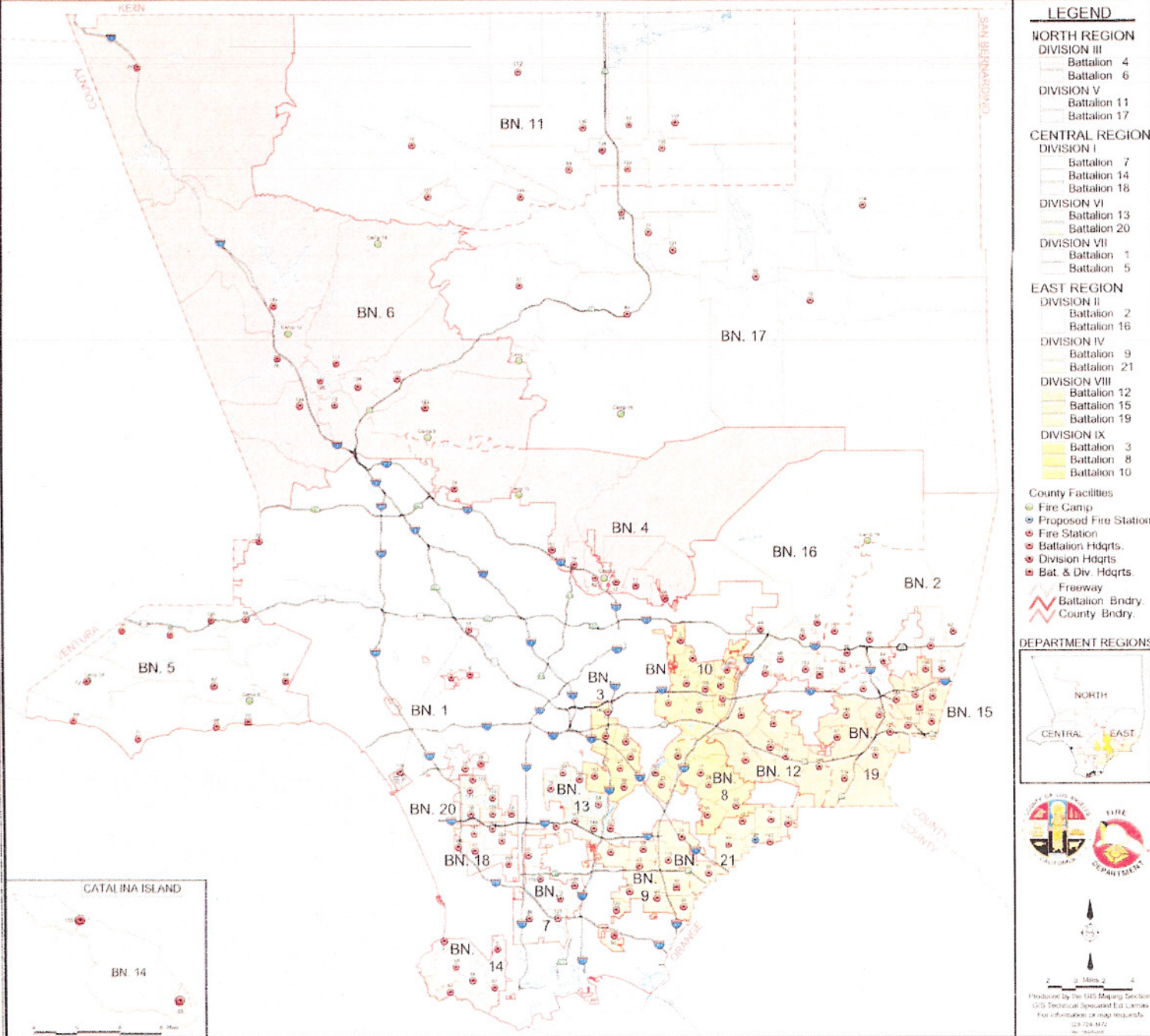


- Temporary Fire Stations
- Existing Fire Stations
- Planned Fire Stations
- US Forest Areas
- LACoFD Jurisdiction



5 0 5 10 15 Miles

LOS ANGELES COUNTY FIRE DEPARTMENT OPERATIONS BUREAU MAP





COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

December 29, 2008

Christopher Graham, Staff Planner
Impact Sciences
803 Camarillo Springs Road, Suite A
Camarillo, CA 93012

Dear Mr. Graham:

NOTICE OF PREPARATION, RE: VISTA CANYONS DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR), LACO (FFER #200800330)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. Please provide all pertinent data regarding the location of responsible Fire Stations, the staffing and equipment levels of each responsible station, and the distance and estimated response time to the project site, from each responsible Fire Station.
 - a. Fire Station 107, located at 18239 W. Soledad Canyon, Santa Clarita, CA 91351-3521, is the jurisdictional engine company for this project. It has a 3-person engine company and a 2-person paramedic squad. Currently, it is approximately 1.8 miles (6 minutes) from the project. It is anticipated that once the road network as described in the project description (including the bridge) is completed, the current distance and response time will decrease.
 - b. The second closest station is Station 132, located at 29310 Sand Canyon Road, Santa Clarita, CA 91387, and is also approximately 1.8 miles (6 minutes) from the project. It has a 4-person engine company.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER

BRADBURY
CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA

CUDAHY
DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLEN DORA
HAWAIIAN GARDENS

HAWTHORNE
HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
INGLEWOOD
IRVINDALE
LA CANADA-FLINTRIDGE
LA HABRA

LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER
LAWNDALE
LOMITA
LYNWOOD

MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT
PICO RIVERA

POMONA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD
SAN DIMAS
SANTA CLARITA

SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAGE
WHITTIER

- c. While the above-mentioned stations are the closest to the project site, the Los Angeles County Fire Department operates under a regional concept in its approach to providing fire protection and emergency medical services, wherein emergency response units are dispatched as needed to an incident anywhere in the District's service territory based on distance and availability, without regard to jurisdictional or municipal boundaries.
2. Does the Los Angeles County Fire Department delineate an acceptable emergency response distance/time for new development, in regards to fire services/medical response services?
 - a. The Fire Department uses the following response guidelines:
 - (a) In urban areas, a 5-minute or less response time for the 1st-arriving unit for Fire and EMS responses, and an 8-minute or less response for the advanced life support (paramedic) unit, or
 - (b) In suburban areas, an 8-minute response time for the 1st-arriving unit, and 12 minutes for a paramedic unit.
3. What fire flow requirements would be applicable to the proposed project, under the Los Angeles County Fire Department's guidelines?
 - a. To be answered by the Land Development Unit.
4. Have flow tests been conducted in the project vicinity to determine available fire flow? If so, what fire flow is currently available near the project site?
 - a. To be answered by the Land Development Unit.
5. What types of fire hydrants serve the project site, and are these hydrants sufficient to serve the fire protection needs of the proposed project? If there are no fire hydrants located within the project area, what type of hydrants would be needed, and what specifications for spacing hydrants apart does the Los Angeles County Fire Department require?
 - a. To be answered by the Land Development Unit.
6. Can the Los Angeles County Fire Department provide adequate fire protection and emergency services to this proposed project?
 - a. Fire protection serving the area appears to be adequate for the existing development/land use. However, each additional development creates greater demands on existing resources.

7. What mechanisms exist to ensure fire district growth at a rate sufficient to accommodate new demand for fire protection services resulting from ongoing regional development?
 - a. Application of the developer fee and property tax revenue generated by new development help ensure adequate service levels for future developments.
8. What is the current Fire Fighter-to-population ratio and standard of the Los Angeles County Fire Department in regards to Fire Services?
 - a. The Fire Department does not calculate service-to-population ratios. Such ratios do not properly reflect the need for fire protection and emergency medical services. They do not account for demand caused by non-residential structures, vehicular incidents, transient population, and vacant land with combustible vegetation. Indicators of need for additional units or Fire Stations include response times, incident loads, resident and transient population, and square footage of improvements.
9. Please provide a map of the Los Angeles County Fire Department's service boundary, including the service boundary for the Fire Stations that would respond to this particular project.
 - a. See attached maps.
10. Is the proposed project located within a High Fire Hazard Zone as delineated by the California Department of Forestry and Fire Protection? If so, does the Los Angeles County Fire Department have guidelines that will reduce the possibility of conflagrations occurring in such areas (e.g., reduction of fuel around residential units, residential setbacks from open-space, etc.)?
 - a. To be answered by Forestry Division.
11. Would the Los Angeles County Fire Department be considered the primary responder to fire/emergency services within the project area?
 - a. Yes, the Los Angeles County Fire Department provides fire protection and emergency medical services to the Santa Clarita Valley.
12. Does the Los Angeles County Fire Department impose a Development Impact Fee to new developments within its district boundaries, in regards to fire service? If so, please elaborate on what these Development Impact Fees are.
 - a. The Los Angeles County Fire Department has a developer fee in effect in the Antelope Valley, Santa Clarita Valley and Santa Monica/Malibu areas. In the Santa Clarita Valley where the project is located, the current developer fee is \$.9341 per square foot of new construction. The Los Angeles County Board of Supervisors recently approved an update to the developer fee amount to \$.9550 per square foot effective February 1, 2009.

13. Please provide any more concerns or mitigation that the Los Angeles County Fire Department would like to see within the Fire Services Section of the EIR for the Vista Canyon Ranch project.
 - a. We have no additional comments.

LAND DEVELOPMENT UNIT:

1. Question 3 response: The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used.
2. Question 4 response: It is the responsibility of the developer to conduct fire flow verification and provide documentation to the Land Development Unit when requested to do so.
3. Question 5 response: Development maybe subject to following requirements:
 - a. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - b. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - c. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.
 - d. When cul-de-sac depth exceeds 200 feet, hydrants will be required at the corner and mid-block.
 - e. Additional hydrants will be required if the hydrant spacing exceeds specified distances.
 - f. All new hydrants will be required to be approved 6"x4"x2 1/2" fire hydrants.
4. Question 10 response: This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification plans, must be met.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

Christopher Graham, Staff Planner
December 26, 2008
Page 5

HEALTH HAZARDOUS MATERIALS DIVISION:

1. We have no comments at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

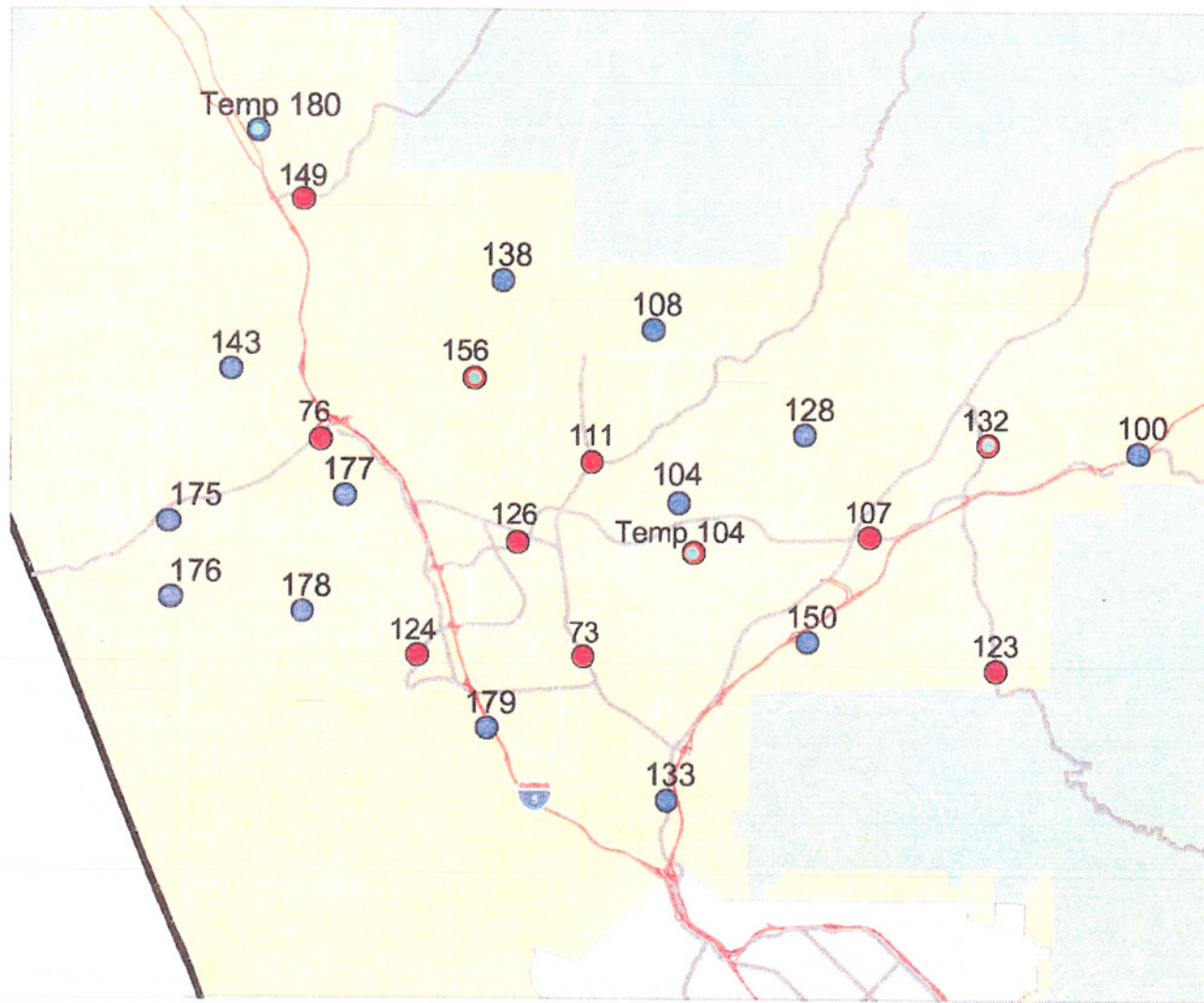
FV:lj

Enclosures

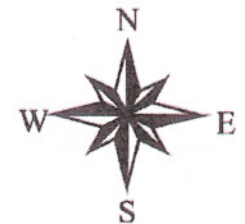
bc: E/R
Division III
FFER #200800330/Pac
Land Development
Planning
HHMD
#219
Edapts Upload
(FFER #200800330/mydoc/temp)

Los Angeles County Fire Department

Santa Clarita Valley Planning Map

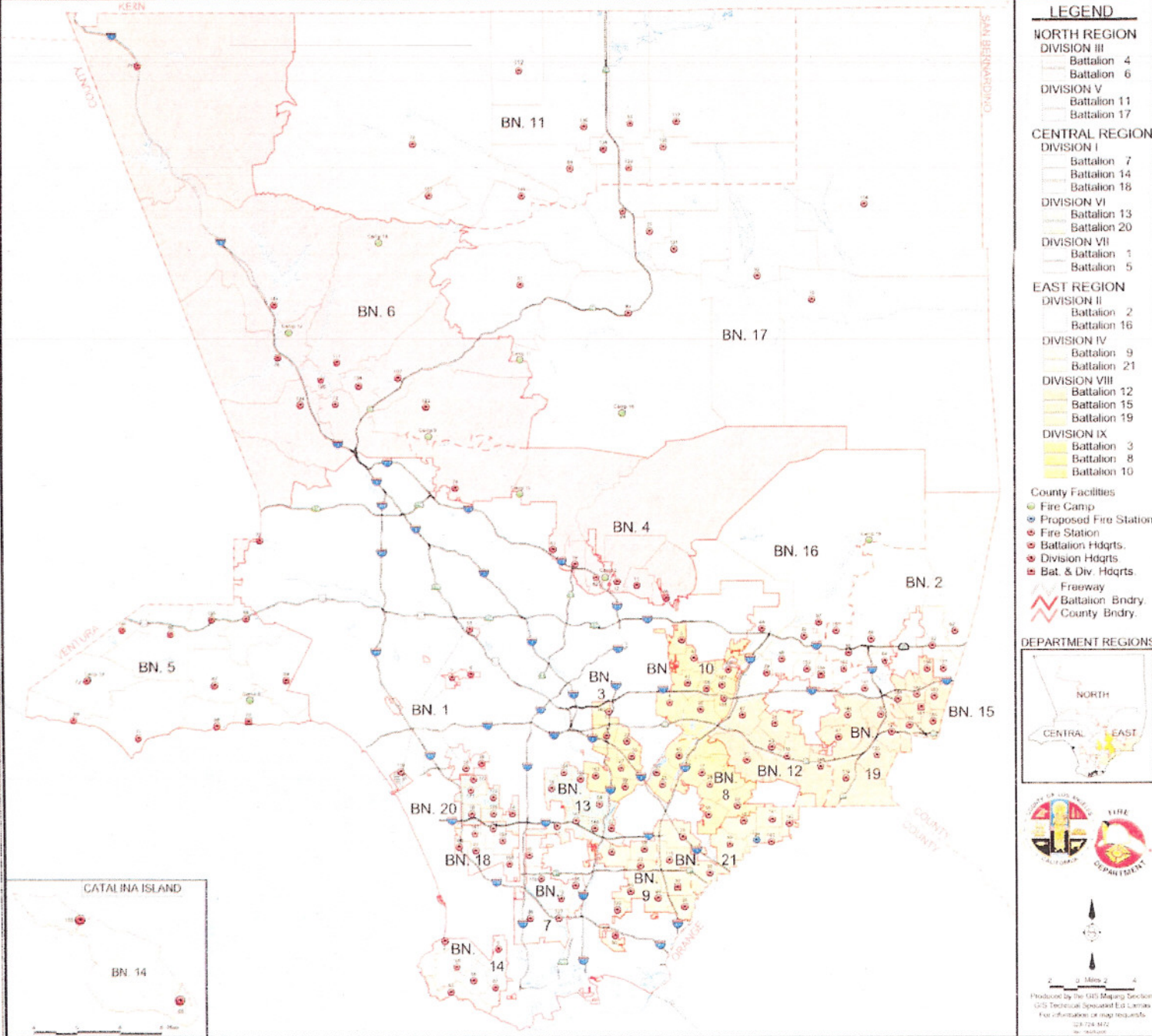


- Temporary Fire Stations
- Existing Fire Stations
- Planned Fire Stations
- US Forest Areas
- LACoFD Jurisdiction



5 0 5 10 15 Miles

LOS ANGELES COUNTY FIRE DEPARTMENT OPERATIONS BUREAU MAP



Proposed Project Description Insert
Revised Vista Canyon Notice of Preparation

Project Description: The project site is currently undeveloped and located in the unincorporated area of the County of Los Angeles. The applicant is requesting approval to rezone and annex approximately 185 acres of land into the City of Santa Clarita (City). The applicant also is requesting approval of a Tentative Tract Map, Conditional Use Permit (CUP), Oak Tree Permit, and General Plan Amendment for a Specific Plan designation to allow construction of a mixed-use/transit-oriented development consisting of 1,117 residential dwelling units and up to 950,000 square feet of commercial, retail, theater, and hotel uses within four Planning Areas on site (proposed Vista Canyon project). A residential overlay over the corporate office lots would permit the conversion of 250,000 square feet of office floor area to 233 multi-family residential units, resulting in a project mix of 1,350 residential units and 700,000 square feet of commercial floor area.

As part of the proposed Vista Canyon project, the applicant is proposing the dedication of a portion of the Santa Clara River within the site, and the provision of parks, trails, buried bank stabilization, the relocation of the Metrolink station from Via Princessa to the site, along with a transit center adjacent to the proposed Metrolink station, and other associated infrastructure and amenities. The applicant's CUP request is to allow the import of up to 500,000 cubic yards of dirt to accommodate development within the site. The applicant's Oak Tree Permit request is to allow for removal of ten of the 40 oak trees on site, and to encroach into the protected zone of nine additional oak trees; two of the trees proposed for removal would be relocated within the site. Further, the applicant is proposing to construct a bridge over the Santa Clara River (Vista Canyon Road Bridge) to Soledad Canyon Road.

In addition, the proposed Vista Canyon project includes the annexation by the City of Santa Clarita of various properties in the immediate vicinity of the project site. The proposed annexation area includes the applicant's property (Vista Canyon project, approximately 185 acres), Fair Oaks Ranch (approximately 1,082 acres), the Jakes Way site (approximately 260 acres), and the unincorporated Sand Canyon area (approximately 1,723 acres). The majority of the annexation area outside of the proposed Vista Canyon project site is built-out; and, therefore, the City's proposed annexation of these properties generally would not result in any significant additional future development. However, there are three remaining undeveloped areas within the proposed annexation area that could result in additional development, depending upon future market and economic conditions. For purposes of the EIR analysis, the City is projecting the following additional development within the proposed annexation area although the timing, rate, and exact amount of development is not yet determined: (a) completion of the unbuilt portion of the already approved Fair Oaks Ranch project (approximately 500 approved dwelling units remain to be constructed); (b) undeveloped or underutilized areas within Sand Canyon could add approximately 150 residential dwelling units to the proposed annexation area; and (c) the Jakes Way area could be developed with up to 436,000 square feet of business park and related uses under the City's existing General Plan.

The applicant's proposed Vista Canyon site plan is attached. The City's proposed annexation area, including the Vista Canyon site, also is attached.

REVISED NOTICE OF PREPARATION

TO:

FROM: City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

SUBJECT: **Revised Notice of Preparation of Draft Environmental Impact Report for Vista Canyon and Ancillary Annexation Areas**

The City of Santa Clarita will be the lead agency and will prepare an Environmental Impact Report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by our agency when considering related project approvals and/or permits.

The **revised project description**, location, and the probable environmental effects are contained in the attached materials. As indicated, the primary modification is the inclusion of a larger ancillary annexation area (Fair Oaks Ranch, Sand Canyon, Jakes Way). If this revision changes any of your previous comments, please respond with written comments within the time frame referenced below.

Due to the time limits mandated by state law (see Cal. Code Regs., tit. 14, §15082(b)), your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your written response to Jeff Hogan, AICP, Senior Planner at the address shown above. We would appreciate the name of a contact person in your agency.

Project Title: Vista Canyon And Ancillary Annexation Areas (Fair Oaks Ranch, Sand Canyon, Jakes Way), Master Case 07-127

Project Applicant: Vista Canyon Ranch, LLC

Date: October 1, 2009

Title: Jeff Hogan, AICP, Senior Planner

Telephone: (661) 255-4330



Reference: California Code of Regulations, Title 14, Sections 15082(a), 15103, 15375.

REVISED NOTICE OF PREPARATION

TO: State Clearinghouse
Office of Planning Research
P.O. Box 3044
Sacramento, CA 95812-3044

FROM: City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

SUBJECT: **Revised Notice of Preparation of Draft Environmental Impact Report for Vista Canyon and Ancillary Annexation Areas**

The City of Santa Clarita will be the lead agency and will prepare an Environmental Impact Report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by our agency when considering related project approvals and/or permits.

The **revised project description**, location, and the probable environmental effects are contained in the attached materials. As indicated, the primary modification is the inclusion of a larger ancillary annexation area (Fair Oaks Ranch, Sand Canyon, Jakes Way). If this revision changes any of your previous comments, please respond with written comments within the time frame referenced below.

Due to the time limits mandated by state law (see Cal. Code Regs., tit. 14, §15082(b)), your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your written response to Jeff Hogan, AICP, Senior Planner at the address shown above. We would appreciate the name of a contact person in your agency.

Project Title: Vista Canyon And Ancillary Annexation Areas (Fair Oaks Ranch, Sand Canyon, Jakes Way), Master Case 07-127

Project Applicant: Vista Canyon Ranch, LLC

Date: October 1, 2009

Title: Jeff Hogan, AICP, Senior Planner

Telephone: (661) 255-4330

Reference: California Code of Regulations, Title 14, Sections 15082(a), 15103, 15375.

**CITY OF SANTA CLARITA
NOTICE OF PREPARATION ATTACHMENT**

Lead Agency:

City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, California 91355

Contact Person & Phone Number:

Jeff Hogan, AICP, Senior Planner
City of Santa Clarita
Community Development Department
23920 Valencia Boulevard
Santa Clarita, California 91355
(661) 255-4330

Project Applicant:

Vista Canyon Ranch, LLC
27451 Tourney Road, #100
Santa Clarita, California 91355

Master Case:

MC 07-127; Annexation 07-002a (Vista Canyon); Annexation 07-002b (Fair Oaks Ranch, Sand Canyon, Jakes Way); General Plan Amendment 07-001; Prezone 01-001; Zone Change 07-001; Specific Plan 07-001, Tentative Tract Map 69164; Oak Tree Permit 07-019; and EIR 07-002.

Project Location:

Vista Canyon is located in the County of Los Angeles and consists of approximately 185 acres generally located at the southwest intersection of Sand Canyon Road and the 14 Freeway. The ancillary annexation area (Fair Oaks Ranch, Sand Canyon, Jakes Way) is generally located south of the City of Santa Clarita limits between Sand Canyon and Golden Valley Ranch.

