

**CITY OF SANTA CLARITA
AGENDA REPORT**

PUBLIC HEARING

City Manager Approval:



Item to be presented by: Jeff Hogan

DATE: April 26, 2011

SUBJECT: THE VISTA CANYON ANNEXATION PROJECT, INCLUDING THE ANCILLARY ANNEXATION AREA (PORTIONS OF SAND CANYON, FAIR OAKS RANCH, AND JAKES WAY)

DEPARTMENT: Community Development

RECOMMENDED ACTION

1. City Council receive the staff report and public testimony;
2. City Council close the public hearing;
3. Certify the Final Environmental Impact Report prepared for the Vista Canyon project and the Ancillary Annexation Area through the adoption of two Resolutions (one for Vista Canyon and one for the Ancillary Annexation Area), which includes the adoption of the Mitigation Monitoring and Reporting Program, CEQA Findings, and Statement of Overriding Considerations;
4. Adopt a Resolution (including the Final Conditions of Approval) that approves General Plan Amendment 07-001A, Specific Plan 07-001, Tentative Tract Map 69164, Conditional Use Permit 07-009, and Oak Tree Permit 07-002;
5. Adopt a Resolution approving General Plan Amendment 07-001B for the Ancillary Annexation Areas (Jakes Way, Fair Oaks Ranch, portions of Sand Canyon);
6. Adopt a Resolution authorizing the City Manager, or designee, to submit an application to the Local Agency Formation Commission (LAFCO) requesting: (a) annexation of approximately 2,442 acres of land to the City of Santa Clarita for the Vista Canyon, Jakes Way, Fair Oaks Ranch, and portions of Sand Canyon areas, and (b) a simultaneous and corresponding Sphere of Influence Amendment;

**Ordinance passed to
Second reading**

Prezone 07-001A
Prezone 07-001B

Reso No. 11-21 Reso No. 11-22
Reso No. 11-23
Reso No. 11-24
Adopted: Reso No. 11-25

APPROVED

7. Introduce and pass to second reading an Ordinance approving Prezone 07-001A for the Vista Canyon project; and
8. Introduce and pass to second reading an Ordinance approving Prezone 07-001B for the Ancillary Annexation Areas (Jakes Way, Fair Oaks Ranch, portions of Sand Canyon).

BACKGROUND

The Vista Canyon project was last considered by the City Council on March 22, 2011. At the March 22 meeting, the City Council continued the public hearing, conceptually approved the project subject to the revisions and requirements enumerated below, and directed staff to prepare all of the necessary documents (e.g., ordinances, resolutions, CEQA Findings, Final EIR (including the mitigation and monitoring reporting program), conditions, etc.) for the Council's consideration at the April 26, 2011 Council meeting.

It should also be pointed out that the April 2011 Final EIR, inclusive of the Draft EIR and responses to comments, was distributed to the City Council, public agencies and persons who commented on the EIR on April 14, 2011, in advance of this public hearing.

City Council Modifications

As directed by the Council, a revised land plan has been prepared and includes the following modifications:

- The River Corridor in Planning Areas 1 and 2 has been increased by an average of 100 feet, except for the area around the water reclamation plant, which is located outside of the California Department of Fish and Game's jurisdiction.
- The length of the Vista Canyon Road Bridge has been increased from 650 to 750 feet.
- Remove development from Planning Area 4 (Mitchell Hill), resulting in no development north of the Santa Clara River. City staff recommends that the River Education Center be moved to the Oak Park.
- Relocate the Town Green from its location on the previous tentative tract map (near the railroad right-of-way) to a location near the southern Vista Canyon Road Bridge abutment adjacent to the Santa Clara River Corridor.
- Eliminate the residential overlay, thereby permitting a maximum of 1,100 residential units and 950,000 square feet of commercial floor area.

Additionally, per the Council's direction, the following requirements have been incorporated into the Vista Canyon project's Final Conditions of Approval (COA) – Exhibit D of the Vista Entitlement Resolution.