General Plan/Zoning Designation: See Notice of Completion and Notice of Preparation

Project Description:

Vista Canyon - The project site is mostly undeveloped and located in an unincorporated portion of the County of Los Angeles. A single family residence and outside storage yard is located on a portion of the project site. The applicant is requesting approval to amend the City of Santa Clarita General Plan, and to pre-zone the project site Specific Plan (SP) and annex approximately 185 acres of land into the City of Santa Clarita (City). The applicant also is requesting approval of a Tentative Tract Map, Conditional Use Permit (CUP), and Oak Tree Permit to allow for the construction of a mixed-use/transit-oriented development consisting of 1,117 residential dwelling units and up to 950,000 square feet of commercial, retail, theater, and hotel uses within four Planning Areas on site. A residential overlay over the corporate office lots would permit the conversion of 250,000 square feet of office floor area to 233 multi-family residential units, resulting in a project mix of 1,350

residential units and 700,000 square feet of commercial floor area.

As part of the proposed Vista Canyon project, the applicant is proposing: (i) to dedicate a portion of the Santa Clara River within the site; (ii) to provide parks, trails, and buried bank stabilization; (iii) to assist in the relocation of the Metrolink station from Via Princessa to the site, and the financing and construction of a transit center adjacent to the proposed Metrolink station; (iv) to construct a water reclamation plant; and, (v) to provide other associated infrastructure and amenities. Further, the applicant is proposing to construct a bridge (Vista Canyon Road Bridge) over the Santa Clara River to Soledad Canyon Road.

The requested CUP would allow the import of up to 500,000 cubic yards of dirt to accommodate development within the site. Also, the requested Oak Tree Permit would allow for removal of ten (five of which are heritage-sized trees) of the 40 oak trees on site, and to encroach into the protected zone of nine additional oak trees. Two of the trees proposed for removal would be relocated within the site. The project site contains 23 heritage-sized oak trees. A majority of those trees are being preserved by the project.

Ancillary Annexation Areas – The ancillary annexation areas (approximately 3,044 acres) proposed for annexation into the City of Santa Clarita follow below:

	Acreage	Current City of Santa Clarita General Plan Designation	Acreage	Proposed City of Santa Clarita General Plan Designation/Pre-Zone
Fair Oaks Ranch	490.57 284.19 254.48 26.21 26.92	Residential Estate (RE) Residential Moderate (RM) Business Park BP (BP) Community Commercial (CC) Commercial Office (CO)	1,082.37	Specific Plan (SP)
Jakes Way	129.25 108.94	Residential Moderate (RM) Business Park (BP)	238.19	Residential Moderate (RM)
Sand Canyon Area 1	1649.83 17.42	Residential Estate (RE) Business Park (BP)	1,667.25	Residential Estate (RE)
Sand Canyon Area 2	56.08	Residential Estate (RE)	56.08	Residential Estate (RE)

The majority of the ancillary annexation areas are built-out; therefore, the City's proposed annexation of these properties generally would not result in any significant additional future development. However, there are three remaining undeveloped areas within the proposed annexation area that could result in additional development, depending upon future market and economic conditions. For purposes of the EIR analysis, the City is projecting the following additional development within the

proposed annexation area although the timing, rate, and exact amount of development is not yet determined: (a) completion of the unbuilt portion of the already approved Fair Oaks Ranch project (approximately 500 dwelling units); (b) build-out of the undeveloped or underutilized areas within Sand Canyon (about 150 dwelling units); and, (c) further development of the Jakes Way area (approximately 436,000 square feet of business park uses).

The applicant's proposed Vista Canyon site plan is attached. The City's proposed annexation area, including the Vista Canyon site, also is attached.

NOTICE OF COMPLETION

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 916/445-0613

For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

See NOTE below
SCH #2007071039

Project Title: Vista Canyon And Ancillary Annexation Areas (Fair Oaks Ranch, Sand Canyon, and Jakes Way)

Lead Agency: City of Santa Clarita

Contact Person: Jeff Hogan, AICP

Street Address: 23920 Valencia Boulevard, Suite 300

Phone: (661) 255-4330

City: Santa Clarita

Zip: 91355

County: Los Angeles

Project Location

County: Los Angeles

City/Nearest Community: Santa Clarita

Cross Streets: Southwest of Sand Canyon Road and State Route 14

Total Acres: Vista Canyon (185 acres) // Ancillary Annexation Areas (3,044 acres)

Assessor's Parcel No.: Vista Canyon - 2840-005-057, 058; 2840-006-007, 270; 2840-002-270, 271, 272, 273, 274, 901; 2840-004-017, 021, 036 // Ancillary Annexation Areas - various; see attached annexation area exhibit

Section: Twp. Range: Base:

Within 2 Miles: State Hwy #: SR-14 Waterways: Santa Clara River

Airports: Railways: MetroLink Schools: Sulphur Springs Elementary School, Fair Oaks Ranch Elementary School, and Pine Crest School

Document Type

CEQA:		NEPA:	
☒ NOP	☐ Supplement/Subsequent	☐ NOI	☐ Joint Document
☐ Early Cons	☐ EIR (Prior SCH No.)	☐ EA	☐ Final Document
☐ Neg Dec	☐ Other <u> </u>	☐ Draft EIS	☐ Other <u> </u>
☐ Draft EIR		☐ FONSI	

Local Action Type

☐ General Plan Update	☒ Specific Plan	☒ Rezone	☒ Annexation
☒ General Plan Amendment	☐ Master Plan	☒ Prezone	☐ Redevelopment
☐ General Plan Element	☐ Planned Unit Develop.	☒ Use Permit	☐ Coastal Permit
☐ Community Plan	☐ Site Plan	☒ Land Division - Tract Map	☒ Other <u>Oak Tree Permit</u>

Development Type

☒ Residential:	<u>Units 1,350 Acres 185</u>	☒ Water Facilities:	<u>Type wastewater treatment plant</u>
☒ Office:	<u>Sq.ft. 950,000 Acres 185 Employees</u>	☒ Transportation:	<u>Type Metrolink and bus transfer station</u>
☒ Commercial:		☐ Mining:	<u>Mineral</u>
☐ Industrial:	<u>Sq.ft. Acres Employees</u>	☐ Power:	<u>Type Watts</u>
☐ Educational		☐ Waste Treatment:	<u>Type</u>
☒ Recreational	<u>Public parks and recreation</u>	☐ Hazardous Waste:	<u>Type</u>
		☒ Other:	<u>Bank stabilization; roads; etc.</u>

Project Issues Discussed in Document

☒ Aesthetic/Visual	☒ Flood Plain/Flooding	☒ Schools/Universities	☒ Water Quality
☒ Agricultural Land	☒ Forest Land/Fire Haz	☐ Septic Systems	☒ Water Supply/Grndwtr
☒ Air Quality	☒ Geologic/Seismic	☒ Sewer Capacity	☒ Wetland/Riparian
☒ Archaeology/Historical	☒ Minerals	☒ Soil Erosion/Cmp/Grdg	☒ Wildlife
☐ Coastal Zone	☒ Noise	☒ Solid Waste	☒ Growth Inducing
☒ Drainage/Absorption	☒ Pop/Housing Balance	☒ Toxic/Hazardous	☒ Land Use
☒ Economic/Jobs	☒ Public Serv/Facilities	☒ Traffic/Circulation	☒ Cumulative Effects
☒ Fiscal	☒ Recreation/Parks	☒ Vegetation	☒ Other <u>Climate Change</u>

Present Land Use/Zoning/General Plan Use:

Vista Canyon – The project site is primarily undeveloped. The current County of Los Angeles General Plan land use and zoning designation for the project site is Agricultural and Manufacturing (A1/M1). The City of Santa Clarita's General Plan designates the project site Business Park (BP).

Ancillary Annexation Areas – The existing land uses and the existing City of Santa Clarita General Plan land use designations for the ancillary annexation areas follow below:

Fair Oaks Ranch: Fair Oaks Ranch is mostly developed. The land uses designations include, Residential Estate (RE), Residential Moderate (RM), Business Park (BP), Community Commercial (CC) and Commercial Office (CO).

NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g., from a Notice of Preparation or previous draft document), please fill it in.

Jakes Way: Jakes Way is mostly developed. The land use designations include Residential Moderate (RM) and Business Park (BP).

Sand Canyon: This area is mostly developed. The land use designations include Residential Estate (RE) and Business Park (BP).

Project Description:

Vista Canyon Project Description - The project site is mostly undeveloped and located in an unincorporated portion of the County of Los Angeles. A single family residence and outside storage yard presently is located on a portion of the project site. The applicant is requesting approval to amend the City of Santa Clarita General Plan, and to pre-zone the project site Specific Plan (SP) and annex approximately 185 acres of land into the City of Santa Clarita (City). The applicant also is requesting approval of a Tentative Tract Map, Conditional Use Permit (CUP), and Oak Tree Permit to allow for the construction of a mixed-use/transit-oriented development consisting of 1,117 residential dwelling units and up to 950,000 square feet of commercial, retail, theater, and hotel uses within four Planning Areas on site. A residential overlay over the corporate office lots would permit the conversion of 250,000 square feet of office floor area to 233 multi-family residential units, resulting in a project mix of 1,350 residential units and 700,000 square feet of commercial floor area.

As part of the proposed Vista Canyon project, the applicant is proposing: (i) to dedicate a portion of the Santa Clara River within the site; (ii) to provide parks, trails and buried bank stabilization; (iii) to assist in the relocation of the Metrolink station from Via Princessa to the site, and the financing and construction of a transit center adjacent to the proposed Metrolink station; (iv) to construct a water reclamation plant; and (v) to provide other associated infrastructure and amenities. Further, the applicant is proposing to construct a bridge (Vista Canyon Road Bridge) over the Santa Clara River to Soledad Canyon Road.

The requested CUP would allow the import of up to 500,000 cubic yards of dirt to accommodate development within the site. Also, the requested Oak Tree Permit would allow for the removal of ten (five of which are heritage-sized trees) of the 40 oak trees on site, and to encroach into the protected zone of nine additional oak trees. Two of the trees proposed for removal would be relocated within the site. The project site contains 23 heritage-sized oak trees; a majority of those trees are being preserved by the project.

Ancillary Annexation Areas - The ancillary annexation areas (approximately 3,044 acres) proposed for annexation into the City of Santa Clarita follow below:

	Acres	Current City of Santa Clarita General Plan Designation	Acres	Proposed City of Santa Clarita General Plan Designation Pre-Zone
Fair Oaks Ranch	490.57	Residential Estate (RE)	1,082.37	Specific Plan (SP)
	284.19	Residential Moderate (RM)		
	254.48	Business Park BP (BP)		
	26.21	Community Commercial (CC)		
	26.92	Commercial Office (CO)		
Jakes Way	129.25	Residential Moderate (RM)	238.19	Residential Moderate (RM)
	108.94	Business Park (BP)		
Sand Canyon Area 1	1649.83	Residential Estate (RE)	1,667.25	Residential Estate (RE)
	17.42	Business Park (BP)		
Sand Canyon Area 2	56.08	Residential Estate (RE)	56.08	Residential Estate (RE)

The majority of the ancillary annexation areas are built-out; therefore, the City's proposed annexation of these properties generally would not result in any significant additional future development. However, there are three remaining undeveloped areas within the proposed annexation area that could result in additional development, depending upon future market and economic conditions. For purposes of the EIR analysis, the City is projecting the following additional development within the proposed annexation area, even though the timing, rate, and exact amount of development is not yet determined: (a) completion of the unbuilt portion of the already approved Fair Oaks Ranch project (about 500 dwelling units); (b) further development of under-utilized areas within Sand Canyon (about 150 dwelling units); and, (c) further development of the Jakes Way area (approximately 436,000 square feet of business park uses).

The applicant's proposed Vista Canyon site plan is attached. The City's proposed annexation area, including the Vista Canyon site, also is attached.

Reviewing Agencies Checklist Is Attached

KEY

S = Document sent by lead agency

X = Document sent by SCH

✓ = Suggested distribution

✓ Resources Agency

- ☐ Boating & Waterways
- ☐ Coastal Commission
- ☐ Coastal Conservancy
- ☐ Colorado River Board
- ☐ Conservation
- ☒ Fish & Game
- ☒ Forestry
- ☒ Office of Historic Preservation
- ☒ Parks & Recreation
- ☐ Reclamation
- ☐ S.F. Bay Conservation & Development Commission
- ☒ Water Resources (DWR)

Business, Transportation & Housing

- ☐ Aeronautics
- ☒ California Highway Patrol
- ☒ Caltrans District # _____
- ☒ Department of Transportation Planning (headquarters)
- ☒ Housing & Community Development
- ☐ Food & Agriculture

Health & Welfare

- ☐ Health Services _____

State & Consumer Services

- ☐ General Services
- ☐ OLA (Schools)

Environmental Affairs

- ☒ Air Resources Board
- ☒ APCD/AQMD
- ☒ California Waste Management Board
- ☐ SWRCB: Clean Water Grants
- ☐ SWRCB: Delta Unit
- ☒ SWRCB: Water Quality
- ☐ SWRCB: Water Rights
- ☒ Regional WQCB # _____

Youth & Adult Corrections

- ☐ Corrections

Independent Commissions & Offices

- ☒ Energy Commission
- ☒ Native American Heritage Commission
- ☒ Public Utilities Commission
- ☒ Santa Monica Mountains Conservancy
- ☒ State Lands Commission
- ☐ Tahoe Regional Planning Agency

- ☒ Other: Los Angeles County LAFCO

Public Review Period (to be filled in by lead agency)Starting Date October 1, 2009Ending Date November 2, 2009

Signature _____

Date Oct 1, 2009**Lead Agency** (Complete if applicable):

City of Santa Clarita
Address: 23920 Valencia Blvd.
City/State/Zip: Santa Clarita, CA 91355
Contact: Jeff Hogan, AICP
Phone: (661) 255-4995

Applicant: Vista Canyon Ranch, LLC

Contact Jim Backer
Address: 27441 Tourney Road, #260
City/State/Zip: Valencia, CA 91355
Phone: (661) 255-3275

For SCH Use Only:

Date Received at SCH _____

Date Review Starts _____

Date to Agencies _____

Date to SCH _____

Clearance Date _____

Notes:

Sand Canyon HOA
PO Box 1701
Santa Clarita, CA 91387
Att. Ruthann Levison

Times Warner Cable
18356 Soledad Canyon Road
Santa Clarita, CA 91351

AT&T Broadband
22620 Market Street
Santa Clarita, CA 91321

Chief Administrative Office
Bob Meunch
500 West Temple Street, Room 713
Los Angeles, CA 90012

L.A. County Sheriff's Dept.
23740 Magic Mountain Parkway
Santa Clarita, CA 91355
Attn: Captain LaBerge

Los Angeles County Fire Depart.
Fire Prevention Division
Land Development Unit
5823 Rickenbacker Rd.
Commerce, CA. 90040-3027

L.A. County Sanitation Districts
Ms. Ruth Charles
1955 Workman Mill Rd.
Whittier, CA. 90601-1400

L.A. County Flood Control
23757 W. Valencia Blvd.
Santa Clarita, CA. 91355
Attn: Nishon

Cal. Dept. of Water Resources
Mr. David N. Kennedy
1416 9th St., #1115-1
Sacramento, CA 95801

Caltrans-District 7
Steve Buswell
120 S. Spring St., 1-10C
Los Angeles, CA 90012

SCRRA - Metrolink
Laurene M. Lopez
Community Relations/ Environmental
Review Administrator
700 S. Flower Street, 26th Floor
Los Angeles, Ca 90017-4101

Southern California Edison
Mr. Steve Winegar
25625 West Rye Canyon Road
Santa Clarita, CA 91355

Pacific Bell
14709 Vanowen Street, Room 218
Van Nuys, CA 91405

Sulphur Springs School District
17866 Sierra Highway
Santa Clarita, CA 91351

LAFCO
Sandor Winger
700 N. Central Avenue, Suite 350
Glendale, CA 91203

JoAnn Darcy Library
18601 Soledad Canyon Road
Santa Clarita, CA 91351

California Water Impact Newtork
808 Romero Canyon Rd.
Santa Barbara, CA 93108
Attn. Carolee Krieger

Burrtec
9890 Cherry Avenue
Fontana, CA 92335

California Highway Patrol
Captain Greg Augusta
28648 The Old Road
Santa Clarita, CA 91355

Southern California Gas Company
Technical Services
Mr. Jack Russo
9400 Oakdale Ave.
Chatsworth, CA 91313-2300

US Fish & Wildlife Offices
Ventura Field Office
2493 Portola Road, Suite B
Ventura, CA 93003

College of the Canyons
Dr. Diane Van Hook, President
26455 North Rockwell Canyon
Santa Clarita, CA 91355

Native American Heritage Comm.
Mr. Rob Wood
915 Capital Mall, Room 364
Sacramento, CA 95814

MTA - CEQA Review
Susan Chapman
One Gateway Plaza
Mailstop 99-32-2
Los Angeles, CA 90012

L.A. County Regional Planning
320 W. Temple St., Rm 1346
Los Angeles, CA 90012

L.A. County Health Dept.
25050 Peachland Ave., #210
Santa Clarita, CA 91321

MTA CEQA Review Coordination
Mail Stop 99-23-2
One Gateway Plaza
Los Angeles, CA 90012-2952

AT&T California
Right-of-Way Department
100 North Stoneman Ave, Rm 265
Alhambra, CA 91801-3521

L.A. County 5th District
500 W. Temple St., Rm 869
Los Angeles, CA 90012

Calif. Dept. of Fish & Game
4949 Viewridge Avenue
San Diego, CA 92123
Attn: Don/Cindy

South Coast Air Quality
Mr. Henry Hogo
21865 E. Copley Drive
Diamond Bar, CA 91765-4182

U.S. Army Corps of Engineers
Planning & Regulatory
300 N. Los Angeles St., Rm 6062
Los Angeles, CA 90012

SCAG
818 West 7th St., 12th Floor
Los Angeles, CA 90017-3435

Office of Planning & Research
Mr. Scott Morgan
1400 Tenth St., Room 222
Sacramento, CA 95814

Hart Union High School District
Mr. Jamie L. Castellanos,
Superintendent
21515 Centre Pointe Parkway
Santa Clarita, CA 91350

Santa Clarita Water Company
22722 Soledad Canyon Road
Santa Clarita, CA 91350

Castaic Lake Water Agency
Dan Masnada, GM
27234 Bouquet Canyon Road
Santa Clarita, CA 91350

County of Los Angeles
Public Works (7 copies)
900 S. Fremont Avenue 4th Floor
Alhambra, CA 91803
Subodh Sinha, UST Senior Engineer

Fair Oaks Ranch Neighborhood HOA
c/o Max Hobbs
26409 Misty Ridge Pl.
Canyon Country, CA 91387

Richard Sathre
President, Crystal Springs Ranch
Homeowners Association
P. O Box 1596
Canyon Country, CA 91386-1596

U.S. Forest Service
30800 Bouquet Canyon Road
Santa Clarita, CA 91350

SCOPE
P.O. Box 1182
Santa Clarita, CA 91386

L.A. County Industrial Waste
23757 Valencia Boulevard
Santa Clarita, CA 91355

Union Pacific Railroad
Freddy Cheung
19100 Slover Avenue
Bloomington, CA 92316

CA Dept. of Toxic Substance
Control
1011 North Grandview Avenue
Glendale, CA 91201

Santa Clarita Oak Conservancy
c/o Ken Buchen
P.O. Box 800520
Santa Clarita, CA 91380

L.A. County Industrial Waste
23757 Valencia Boulevard
Santa Clarita, CA 91355

California PUC
505 Van Ness Avenue
San Francisco, CA 94102
Loretta Lynch, President
Wesley Franklin, Executive Director

The Ranch At Fair Oaks
Attn: Linda Jagoe
26650 The Old Rd. Ste. 110
Valencia, CA 91381

Carmen Mooney
28141 La Veda Avenue
Santa Clarita, CA 91387

Center for Biological Diversity
1333 No. Oracle Road
Tuscon, AZ 85705
Attn: Peter Galvin

Waste Management.
25772 Springbrook Ave.
Santa Clarita, CA 91350

SCV Historical Society
PO Box 221925
Santa Clarita, CA 91322-1925

Santa Monica Mtns. Conservancy
Ms. Elizabeth A. Cheadle
5750 Ramirez Canyon Rd.
Malibu, CA 90265

Sierra Club
3435 Wilshire Blvd.
Los Angeles, CA 90010-1904

Friends of the Santa Clara River
c/o Ron Boltorff
660 Randy Drive
Newbury Park, CA 91320

Calif. Department of Finance
Dan Sheya
915 L Street, 8th Floor
Sacramento, CA 95814

AGENCY REVIEW/NOP LIST FOR VCR

Mary Anna Mariani
29515 N. Mammoth Lane
Santa Clarita, CA 91387

Jim and Chris Gurske
28165 La Veda Ave
Santa Clarita, CA 91387

Penny Upton
28154 La Veda Avenue
Santa Clarita, CA 91387

Jennifer Poldey
27102 Brown Oaks Way
Canyon Country, CA 91387

Scott Mewman
23143 Magolia Glen
Valencia, CA 91354

Richard Sathre
15405 Saddleback
Canyon Country, CA 91387

Teresa Savaikē
26724 Mocha Drive
Saugus, CA 91350

Dave Hauser
15555 Bronco Drive
Canyon Country, CA 91387

Ruthann Levison
25800 Sand Canyon Road
Canyon Country, CA 91387

Metrolink
Ron Mathien
700 S. Flower Street, 26th Floor
Los Angeles, Ca 90017-4101

Russell Myers
27920 Graceton Drive
Santa Clarita, CA 91387

Mary Hall
27926 Sand Canyon Road
Canyon Country, CA 91387

Ercu Eschbach
22926 Sand Canyon Road
Canyon Country, CA 91387

Dolores Maldonado
28149 La Veda Avenue
Canyon Country, CA 91387

Suzanne Silva
28133 La Veda Avenue
Canyon Country, CA 91387

E. Edward Delaplane
26242 Ravenhill
Canyon Country, CA 91387

Ron Olfert
23740 Magic Mountain Parkway
Santa Clarita, CA 91355

Sharon Anschutz
16115 Comet Way
Canyon Country, CA 91387

Melanie Winter
3912 Laurel Canyon
Studio City, CA 91604

LA County Dept. of Public Works
Land Development Division
P.O. Box 1460 (7 copies)
Alhambra, CA 91802-1460

Andy Pattantyus
27536 Cumin Court
Santa Clarita, CA 91350

Max Hobbs
26409 Misty Ridge Place
Canyon Country, CA 91387

Florent Moriav
26401 Misty Ridge Place
Canyon Country, CA 91387

Kathy Heffron
28306 Sim Salido Avenue
Canyon Country, CA 91387

Mkerny Tabak
28140 La Veda Avenue
Canyon Country, CA 91387

LA County Dept. of Public Works
Land Development Division
P.O. Box 1460 (7 copies)
Alhambra, CA 91802-1460



Metro

October 12, 2009

Jeff Hogan, AICP, Senior Planner
City of Santa Clarita
Community Development Department
23920 Valencia Boulevard
Santa Clarita, CA 91355

RECEIVED
PLANNING DIVISION

OCT 15 2009

CITY OF SANTA CLARITA

Dear Mr. Hogan:

Thank you for the opportunity to comment on the Revised Notice of Preparation (NOP) for the Vista Canyon Ranch project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with highway, freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

3. Evidence that in addition to Metro, all affected Municipal transit operators received the NOP for the Draft EIR;
4. A summary of the existing transit services in the area;
5. Estimated project trip generation and mode assignment for both morning and evening peak periods;
6. Documentation on the assumptions/analyses used to determine the number and percentage of trips assigned to transit;
7. Information on facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
8. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

In addition, the project's proximity to the existing Metrolink Antelope Valley Line raises a number of issues that must be addressed:

9. The applicant should be advised that the Metrolink will operate in weekday peak service as often as every thirty minutes in both directions.
10. There shall be no encroachment onto the railroad ROW. If access is necessary for the developer or his contractor to enter the railroad ROW during construction, a temporary right of entry agreement must be obtained from Metrolink.
11. Considering the proximity of residents within the proposed project, there is the possibility of noise, vibration and visual impacts.
12. The applicant should include a Noise Easement for the proposed project. Sample language is attached.

Metro looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Draft EIR to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

Sincerely,

A handwritten signature in black ink, appearing to read "Susan Chapman", with a long horizontal flourish extending to the right.

Susan Chapman
Program Manager, Long Range Planning

Attachment: Sample Noise Easement

(SAMPLE)

NOISE EASEMENT

WHEREAS, _____ ("Grantors") are the legal owners in fee of that certain parcel of land commonly described as _____ ("Property"), which is situated in the County of Los Angeles, State of California, and more particularly described as follows:

(Insert full legal title of property/attach a copy of existing legal description [Exhibit 1]

called "Grantors' Property," and outlined on the attached map [Exhibit 2]);

IN CONSIDERATION OF the sum of one dollar (\$1.00) and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Grantors, for themselves, their directors, officers, employees, heirs, administrators, executors, successors, and assigns, do hereby grant, bargain, sell, and convey unto the Los Angeles County Metropolitan Transportation Authority, a public entity established by the State of California, hereinafter referred to as "Grantee," its successors and assigns, for the use and benefit of the public and its directors, officers, employees, assigns and agents, a perpetual easement and right of way, appurtenant to the Exposition Line Project (Project) right of way by whomsoever owned and operated:

Said easement shall encompass and cover the entirety of the Grantors' Property having the same boundaries as the above described Property and extending from the sub-surface upwards to the limits of the atmosphere of the earth, the right to cause in said easement area such noise, vibrations, fumes, dust, fuel particles, light, sonic disturbances, and all other effects that may arise, be caused or may have been caused by the operation of Grantee's public transit vehicles traveling along the Project right of way.

Grantor hereby waives all rights to protest, object to, make a claim or bring suit or action for any purpose, including or not limited to, property damage or personal injuries, against Grantee, its successors and assigns, for any necessary operating and maintenance activities and changes related to the Project which may conflict with Grantors' use of Grantors' property for residential, business, commercial and other purposes, and Grantor hereby grants an easement to the Grantee for such uses, purposes and activities described herein.

The granting of said Easement shall also establish the Grantors' right to further modify or develop the Property for any permitted use. However, Grantor's rights of development the Property shall not interfere with or alter the terms of this easement and the continued operation of Grantee's Project.

It is understood and agreed that these covenants and agreements shall be permanent, perpetual, will run with the land and that notice shall be made to and shall be binding upon all Directors, officers, employees, heirs, administrators, executors, successors, and assigns of the Grantor. The Grantee is hereby expressly granted the right of third party enforcement of this easement.

IN WITNESS WHEREOF, the undersigned has caused its/their signature to
be affixed this ____ day of _____, 2009.

By: _____
Name

Title: _____

By: _____
Name

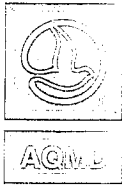
Title: _____

(ATTACH NOTARY SEAL AND CERTIFICATE HERE.)

Approved as to form:

By: _____

Corporate/Company Counsel



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

RECEIVED
PLANNING DIVISION

October 14, 2009

OCT 30 2009

CITY OF SANTA CLARITA

Mr. Jeff Hogan, AICP
Senior Planner
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

Dear Mr. Hogan:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Vista Canyon and Ancillary Annexation Areas Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Electronic files include spreadsheets, database files, input files, output files, etc., and does not mean Adobe PDF files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Daniel Garcia, Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Susan Nakamura
Planning Manager
Planning, Rule Development and Area Sources

SN:DG:AK
LAC091009-03AK
Control Number

From: SAND CANYON COMMUNITY HOMEOWNERS ASSOCIATION
P.O. Box 1701
Santa Clarita CA 91386

To: CITY OF SANTA CLARITA
ATTN; JEFF HOGAN - Re: Master Case: MC07-127 (Vista Canyon Ranch, LLC)
23920 Valencia Blvd, Suite 300
Santa Clarita CA 91355

October 26, 2009

Gentlemen:

We support annexation of the specified area (previously submitted as well as the inclusion of ancillary areas: Fair Oaks Ranch; Sand Canyon; Jakes Way). We would appreciate the opportunity to continue working with the Developer, the City and various Agencies in making this a truly successful project in light of our elevated concerns and issues.

Relative to the original projects description, the scale and scope of the revised project represents substantial increases in Density, Population, Circulation, Traffic, infrastructure, etc we feel the impacts are far greater and potentially more severe.

This expanded program, building/massing density, population, diversity of mix uses, introducing a water treatment plant with ancillary/associated infrastructure as well as the Metro Rail system linking regional transportation represents an Urban intrusion directly abutting and confronting our Community, an area quite the contrary to this form of development will have a more profound impact. The existing, character, charm, history and Quality of Life of our Sand Canyon community is at risk and we therefore have significant concerns regarding the projects short and long range impacts.

The commercial components extend far more east, closer to our low density, predominantly RE area than the previous project. In addition the eastern most elements of the commercial component, now 6 and 4 story's in height appears to be the most concentrated part of the development, with the residential area also rather highly packed with higher population densities. Our area brings a quality of development that deserves a more sensitive, possibly non-traditional, approach of stack and pack. Using open space, meandering parks, possibly incorporating into and with trails within the entire development should be explored.

We feel the overall density, volume and traffic especially within the predominantly residential oriented development east of "J" Drive and having only "A" Drive and Lost Canyon will not adequately discourage using the Sand Canyon access for east bound traffic, especially in light of the currently convenient freeway access at Sand Canyon. An additional freeway access at Lost Canyon and Jakes Way should seriously be considered. The straight and direct orientation this projects use of Lost Canyon seems to encourage access to Sand Canyon. Our early concerns, and still an issue, requested exploring ways to circumnavigate through the residential area as a way to discourage the Sand Canyon access. The fire lane control at the eastern terminus of "C" Drive east of Vista Canyon, using a "Fire Lane" buffer, appears insufficient to control the volume of traffic and population serving the proposed 6 story commercial development. This impact to Lost Canyon and Sand Canyon has been a major concern to the rural character of our neighborhood. The additional traffic and volume creates concern not just at the intersection of Lost Canyon and Sand Canyon creating bottlenecks, there are significant concerns for the safety of our school and children. We feel additional measures, not just a straight shot along Lost Canyon discouraging east bound traffic along Lost Canyon to Sand Canyon, controlling circulation, should be considered.

The revised project introduces a water treatment plant as well as ancillary and associate infrastructure that the Environmental Impact Report (EIR) should initially address, possibly requiring further review and comments from this Association.

Density of the proposed commercial development seems to have increased in overall square footage in what appears to be using less acreage. The area identified as APN 2840-004-009 does not appear to be part of this revised project description and was included in original project description. The Vista Canyon revised construction component appears to represent an approximate increase of 64% commercial (950,000sf, possibly 750,000 of commercial) and 17% Residential in less land constructed in the original project.

The revised project indicates building height, 6 Story's (Bldg. 12A & 12B) when the original project Design Parameters and Developer commitment indicated a maximum of 55' or 4 story developments in the Town Center area originally further east of the adjacency to our area.

The overall percentage of RE development in revised project appears significantly reduced from the original project description, though there has been an increase in single family residences (92 from 57) of a higher density type. In addition, the higher density single family residences, townhouses and condominiums buildings encroaches further east leaving far less for the least dense development of RE and Park.

The proposed Parks, especially the eastern sites access, parking and use by outside residents is of concern for it further impacts traffic, safety and infrastructure demands.

The use of circular intersections (form of roundabouts) and emphasizing vehicular traffic west to east, using the Vista Canyon Road Bridge as primary ingress/egress to the project appear to provide more control than the original project, though the somewhat direct, straight shot appears to reinforce and encourage west to east traffic. Maintaining the 2 lanes at the eastern link of Lost Canyon and requiring circulation through the residential component to "A" Drive with Parks at each access/transition point may not be adequate to control volume at Lost Canyon and Sand Canyon, especially with higher residential density's and population.

Resolving issues established by Sulphur Springs School District does not appear to be addressed within the revised project description and the increased density, population and traffic is of greater concern. We will need to defer for further review and additional comments pending review of EIR and especially School District concerns, conditions and issues.

The revised trails system, probably, should be designated as a "Multi-Purpose Trail" with conditions and jurisdictional participation coordinating the necessary Support and Staging (parking, negotiating hitching & trailers, loading/unloading, public accommodations, etc) for all such uses as allowed. It appears the Trails, along the southern boundary of the development to the West, terminates at or about Lot 10 & Lot 40 without any provision for Support and Staging as well as a more important opportunity or assurance to connect with Lost Canyon on the West. The trails terminating into the Santa Clarita, if not able to cross or link with further trail considerations along the river should be provided with a loop SCVTAC's should be afforded the opportunity of review, input and comments.

Sand Canyon Homeowners Association has rather significant concerns and does intend to continue working with the Developer, City and multi-disciplinary agency's this project brings to bear for a far more sensitive and appropriate development.

Yours truly,

Sand Canyon Community Board of Directors

Jennifer Jean Cacavas, Dave Hauser, John Higby, Ruthann Levison, Dana Martin, Russell Myers, Sandi Parris & J. Zink

Cc: Vista Canyon Ranch, James S. Backer, President

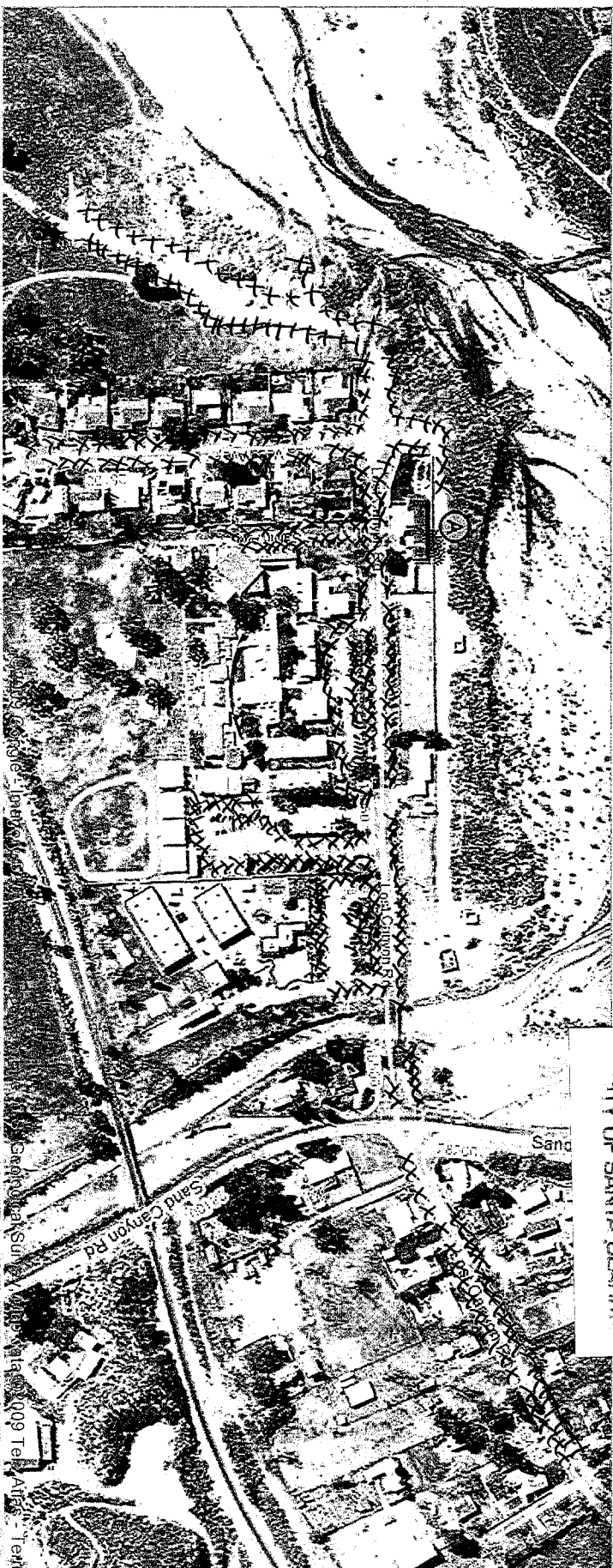
Google maps

Sulphur Springs school near California 91387

RECEIVED
PLANNING DIVISION

OCT 26 2009

CITY OF SANTA CLARITA



Elementary School - Schools.YellowPages.com/California - California Public Schools

Sulphur Springs Union Elementary

School District: Superintendent

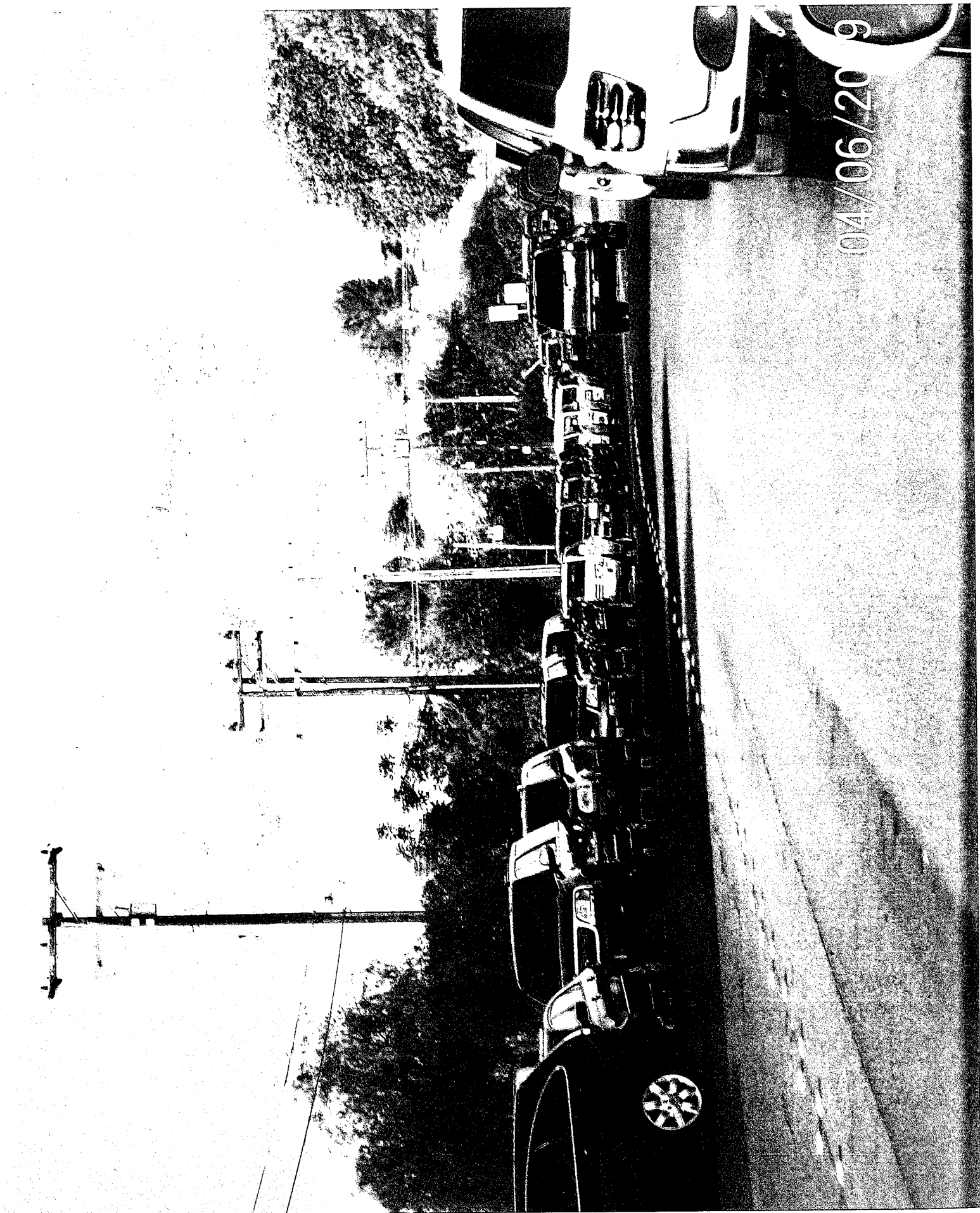
366 Sierra Hwy, Canyon Country, CA -
1) 252-5131

inyon **Springs** Community

http://maps.google.com/maps?f=s&utm_campaign=en&utm_source=en-ha-na-us-sk-gm&utm_medium=ha&utm_term=maps

6/17/

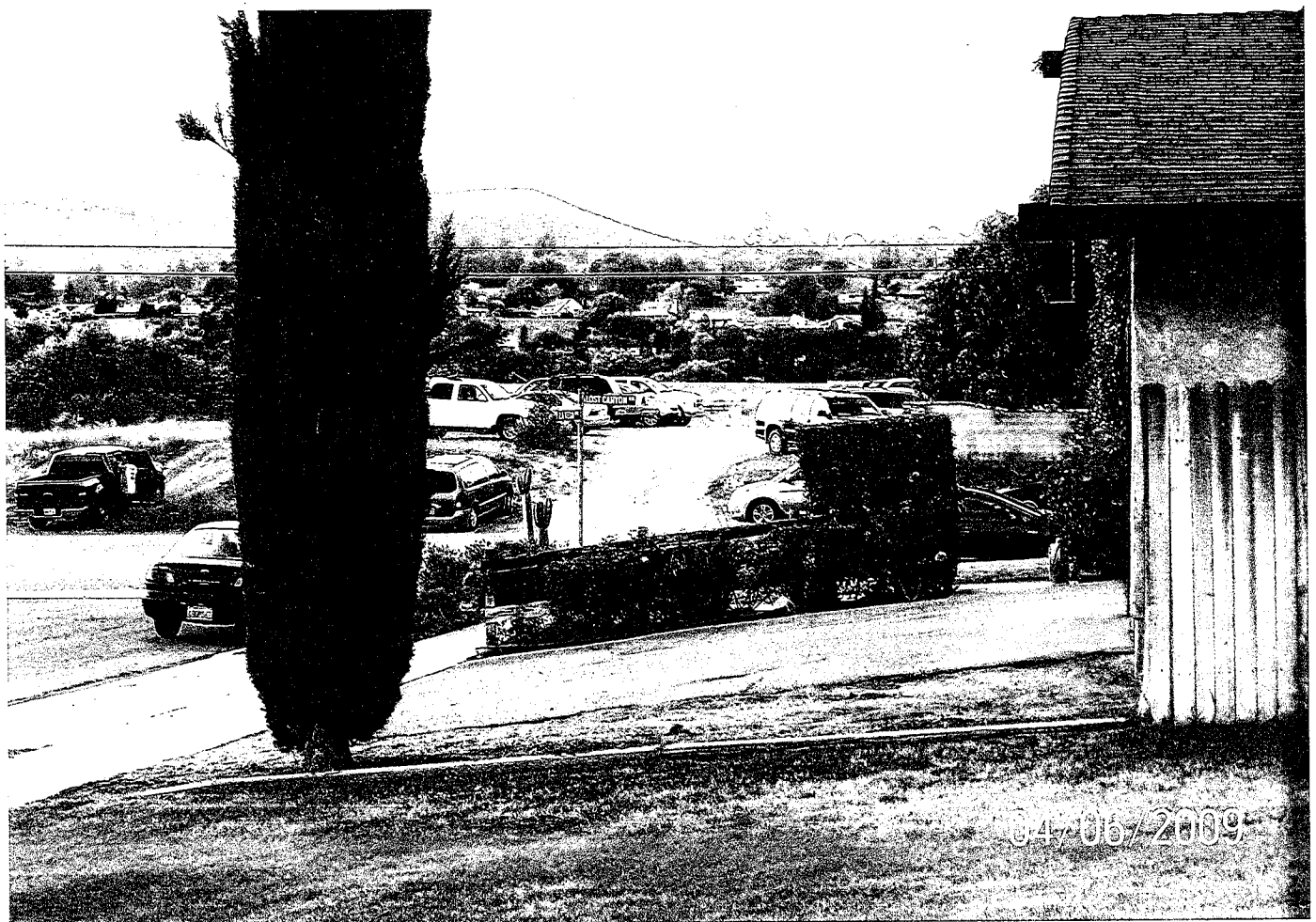
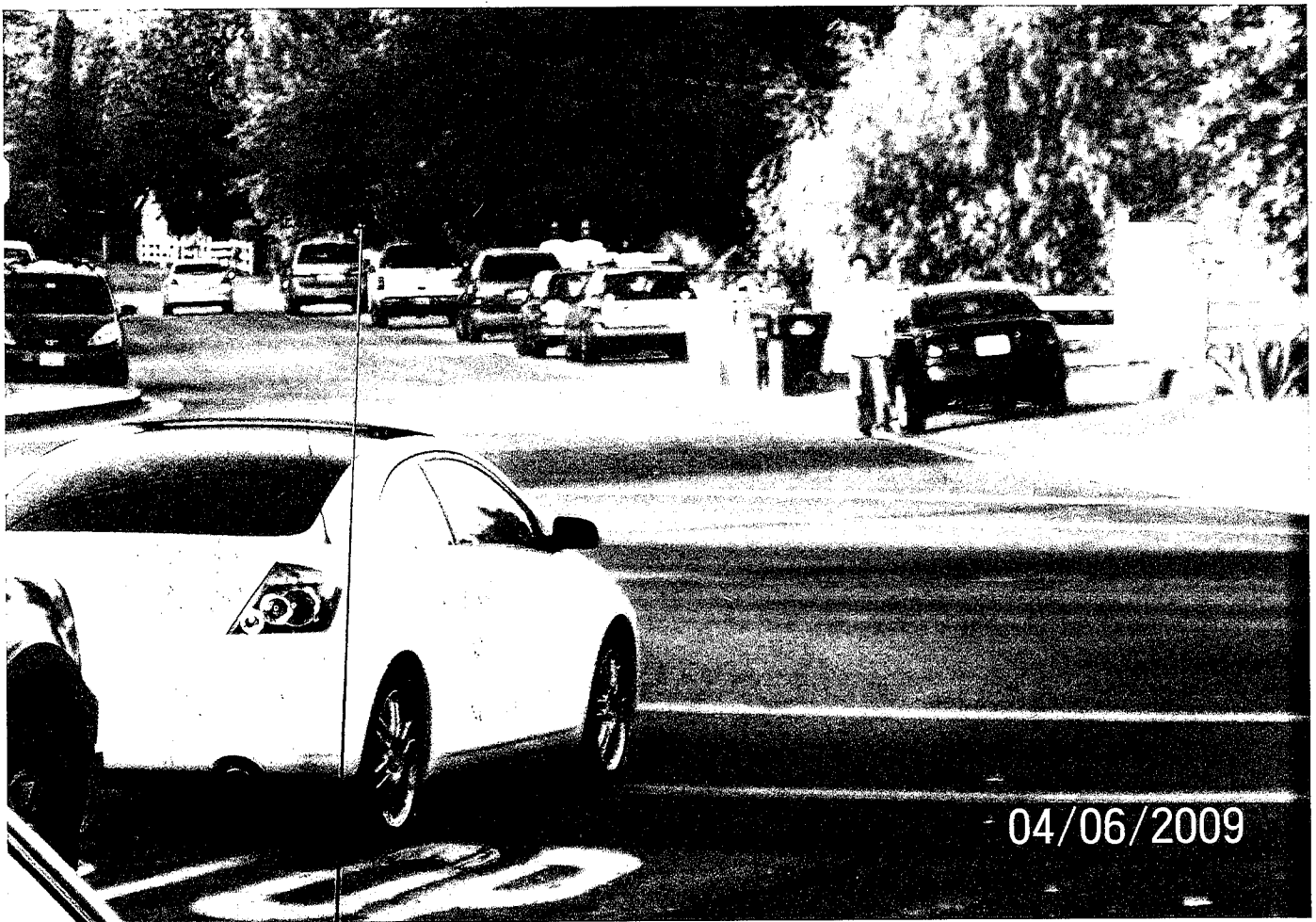
X = vehicles parked during
School events 300+ vehicles
cars are parked on Sulphur Springs
School site Pinecrest School lot,
street parking on host chn is east
west, on both sides of La Voda and
into the river area



















United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, California 93003



IN REPLY REFER TO:
2010-CPA-0006

RECEIVED
PLANNING DIVISION

October 22, 2009

OCT 26 2009

CITY OF SANTA CLARITA

Jeff Hogan, ACIP, Senior Planner
Community Development Department
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, California 93155

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Vista Canyon and Ancillary Annexation Areas, Los Angeles County, California

Dear Mr. Hogan:

This letter responds to your request for comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Vista Canyon and Ancillary Annexation Areas projects. The NOP was dated October 1, 2009, and received in our office on October 5, 2009. The proposed projects are located in Los Angeles County, in unincorporated areas south of the city limits of Santa Clarita.

The Vista Canyon project site is mostly undeveloped and borders the Santa Clara River along its northern perimeter. Among other actions, the applicant would develop the site with up to 1,117 residential dwelling units, and 950,000 square feet of commercial and related uses. In addition, the ancillary annexation of Fair Oaks Ranch, Jakes Way, and Sand Canyon to the City of Santa Clarita, totaling approximately 3,044 acres will be addressed in the DEIR. The City is projecting additional development within the proposed annexation areas; however the timing, rate, and exact amount of development are not yet determined.

The U.S. Fish and Wildlife Service's (Service) responsibilities include administering the Endangered Species Act of 1973, as amended (Act), including sections 7, 9, and 10. Section 9 of the Act and its implementing regulations prohibits the taking of any federally listed endangered or threatened species. Section 3(18) of the Act defines take to mean to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Service regulations (50 CFR 17.3) define harm to include significant habitat modification or degradation which actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering. Harassment is defined by the Service as an intentional or negligent action that creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to breeding, feeding, or sheltering. The Act provides for civil and criminal penalties for the unlawful taking of listed species.