- Require that project lighting be decorative and down lit, including along roadways and the Vista Canyon Road Bridge. (PL8 - Page 28 of COA)
- Require the project's Landscape Maintenance District to pay for ongoing maintenance of

the Oak Park, River Corridor, and Mitchell Hill Open Space (including the Mitchell Family cemetery). (SD4 – Page 47 of COA)

- Require that the slope of the buried bank stabilization in the area of the animal movement corridor not exceed a grade of 2.5:1 in order to provide access for wildlife to enter into the River. The condition also requires that a qualified biologist prepare an animal movement corridor plan that addresses corridor design, including a Lost Canyon Road undercrossing. (PL11 – Page 29 of COA)
- Require that no lighting be permitted on Lost Canyon Road from La Veda Avenue to a point 300 feet from the eastern project boundary due to the animal movement corridor. (EN50 – Page 37 of COA)
- Require that a conservation easement be recorded over the animal movement corridor on-site and that the applicant work with City staff and use their best efforts to acquire an off-site conservation easement on the property directly to the south to preserve the animal corridor through the project site and to the south. (PR2 and PR3 – Page 50 of COA)
- Require that no lighting be permitted on the trail adjacent to the wildlife corridor in the Oak Park or on the Santa Clara River Trail. (PR25 – Page 53 of COA)
- Require that prior to the issuance of the 150th occupancy permit in Planning Area 3 of the project, the applicant shall secure easements and construct a minimum 12' wide stabilized decomposed granite trail connecting the Santa Clara River Trail on the south side of the River to Sand Canyon Road. This trail shall be located adjacent to the River, to the north of the two homes located along this portion of Lost Canyon Road. No flood protection improvements will be required for this trail. If the applicant is unable to secure easements for this trail, the applicant shall construct a minimum 8' wide stabilized decomposed granite trail along the north side of Lost Canyon Road to the satisfaction of the Director of Parks, Recreation, and Community Services. (PR23 – Page 53 of COA)
- Require that the applicant provide a total of \$300,000.00 in funding to the City to be used for the construction of the Sand Canyon Trail from Lost Canyon Road to Roadrunner Avenue and for unconstructed portions of the trail from Roadrunner Avenue to Sultus Street. The payment would be paid in two installments. (PR27 – Page 53 of COA)
- Require the applicant to use its best efforts, working with City staff, to acquire a 20-foot wide trail easement off-site on the property to the south of the existing railroad undercrossing. (PR28 – Page 53 of COA)
- Require the applicant to use its best efforts, working with City staff, to acquire an off-site, 20-foot wide trail easement on the property to the south of the existing railroad undercrossing to ensure necessary easements to connect the Fair Oaks Ranch/Golden Valley trail system and the City's proposed trail at the western terminus of Roadrunner Avenue to the Vista Canyon trail system. (PR28 – Page 53 of COA)
- Require the applicant to construct the Vista Canyon loop trail, from the project's eastern boundary to the existing railroad undercrossing, with decomposed granite or similar surface at a width of 20 feet. (PR29 – Page 54 of COA)
- Require the applicant to construct the Vista Canyon loop trail, from the existing railroad undercrossing to Vista Square, with decomposed granite or similar surface at a minimum width of 12 feet. (PR30 – Page 54 of COA)
- Require the applicant to pay all costs associated with completing the restoration of the Mitchell Family cemetery (fencing, seating, landscaping, interpretive signage, extension

- of electricity and water, and trail). (PR31 – Page 54 of COA)
- Require the applicant to work with City staff on a recreational amenity plan for the Mitchell Hill Open Space. This plan shall include site security improvements and the construction of an unimproved access (decomposed granite or similar surface) from Vista Canyon Road to the Mitchell Hill Open Space. Once a mutually acceptable plan is identified, the applicant shall construct the improvements in accordance with the Plan. The applicant shall receive PDF credit for construction costs associated with the implementation of this Plan. (PR32 – Page 54 of COA)
 - Require the applicant to construct the Roundabout option at the Lost Canyon Road/Sand Canyon Road intersection. (EN49 – Page 37 of COA)
 - Require the applicant to fund a crossing guard for one full year following the completion of the roundabout improvement at Lost Canyon Road and Sand Canyon Road. (PL13 – Page 29 of COA)

Annexation Timeline

If the City Council approves the recommended action, City staff would then proceed to work on submitting all of the necessary documentation to LAFCO for the annexation of Vista Canyon, Fair Oaks Ranch, Jakes Way and portions of Sand Canyon. It would be anticipated that annexation could take up to one year which results in these areas being annexed into the City in Spring/Summer 2012.