Exemptions to the prohibitions against take in the Act may be obtained through coordination with the Service in two ways. If a project is to be funded, authorized, or carried out by a Federal agency and may affect a listed species, the Federal agency must consult with the Service, pursuant to section 7(a)(2) of the Act. If the proposed project does not involve a Federal agency, but may result in the take of a listed animal species, the project proponent should apply to the Service for an incidental take permit, pursuant to section 10(a)(1)(B) of the Act. To qualify for the permit, you would need to submit an application to the Service together with a habitat conservation plan (HCP) that describes, among other things, how the impacts of the proposed taking of federally listed species would be minimized and mitigated and how the plan would be funded. A complete description of the requirements for a HCP can be found at 50 CFR 17.32.

From the information presented in the NOP, we are unable to determine if the proposed project would substantially affect federally listed or candidate species that could occur on the Vista Canyon or proposed annexation project sites. To assist the Service in adequately evaluating the proposed projects from the standpoint of fish and wildlife protection, we offer the following comments and recommendations:

1. We have enclosed a list of federally listed and candidate species, which may occur in the vicinity of the project sites. We recommend that the DEIR address the potential affects the proposed projects may have on these species.
2. We recommend that a botanical survey of the proposed project sites be conducted in spring when both annual and perennial plant species are detectable. We are enclosing a copy of the Service's guidelines for conducting and reporting botanical inventories for federally listed, proposed, and candidate plants.
3. With the information provided in the NOP, we are unable to determine if the proposed project sites fall within unit 13 of designated critical habitat for the coastal California gnatcatcher (*Polioptila californica californica*) (72 FR 243). We recommend the DEIR clarify this issue and address any potential affects to coastal California gnatcatcher critical habitat.
4. The DEIR should identify the plant communities, which exist in the vicinity of the project sites and specify if the vegetation would be affected directly or indirectly by the proposed projects. Surveys according to Service protocol should be conducted for the coastal California gnatcatcher if coastal sage scrub vegetation is present on the sites, and for the least Bell's vireo (*Vireo bellii pusillus*) if riparian vegetation occurs. This will help the Service to evaluate the likelihood that the coastal California gnatcatcher and least Bell's vireo may be affected by the proposed projects.
5. Construction of the proposed soil cement bank protection and bridge over the Santa Clara River for the Vista Canyon Ranch project may fall within the U.S. Army Corp's of Engineer's (Corps) jurisdiction. We recommend that you work with the Corps to

determine if consultation pursuant to section 7 of the Act for potential adverse effects to listed species is warranted.

Based on our conservation responsibilities and management authority for migratory birds under the Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*), we are concerned about potential impacts the proposed project may have on migratory birds in the area. Under the MBTA, nests (nests with eggs or young) of migratory birds may not be harmed, nor may migratory birds be killed. Such destruction may be in violation of the MBTA. Therefore, we recommend the DEIR address how project proponents would comply with the MBTA.

Lastly, we recommend that you review information in the California Department of Fish and Game's (CDFG) Natural Diversity Data Base and that you contact the CDFG at (916) 324-3812 for information on other species of concern that may occur in this area. We appreciate the opportunity to provide comments on the proposed projects and look forward to working with you and the applicants in the future.

If you have any questions regarding this matter, please contact Colleen Mehlberg of our staff at (805) 644-1766, extension 221.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Dellith", with a stylized flourish at the end.

Chris Dellith
Senior Biologist

Enclosures

**LISTED, PROPOSED, AND CANDIDATE SPECIES
WHICH MAY OCCUR IN THE VICINITY OF VISTA CANYON AND
ANCILLARY ANNEXATION AREAS, VENTURA COUNTY, CALIFORNIA**

Birds

California gnatcatcher	<i>Polioptila californica</i>	T, CH
Least Bell's vireo	<i>Vireo bellii pusillus</i>	E

Amphibians

Arroyo toad	<i>Bufo californicus</i>	E
California red-legged frog	<i>Rana aurora draytonii</i>	T

Fish

Unarmored threespine stickleback	<i>Gasterosteus aculeatus williamsoni</i>	E
----------------------------------	---	---

Plants

San Fernando Valley spineflower	<i>Chorizanthe parryi</i> var. <i>fernandina</i>	C
Slender-horned spineflower	<i>Dodecahema leptoceras</i>	E
Nevin's barberry	<i>Berberis nevinii</i>	E

Key:

E - Endangered T - Threatened CH - Critical habitat

C - Candidate species for which the Fish and Wildlife Service has on file sufficient information on the biological vulnerability and threats to support proposals to list as endangered or threatened.

* Species for which the National Marine Fisheries Service has responsibility. For more information, call the Santa Rosa Field Office at 707-575-6050 or go to <http://swr.ucsd.edu/>

Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants

These guidelines describe protocols for conducting botanical inventories for federally listed, proposed and candidate plants, and describe minimum standards for reporting results. The Service will use, in part, the information outlined below in determining whether the project under consideration may affect any listed, proposed, or candidate plants, and in determining the direct, indirect, and cumulative effects.

Field inventories should be conducted in a manner that will locate listed, proposed, or candidate species (target species) that may be present. The entire project area requires a botanical inventory, except developed agricultural lands. The field investigator(s) should:

1. Conduct inventories at the appropriate times of year when target species are present and identifiable. Inventories will include all potential habitats. Multiple site visits during a field season may be necessary to make observations during the appropriate phenological stage of all target species.
2. If available, use a regional or local reference population to obtain a visual image of the target species and associated habitat(s). If access to reference populations(s) is not available, investigators should study specimens from local herbaria.
3. List every species observed and compile a comprehensive list of vascular plants for the entire project site. Vascular plants need to be identified to a taxonomic level which allows rarity to be determined.
4. Report results of botanical field inventories that include:
 - a. a description of the biological setting, including plant community, topography, soils, potential habitat of target species, and an evaluation of environmental conditions, such as timing or quantity of rainfall, which may influence the performance and expression of target species
 - b. a map of project location showing scale, orientation, project boundaries, parcel size, and map quadrangle name
 - c. survey dates and survey methodology(ies)
 - d. if a reference population is available, provide a written narrative describing the target species reference population(s) used, and date(s) when observations were made
 - e. a comprehensive list of all vascular plants occurring on the project site for each habitat type
 - f. current and historic land uses of the habitat(s) and degree of site alteration

- g. presence of target species off-site on adjacent parcels, if known
 - h. an assessment of the biological significance or ecological quality of the project site in a local and regional context
5. If target species is (are) found, report results that additionally include:
- a. a map showing federally listed, proposed and candidate species distribution as they relate to the proposed project
 - b. if target species is (are) associated with wetlands, a description of the direction and integrity of flow of surface hydrology. If target species is (are) affected by adjacent off-site hydrological influences, describe these factors.
 - c. the target species phenology and microhabitat, an estimate of the number of individuals of each target species per unit area; identify areas of high, medium and low density of target species over the project site, and provide acres of occupied habitat of target species. Investigators could provide color slides, photos or color copies of photos of target species or representative habitats to support information or descriptions contained in reports.
 - d. the degree of impact(s), if any, of the proposed project as it relates to the potential unoccupied habitat of target habitat.
6. Document findings of target species by completing California Native Species Field Survey Form(s) and submit form(s) to the Natural Diversity Data Base. Documentation of determinations and/or voucher specimens may be useful in cases of taxonomic ambiguities, habitat or range extensions.
7. Report as an addendum to the original survey, any change in abundance and distribution of target plants in subsequent years. Project sites with inventories older than 3 years from the current date of project proposal submission will likely need an additional survey. Investigators need to assess whether an additional survey(s) is (are) needed.
8. Adverse conditions may prevent investigator(s) from determining presence or identifying some target species in potential habitat(s) of target species. Disease, drought, predation, or herbivory may preclude the presence or identification of target species in any year. An additional botanical inventory(ies) in a subsequent year(s) may be required if adverse conditions occur in a potential habitat(s). Investigator(s) may need to discuss such conditions.
9. Guidance from California Department of Fish and Game (CDFG) regarding plant and plant community surveys can be found in Guidelines for Assessing the Effects of Proposed Developments on Rare and Endangered Plants and Plant Communities, 1984. Please contact the CDFG Regional Office for questions regarding the CDFG guidelines and for assistance in determining any applicable State regulatory requirements.

October 30, 2009

Mr. Jeff Hogan
Senior Planner
City of Santa Clarita
23920 Valencia Blvd. Suite 300
Santa Clarita, CA 91355

Re: Revised Notice of Preparation for the Vista Canyon and Ancillary Annexation Areas

Dear Mr. Hogan,

The Southern California Regional Rail Authority (SCRRA) received a copy of the Revised NOP for the proposed Vista Canyon annexation and construction of a Metrolink train station as part of the project. Thanks again for providing this copy and the opportunity to comment on this document. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. Additionally, SCRRA provides rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

In the project area, the railroad tracks and right of way are owned by METRO and operated and maintained by SCRRA. SCRRA operates the Metrolink Antelope Valley commuter rail route through the proposed station and project area. Currently, this service operates seven days a week.

In addition to the documentation provided in the Revised NOP, SCRRA has reviewed the station development plans (dated January 20, 2009). The current station plans have addressed many of the operational and safety concerns previously discussed with the City.

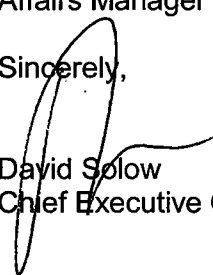
The SCRRA offers the following comments for the City's consideration in preparation of the draft EIR:

1. As presented, the SCRRA understands that the new station would replace the existing Via Princessa station once completed. The station design includes an initial two tracks and two outboard platforms and grade separated pedestrian access to both platforms. The design will also accommodate construction of two additional tracks at which time the existing platforms would be modified to inner platforms. These additional tracks will be used as a freight siding. The station area and tracks could also be used as a turn-back facility for passenger train operations. The City/Developer is planning to acquire the necessary property to accommodate the four tracks and the station as part of the project.

2. All aspects of the station project within the railroad right of way, including, but not limited to the station, passenger amenities, and the entirety of the railroad infrastructure is considered part of the project. The City/Developer is responsible for funding all aspects of the station development including all railroad infrastructure (tracks, track realignment, signals, station, grade separations etc.) related work.
3. The proposed station is subject to approval of the railroad right of way owner, METRO, and the SCRRA. The station shall be built to the SCRRA station design standards.
4. A total of not less than 1,900 station parking spaces should be planned (the projected demand for parking by 2015).
5. The operations and maintenance of the station including the passenger platforms shall be the City/Developer responsibility.
6. Construction of the new station should include funding to demolish and remove the existing Via Princessa station.

Thank you for the opportunity to participate in this project and we look forward to working with the City on successfully implementing and sustaining a viable transit oriented and transit supportive community in Vista Canyon. The City should be commended for the foresight and effort to improving and strengthening the land uses surrounding the new development and the proposed train station. Should you have any questions or need additional information, please contact Elizabeth Mahoney, Government and Regulatory Affairs Manager at (213) 452-0259 or mahoneye@scrra.net.

Sincerely,



David Solow
Chief Executive Officer

c. UP
METRO
File

October 30, 2009

Mr. Jeff Hogan
Senior Planner
City of Santa Clarita
23920 Valencia Blvd. Suite 300
Santa Clarita, CA 91355

Re: Revised Notice of Preparation for the Vista Canyon and Ancillary Annexation Areas

Dear Mr. Hogan,

The Southern California Regional Rail Authority (SCRRA) received a copy of the Revised NOP for the proposed Vista Canyon annexation and construction of a Metrolink train station as part of the project. Thanks again for providing this copy and the opportunity to comment on this document. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. Additionally, SCRRA provides rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

In the project area, the railroad tracks and right of way are owned by METRO and operated and maintained by SCRRA. SCRRA operates the Metrolink Antelope Valley commuter rail route through the proposed station and project area. Currently, this service operates seven days a week.

In addition to the documentation provided in the Revised NOP, SCRRA has reviewed the station development plans (dated January 20, 2009). The current station plans have addressed many of the operational and safety concerns previously discussed with the City.

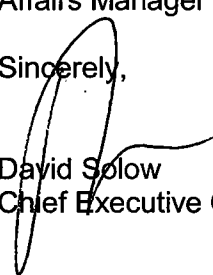
The SCRRA offers the following comments for the City's consideration in preparation of the draft EIR:

1. As presented, the SCRRA understands that the new station would replace the existing Via Princessa station once completed. The station design includes an initial two tracks and two outboard platforms and grade separated pedestrian access to both platforms. The design will also accommodate construction of two additional tracks at which time the existing platforms would be modified to inner platforms. These additional tracks will be used as a freight siding. The station area and tracks could also be used as a turn-back facility for passenger train operations. The City/Developer is planning to acquire the necessary property to accommodate the four tracks and the station as part of the project.

2. All aspects of the station project within the railroad right of way, including, but not limited to the station, passenger amenities, and the entirety of the railroad infrastructure is considered part of the project. The City/Developer is responsible for funding all aspects of the station development including all railroad infrastructure (tracks, track realignment, signals, station, grade separations etc.) related work.
3. The proposed station is subject to approval of the railroad right of way owner, METRO, and the SCRRA. The station shall be built to the SCRRA station design standards.
4. A total of not less than 1,900 station parking spaces should be planned (the projected demand for parking by 2015).
5. The operations and maintenance of the station including the passenger platforms shall be the City/Developer responsibility.
6. Construction of the new station should include funding to demolish and remove the existing Via Princessa station.

Thank you for the opportunity to participate in this project and we look forward to working with the City on successfully implementing and sustaining a viable transit oriented and transit supportive community in Vista Canyon. The City should be commended for the foresight and effort to improving and strengthening the land uses surrounding the new development and the proposed train station. Should you have any questions or need additional information, please contact Elizabeth Mahoney, Government and Regulatory Affairs Manager at (213) 452-0259 or mahoneye@scrra.net.

Sincerely,



David Solow
Chief Executive Officer

c. UP
METRO
File



WILLIAM T FUJIOKA
Chief Executive Officer

County of Los Angeles CHIEF EXECUTIVE OFFICE

Kenneth Hahn Hall of Administration
500 West Temple Street, Room 713, Los Angeles, California 90012
(213) 974-1101
<http://ceo.lacounty.gov>

November 4, 2009

Mr. Jeff Hogan, AICP
Senior Planner
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

Dear Mr. Hogan:

CITY OF SANTA CLARITA REVISED NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR VISTA CANYON AND ANCILLARY ANNEXATION AREAS

The County has prepared comments on the City of Santa Clarita's Revised Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for Vista Canyon and Ancillary Annexation Areas. The NOP for the DEIR evaluates the impacts of a proposed project consisting of an Annexation, General Plan Amendment, and Prezone of Vista Canyon, an 185-acre site near the intersection of Sand Canyon Road and SR-14. The Ancillary Annexation Areas include Fair Oaks Ranch, Sand Canyon, and Jakes Way between Sand Canyon and Golden Valley Ranch.

Please note that pursuant to Los Angeles County Board of Supervisors Policy 3.095 - "City Annexations and Spheres of Influence", the County is obligated to review each annexation proposal in accordance with this Policy. The Policy includes conditions for determining fiscal impacts on the County; and determining if the proposed annexation of a commercial or industrial area will impact the County's provision of services and, therefore, require that the annexing city provide financial mitigation satisfactory to the County.

Attached are the County's comments from the Departments of Regional Planning, Public Works, Sheriff, Parks and Recreation, Public Library, Public Health, and the County of Los Angeles Consolidated Fire Protection District.

Board of Supervisors
GLORIA MOLINA
First District

MARK RIDLEY-THOMAS
Second District

ZEV YAROSLAVSKY
Third District

DON KNABE
Fourth District

MICHAEL D. ANTONOVICH
Fifth District

"To Enrich Lives Through Effective And Caring Service"

**Please Conserve Paper – This Document and Copies are Two-Sided
Intra-County Correspondence Sent Electronically Only**

Mr. Jeff Hogan
November 4, 2009
Page 2

If you have any questions regarding this letter, please contact Dorothea Park at (213) 974-4283, or via e-mail at dpark@ceo.lacounty.gov.

Sincerely,

WILLIAM T FUJIOKA
Chief Executive Officer



LARI SHEEHAN
Deputy Chief Executive Officer
Community and Municipal Services

WTF:LS:DSP
MJS:JT:ib

Attachment

c: Supervisor Michael D. Antonovich, Fifth District
Sheriff
Acting Director of Planning
Fire Chief
County Librarian
Director of Parks and Recreation
Director of Public Health and Health Officer
Director of Public Works

**COUNTY DEPARTMENT COMMENTS TO THE
REVISED NOTICE OF PREPARATION (NOP)
OF THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
FOR VISTA CANYON AND ANCILLARY ANNEXATION AREAS
BY THE CITY OF SANTA CLARITA**

Department of Regional Planning (DRP)

Land Use and Planning

Exhibit I shows the community boundaries within the annexation areas, which will be referenced throughout this attachment.

- The DEIR should discuss existing land use and zoning. Exhibits II – V provide the land use and zoning maps and their respective area calculations. Note that there is a discrepancy in total acreage between zoning and land use. This is because the areas within the right-of-way are included in the calculation of land use, but not included in the zoning.
- The DEIR discussion of land use designations and policies must be consistent with the most current version of “One Valley One Vision (OVOV)”, which is an ongoing joint planning effort between the County of Los Angeles and the City. The current proposed designation for the Vista Canyon Specific Plan is not consistent with the designation proposed in the OVOV and, therefore, the Vista Canyon Specific Plan should be modified.
- The DEIR should note that once the City adopts its OVOV Plan, the City's existing land use categories including those within the project areas will be converted to be consistent with the adopted OVOV plan.

Biological Resources

- The DEIR should discuss the proposed Santa Clara River Significant Ecological Area (SEA) as described in the OVOV Plan and all significant biological resources within the proposed annexation area. Information on the Santa Clara River SEA can be found at <http://planning.lacounty.gov/ovov>.

Population and Housing

- Pursuant to the Los Angeles County Board of Supervisors Policy 3.095, “City Annexations and Spheres of Influence” Policy, County staff is obligated to negotiate a transfer of a share of its Regional Housing Needs Assessment (RHNA) allocation to an annexing City. As part of the annexation process, DRP will calculate the number of units to be transferred to the City of Santa Clarita as a result of the proposed annexation and the County will request that the City accept these RHNA units.

Public Services

- The DEIR should evaluate the impact on public services provided by DRP as a result of annexation. Services such as land use planning, land development counseling and review, and zoning enforcement services will not be provided by the County once the proposed areas are annexed.
- Exhibit VI provides a list of pending land use cases within the proposed annexation areas which may be – if still pending – transferred over to the City at the time of annexation.
- The proposed annexation areas have not generated a high volume of zoning enforcement cases. Only three zoning violations were reported in Fiscal Year 2008-09 and two zoning enforcement cases are still open.

Department of Public Works (DPW)

- The traffic generated by the Project has the potential to significantly impact the County roadways in the area. The DEIR must include a traffic impact study. The County's methodology should be used when evaluating the County and County/City roadways and intersections. A copy of the County Public Works Traffic Impact Analysis Report Guidelines may be obtained on Public Works' website at <http://dpw.lacounty.gov/Traffic>.
- The DEIR must address what impacts, if any, there will be to flood control infrastructure under the jurisdiction of Los Angeles County and proposed mitigation as applicable. All drainage systems in the proposed annexation area that are not transferred to the Los Angeles County Flood Control District for maintenance will become the responsibility of the City upon annexation. This includes major storm drains and minor street drainage.
- The DEIR should discuss the collection and disposal of the waste water that would be generated by the proposed Project, particularly the potential impact on the available capacity of the existing local sewer lines for both peak dry and wet weather flows pursuant to Statewide General Waste Discharge Requirements, Order No. 2006-0003. The DEIR should also include discussion on the impact of the proposed project on the existing local and trunk sewer facilities.
- The Public Works' Consolidated Sewer Maintenance District is responsible for the operation and maintenance of the local sewers within the unincorporated Los Angeles County area and the City of Santa Clarita. Therefore, sewer development within the entire project area, under any of the scenarios being considered, will require annexation to the Consolidated Sewer Maintenance District. All sewer construction shall comply with Public Works sewer design standards and the Los Angeles County Sanitation Districts requirements for trunk sewer system disposal facilities.

- The DEIR should discuss the availability of potable water to support the proposed project.
- The County still holds improvement bonds for Fair Oaks Ranch, subdivision tract 52833, units 01 to 12. Once the City annexes the area with these subdivisions, the City will be responsible for the completion and maintenance of the improvements and the administration of these bonds.
- The DEIR should evaluate the impact on public services provided by Public Works as a result of annexation. Services such as building plan checking and inspection, road maintenance, and code enforcement services will not be provided by the County once the proposed areas are annexed.

Sheriff's Department

- This project and other projects in progress, either proposed, approved, or committed would significantly impact law enforcement services. The DEIR should address the potential impact on law enforcement services.
- The non-emergent response time to a request for service in Vista Canyon would be approximately 20-30 minutes. The priority response time would be approximately 15-25 minutes and the response time under emergent circumstances would be approximately 5-9 minutes. All response times are approximations, and would be dependent on both the deployment of area radio cars and traffic conditions.
- At present, all law enforcement services, with the exception of traffic enforcement and traffic accident investigation, which are handled by the California Highway Patrol (CHP), are handled by the Los Angeles County Sheriff's Department.
- In addition, future development in the annexation area will be subject to the law enforcement facilities mitigation fees, which are currently in place in the City.
- According to the figures released by the State Department of Finance on January 1, 2006, residential density is 3.123 persons per dwelling unit. This proposed project will generate a population increase of 4,216 residents. Based on the above, the project would require four additional crime units, and in lieu of the CHP handling traffic issues the Sheriff would need an additional two traffic units. Additionally, the County-wide Community Oriented Policing units will no longer be assigned to the area. Two additional deputies would be assigned to the existing City's Crime Impact Team. Due to the rapidly expanding population of the Santa Clarita Valley and record-setting home building, it is difficult to project the impact of this project on law enforcement.

- It is suggested, for crime prevention purposes and for the security and safety of the future residents, the following measures should be implemented during site and building layout design:
 - Incorporate proper lighting in open areas and parking lots;
 - Provide sufficient street lighting for the project streets;
 - Design clear visibility of doors and windows from the street and between buildings;
 - Provide Knox Box entry key systems for law enforcement, if a gated community is planned in the project area; and
 - Ensure that the required building address numbers be lighted and readily apparent from the street for emergency response agencies.

Public Library

Service

- The Public Library currently provides library services to the City of Santa Clarita and the existing population of the project and annexation areas. They are currently served by the Canyon Country Jo Anne Darcy and Newhall Libraries, which are located within the boundaries of the City of Santa Clarita.

Financing

- If the annexation of the project sites is approved, the Public Library will continue to receive its dedicated share of property tax revenues and also the parcel tax revenues since the City of Santa Clarita participates in the Public Library's voter-approved special tax.

Planning

- The project sites are currently within the Public Library's Santa Clarita Valley Planning Area (Planning Area 1). If annexation of the project sites is approved and new residential developments occur, the increase in population generated by the development projects would create additional demand for library services. This population increase would adversely affect the service level offered to the residents of the Canyon Country Jo Anne Darcy and Newhall Libraries. The City of Santa Clarita will be responsible to mitigate these impacts because the mitigation fees will be paid to the City.

Department of Parks and Recreation (DPR)

- Fair Oaks Park located at 17468 Honey Maple Street, Santa Clarita, CA 91357 and an existing connector trail to the Sand Canyon Trail are within the proposed annexation area. The County will not support any annexation that contains a County park facility, unless the City agrees to assume ownership and responsibility for the park upon annexation of the area to the City's jurisdiction.
- The DEIR should make available the GIS shape file of the proposed annexation area to facilitate the County's analysis at the time the DEIR is circulated for review.

Department of Public Health (DPH)

The construction of the water reclamation plant as described in the document would be under the jurisdiction of the State Department of Health and the State Regional Water Quality Control Board (RWCQB). The NOP has been forwarded to the State RWCQB for their review and comments. The DEIR should incorporate comments from these agencies into the discussion about the proposed water reclamation plant.

Consolidated Fire Protection District (CFPD)

Planning Division

- The subject development will receive fire protection and paramedic service from the CFPD. Fire Station 107, located at 18239 West Soledad Canyon, Santa Clarita, CA 91351-3521, is the jurisdictional engine company for this development project. It has a three-person engine company and a two-person paramedic squad. Currently, it is approximately 1.8 miles (6 minutes) from the project. It is anticipated that once the road network as indicated in the project description (including the bridge) is completed, the current distance and response time will decrease.
- The second closest station is Station 132, located at 29310 Sand Canyon Road, Santa Clarita, CA 91387, and is also approximately 1.8 miles (6 minutes) from the project. It has a four-person engine company.
- While the above-mentioned stations are the closest to the project site, the CFPD operates under a regional concept in its approach to providing fire protection and emergency medical services. Emergency response units are dispatched as needed to an incident anywhere in the District's service territory based on distance and availability, without regard to jurisdictional or municipal boundaries.