ALTERNATIVE ACTIONS

1. Other action as determined by the City Council.

FISCAL IMPACT

Overall, annexation of Fair Oaks Ranch, Jakes Way, portions of Sand Canyon, and the Vista Canyon project would generate a neutral/no net fiscal impact on the City of Santa Clarita. Anticipated public service expenditures (such as Parks and Recreation, Sheriff, and Community Preservation) would be managed so as not to exceed the future projected revenues generated from these communities, thus there would not be a negative impact to the City's General Fund. Revenues from this annexation include property taxes, permit fees, sales tax on retail/leases, transient occupancy taxes, and other taxable activities offsetting the cost of providing public services to these communities.

ATTACHMENTS

Colored Illustrative Map of Vista Canyon
FINAL Vista Ordinance
FINAL Vista Ordinance EXHIBIT A PREZONE MAP
FINAL AAA GP Resolution

FINAL AAA EXHIBIT A GP MAP
FINAL AAA Ordinance
FINAL AAA ORDINANCE EXHIBIT A PREZONE MAP
FINAL LAFCO App Resolution
FINAL LAFCO RESO EXHIBIT A MAP
FINAL AAA CEQA Reso
FINAL Vista Entitlement Resolution
FINAL Vista Entitlement Exhibit A GP Map
FINAL Vista CEQA Resolution
Specific Plan available in the City Clerk's Reading File
Final EIR/Mitigation Monitoring Reporting Program available in the City Clerk's Reading File
Tentative Tract Map available in the City Clerk's Reading File

VISTA CANYON

LAND USE PLAN

PROJECT CHANGES

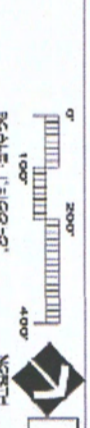


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DESIGNED BY:
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NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	11/11/09	ISSUED FOR PERMITTING
2	11/11/09	ISSUED FOR PERMITTING
3	11/11/09	ISSUED FOR PERMITTING
4	11/11/09	ISSUED FOR PERMITTING
5	11/11/09	ISSUED FOR PERMITTING
6	11/11/09	ISSUED FOR PERMITTING
7	11/11/09	ISSUED FOR PERMITTING
8	11/11/09	ISSUED FOR PERMITTING
9	11/11/09	ISSUED FOR PERMITTING
10	11/11/09	ISSUED FOR PERMITTING

SHEET 1
 CITY OF SANDY SPRING
 VISTA CANYON
 LAND USE PLAN

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ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTA CLARITA, CALIFORNIA APPROVING PRE-ZONE 07-001A (MASTER CASE 07-127) FOR THE 185-ACRE VISTA CANYON PROJECT, GENERALLY LOCATED SOUTHWEST OF SAND CANYON ROAD AND STATE ROUTE 14, ALONG THE EASTERLY BOUNDARY OF THE CITY OF SANTA CLARITA

THE CITY COUNCIL OF THE CITY OF SANTA CLARITA, CALIFORNIA DOES ORDAIN AS FOLLOWS:

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

- a. An application for Master Case 07-127, the Vista Canyon project, was filed by the project applicant, Vista Canyon, LLC (the "applicant"), with the City of Santa Clarita on June 29, 2007. The original entitlement requests (collectively, "Entitlements") include:
 1. Annexation 07-002A to annex (and amend the City's Sphere of Influence to include) the Vista Canyon site, an approximately 185-acre site that is generally located southwest of Sand Canyon Road and State Route 14 ("SR-14") in the unincorporated area of Los Angeles County.
 2. Pre-zone 07-001A to pre-zone the Vista Canyon site to Specific Plan ("SP").
 3. Specific Plan 07-001 to adopt a Specific Plan that includes entitlements for 1,117 dwelling units (96 single-family detached, 1,021 multi-family attached), 646,000 square feet of commercial office, 164,000 square feet of retail, and a 200-room hotel. A residential overlay within the Specific Plan would permit the conversion of up to 250,000 square feet of the commercial office area to 233 additional multi-family attached dwelling units, permitting development of the project site with up to 1,350 dwelling units and 700,000 square feet of commercial area.
 4. General Plan Amendment 07-001A to amend the General Plan Land Use Map and Circulation Element in order to designate the Vista Canyon site as SP, revise the Significant Ecological Area ("SEA") overlay to correspond to the area proposed as Specific Plan-Open Space ("SP-OS"), and establish the alignment and roadway classification for Lost Canyon Road and Vista Canyon Road.
 5. Tentative Tract Map 69164 to subdivide the 185-acre project site into 162 lots. In addition, each individual dwelling or commercial unit would have the ability to be subdivided.

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6. Conditional Use Permit 07-009 to allow for the import of up to 500,000 cubic yards of dirt to accommodate the development within the Vista Canyon site.
7. Oak Tree Permit 07-019 to allow for the removal of 10, four of which are heritage size, of the 41 oak trees located within the Specific Plan site. The request would also permit the encroachment into the protected zone of 10 oak trees, and pruning or trimming of seven of these 10 oak trees. Implementation of three of the four Lost Canyon Road/Sand Canyon Road intersection options could require an additional oak tree removal and/or up to two additional oak tree encroachments.

As discussed at length below, the original Vista Canyon project has been revised since the initial 2007 application for the Entitlements. As a general matter, the modifications to the project reduce the amount and extent of site development, thereby reducing environmental impacts and avoiding the creation of new impacts.

- b. The City of Santa Clarita is also concurrently processing under Master Case 07-127 a separate application to annex the Ancillary Annexation Area (“AAA”) to the City of Santa Clarita. The AAA includes unincorporated County of Los Angeles property adjacent to and surrounding the Vista Canyon project site, specifically Fair Oaks Ranch (approximately 1,082 acres), Jakes Way (approximately 260 acres), and portions of Sand Canyon (915 acres).
- c. As indicated in Paragraph (a), above, the project originally proposed to develop 1,117 dwelling units (96 single-family residential lots and 1,021 attached condominiums (up to 579 of these attached condominium units may be rented or leased)), and up to 950,000 square feet of commercial and medical office, retail, theater, restaurant, and hotel uses within four Planning Areas (“PA”). A residential overlay within the corporate office campus site would have allowed for the conversion of up to 250,000 square feet of office floor area to 233 attached residential units. If implemented, this conversion would have permitted a maximum of 1,350 residential units and 700,000 square feet of commercial floor area. The original project also included a new Multi-Modal Transit Station (“Transit Station”), consisting of a Metrolink Station and Bus Transfer Station. As originally proposed, there would also be approximately 18 acres of parks/recreation facilities, including the Oak Park, Town Green, Community Garden, River Education/Community Center, up to six private recreation facilities, and trails. Further, the original project also included approximately 10 acres of proposed public streets, including the extension of Lost Canyon Road from Fair Oaks Ranch to Vista Canyon Road and the construction of the Vista Canyon Road Bridge to connect Lost Canyon Road and Soledad Canyon Road.
- d. The Vista Canyon site primarily is surrounded by residentially-developed land. Residential development, commercial development and SR-14, are located to the north of the project site. The Colony Townhomes, a multi-family residential community, is directly west of the project site. The Fair Oaks Ranch community,

which is comprised of single-family and multi-family residential units, an elementary school, and community park, lies to the south and west. The existing Metrolink rail line is located to the south of the project site. The La Veda and Lost Canyon residential areas, which consist of homes, and a public and private elementary school, lie to the east. The Santa Clara River bisects the Vista Canyon site.

- e. The project site is presently located in unincorporated Los Angeles County, directly adjacent to the City of Santa Clarita. The Los Angeles County Land Use Map (as amended through May 13, 2003) designates the project site as M (Industry) and W (Floodplain/Floodway). The property is currently zoned M-1.5 (Light Industrial), A-1-1 (Light Agriculture – 1 acre minimum lot size), R-A-8,000 (Residential Agriculture – 8,000 square foot minimum lot size), and A-1-10,000 (Light Agriculture – 10,000 square foot minimum lot size). Under the existing County light industrial zoning designation of M-1.5 and taking into account parking and landscaping requirements, the project site could be developed with approximately 1.0 million square feet of light industrial uses. The agricultural and residential zoned portions of the project site could be developed with approximately 170 single-family residential units.
- f. On June 25, 1991, the City Council adopted the City of Santa Clarita General Plan via Resolution No. 91-98. The City's General Plan presently designates the Vista Canyon project site as Business Park with portions of the site covered by a SEA overlay. The City's General Plan Land Use Concept identifies the project site as a "major sub-center" with Business Park/Office Uses. Under the Business Park designation and taking into account City parking and landscaping requirements, the project site could be developed with approximately 4.35 million square feet of business park floor area.
- g. The County of Los Angeles and City of Santa Clarita are presently completing One Valley One Vision ("OVOV") – a joint effort, initiated in 2000, between the City and County to create guidelines for the future growth and development of the Santa Clarita Valley while also preserving natural resources. The jurisdictional planning boundaries established in OVOV include the City and its four communities (i.e., Canyon Country, Newhall, Saugus and Valencia), and the County communities of Stevenson Ranch, Castaic, Val Verde, Agua Dulce, and the future Newhall Ranch. The draft OVOV Land Use Plan (dated October 2008) issued by the County designates the project site as UR2 (Urban2 - five dwelling units per acre) with an SEA overlay over portions of the site. Under this draft land use designation, the project site could be developed with up to 700 residential units. However, various goals and policies within OVOV encourage transit oriented development ("TOD") through the permitting of higher densities and intensities, and would allow for mixed-use, compact development in close proximity to new or existing rail stations and/or multi-modal transit facilities. As proposed, the Vista Canyon project includes a new Transit Station.