- The CFPD uses the following response guidelines for new development in regards to fire services/medical response services:
 - In urban areas, a 5-minute or less response time for the first-arriving unit for fire and EMS responses, and an 8-minute or less response for the advanced life support (paramedic) unit;
 - In suburban areas, an 8-minute response time for the first-arriving unit and 12-minutes for a paramedic unit.
- Fire protection serving the area appears to be adequate for the existing development/land use; however, each additional development creates greater demands on existing resources. The DEIR should address the adequacy of fire protection for each proposed development area.

The CFPD does not calculate service-to-population ratios. Such ratios do not properly reflect the need for fire protection and emergency medical services. They do not account for demand caused by non-residential structures, vehicular incidents, transient population, and vacant land with combustible vegetation. Indicators of need for additional units or fire stations include response times, incident loads, resident and transient population, and square footage of improvements.

Limited tax revenues have restricted the CFPD's ability to meet new growth needs. Although general plans for upgrading fire protection in this area have been developed, the CFPD will not be able to implement these plans without specific provisions for the necessary manpower, equipment, and facilities. Mitigation of this problem will be required prior to granting approval of this development either through a developer fee or an in-kind consideration in lieu of developer fees, to provide funds for fire protection facilities. The fee is required for new commercial, industrial or residential development in an amount proportionate to the demand created by this project. Currently, the developer fee is a set amount per square foot of building space, adjusted annually, and is due and payable at the time a building permit is issued. In the event that the developer fee is no longer in effect at the time of building permit issuance, alternative mitigation measures shall be required.

The CFPD imposes a developer impact fee in the Antelope Valley, Santa Clarita Valley and Santa Monica/Malibu areas. It should be noted that the Los Angeles County Board of Supervisors recently approved an update to the developer fee amount from \$.9341 to \$.9550 per square foot effective February 1, 2009.

Land Development Unit

General Requirements:

- The development of this project must comply with all applicable code and ordinance requirements for construction, access, water main, fire flows, and fire hydrants.
- The proposed development may necessitate multiple ingress/egress access for the circulation of traffic and emergency response issues.
- This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance, and fuel modification plans, must be met.
- Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
- CFPD requirements for access, fire flow, and hydrants are addressed during the building permit stage.
- The CFPD, Land Development Unit's comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase. There may be additional requirements during this time.

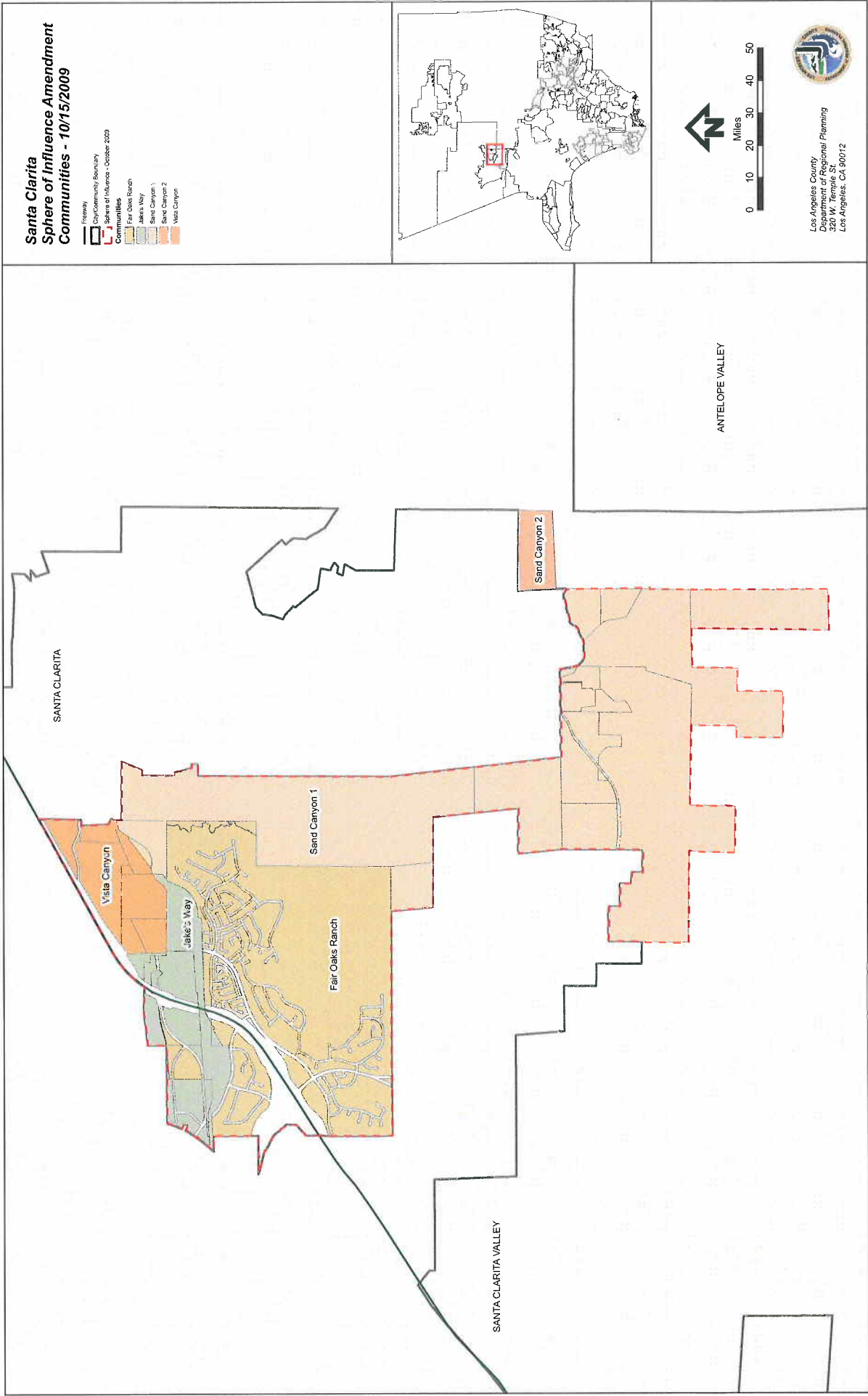
Commercial/High Density Residential Requirements:

- Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses.
- Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.
 - c. When cul-de-sac depth exceeds 200 feet, hydrants will be required at the corner and mid-block.
 - d. Additional hydrants will be required if the hydrant spacing exceeds specified distances.

- Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs.
- All on-site driveways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The 28-foot width does not allow for parking, and shall be designated as a "Fire Lane" and have appropriate signage. The centerline of the on-site driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.
- The 28-feet in width shall be increased to provide 34 feet in width when parallel parking is allowed on one side of the access way and provide 36 feet in width when parallel parking is allowed on both sides of the access way. Any access way less than 34 feet in width shall be labeled a "Fire Lane" on the final recording map, and final building plans.
- For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department's use.
- When serving land zoned for residential uses having a density of more than four units per net acre:
 - a. A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length.
 - b. The length of the cul-de-sac may be increased to 1,000 feet, if a minimum of 36 feet in width is provided.
 - c. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

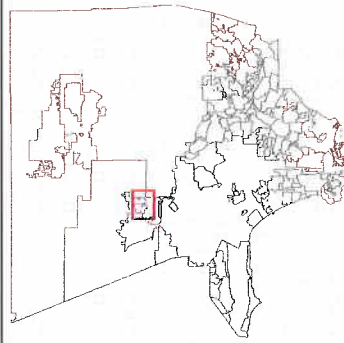
Forestry Division – Other Environmental Concerns

The statutory responsibilities of the CFPD, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the DEIR.

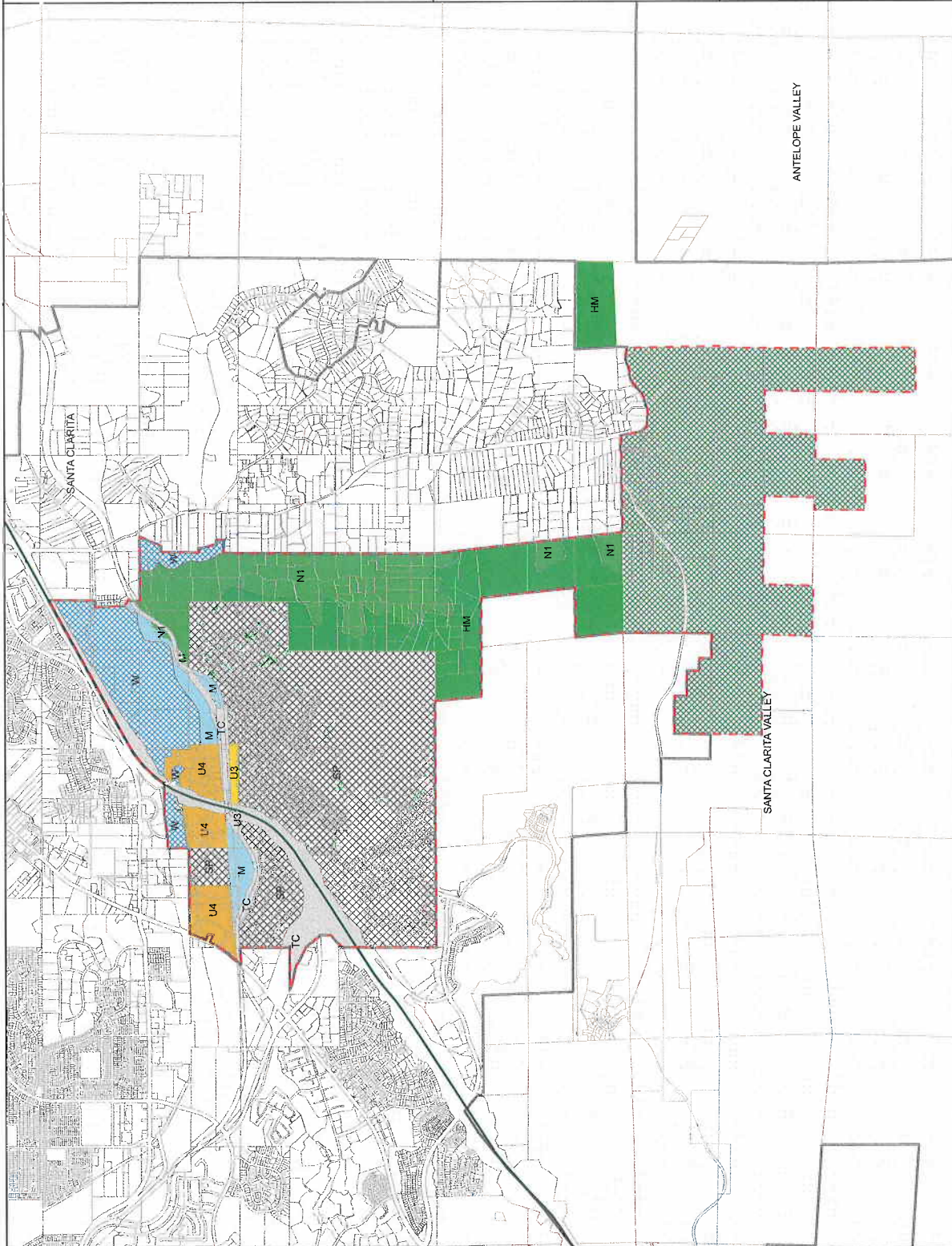


ATTACHMENT II: LAND USE AREA CALCULATION

LOCATION	LANDUSE	SQ. FEET	ACRES
Fair Oaks Ranch			
	HM - Hillside Management	826.248	0.019
	M - Industry	217.242	0.005
	N1 - Non-Urban 1 (0.5 du/ac)	43.822	0.001
	SP - Specific Plan	37276396.033	855.748
	TC - Transportation Corridor	24563.567	0.564
	U3 - Urban 3 (6.7 to 15.0 du/ac)	307968.508	7.070
	U4 - Urban 4 (15.1 to 40.0 du/ac)	134575.699	3.089
	W - Floodway/Floodplain	16378.234	0.376
Jake's Way			
	M - Industry	2006949.230	46.073
	N1 - Non-Urban 1 (0.5 du/ac)	1421.310	0.033
	SP - Specific Plan	128265.119	2.945
	TC - Transportation Corridor	1748730.174	40.145
	U3 - Urban 3 (6.7 to 15.0 du/ac)	32.349	0.001
	U4 - Urban 4 (15.1 to 40.0 du/ac)	3943608.399	90.533
	W - Floodway/Floodplain	1370249.716	31.457
Sand Canyon 1			
	HM - Hillside Management	14305939.836	328.419
	M - Industry	125906.044	2.890
	N1 - Non-Urban 1 (0.5 du/ac)	13260737.601	304.425
	O-NF - National Forest	43330803.569	994.738
	SP - Specific Plan	1106.621	0.025
	TC - Transportation Corridor	205105.201	4.709
	W - Floodway/Floodplain	1000676.411	22.972
	HM - Hillside Management	2429724.918	55.779
Vista Canyon		480325.664	11.027
	M - Industry		
	SP - Specific Plan	3.866	0.000
	TC - Transportation Corridor	18470.298	0.424
	W - Floodway/Floodplain	7178811.190	164.803
TOTAL		129297836.864	2968.270

[illegible]

Los Angeles County
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012



ATTACHMENT IV: ZONING CALCULATION

LOCATION	ZONE	SQ. FEET	ACRES
Fair Oaks Ranch			
	A-2-1	6976.500	0.160
	R-3-DP	150946.407	3.465
	RPD-1-20U	301303.847	6.917
	SP	37301764.596	856.331
Jake's Way			
	A-1-1	621961.657	14.278
	A-2-1	97064.713	2.228
	C-2	18251.271	0.419
	M-1.5	3773244.960	86.622
	R-3-DP	2973505.114	68.262
	RPD-1-20U	1588095.017	36.458
	SP	127133.358	2.919
Sand Canyon 1			
	A-1-1	3580545.148	82.198
	A-1-2	23109435.786	530.520
	A-2-1	8033945.095	184.434
	A-2-2	22087007.600	507.048
	A-2-5	5216464.006	119.754
	CPD	83267.313	1.912
	RPD-1-1U	10134383.101	232.653
	A-1-2	2433346.896	55.862
Vista Canyon			
	A-1-1	3842103.935	88.203
	A-1-10000	574281.934	13.184
	M-1.5	2442948.102	56.082
	R-A-8000	818276.571	18.785
	TOTAL	129316252.924	2968.693

ATTACHMENT VI: PENDING LAND USE CASES

Permit Number	Project Description
PM065239	2 single family lots on 5.26 acres
PM065342	Create four parcels
PM067405	2 single family lots on 4.94 acres
PM068934	2 single family lots on 0.30 acres
PM25884	2 single family lots on 5.52 acres
PP50101	Pool enclosure and recreation room
RCOC200900020	Certificate of Compliance
RCUP200600214	Second unit on septic system within High Fire Zone
RCUP200800188	Two 30 ft. wtf poles located in the ROW
REA200900159	Landscape and irrigation plan
RPP200700779	single family residence
RPP200800768	Single family residence and guesthouse
RPP200900956	6 single family residences
RPP200900957	6 single family residences
RPP200901131	5 single family residences
RPP200901133	5 single family residences
TR063483	To create one multi-family lot with 165 new condo units in 36
TR070070	15-lot subdivision



California Natural Resources Agency
DEPARTMENT OF FISH AND GAME
South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201
<http://www.dfg.ca.gov>

ARNOLD SCHWARZENEGGER, Governor

DONALD KOCH, Director



November 5, 2009

Mr. Jeff Hogan
City of Santa Clarita
23920 Valencia Blvd, Suite 302
Santa Clarita, California 91355
Fax #: (661) 286-4007

**Subject: Notice of Preparation of Draft Environmental Impact Report for the
Vista Canyon and Ancillary Annexation Areas, Los Angeles County**

Dear Mr. Hogan:

The Department of Fish and Game (Department) has reviewed the above-referenced Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Vista Canyon and Ancillary Annexation Areas, Los Angeles County. The project site is mostly undeveloped and located in an unincorporated portion of the County of Los Angeles. The applicant is requesting approval to amend the City of Santa Clarita General Plan, and to pre-zone the project site Specific Plan and annex approximately 185 acres of land into the City of Santa Clarita (City). The applicant also is requesting approval of a Tentative Tract Map, Conditional Use Permit, and an Oak Tree Permit to allow for construction of a mixed use/transit-oriented development consisting of 1,117 residential dwelling units and up to 950,000 square feet of commercial, retail, theater, and hotel uses within four Planning Areas on site.

As part of the proposed Vista Canyon project, the applicant is proposing to dedicate a portion of the Santa Clara River within the site, and to provide parks, trails, and buried bank stabilization, and to assist in the relocation of the Metrolink station from Via Princesa to the site. The applicant is also proposing to help finance and construct the transit center adjacent to the proposed Metrolink station, construct a water reclamation plant, and provide other associated infrastructure. Also, the applicant is proposing to construct a bridge (Vista Canyon Road Bridge) over the Santa Clara River to Soledad Canyon Road.

The California Wildlife Action Plan, a recent Department guidance document, identified the following stressors affecting wildlife and habitats within the project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. The Department looks forward to working with the City of Santa Clarita to minimize impacts to fish and wildlife resources with a focus on these stressors.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Section 15386) and pursuant to our authority as a Responsible Agency under the California Environmental Quality Act (CEQA), Section 15381 over those aspects of the proposed project that come under the purview of Fish and Game Code Section 1600 et seq. regarding impacts to streams and lakes.

Conserving California's Wildlife Since 1870

Mr. Jeff Hogan
November 5, 2009
Page 2 of 6

The Department's general concerns regarding potential impacts to biological resources from project implementation are direct and indirect impacts to the Santa Clara River watershed and the associated vegetation communities and wildlife. As you know, the project location is adjacent to Sand Canyon and associated ephemeral drainages that empty into the Santa Clara River. These drainages are valuable wildlife movement corridors that allow wildlife to enter the river bed and move up or down the channel as they move through the area. The current design of the development would greatly restrict this movement. A scaled down version (less density) of this design could conserve some of the wildlife habitat and movement corridors and enhance the community value (homes adjacent to opens space are known to have higher value) while better maintaining the function of the Santa Clara River and associated watershed. As you are aware, numerous sensitive plant and animal species are associated with this watershed and potential impacts will need to be mitigated.

Department staff review of this project includes the use of the Department's California Natural Diversity Database (CNDDDB). This database allows spatial review of sensitive biological resources that have been reported in the past to the CNDDDB staff. The attached map (Attachment 3) illustrates past observation locations of sensitive species in the general area of the proposed project and as such is a useful tool to evaluate potential sensitive biological resources on the project site. It does not represent the current status of sensitive biological resources in the area as CNDDDB data is provided only by site specific projects and hence the entire map area has not been surveyed. Site specific surveys should be conducted in the manner described below in this letter. Coastal California gnatcatcher, two striped grater snake, western spadefoot, slender-horned spineflower, short-joint beavertail, and the wildlife linkage approximately ¾ mile up river from the project location are some of the sensitive biological resource concerns in the area.

Special attention should be given to the South Coast Missing Linkages Project, specifically the San Gabriel Mountains to Castaic Range is critical for preserving ecosystem processes in the South Coast Ecoregion. This and other linkages are critical in establishing a protected area network for the South Coast Ecoregion. The San Gabriel Mountains to Castaic Range linkage is extremely diverse, supporting 20 distinct natural communities. Habitat types in the linkage include Coastal sage scrub, chaparral, coast live oak woodlands in canyons, and high quality riparian scrub and woodlands at lower elevations. In the eastern portion of the linkage there is a shift to a xeric landscape characterized by desert scrub, with scattered juniper and Joshua tree woodlands. Among the sensitive natural communities that occur are alluvial fan sage scrub, southern cottonwood willow riparian forest, southern riparian scrub, southern sycamore alder riparian, freshwater marsh, coast live oak riparian forest, vernal pool, mainland holly-leaved cherry woodland, valley needlegrass grassland, and coastal sage scrub. These habitats are among the rarest and most sensitive ecosystem types in the United States. Conservation of parcels within the linkage will contribute to the preservation of these communities.

While each of the vegetation communities is important in their own right, it is also important that the natural hydrology of the linkage remain intact. The Santa Clara River is a prominent feature, draining 3,108 km² (1,200 mi²) of the San Gabriel, Castaic, Santa Susana, and Sierra Madre mountains and cutting transversely through the linkage along Soledad Canyon. As one of the last free flowing natural riparian systems left in southern California, the Santa Clara River supports a diversity of aquatic, semi-aquatic, and terrestrial organisms. The essential habitats in the upper watershed and headwater streams in the upper watershed area are largely intact, providing breeding sites, traveling routes, and other resources for wildlife; natural flood control;

Mr. Jeff Hogan
November 5, 2009
Page 3 of 6

recharge of groundwater basins; nutrient cycling; and helping to sustain the river to its estuary in Ventura County. Many species that depend on low-elevation habitats are now federally and or state-listed as endangered, threatened, or sensitive.

Riparian zones and associated buffers rank highly and many of the tributary drainages are in an undisturbed state. However, some parcels within the flood plain of the Santa Clara River have been impacted by development and would therefore benefit from conservation and restoration. This restoration would have an added benefit of expanding habitat for several special status species, including the unarmored threespined stickleback (*Gasterosteus aculeatus williamsoni*), a federal and state endangered species and state Fully Protected species. Two other native fish are also present in the upper watershed area, the federally threatened and state species of special concern Santa Ana sucker (*Catostomus santaanae*) and the state species of special concern arroyo chub (*Gila orcutti*) also occur here.

To enable Department staff to adequately review and comment on the proposed project we recommend the following information, where applicable, be included in the Draft Environmental Impact Report:

1. A complete, recent assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats (Attachment 1).
 - a. A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities.
 - b. A complete, recent assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Recent, focused, species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and U.S. Fish and Wildlife Service.
 - c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, Section 15380).
 - d. The Department's Biogeographic Data Branch in Sacramento should be contacted at (916) 322-2493 (www.dfg.ca.gov/biogeodata) to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Also, any Significant Ecological Areas (SEAs) or Environmentally Sensitive Habitats (ESHs) or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the project area must be addressed.
2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.

Mr. Jeff Hogan
November 5, 2009
Page 4 of 6

- a. CEQA Guidelines, Section 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
 - b. Project impacts should also be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, adjacent natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas are of concern to the Department and should be fully evaluated and provided. The analysis should also include a discussion of the potential for impacts resulting from such effects as increased vehicle traffic, outdoor artificial lighting, noise and vibration.
 - c. A cumulative effects analysis should be developed as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
 - d. Impacts to migratory wildlife affected by the project should be fully evaluated including proposals to remove/disturb native and ornamental landscaping and other nesting habitat for native birds. Impact evaluation may also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA.
 - e. Impacts to all habitats from City or County required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.
 - f. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1- September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department recommends a minimum 500-foot buffer for all active raptor nests).
3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub, should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.
- a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed with off-site mitigation locations clearly identified.

Mr. Jeff Hogan
November 5, 2009
Page 5 of 6

- b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).
 - c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.
4. A California Endangered Species Act (CESA) Permit must be obtained if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to the proposed project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit. For these reasons, the following information is requested:
- a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.
 - b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.
5. The Department opposes the elimination of watercourses (including concrete channels) and/or the canalization of natural and manmade drainages or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations. The Department recommends a minimum natural buffer of 100 feet from the outside edge of the riparian zone on each side of drainage.
- a. The Department requires a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact to a lake or stream bed, bank or channel or associated riparian resources. The Department's issuance of a SAA may be a project that is subject to CEQA. To facilitate our issuance of the Agreement when CEQA applies, the Department as a responsible agency under CEQA may consider the local jurisdiction's (Lead Agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.

Mr. Jeff Hogan
November 5, 2009
Page 6 of 6

Thank you for this opportunity to provide comment. Please contact Mr. Dan Blankenship, Staff Environmental Scientist, at (661) 259-3750 if you should have any questions and for further coordination on the proposed project.

Sincerely,



Edmund Pert
Regional Manager
South Coast Region

Attachments

cc: Helen Birss, Santa Barbara
Dan Blankenship, Valencia
Betty Courtney, Santa Clarita
Scott Harris, Pasadena
State Clearinghouse, Sacramento



Vista Canyon Ranch Environs CNDDB Observations

Info: Site available at <http://imaps.dfg.ca.gov>

Author: Dan Blankenship
Date: 11/5/2009 8:39 AM

Map Legend

- Missing Linkages in California's Landscape (see 429)
- South Coast Mining Linkages (see 419)
- California Natural Diversity Database (gov ed) (see 45)
- Plant (gom)
- Plant (specific)
- Plant (non-specific)
- Plant (circular)
- Animal (gom)
- Animal (specific)
- Animal (non-specific)
- Animal (circular)
- Terr. Comm. (gom)
- Terr. Comm. (specific)
- Terr. Comm. (non-specific)
- Terr. Comm. (circular)
- Aqu. Comm. (gom)
- Aqu. Comm. (specific)
- Aqu. Comm. (non-specific)
- Aqu. Comm. (circular)
- CIBAS
- Highway
- Interstate
- US Highway
- State Highway
- California Lakes
- California Protected Areas Database (CPADAT)



Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities

State of California
THE RESOURCES AGENCY
Department of Fish and Game
December 9, 1983
Revised May 8, 2000

The following recommendations are intended to help those who prepare and review environmental documents determine when a botanical survey is needed, who should be considered qualified to conduct such surveys, how field surveys should be conducted, and what information should be contained in the survey report. The Department may recommend that lead agencies not accept the results of surveys that are not conducted according to these guidelines.

1. Botanical surveys are conducted in order to determine the environmental effects of proposed projects on all rare, threatened, and endangered plants and plant communities. Rare, threatened, and endangered plants are not necessarily limited to those species which have been "listed" by state and federal agencies but should include any species that, based on all available data, can be shown to be rare, threatened, and/or endangered under the following definitions:

A species, subspecies, or variety of plant is "endangered" when the prospects of its survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, or disease. A plant is "threatened" when it is likely to become endangered in the foreseeable future in the absence of protection measures. A plant is "rare" when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens.

Rare natural communities are those communities that are of highly limited distribution. These communities may or may not contain rare, threatened, or endangered species. The most current version of the California Natural Diversity Database's List of California Terrestrial Natural Communities may be used as a guide to the names and status of communities.

2. It is appropriate to conduct a botanical field survey to determine if, or to the extent that, rare, threatened, or endangered plants will be affected by a proposed project when:
 - a. Natural vegetation occurs on the site, it is unknown if rare, threatened, or endangered plants or habitats occur on the site, and the project has the potential for direct or indirect effects on vegetation; or
 - b. Rare plants have historically been identified on the project site, but adequate information for impact assessment is lacking.
3. Botanical consultants should possess the following qualifications:
 - a. Experience conducting floristic field surveys;
 - b. Knowledge of plant taxonomy and plant community ecology;
 - c. Familiarity with the plants of the area, including rare, threatened, and endangered species;
 - d. Familiarity with the appropriate state and federal statutes related to plants and plant collecting; and,
 - e. Experience with analyzing impacts of development on native plant species and communities.
4. Field surveys should be conducted in a manner that will locate any rare, threatened, or endangered species that may be present. Specifically, rare, threatened, or endangered plant surveys should be:
 - a. Conducted in the field at the proper time of year when rare, threatened, or endangered species are both evident and identifiable. Usually, this is when the plants are flowering.

When rare, threatened, or endangered plants are known to occur in the type(s) of habitat present in the project area, nearby accessible occurrences of the plants (reference sites) should be observed to determine that the species are identifiable at the time of the survey.

- b. Floristic in nature. A floristic survey requires that every plant observed be identified to the extent necessary to determine its rarity and listing status. In addition, a sufficient number of visits spaced throughout the growing season are necessary to accurately determine what plants exist on the site. In order to properly characterize the site and document the completeness of the survey, a complete list of plants observed on the site should be included in every botanical survey report.
 - c. Conducted in a manner that is consistent with conservation ethics. Collections (voucher specimens) of rare, threatened, or endangered species, or suspected rare, threatened, or endangered species should be made only when such actions would not jeopardize the continued existence of the population and in accordance with applicable state and federal permit requirements. A collecting permit from the Habitat Conservation Planning Branch of DFG is required for collection of state-listed plant species. Voucher specimens should be deposited at recognized public herbaria for future reference. Photography should be used to document plant identification and habitat whenever possible, but especially when the population cannot withstand collection of voucher specimens.
 - d. Conducted using systematic field techniques in all habitats of the site to ensure a thorough coverage of potential impact areas.
 - e. Well documented. When a rare, threatened, or endangered plant (or rare plant community) is located, a California Native Species (or Community) Field Survey Form or equivalent written form, accompanied by a copy of the appropriate portion of a 7.5 minute topographic map with the occurrence mapped, should be completed and submitted to the Natural Diversity Database. Locations may be best documented using global positioning systems (GPS) and presented in map and digital forms as these tools become more accessible.
5. Reports of botanical field surveys should be included in or with environmental assessments, negative declarations and mitigated negative declarations, Timber Harvesting Plans (THPs), EIR's, and EIS's, and should contain the following information:
- a. Project description, including a detailed map of the project location and study area.
 - b. A written description of biological setting referencing the community nomenclature used and a vegetation map.
 - c. Detailed description of survey methodology.
 - d. Dates of field surveys and total person-hours spent on field surveys.
 - e. Results of field survey including detailed maps and specific location data for each plant population found. Investigators are encouraged to provide GPS data and maps documenting population boundaries.
 - f. An assessment of potential impacts. This should include a map showing the distribution of plants in relation to proposed activities.
 - g. Discussion of the significance of rare, threatened, or endangered plant populations in the project area considering nearby populations and total species distribution.
 - h. Recommended measures to avoid impacts.
 - i. A list of all plants observed on the project area. Plants should be identified to the taxonomic level necessary to determine whether or not they are rare, threatened or endangered.
 - j. Description of reference site(s) visited and phenological development of rare, threatened, or endangered plant(s).
 - k. Copies of all California Native Species Field Survey Forms or Natural Community Field Survey Forms.
 - l. Name of field investigator(s).
 - j. References cited, persons contacted, herbaria visited, and the location of voucher specimens.

Sensitivity of Top Priority Rare Natural Communities in Southern California

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

- S1.# Fewer than 6 known locations and/or on fewer than 2,000 acres of habitat remaining.
- S2.# Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.
- S3.# Occurs in 21-100-known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

- S1.1 = very threatened
- S2.2 = threatened
- S3.3 = no current threats known

Sensitivity Rankings (February 1992)

<u>Rank</u>	<u>Community Name</u>
S1.1	Mojave Riparian Forest
	Sonoran Cottonwood Willow Riparian
	Mesquite Bosque
	Elephant Tree Woodland
	Crucifixion Thorn Woodland
	Allthorn Woodland
	Arizonan Woodland
	Southern California Walnut Forest
	Mainland Cherry Forest
	Southern Bishop Pine Forest
	Torrey Pine Forest
	Desert Mountain White Fir Forest
	Southern Dune Scrub
	Southern Coastal Bluff Scrub
	Maritime Succulent Scrub
	Riversidean Alluvial Fan Sage Scrub
	Southern Maritime Chaparral
	Valley Needlegrass Grassland
	Great Basin Grassland
	Mojave Desert Grassland
	Pebble Plains
	Southern Sedge Bog
	Cismontane Alkali Marsh

- S1.2 Southern Foredunes
 Mono Pumice Flat
 Southern Interior Basalt Flow Vernal Pool
- S2.1 Venturan Coastal Sage Scrub
 Diegan Coastal Sage Scrub
 Riversidean Upland Coastal Sage Scrub
 Riversidean Desert Sage Scrub
 Sagebrush Steppe
 Desert Sink Scrub
 Mafic Southern Mixed Chaparral
 San Diego Mesa Hardpan Vernal Pool
 San Diego Mesa Claypan Vernal Pool
 Alkali Meadow
 Southern Coastal Salt Marsh
 Coastal Brackish Marsh
 Transmontane Alkali Marsh
 Coastal and Valley Freshwater Marsh
 Southern Arroyo Willow Riparian Forest
 Southern Willow Scrub
 Modoc-Great Basin Cottonwood Willow Riparian
 Modoc-Great Basin Riparian Scrub
 Mojave Desert Wash Scrub
 Engelmann Oak Woodland
 Open Engelmann Oak Woodland
 Closed Engelmann Oak Woodland
 Island Oak Woodland
 California Walnut Woodland
 Island Ironwood Forest
 Island Cherry Forest
 Southern Interior Cypress Forest
 Bigcone Spruce-Canyon Oak Forest
- S2.2 Active Coastal Dunes
 Active Desert Dunes
 Stabilized and Partially Stabilized Desert Dunes
 Stabilized and Partially Stabilized Desert Sandfield
 Mojave Mixed Steppe
 Transmontane Freshwater Marsh
 Coulter Pine Forest
 Southern California Fellfield
 White Mountains Fellfield
- S2.3 Bristlecone Pine Forest
 Limber Pine Forest

Jeff Hogan

From: Glaser, Mitch [mglaser@planning.lacounty.gov]
Sent: Monday, November 09, 2009 8:48 AM
To: Jeff Hogan
Cc: Jason Smisko
Subject: FW: Vista Canyon NOP

Hi Jeff, you will soon be receiving a response to the Vista Canyon annexation NOP from the County's Chief Executive Office, if you haven't already. Please be advised that Regional Planning's comments were edited to an extent that the intent was changed. Please see the e-mail below. I apologize for any inconvenience. Let me know if you require additional clarification.

Thanks,
Mitch

Mitch Glaser, AICP
Supervising Regional Planner
County of Los Angeles
Department of Regional Planning
Countywide Studies Section
(213) 974-6476

From: Chen, Hsiao-Ching
Sent: Monday, November 09, 2009 8:11 AM
To: Tajima, Jason
Cc: Glaser, Mitch
Subject: Vista Canyon NOP

Jason:

In the CEO letter sent to the City, it says

*"The current proposed designation for the Vista Canyon Specific Plan is not consistent with the designation proposed in the OVOV and, therefore, the **Vista Canyon Specific Plan should be modified.**"*

Regional Planning wrote in our letter:

*The proposed designation for the Vista Canyon area is not consistent with the designation proposed in OVOV because a Specific Plan is proposed for this area in the annexation proposal. However, since **OVOV includes language that is supportive of the Specific Plan process, particularly for mixed-use transit-oriented projects, the Draft EIR should demonstrate that Vista Canyon Specific Plan is consist with such policy.***

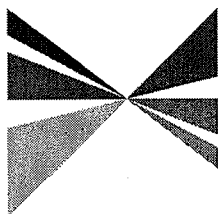
The two comments are quite different in their intention. I just want to know that our OVOV staff will clarify Regional Planning's intention with the City.

11/9/2009

Sincerely,

Hsiao-ching

11/9/2009



**ASSOCIATION OF
GOVERNMENTS**

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers

President
Jon Edney, El Centro

First Vice President
Larry McCallon, Highland

Second Vice President
Pam O'Connor, Santa Monica

Immediate Past President
Richard Dixon, Lake Forest

**Executive/Administration
Committee Chair**

Jon Edney, El Centro

Policy Committee Chairs

Community, Economic and
Human Development
Carl Morehouse, Ventura

Energy & Environment
Keith Hanks, Azusa

Transportation
Mike Ten, South Pasadena

November 11, 2009

Mr. Jeff Hogan
Senior Planner
City of Santa Clarita
Community Development Department
23920 Valencia Boulevard
Santa Clarita, California 93155
jhogan@santa-clarita.com

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for Vista Canyon and Ancillary Annexation Areas [I20090623]

Dear Mr. Hogan,

Thank you for submitting the **Notice of Preparation of a Draft Environmental Impact Report (DEIR) for Vista Canyon and Ancillary Annexation Areas [I20090623]** to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impact Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The proposed project, consisting of 1,350 residential units and 700,000 square feet of commercial floor area, would amend the City of Santa Clarita General Plan, pre-zone the project site Specific Plan, and annex approximately 185 acres of land into the City of Santa Clarita.

Policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Visioning (CGV) that may be applicable to your project are outlined in the attachment. The RTP, CGV, and table of policies can be found on the SCAG web site at: <http://scag.ca.gov/igr>. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

The attached policies are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. **Please provide a minimum of 45 days for SCAG to review the DEIR and associated plans when these documents are available.** If you have any questions regarding the attached comments, please contact Bernard Lee at (213) 236-1895 or leeb@scag.ca.gov. Thank you.

Sincerely,

Jacob Lieb, Manager
Assessment, Housing & EIR

DOCS# 154559

**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR
VISTA CANYON AND ANCILLARY ANNEXATION AREAS
[SCAG NO. I20090623]**

PROJECT LOCATION

Vista Canyon is located in the County of Los Angeles and consists of approximately 185 acres generally located at the southwest intersection of Sand Canyon Road and the 14 Freeway. The ancillary annexation area (Fair Oaks Ranch, Sand Canyon, Jakes Way) is generally located south of the City of Santa Clarita limits between Sand Canyon and Golden Valley Ranch.

PROJECT DESCRIPTION

The project site is mostly undeveloped and located in an unincorporated portion of the County of Los Angeles. A single family residence and outside storage yard is located on a portion of the project site. The applicant is requesting approval to amend the City of Santa Clarita General Plan, and to pre-zone the project site Specific Plan (SP) and annex approximately 185 acres of land into the City of Santa Clarita (City). The applicant also is requesting approval of a Tentative Tract Map, Conditional Use Permit (CUP), and Oak Tree Permit to allow for the construction of a mixed-use/transit-oriented development consisting of 1,117 residential dwelling units and up to 950,000 square feet of commercial, retail, theater, and hotel uses within four Planning Areas on site. A residential overlay over the corporate office lots would permit the conversion of 250,000 square feet of office floor area to 233 multi-family residential units, resulting in a project mix of 1,350 residential units and 700,000 square feet of commercial floor area.

As part of the proposed Vista Canyon project, the applicant is proposing: (i) to dedicate a portion of the Santa Clara River within the site; (ii) to provide parks, trails, and buried bank stabilization; (iii) to assist in the relocation of the Metrolink station from Via Princessa to the site, and the financing and construction of a transit center adjacent to the proposed Metrolink station; (iv) to construct a water reclamation plant; and, (v) to provide other associated infrastructure and amenities. Further, the applicant is proposing to construct a bridge (Vista Canyon Road Bridge) over the Santa Clara River to Soledad Canyon Road.

The requested CUP would allow the import of up to 500,000 cubic yards of dirt to accommodate development within the site. Also, the requested Oak Tree Permit would allow for removal of ten (five of which are heritage-sized trees) of the 40 oak trees on site, and to encroach into the protected zone of nine additional oak trees. Two of the trees proposed for removal would be relocated within the site. The project site contains 23 heritage-sized oak trees. A majority of those trees are being preserved by the project.

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

Regional Growth Forecasts

The DEIR should reflect the most current SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

Adopted NLAC Subregion Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	719,989	839,942	960,006	1,076,970	1,190,463	1,299,449
Households	215,650	253,750	293,899	325,241	355,511	380,417
Employment	193,386	218,637	234,761	253,717	273,957	293,334

Adopted City of Santa Clarita Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	181,973	193,865	205,935	217,660	229,023	239,923
Households	59,086	64,081	69,344	73,453	77,422	80,687
Employment	62,227	68,605	72,678	77,466	82,579	87,474

1. The 2008 RTP growth forecast at the regional, subregional, and city level was adopted by the Regional Council in May 2008. City totals are the sum of small area data and should be used for advisory purposes only.

The **2008 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

- RTP G1** *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2** *Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3** *Preserve and ensure a sustainable regional transportation system.*
- RTP G4** *Maximize the productivity of our transportation system.*
- RTP G5** *Protect the environment, improve air quality and promote energy efficiency.*
- RTP G6** *Encourage land use and growth patterns that complement our transportation investments.*
- RTP G7** *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents.

- GV P1.1 *Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2 *Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3 *Encourage transit-oriented development.*
- GV P1.4 *Promote a variety of travel choices*

Principle 2: Foster livability in all communities.

- GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2 *Promote developments, which provide a mix of uses.*
- GV P2.3 *Promote "people scaled," walkable communities.*
- GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

Principle 3: Enable prosperity for all people.

- GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
- GV P3.2 *Support educational opportunities that promote balanced growth.*
- GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
- GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
- GV P3.5 *Encourage civic engagement.*

Principle 4: Promote sustainability for future generations.

- GV P4.1 *Preserve rural, agricultural, recreational, and environmentally sensitive areas*
- GV P4.2 *Focus development in urban centers and existing cities.*
- GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
- GV P4.4 *Utilize "green" development techniques*

CONCLUSION

As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. We recommend that you review the SCAG List of Mitigation Measures for additional guidance, and encourage you to follow them, where applicable to your project. The SCAG List of Mitigation Measures may be found here:
http://www.scag.ca.gov/igr/documents/SCAG_IGRMMRP_2008.pdf

SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

The complete table can be found at: <http://www.scag.ca.gov/igr/>

- Click on "**Demonstrating Your Project's Consistency With SCAG Policies**"
- Scroll down to "**Table of SCAG Policies for IGR**"

SCAG Regional Transportation Plan Goals and Compass Growth Visioning Principles		
Regional Transportation Plan Goals		
Goal/ Principle Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why
RTP G3	Preserve and ensure a sustainable regional transportation system.	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why
Etc.	Etc.	Etc.

SANTA MONICA MOUNTAINS CONSERVANCY

RAMIREZ CANYON PARK
5750 RAMIREZ CANYON ROAD
MALIBU, CALIFORNIA 90265
PHONE (310) 589-3200
FAX (310) 589-3207



November 23, 2009

Mr. Jeff Hogan, Senior Planner
City of Santa Clarita
Community Development Department
23920 Valencia Boulevard
Santa Clarita, California 93155

**Notice of Preparation Comments
Vista Canyon and Ancillary Annexation Areas
(Fair Oaks Ranch, Sand Canyon, Jakes Way) - Master Case 07-127**

Dear Mr. Hogan:

The Santa Monica Mountains Conservancy offers the following comments on the Notice of Preparation of the above referenced Draft Environmental Impact Report (DEIR) to annex approximately 3,500 acres into the City of Santa Clarita. All portions of the proposed annexation area located south of State Route 14 are within the Rim of the Valley Trail Corridor zone.

The primary focus of the DEIR is the 185 acre Vista Canyon Ranch project located just upstream from where the Santa Clara River crosses under State Route 14. The Conservancy herein incorporates its April 27, 2009 pre-DEIR comment letter on the Vista Canyon Ranch project as part of this letter. The Conservancy's concerns about the Vista Canyon Ranch expressed in said letter remain. It is our understanding that the applicant is working with a wildlife biologist to integrate a regionally significant habitat linkage between the San Gabriel Mountains and the Santa Clara River into the project. We hope those efforts include a means for wildlife to get under or over the adjacent Metrolink track system. The DEIR should include at least two alternatives that provide for such safe crossing of the railroad tracks and factor in the high probability that the rail corridor could include high speed rail in the next decade.

A great advantage of the proposed expanded DEIR scope is that it includes private properties located between the Vista Canyon Ranch project and other protected habitat in the Fair Oaks Ranch and Golden Valley projects. Portions of these private properties are critical to make an adequate habitat linkage between the Vista Canyon property that abuts the railroad tracks and the moderate-sized habitat area located in the southeast corner of the Fair Oaks Ranch open space dedication.

The DEIR should address the need for this regional habitat linkage between the Santa Clara River and the San Gabriel Mountains and delineate potential corridor routes and

Jeff Hogan
Vista Canyon and Ancillary Areas NOP Comments
November 23, 2009
Page 2

particularly chokepoints. For example to achieve adequate width in places, extensive land needs to be protected up to the western side of Rolling Hills Avenue. The corridor design should maximize implementation feasibility by incorporating the existing steep, naturally-vegetated hill system located directly south of the southeast corner of the Vista Canyon Ranch project. Said design should also take advantage of the high quality habitat on that corner of the Vista Canyon Ranch project that leads directly to the Santa Clara River. The DEIR analysis must address how required brush clearance for any adjacent structures will reduce the habitat quality of the wildlife corridor and consider adequate structure setbacks.

For the record the Mountains Recreation and Conservation Authority acquired a 10 acre parcel in the Santa Clara River that abuts the downstream boundary of Vista Canyon Ranch.

If you have any questions, please contact Paul Edelman of our staff at 310-589-3200, ext. 128.

Sincerely,

RONALD P. SCHAFER
Chairperson



November 29, 2009

Jeff Hogan
AICP Senior Planner
City of Santa Clarita
Community Development Department
23920 Valencia Blvd.
Santa Clarita, California
93155

Vista Canyon Ranch LLC

COMMENTS

As both residents of the Santa Clarita Valley and members of the Sierra Club, we are extremely concerned about the ramifications of the "Vista Ranch Project." The proposed build-out of 1350 residential lots plus commercial space within the city of Santa Clarita is shocking when one considers the economic, environmental, and societal pressures of the times. The proposed Vista Ranch project will substantially degrade the quality of the environment in northern Los Angeles County.

A recent trend of development corporations consists of creating new developments in the midst of our most beautiful remaining open spaces. The proposed Vista Ranch development area is one of these open spaces. It is situated in the heart of the city of Santa Clarita Valley in and around the Santa Clara River. The time has come to question not only CAN we develop this area, but SHOULD we develop this area. We believe the Santa Clara River should remain a natural river, and that the fringe area should remain a vital recharge resource for the local aquifers.

- **Infrastructure**

Foreclosures, bankruptcies, and losses of adequately paying jobs have resulted in a surplus of unoccupied homes. Many new homes and small businesses in the Santa Clarita Valley remain uncompleted and/or empty because of the recession, a sick economy, state and federal deficits, and a long-term lack of demand for more new homes. California has the worse debt and economy of any state in the country. Citizens have lost much income and savings over the last year and this project may soon be asking them to spend and buy in an isolated, over saturated area.

Due to the troubling economic times, many schools in the Santa Clarita Valley have had extremely detrimental budget cuts coming from both the state and federal government.

This has meant that local school districts have had to halt the building of new schools, increase class-sizes, and have either pink-slipped and or let-go of qualified teachers. How would a new development of over a thousand new homes make any of these problems better?

- Biology

Vista Ranch is in the Santa Clara River floodway and flood fringe. We are concerned that the channeling this development entails would increase the flow rate, as well as removing the habitat and foraging grounds of wildlife. The development appears to bring in a huge amount of dirt fill (500,000 cubic yards) to increase the height of the lot. This makes no sense and will worsen air quality (truck trips to bring in the fill). We are also concerned about further narrowing of the river along either side of the proposed bridge. This has been a problem before on numerous other developments and it is surprising to see it being proposed here. We also project that the animals that transition through the area (looking for food and water, etc.) will be negatively impacted. If allowed to be built, this project would compromise the natural and necessary wildlife corridors. It would also destroy portions of an irreplaceable eco-region.

- Traffic

People inhabiting the homes potentially created by the Vista Ranch Development will, for the most part, probably have employment at well paying jobs in distant cities. Each day many thousands of workers and their automobiles will be leaving or returning to the town from these cities. This proposed development will bring thousands of additional car trips a day onto our freeways and surface streets and increase air pollution which is already some of the worst in the nation. Despite the claims of local developers to the contrary, most people who buy homes in these types of proposed developments will simply not be able to work and live in the same community. Jobs in the service sector of local small towns will not yield sufficiently high salaries and wages to meet monthly house payments and other necessary costs. All highways leading to big cities offering high wages will become more crowded with automobiles than they are at present. Traffic on surface streets and along Highway 14, and along Sierra Highway could become literally unbearable. Although mass transit appears to be a solution, the relocation of the Metrolink Station has its own problems. The southern access to the proposed site of the Metrolink station appears to necessitate local riders to travel through residential areas and could add to traffic at an existing railroad crossing. How would this be more convenient than the already efficient and easily accessible Via Princessa site? In addition, access to the site from the east, from people traveling west on Highway 14 would be via substandard on- and off-ramps at Sand Canyon, as well as over an unimproved bridge from Sand Canyon. New homes are not the answer to the needs and wishes of the people living in Santa Clarita Valley and neighboring areas. Traffic congestion is a major concern of the residents of the surrounding areas.

- Air Quality

Another serious concern with the project is the substantial effect the proposed development would have on the worsening air quality that we have in our area. It is obvious that the cumulative air pollutant emissions in the area would contribute to the degradation of local and regional air quality. The Santa Clarita Valley already has some of the worst air quality in the nation. Katherine Squires, a local teacher, sees the effects of poor air quality on the children in her Canyon Country classroom. Each year she sees more and more students who suffer from asthma. The SCV already exceeds Federal air pollution standards for particulate matter generated from dust and diesel pollution. We insist the AQMD standard of 150 feet buffer zone between highways or railroad tracks and residential units be followed.

In addition, there would be long term effects resulting from the additional traffic on our local roads and freeways. Climatologists agree that greenhouse gases are causing global warming and even the Supreme Court, in its decision several months ago, said that EPA must address Carbon Dioxide as a pollutant.

- Green Building Standards

The Sierra Club requests that green building standards be included as conditions of any approval that might be considered.

- Water Resources

The area in which this project is located does not have sufficient ground water to support additional housing.^[1] Therefore water to serve this project must come from the State Water Project (SWP) or the western reaches of the Santa Clara River.

The Water Supply Assessment (WSA) for the project does not include the recent Federal Court decisions and Biological Opinions that have reduced pumping from the Sacramento Delta^[2], and thus reduced water availability to the SWP. A new Water Supply Assessment that includes the impact of reduced pumping required by these decisions must be included in the review of this project to determine whether the water supply is adequate to support the project.

Should cutbacks of state water supply continue, the only source of sufficient ground water is in the western end of the Santa Clarita Valley^[3]. The Santa Clara River is not adjudicated, so this water is available to the project, however extensive piping and pumps must be installed to make it available to locations in the eastern portion of the Santa Clarita Valley.

CONCLUSION

The Sierra Club is concerned that if the proposed Vista Ranch Development Plan is implemented, the entire region in the heart of the Santa Clarita Valley will continue to

become nearly continuous urban and suburban development. The water situation would become more serious. Furthermore, many of the values of southern California will be forever lost (scenic open spaces, habitat for wildlife, and an un-channeled Santa Clara River). The Vista Ranch Development Plan could set in place a dangerous precedent. The National Sierra Club has a policy against urban sprawl projects such as this one due to their unsustainability and wasteful use of resources. It is very concerning to see proposed development occurring in the Santa Clara River. This project is another example of too much density in the wrong area--much like: Las Lomas, Lyons Ranch, North Newhall Redevelopment and the Calgrove Corridor. This proposed development is poorly planned and would have detrimental long-term effects to the surrounding areas.

Sincerely,

Katherine Squires
Conservation Chair, Santa Clarita Group

Sandra Cattell
Open Space/Wildlands Chair, Santa Clarita Group

^[1] See well graphs available through Santa Clarita Water Co.

^[2] *Natural Resources Defense Council v Kempthorne*, 506 F.Supp.2d 322 (E.D. Cal. 2007) (*Wanger* Decision - Delta smelt); and *Pacific Coast Federation of Fishermen's Associations, et al. v. Gutierrez, et al.*, No. 06-CV-00245-OWW-GSA (E.D. Cal. 2008) (*Wanger* Decision - Chinook salmon/steelhead).

^[3] Groundwater Basin Yield, 2008, Ludhdroff and Scalmanini and GSI Solutions, Inc., 2009, hereby included by reference in this administrative record.



Geroy D. Baca, Sheriff

County of Los Angeles
Sheriff's Department Headquarters

*4700 Ramona Boulevard
 Monterey Park, California 91754-2169
 (661) 255-1121*



October 20, 2009

RECEIVED
 PLANNING DIVISION

OCT 23 2009

Mr. Jeff Hogan
 Senior Planner
 City of Santa Clarita
 23920 Valencia Boulevard, Suite 300
 Santa Clarita, California 91355

CITY OF SANTA CLARITA

Dear Mr. Hogan:

**DRAFT ENVIRONMENTAL IMPACT REPORT
 VISTA CANYON RANCH
 TENTATIVE TRACT NO. 69164
 MASTER CASE NO. 07-127**

The proposed Vista Canyon Ranch project consisting of 1,350 residential housing units, is located in the unincorporated area of Los Angeles County. The area is serviced by the Los Angeles County Sheriff's Department, Santa Clarita Valley Station, 23740 Magic Mountain Parkway, Valencia 91355. The proposed project site is located south of Lost Canyon Road, north of Fair Oaks Ranch and west of Sand Canyon Road approximately 7-8 miles from the Santa Clarita Valley Station.

It is anticipated that the non-emergent response time to a request for service would be approximately 20-30 minutes. The priority response time would be approximately 15-25 minutes and the response time under emergent circumstances would be approximately 5-9 minutes. All response times are approximations, and would be dependent on both the deployment of area radio cars, and traffic conditions.

At present, all law enforcement services with the exception of traffic services (traffic enforcement and traffic accident investigation are handled by the California Highway Patrol) are handled by the Los Angeles County Sheriff's Department.

A Tradition of Service Since 1850

NOTICE OF PREPARATION
VISTA CANYON RANCH, TENTATIVE TRACT NO. 69164

PAGE 2

This station serves an area of 656 square miles, which is made up of the City of Santa Clarita and unincorporated county between the Los Angeles City Limits to the south, the Kern County Line to the north and involving all area between the Ventura County Line to the west and the township of Agua Dulce to the east. The population served by our station is approximately 250,000 residents.

Our ideal officer to population ratio is one deputy per 1,000 residents and with our current staffing of 171 sworn deputies currently assigned, our ratio is less than ideal at one deputy per every 1,532 residents. According to the figures released by the Department of Finance on January 1, 2006, residential density is 3.123 persons per dwelling unit. This proposed project will generate a population increase of 4216. Based on the above, the project would require 4 additional crime units, and in lieu of the California Highway Patrol handling traffic issues we will need an additional two traffic units. Finally the county-wide Community Oriented Policing units will no longer be assigned to the area therefore two additional deputies would be assigned to the existing cities Crime Impact Team.

Our primary concern is our ability to provide an adequate level of protection and service to all areas we police. Due to the rapidly expanding population of the Santa Clarita Valley and its record-setting home building, it is difficult to project the impact of this project on law enforcement.

Adding this project and other projects in progress, either proposed, approved or committed would significantly impact law enforcement services. This station is currently operating at a less than desirable level.

It is suggested, for crime prevention purposes and for the security and safety of the future residents, the following measures should be implemented during site and building layout design:

- Proper lighting in open areas and parking lots;
- Provide sufficient street lighting for the project streets;
- Good visibility of doors and windows from the street and between buildings;
- Provide Knox Box entry key system for law enforcement, if a gated community is planned in the project area;
- Ensure that the required building address numbers be lighted and readily apparent from the street for emergency response agencies.

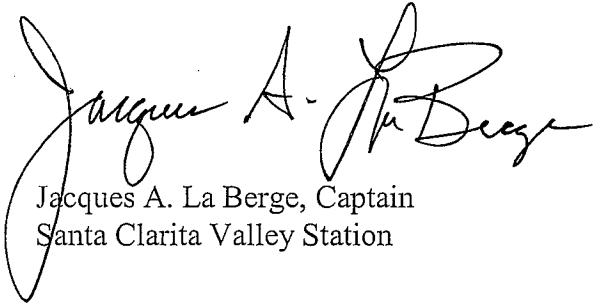
**NOTICE OF PREPARATION
VISTA CANYON RANCH, TENTATIVE TRACT NO. 69164**

PAGE 3

Should you have further questions, please feel free to call me at (661) 255-1121 extension 5101, or Deputy Patrick Rissler at extension 5159.

Sincerely,

LEROY D. BACA, SHERIFF

A handwritten signature in black ink, reading "Jacques A. La Berge". The signature is fluid and cursive, with the first name "Jacques" and last name "La Berge" clearly legible. The middle initial "A." is also present. The signature is positioned above the printed name and title of the signatory.

Jacques A. La Berge, Captain
Santa Clarita Valley Station

JAL:par



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

October 6, 2009

To: Reviewing Agencies

Re: Vista Canyon and Ancillary Annexation Areas (Fair Oaks Ranch, Sand Canyon, and Jakes Way)
SCH# 2007071039

Attached for your review and comment is the Notice of Preparation (NOP) for the Vista Canyon and Ancillary Annexation Areas (Fair Oaks Ranch, Sand Canyon, and Jakes Way) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jeff Hogan
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

For: Scott Morgan
Acting Director, State Clearinghouse

Attachments
cc: Lead Agency

RECEIVED
PLANNING DIVISION

OCT 13 2009

CITY OF SANTA CLARITA

**Document Details Report
State Clearinghouse Data Base**

SCH# 2007071039
Project Title Vista Canyon and Ancillary Annexation Areas (Fair Oaks Ranch, Sand Canyon, and Jakes Way)
Lead Agency Santa Clarita, City of

Type NOP Notice of Preparation

Description The project site is mostly undeveloped and located in an unincorporated portion of the County of Los Angeles. A single family residence and outside storage yard presently is located on a portion of the project site. The applicant is requesting approval to amend the City of Santa Clarita Plan, and to pre-zone the project site Specific Plan (SP) and annex approximately 185 acres of land into the City of Santa Clarita (City). The applicant also is requesting approval of a Tentative Tract Map, Conditional Use Permit (CUP), and Oak Tree Permit to allow for the construction of a mixed-use/transit-oriented development consisting of 1,117 residential dwelling units and up to 950,000 square feet of commercial, retail, theater, and hotel uses within four Planning Areas on site. A residential overlay over the coporate office lots would permit the conversion of 250,000 square feet of office floor area to 233 multi-family residential units, resulting in a project mix of 1,350 residential units and 700,000 square feet of commercial floor area.

Lead Agency Contact

Name Jeff Hogan
Agency City of Santa Clarita
Phone (661) 255-4330
email
Address 23920 Valencia Boulevard, Suite 300
City Santa Clarita
State CA **Zip** 91355
Fax

Project Location

County Los Angeles
City Santa Clarita
Region
Cross Streets Southwest of Sand Canyon Road and State Route 14
Lat / Long
Parcel No. 2840-005-057, 058; 2840-006-007, 270; 2840-002-270, 271 thru 274, 901; 2840-004-017, 021, 036
Township **Range** **Section** **Base**

Proximity to:

Highways SR-14
Airports
Railways Metrolink
Waterways Santa Clara River
Schools Sulphur Springs ESD, Fair Oaks Ranch ES, Pine Crest
Land Use Vista Canyon: Undeveloped/ Agricultural and Manufacturing (A1/M1)/ Business Park (BP)
Fair Oaks Ranch: Mostly developed/Residential Estate (RE); Residential Moderate (RM), Business Park (BP), Community Commercial Office (CO)
Jakes Way: Mostly developed/Residential Moderate (RM) and Business park (BP)
San Canyon: Mostly developed/Residential Estate (RE) and Business Park (BP)

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Solid Waste; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

**Document Details Report
State Clearinghouse Data Base**

Reviewing Agencies	Caltrans, Division of Aeronautics; Department of Conservation; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; Caltrans, Division of Transportation Planning; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 7; Air Resources Board, Transportation Projects; State Water Resources Control Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4
-------------------------------	--

Date Received	10/06/2009	Start of Review	10/06/2009	End of Review	11/04/2009
----------------------	------------	------------------------	------------	----------------------	------------

NOP Distribution List

County: Los Angeles

SCH#

2007071089

Resources Agency

☐ Resources Agency
Nadell Gayou

☐ Dept. of Boating & Waterways
Mike Sotelo

☐ California Coastal Commission
Elizabeth A. Fuchs

☐ Colorado River Board
Gerald R. Zimmerman

☐ Dept. of Conservation
Rebecca Salazar

☐ California Energy Commission
Dale Edwards

☐ Cal Fire
Allen Robertson

☐ Office of Historic Preservation
Wayne Donaldson

☐ Dept. of Parks & Recreation
Environmental Stewardship Section

☐ Central Valley Flood Protection Board
Jon Yego

☐ S.F. Bay Conservation & Dev't. Comm.
Steve McAdam

☒ Dept. of Water Resources
Resources Agency
Nadell Gayou

☐ Conservancy

Fish and Game

☐ Depart. of Fish & Game
Scott Flint
Environmental Services Division

☐ Fish & Game Region 1
Donald Koch

☐ Fish & Game Region 1E
Laurie Harnsberger

☐ Fish & Game Region 2
Jeff Drongesen

☐ Fish & Game Region 3
Robert Floerke

☐ Fish & Game Region 4
Julie Vance

☒ Fish & Game Region 5
Don Chadwick
Habitat Conservation Program

☐ Fish & Game Region 6
Gabrina Gatchel
Habitat Conservation Program

☐ Fish & Game Region 6 I/M
Gabrina Gatchel
Inyo/Mono, Habitat Conservation Program

☐ Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

☐ Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture

☐ Depart. of General Services
Public School Construction

☐ Dept. of General Services
Anna Garbeff
Environmental Services Section

☐ Dept. of Public Health
Brigitte Binning
Dept. of Health/Drinking Water

Independent Commissions, Boards

☐ Delta Protection Commission
Linda Flack

☐ Office of Emergency Services
Dennis Castriello

☐ Governor's Office of Planning & Research
State Cleanhouse

☒ Native American Heritage Comm.
Debbie Treadway

☐ Public Utilities Commission
Leo Wong

☐ Santa Monica Bay Restoration
Guangyu Wang

☐ State Lands Commission
Marina Brand

☐ Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Business, Trans & Housing

☐ Caltrans - Division of Aeronautics
Sandy Hesnard

☒ Caltrans - Planning
Terri Pencovic

☒ California Highway Patrol
Scott Loetscher
Office of Special Projects

☒ Housing & Community Development
CEQA Coordinator
Housing Policy Division

Dept. of Transportation

☐ Caltrans, District 1
Rex Jackman

☐ Caltrans, District 2
Marcelino Gonzalez

☐ Caltrans, District 3
Bruce de Terra

☐ Caltrans, District 4
Lisa Carboni

☐ Caltrans, District 5
David Murray

☐ Caltrans, District 6
Michael Navarro

☒ Caltrans, District 7
Elmer Alvarez

☐ Caltrans, District 8
Dan Kopusky

☐ Caltrans, District 9
Gayle Rosander

☐ Caltrans, District 10
Tom Dumas

☐ Caltrans, District 11
Jacob Armstrong

☐ Caltrans, District 12
Chris Herre

Cal EPA

☐ Air Resources Board

☐ Airport Projects
Jim Lerner

☒ Transportation Projects
Douglas Ito

☐ Industrial Projects
Mike Tolstrup

☐ California Integrated Waste Management Board
Sue O'Leary

☒ State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

☐ State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

☐ State Water Resources Control Board
Steven Herrera
Division of Water Rights

☒ Dept. of Toxic Substances Control
CEQA Tracking Center

☐ Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

☐ RWQCB 1
Cathleen Hudson
North Coast Region (1)

☐ RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)

☐ RWQCB 3
Central Coast Region (3)

☒ RWQCB 4
Teresa Rodgers
Los Angeles Region (4)

☐ RWQCB 5S
Central Valley Region (5)

☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office

☐ RWQCB 6
Lahontan Region (6)

☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

☐ RWQCB 7
Colorado River Basin Region (7)

☐ RWQCB 8
Santa Ana Region (8)

☐ RWQCB 9
San Diego Region (9)

☐ Other

Last Updated on 03/24/2009



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

October 8, 2009

File No: SCV-00.04-00

Mr. Jeff Hogan, AICP, Senior Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

Dear Mr. Hogan:

Vista Canyon and Ancillary Annexation Areas
(Fair Oaks Ranch, Sand Canyon, Jakes Way), Master Case No. 07-127

The County Sanitation Districts of Los Angeles County (Districts) received a Revised Notice of Preparation of a Draft Environmental Impact Report for the subject project on October 5, 2009. We offer the following comments regarding sewerage service:

1. Previous comments submitted by the Districts in correspondence dated December 16, 2008 (copy enclosed), to Mr. Christopher Graham of Impact Sciences, still apply to the subject project with the following updated and additional information.
2. Portions of the Ancillary Annexation Area are also outside the jurisdictional boundaries of the Districts and will require annexation into the Santa Clarita Valley Sanitation District before sewerage service can be provided to proposed development.
3. The Districts' Soledad Canyon Trunk Sewer, Sections 1,2,3,&4, located in a right of way north of the Santa Clara River and approximately 500 feet east of the terminus of Hidaway Avenue, will also serve the proposed project area. This 15" to 18" diameter trunk sewer has a design capacity of 3.3 million gallons per day (mgd) and conveyed a peak flow of 3 mgd when last measured in 2008.
4. The Santa Clarita Valley Joint Sewerage System (SCVJSS) currently processes an average flow of 20.7 mgd.
5. The expected increase in average wastewater flow from the Ancillary Annexation Area is approximately 200,000 gallons per day.

RECEIVED
PLANNING DIVISION

OCT 13 2009

CITY OF SANTA CLARITA

Mr. Jeff Hogan

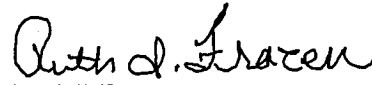
-2-

October 8, 2009

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

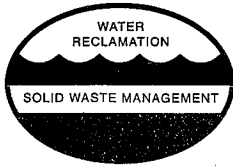
A handwritten signature in cursive script that reads "Ruth I. Frazen".

Ruth I. Frazen
Customer Service Specialist
Facilities Planning Department

RIF:rf

Enclosure

c: D. Kitt



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

December 16, 2008

File No: SCV-00.00-00

COPY

Mr. Christopher Graham, Staff Planner
Impact Sciences
803 Camarillo Springs Road, Suite A
Camarillo, CA 93012

Dear Mr. Graham:

Vista Canyon Ranch Project

This is in reply to your letter, which was received by the County Sanitation Districts of Los Angeles County (Districts) on December 8, 2008. We offer the following comments regarding sewerage service:

1. The project area is outside the jurisdictional boundaries of the Districts and will require annexation into the Santa Clarita Valley Sanitation District before sewerage service can be provided to the proposed development. For a copy of the Districts' Annexation Information and Processing Fees sheets, go to www.lacsd.org, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the annexation procedure and fees, please contact Ms. Donna Kitt at extension 2708.
2. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Soledad Canyon Trunk Sewer, Section 5, located in Soledad Canyon Road at Lost Canyon Road. This 18-inch diameter trunk sewer has a design capacity of 5.7 million gallons per day (mgd) and conveyed a peak flow of 2.9 mgd when last measured in 2008.
3. The District operates two water reclamation plants (WRPs), the Saugus WRP and the Valencia WRP, which provide wastewater treatment in the Santa Clarita Valley. These facilities are interconnected to form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System (SCVJSS). The SCVJSS has a design capacity of 28.1 mgd and currently processes an average flow of 21 mgd.
4. The expected average wastewater flow from the project site is approximately 375,000 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2.
5. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the

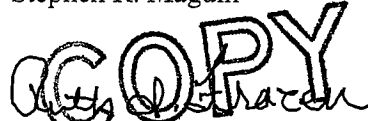
strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

A large, stylized handwritten signature in black ink, appearing to read 'Ruth I. Frazen', is written over the printed name.

Ruth I. Frazen

Customer Service Specialist
Facilities Planning Department

RIF:rf

c: D. Kitt



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director of Planning

February 9, 2010

RECEIVED

FEB 16 2010

**COMMUNITY DEVELOPMENT
CITY OF SANTA CLARITA**

Jeff Hogan, AICP
Senior Planner
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

**RE: CITY OF SANTA CLARITA REVISED NOTICE OF PREPARATION OF DRAFT
ENVIRONMENTAL IMPACT REPORT FOR VISTA CANYON AND ANCILLARY
ANNEXATION AREAS**

Dear Mr. Hogan:

The County's Chief Executive Office provided comments on the above-referenced Notice of Preparation in a letter to you dated November 4, 2009. One of the comments was as follows:

The DEIR discussion of land use designations and policies must be consistent with the most current version of "One Valley One Vision (OVOV)," which is an ongoing joint planning effort between the County of Los Angeles and the City. The current proposed designation for the Vista Canyon Specific Plan is not consistent with the designation proposed in the OVOV and, therefore, the Vista Canyon Specific Plan should be modified.

The Department of Regional Planning would like to amend and clarify that comment as follows:

The proposed designation for the Vista Canyon Ranch area is not consistent with the designation proposed in "One Valley One Vision (OVOV)." This is because the Vista Canyon Ranch area will be a Specific Plan, and OVOV's proposed designation does not acknowledge the Specific Plan, as it was not submitted to the County and has not been approved by the City of Santa Clarita. However, the OVOV Draft Land Use Element includes policies that are supportive of the Specific Plan process, especially for mixed-use transit-oriented projects such as Vista Canyon Ranch. The DEIR should demonstrate consistency with these policies.

If you have any questions, or if you require additional information, please feel free to contact me at mglaser@planning.lacounty.gov or at (213) 974-6476 between 7:30 a.m. and 5:30 p.m. Monday through Thursday. Our offices are closed on Fridays.

Jeff Hogan, AICP
February 10, 2010
Page 2 of 2

Sincerely,

DEPARTMENT OF REGIONAL PLANNING
Richard J. Bruckner, Director

A handwritten signature in cursive script, appearing to read "M. Glaser".

Mitch Glaser, AICP
Supervising Regional Planner
Countywide Studies Section

MWG:mwg

C: Richard J. Bruckner, Director
Rose C. Hamilton, AICP, Acting Deputy Director, Advance Planning Division
Hsiao-Ching Chen, AICP, Unincorporated Area Services Liaison
Jason Tajima, Chief Executive Office
Paul Novak, AICP, Office of Supervisor Michael D. Antonovich



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

RECEIVED
PLANNING DIVISION

FEB 01 2010

January 26, 2010

CITY OF SANTA CLARITA

Jeff Hogan, Senior Planner
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

Dear Mr. Hogan:

NOTICE OF PREPARATION, SUBJECT: REVISED NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR VISTA CANYON AND ANCILLARY ANNEXATION AREAS, SANTA CLARITA (FFER #200900194)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. Comments were provided to the CEO's office at their request. The CEO prepared a consolidated response to the City of Santa Clarita dated November 4, 2009 (see attached). No additional response is required. (Please see attached).

LAND DEVELOPMENT UNIT:

1. The Fire Prevention Division, Land Development Unit has no additional comments regarding this project. The conditions that were addressed in EIR (FFER #200800016), submitted 1/7/08, have not been changed at this time.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation,

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	BRADBURY	CUDAHY	HAWTHORNE	LA MIRADA	MALIBU	POMONA	SIGNAL HILL
ARTESIA	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE
AZUSA	CARSON	DUARTE	HUNTINGTON PARK	LAKEWOOD	NORWALK	ROLLING HILLS	SOUTH GATE
BALDWIN PARK	CERRITOS	EL MONTE	INDUSTRY	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
BELL	CLAREMONT	GARDENA	INGLEWOOD	LAWNDALE	PALOS VERDES ESTATES	ROSEMEAD	WALNUT
BELL GARDENS	COMMERCE	GLENORA	IRWINDALE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOWER	COVINA	HAWAIIAN GARDENS	LA CANADA-FLINTRIDGE	LYNWOOD	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
			LA HABRA				WHITTIER

Jeff Hogan, Senior Planner
January 26, 2010
Page 2

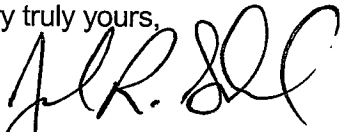
fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the final Environmental Impact Report.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. We have no comments at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

A handwritten signature in black ink, appearing to read "J.R. Todd", written over the typed name.

JOHN R. TODD, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

JRT:lj

Enclosure



WILLIAM T FUJIOKA
Chief Executive Officer

County of Los Angeles CHIEF EXECUTIVE OFFICE

Kenneth Hahn Hall of Administration
500 West Temple Street, Room 713, Los Angeles, California 90012
(213) 974-1101
<http://ceo.lacounty.gov>

Board of Supervisors
GLORIA MOLINA
First District

MARK RIDLEY-THOMAS
Second District

ZEV YAROSLAVSKY
Third District

DON KNABE
Fourth District

MICHAEL D. ANTONOVICH
Fifth District

November 4, 2009

Mr. Jeff Hogan, AICP
Senior Planner
City of Santa Clarita
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

Dear Mr. Hogan:

CITY OF SANTA CLARITA REVISED NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR VISTA CANYON AND ANCILLARY ANNEXATION AREAS

The County has prepared comments on the City of Santa Clarita's Revised Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for Vista Canyon and Ancillary Annexation Areas. The NOP for the DEIR evaluates the impacts of a proposed project consisting of an Annexation, General Plan Amendment, and Prezone of Vista Canyon, an 185-acre site near the intersection of Sand Canyon Road and SR-14. The Ancillary Annexation Areas include Fair Oaks Ranch, Sand Canyon, and Jakes Way between Sand Canyon and Golden Valley Ranch.

Please note that pursuant to Los Angeles County Board of Supervisors Policy 3.095 - "City Annexations and Spheres of Influence", the County is obligated to review each annexation proposal in accordance with this Policy. The Policy includes conditions for determining fiscal impacts on the County; and determining if the proposed annexation of a commercial or industrial area will impact the County's provision of services and, therefore, require that the annexing city provide financial mitigation satisfactory to the County.

Attached are the County's comments from the Departments of Regional Planning, Public Works, Sheriff, Parks and Recreation, Public Library, Public Health, and the County of Los Angeles Consolidated Fire Protection District.

"To Enrich Lives Through Effective And Caring Service"

*Please Conserve Paper - This Document and Copies are Two-Sided
Intra-County Correspondence Sent Electronically Only*

Mr. Jeff Hogan
November 4, 2009
Page 2

If you have any questions regarding this letter, please contact Dorothea Park at (213) 974-4283, or via e-mail at dpark@ceo.lacounty.gov.

Sincerely,

WILLIAM T. FUJIOKA
Chief Executive Officer



LARI SHEEHAN
Deputy Chief Executive Officer
Community and Municipal Services

WTF:LS:DSP
MJS:JT:ib

Attachment

c: Supervisor Michael D. Antonovich, Fifth District
Sheriff
Acting Director of Planning
Fire Chief
County Librarian
Director of Parks and Recreation
Director of Public Health and Health Officer
Director of Public Works

**COUNTY DEPARTMENT COMMENTS TO THE
REVISED NOTICE OF PREPARATION (NOP)
OF THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
FOR VISTA CANYON AND ANCILLARY ANNEXATION AREAS
BY THE CITY OF SANTA CLARITA**

Department of Regional Planning (DRP)

Land Use and Planning

Exhibit I shows the community boundaries within the annexation areas, which will be referenced throughout this attachment.

- The DEIR should discuss existing land use and zoning. Exhibits II – V provide the land use and zoning maps and their respective area calculations. Note that there is a discrepancy in total acreage between zoning and land use. This is because the areas within the right-of-way are included in the calculation of land use, but not included in the zoning.
- The DEIR discussion of land use designations and policies must be consistent with the most current version of "One Valley One Vision (OVOV)", which is an ongoing joint planning effort between the County of Los Angeles and the City. The current proposed designation for the Vista Canyon Specific Plan is not consistent with the designation proposed in the OVOV and, therefore, the Vista Canyon Specific Plan should be modified.
- The DEIR should note that once the City adopts its OVOV Plan, the City's existing land use categories including those within the project areas will be converted to be consistent with the adopted OVOV plan.

Biological Resources

- The DEIR should discuss the proposed Santa Clara River Significant Ecological Area (SEA) as described in the OVOV Plan and all significant biological resources within the proposed annexation area. Information on the Santa Clara River SEA can be found at <http://planning.lacounty.gov/ovov>.

Population and Housing

- Pursuant to the Los Angeles County Board of Supervisors Policy 3.095, "City Annexations and Spheres of Influence" Policy, County staff is obligated to negotiate a transfer of a share of its Regional Housing Needs Assessment (RHNA) allocation to an annexing City. As part of the annexation process, DRP will calculate the number of units to be transferred to the City of Santa Clarita as a result of the proposed annexation and the County will request that the City accept these RHNA units.

Public Services

- The DEIR should evaluate the impact on public services provided by DRP as a result of annexation. Services such as land use planning, land development counseling and review, and zoning enforcement services will not be provided by the County once the proposed areas are annexed.
- Exhibit VI provides a list of pending land use cases within the proposed annexation areas which may be – if still pending – transferred over to the City at the time of annexation.
- The proposed annexation areas have not generated a high volume of zoning enforcement cases. Only three zoning violations were reported in Fiscal Year 2008-09 and two zoning enforcement cases are still open.

Department of Public Works (DPW)

- The traffic generated by the Project has the potential to significantly impact the County roadways in the area. The DEIR must include a traffic impact study. The County's methodology should be used when evaluating the County and County/City roadways and intersections. A copy of the County Public Works Traffic Impact Analysis Report Guidelines may be obtained on Public Works' website at <http://dpw.lacounty.gov/Traffic>.
- The DEIR must address what impacts, if any, there will be to flood control infrastructure under the jurisdiction of Los Angeles County and proposed mitigation as applicable. All drainage systems in the proposed annexation area that are not transferred to the Los Angeles County Flood Control District for maintenance will become the responsibility of the City upon annexation. This includes major storm drains and minor street drainage.
- The DEIR should discuss the collection and disposal of the waste water that would be generated by the proposed Project, particularly the potential impact on the available capacity of the existing local sewer lines for both peak dry and wet weather flows pursuant to Statewide General Waste Discharge Requirements, Order No. 2006-0003. The DEIR should also include discussion on the impact of the proposed project on the existing local and trunk sewer facilities.
- The Public Works' Consolidated Sewer Maintenance District is responsible for the operation and maintenance of the local sewers within the unincorporated Los Angeles County area and the City of Santa Clarita. Therefore, sewer development within the entire project area, under any of the scenarios being considered, will require annexation to the Consolidated Sewer Maintenance District. All sewer construction shall comply with Public Works sewer design standards and the Los Angeles County Sanitation Districts requirements for trunk sewer system disposal facilities.

- The DEIR should discuss the availability of potable water to support the proposed project.
- The County still holds improvement bonds for Fair Oaks Ranch, subdivision tract 52833, units 01 to 12. Once the City annexes the area with these subdivisions, the City will be responsible for the completion and maintenance of the improvements and the administration of these bonds.
- The DEIR should evaluate the impact on public services provided by Public Works as a result of annexation. Services such as building plan checking and inspection, road maintenance, and code enforcement services will not be provided by the County once the proposed areas are annexed.

Sheriff's Department

- This project and other projects in progress, either proposed, approved, or committed would significantly impact law enforcement services. The DEIR should address the potential impact on law enforcement services.
- The non-emergent response time to a request for service in Vista Canyon would be approximately 20-30 minutes. The priority response time would be approximately 15-25 minutes and the response time under emergent circumstances would be approximately 5-9 minutes. All response times are approximations, and would be dependent on both the deployment of area radio cars and traffic conditions.
- At present, all law enforcement services, with the exception of traffic enforcement and traffic accident investigation, which are handled by the California Highway Patrol (CHP), are handled by the Los Angeles County Sheriff's Department.
- In addition, future development in the annexation area will be subject to the law enforcement facilities mitigation fees, which are currently in place in the City.
- According to the figures released by the State Department of Finance on January 1, 2006, residential density is 3.123 persons per dwelling unit. This proposed project will generate a population increase of 4,216 residents. Based on the above, the project would require four additional crime units, and in lieu of the CHP handling traffic issues the Sheriff would need an additional two traffic units. Additionally, the County-wide Community Oriented Policing units will no longer be assigned to the area. Two additional deputies would be assigned to the existing City's Crime Impact Team. Due to the rapidly expanding population of the Santa Clarita Valley and record-setting home building, it is difficult to project the impact of this project on law enforcement.

- It is suggested, for crime prevention purposes and for the security and safety of the future residents, the following measures should be implemented during site and building layout design:
 - Incorporate proper lighting in open areas and parking lots;
 - Provide sufficient street lighting for the project streets;
 - Design clear visibility of doors and windows from the street and between buildings;
 - Provide Knox Box entry key systems for law enforcement, if a gated community is planned in the project area; and
 - Ensure that the required building address numbers be lighted and readily apparent from the street for emergency response agencies.

Public Library

Service

- The Public Library currently provides library services to the City of Santa Clarita and the existing population of the project and annexation areas. They are currently served by the Canyon Country Jo Anne Darcy and Newhall Libraries, which are located within the boundaries of the City of Santa Clarita.

Financing

- If the annexation of the project sites is approved, the Public Library will continue to receive its dedicated share of property tax revenues and also the parcel tax revenues since the City of Santa Clarita participates in the Public Library's voter-approved special tax.

Planning

- The project sites are currently within the Public Library's Santa Clarita Valley Planning Area (Planning Area 1). If annexation of the project sites is approved and new residential developments occur, the increase in population generated by the development projects would create additional demand for library services. This population increase would adversely affect the service level offered to the residents of the Canyon Country Jo Anne Darcy and Newhall Libraries. The City of Santa Clarita will be responsible to mitigate these impacts because the mitigation fees will be paid to the City.

Department of Parks and Recreation (DPR)

- Fair Oaks Park located at 17468 Honey Maple Street, Santa Clarita, CA 91357 and an existing connector trail to the Sand Canyon Trail are within the proposed annexation area. The County will not support any annexation that contains a County park facility, unless the City agrees to assume ownership and responsibility for the park upon annexation of the area to the City's jurisdiction.
- The DEIR should make available the GIS shape file of the proposed annexation area to facilitate the County's analysis at the time the DEIR is circulated for review.

Department of Public Health (DPH)

The construction of the water reclamation plant as described in the document would be under the jurisdiction of the State Department of Health and the State Regional Water Quality Control Board (RWCQB). The NOP has been forwarded to the State RWCQB for their review and comments. The DEIR should incorporate comments from these agencies into the discussion about the proposed water reclamation plant.

Consolidated Fire Protection District (CFPD)

Planning Division

- The subject development will receive fire protection and paramedic service from the CFPD. Fire Station 107, located at 18239 West Soledad Canyon, Santa Clarita, CA 91351-3521, is the jurisdictional engine company for this development project. It has a three-person engine company and a two-person paramedic squad. Currently, it is approximately 1.8 miles (6 minutes) from the project. It is anticipated that once the road network as indicated in the project description (including the bridge) is completed, the current distance and response time will decrease.
- The second closest station is Station 132, located at 29310 Sand Canyon Road, Santa Clarita, CA 91387, and is also approximately 1.8 miles (6 minutes) from the project. It has a four-person engine company.
- While the above-mentioned stations are the closest to the project site, the CFPD operates under a regional concept in its approach to providing fire protection and emergency medical services. Emergency response units are dispatched as needed to an incident anywhere in the District's service territory based on distance and availability, without regard to jurisdictional or municipal boundaries.

- The CFPD uses the following response guidelines for new development in regards to fire services/medical response services:
 - In urban areas, a 5-minute or less response time for the first-arriving unit for fire and EMS responses, and an 8-minute or less response for the advanced life support (paramedic) unit;
 - In suburban areas, an 8-minute response time for the first-arriving unit and 12-minutes for a paramedic unit.
- Fire protection serving the area appears to be adequate for the existing development/land use; however, each additional development creates greater demands on existing resources. The DEIR should address the adequacy of fire protection for each proposed development area.

The CFPD does not calculate service-to-population ratios. Such ratios do not properly reflect the need for fire protection and emergency medical services. They do not account for demand caused by non-residential structures, vehicular incidents, transient population, and vacant land with combustible vegetation. Indicators of need for additional units or fire stations include response times, incident loads, resident and transient population, and square footage of improvements.

Limited tax revenues have restricted the CFPD's ability to meet new growth needs. Although general plans for upgrading fire protection in this area have been developed, the CFPD will not be able to implement these plans without specific provisions for the necessary manpower, equipment, and facilities. Mitigation of this problem will be required prior to granting approval of this development either through a developer fee or an in-kind consideration in lieu of developer fees, to provide funds for fire protection facilities. The fee is required for new commercial, industrial or residential development in an amount proportionate to the demand created by this project. Currently, the developer fee is a set amount per square foot of building space, adjusted annually, and is due and payable at the time a building permit is issued. In the event that the developer fee is no longer in effect at the time of building permit issuance, alternative mitigation measures shall be required.

The CFPD imposes a developer impact fee in the Antelope Valley, Santa Clarita Valley and Santa Monica/Malibu areas. It should be noted that the Los Angeles County Board of Supervisors recently approved an update to the developer fee amount from \$.9341 to \$.9550 per square foot effective February 1, 2009.

Land Development Unit

General Requirements:

- The development of this project must comply with all applicable code and ordinance requirements for construction, access, water main, fire flows, and fire hydrants.
- The proposed development may necessitate multiple ingress/egress access for the circulation of traffic and emergency response issues.
- This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance, and fuel modification plans, must be met.
- Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
- CFPD requirements for access, fire flow, and hydrants are addressed during the building permit stage.
- The CFPD, Land Development Unit's comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase. There may be additional requirements during this time.

Commercial/High Density Residential Requirements:

- Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses.
- Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.
 - c. When cul-de-sac depth exceeds 200 feet, hydrants will be required at the corner and mid-block.
 - d. Additional hydrants will be required if the hydrant spacing exceeds specified distances.

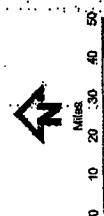
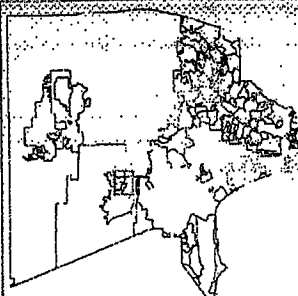
- Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs.
- All on-site driveways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The 28-foot width does not allow for parking, and shall be designated as a "Fire Lane" and have appropriate signage. The centerline of the on-site driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.
- The 28-feet in width shall be increased to provide 34 feet in width when parallel parking is allowed on one side of the access way and provide 36 feet in width when parallel parking is allowed on both sides of the access way. Any access way less than 34 feet in width shall be labeled a "Fire Lane" on the final recording map, and final building plans.
- For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department's use.
- When serving land zoned for residential uses having a density of more than four units per net acre:
 - a. A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length.
 - b. The length of the cul-de-sac may be increased to 1,000 feet, if a minimum of 36 feet in width is provided.
 - c. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

Forestry Division – Other Environmental Concerns

The statutory responsibilities of the CFPD, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the DEIR.

**Santa Clarita
Sphere of Influence Amendment
Communities - 10/15/2009**

 **Property**
 Copyright © 2009, by
 McGraw-Hill Education
 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without prior written permission from McGraw-Hill Education.



Los Angeles County
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

SANTA CLARITA

Sand Canyon 2

ANTELOPE VALLEY

SANTA CLARITA VALLEY

Sand Canyon 1

Far Oaks Ranch

Urkund

Price = \$5.95

EXHIBIT II

ATTACHMENT II: LAND USE AREA CALCULATION

LOCATION	LANDUSE	SQ. FEET	ACRES
Fair Oaks Ranch			
	HM - Hillside Management	826.248	0.019
	M - Industry	217.242	0.005
	N1 - Non-Urban 1 (0.5 du/ac)	43.822	0.001
	SP - Specific Plan	37276396.033	855.748
	TC - Transportation Corridor	24563.567	0.564
	U3 - Urban 3 (6.7 to 15.0 du/ac)	307968.508	7.070
	U4 - Urban 4 (15.1 to 40.0 du/ac)	134575.699	3.089
Jake's Way	W - Floodway/Floodplain	16378.234	0.376
	M - Industry	2006949.230	46.073
	N1 - Non-Urban 1 (0.5 du/ac)	1421.310	0.033
	SP - Specific Plan	128265.119	2.945
	TC - Transportation Corridor	1748730.174	40.145
	U3 - Urban 3 (6.7 to 15.0 du/ac)	32.349	0.001
	U4 - Urban 4 (15.1 to 40.0 du/ac)	3943608.399	90.533
Sand Canyon 1	W - Floodway/Floodplain	1370249.716	31.457
	HM - Hillside Management	14305939.836	328.419
	M - Industry	125908.044	2.890
	N1 - Non-Urban 1 (0.5 du/ac)	13260737.801	304.425
	O-NF - National Forest	43330803.569	994.738
	SP - Specific Plan	1106.621	0.025
	TC - Transportation Corridor	205105.201	4.709
Vista Canyon	W - Floodway/Floodplain	1000676.411	22.972
	HM - Hillside Management	2429724.918	55.779
		480325.664	11.027
	M - Industry		
	SP - Specific Plan	3.866	0.000
	TC - Transportation Corridor	18470.298	0.424
	W - Floodway/Floodplain	7178811.190	164.803
TOTAL		129297836.864	2968.270

EXHIBIT III

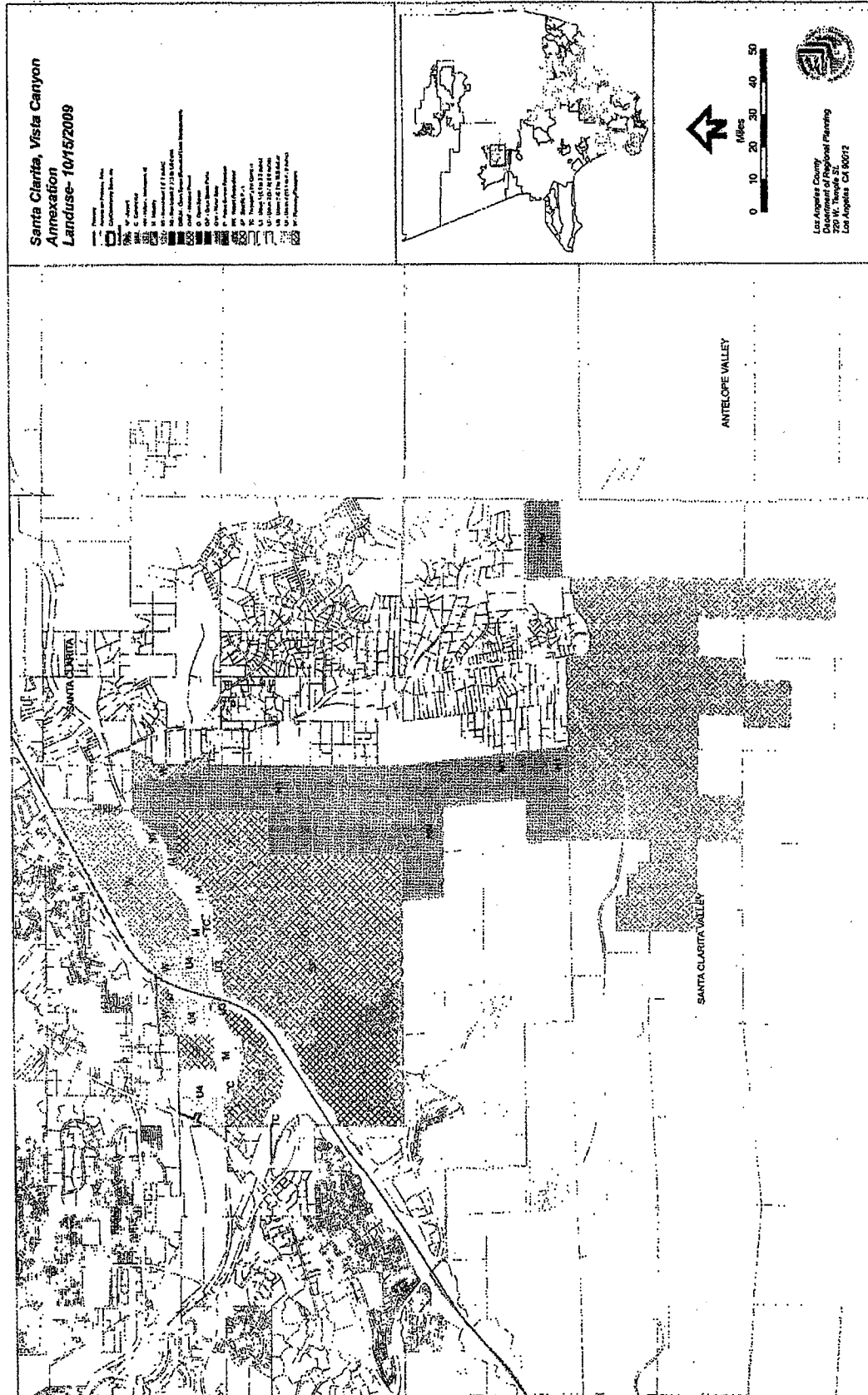


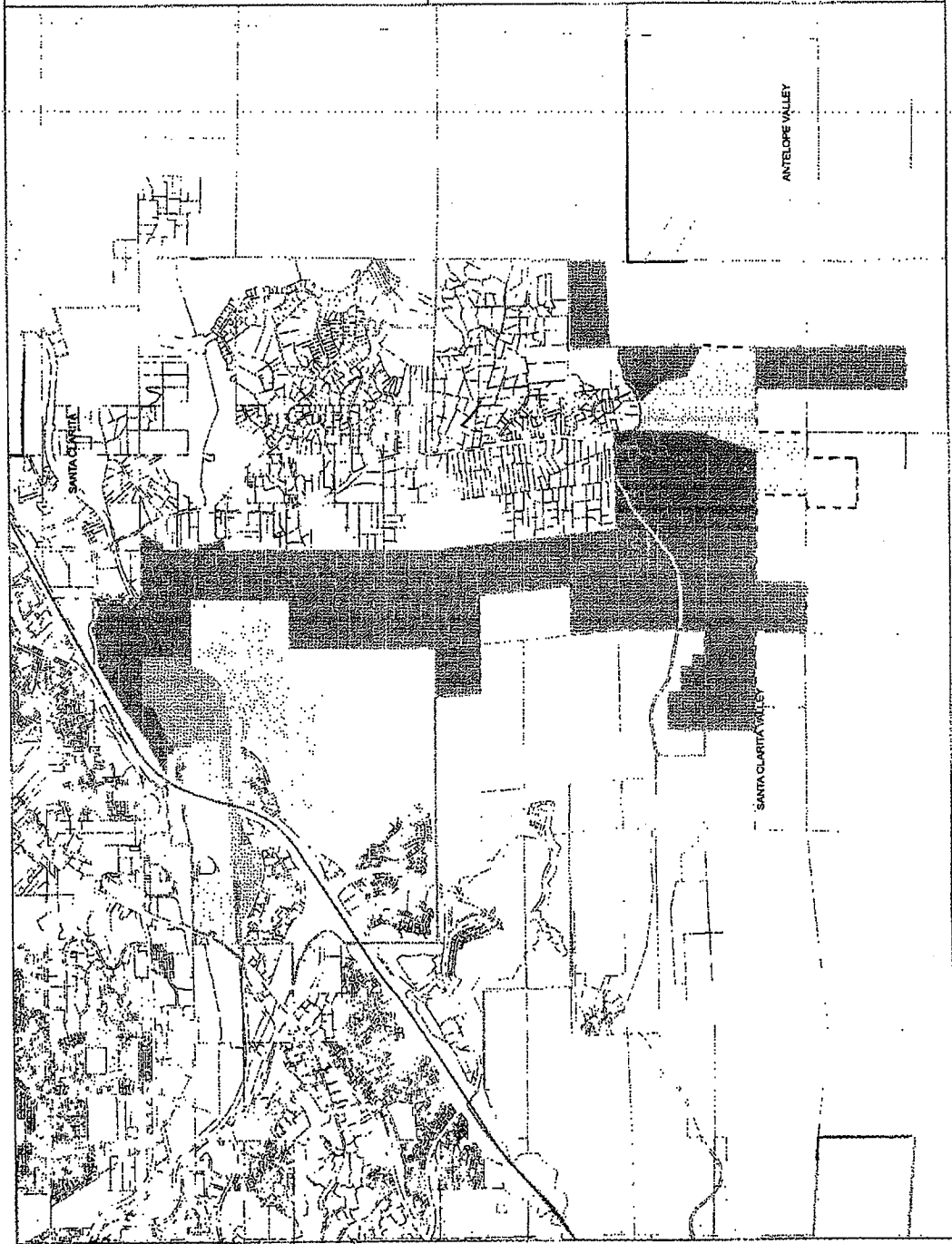
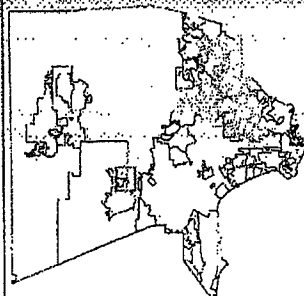
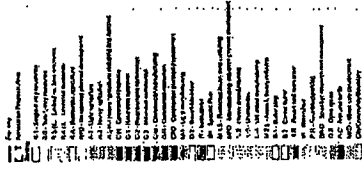
EXHIBIT IV**ATTACHMENT IV: ZONING CALCULATION**

LOCATION	ZONE	SQ. FEET	ACRES
Fair Oaks Ranch			
	A-2-1	6976.500	0.160
	R-3-DP	150946.407	3.465
	RPD-1-20U	301303.847	6.917
	SP	37301764.596	856.331
Jake's Way			
	A-1-1	621961.657	14.278
	A-2-1	97064.713	2.228
	C-2	18251.271	0.419
	M-1.5	3773244.960	86.622
	R-3-DP	2973505.114	68.262
	RPD-1-20U	1588095.017	36.458
	SP	127133.358	2.919
Sand Canyon 1			
	A-1-1	3580545.148	82.198
	A-1-2	23109435.786	530.520
	A-2-1	8033945.095	184.434
	A-2-2	22087007.600	507.048
	A-2-5	5216464.006	119.754
	CPD	83267.313	1.912
	RPD-1-1U	10134383.101	232.653
	A-1-2	2433346.896	55.862
Vista Canyon			
	A-1-1	3842103.935	88.203
	A-1-10000	574281.934	13.184
	M-1.5	2442948.102	56.082
	R-A-8000	818276.571	18.785
	TOTAL	129316252.924	2968.693

Los Angeles County
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012



**Santa Clarita, Vista Canyon
Annexation
Zoning - 10/15/2009**



ATTACHMENT VI: PENDING LAND USE CASES

Project Number	Project Description
PM065239	2 single family lots on 5.26 acres
PM065342	Create four parcels
PM067405	2 single family lots on 4.94 acres
PM068934	2 single family lots on 0.30 acres
PM25884	2 single family lots on 5.52 acres
PP50101	Pool enclosure and recreation room
RCOC200900020	Certificate of Compliance
RCUP200600214	Second unit on septic system within High Fire Zone
RCUP200800188	Two 30 ft. wtf poles located in the ROW
REA200900159	Landscape and irrigation plan
RPP200700779	single family residence
RPP200800768	Single family residence and guesthouse
RPP200900956	6 single family residences
RPP200900957	6 single family residences
RPP200901131	5 single family residences
RPP200901133	5 single family residences
TR063483	To create one multi-family lot with 165 new condo units in 36
TR070070	15-lot subdivision