- h. The Vista Canyon site was originally a portion of Mitchell Ranch, which was first settled in 1860 by Thomas Mitchell. Thomas Mitchell was born in Virginia, subsequently moving to Texas where, in 1852, he served under Sam Houston in the Texas Mounted Volunteers. He went to California shortly thereafter, spending approximately eight years in the northern California mining districts. In 1860, he moved to the Santa Clarita Valley to start a cattle ranch. Initially, he transported a dismantled miner's cabin down from Tehachapi and erected it on the property, more specifically in the southeastern portion of the project site. A few years later he married Martha Taylor and built a more commodious adobe, about 40 feet from the original cabin. The adobe was 60 by 45 feet in size and redwood shingled.

Eventually, Mitchell increased his holdings to nearly a thousand acres, on which he raised cattle, produced honey, and farmed. With increasing population, and thus children, in the valley, the Sulphur Springs School District was founded, circa 1872. The school opened initially in the kitchen of Mitchell's adobe, was taught by Mrs. Mitchell, and was the first school building in the Santa Clara Valley area. Circa 1885, the student population had outgrown the single room and a wooden schoolhouse was constructed at Sulphur Springs, on land donated by Mitchell. The Sulphur Springs school location is directly east of the project site. Mitchell also built a two-story home on the project site in 1888, then using the adobe as a guesthouse. Bricks from the adobe were eventually removed from the property and the school/adobe was reassembled at Heritage Junction in Hart Park in Newhall.

In addition to the original miner's cabin, adobe, two-story wooden house, and likely a number of outbuildings, a family cemetery was also present on the Mitchell Ranch. This was used to inter the Mitchell family, and their friends and neighbors. None of the buildings referenced above remain on the Vista Canyon site. The cemetery, however, is still present and would be preserved and enhanced by the project.

Presently, the project site is comprised primarily of undeveloped, highly disturbed land, including various utilities, and an equipment storage yard and a single-family residence located on the western side of the project site, and the Mitchell family cemetery located on the small elevated terrace on the northeastern portion of the project site.

- i. The project site is irregularly shaped, and includes the sandy bottom of the ephemeral Santa Clara River, a small elevated terrace on the northeastern portion of the project site, and a larger elevated terrace that forms the southern half of the project site. These terraces drain towards the River. Elevations on the project site range from a high of 1,555 feet above sea level at the northeastern portion of the site, to a low of 1,465 feet above sea level in the middle of the Santa Clara River.
- j. Environmental conditions on the project site have been altered substantially by existing and historical uses of the property, including outdoor storage, agricultural cultivation, grading, utility construction and maintenance, and residential uses. Unauthorized dumping also has occurred on the project site. There is little remaining

natural vegetation remaining with the exception of a vegetated area on the southeastern portion of the project site that includes oaks and introduced grasses.

- k. The Vista Canyon project concentrates development on the flatter, disturbed, elevated terraces on the project site, and as revised would preserve a River corridor averaging over 800 feet in width. The majority of oak trees on the project site would be preserved and incorporated into the project.
- l. In accordance with the California Environmental Quality Act ("CEQA;" Pub. Resources Code, §21000 et seq.), the City of Santa Clarita is the lead agency and the City Council is the decision-making body for the Vista Canyon project. The City's Planning Commission is a recommending body for the Vista Canyon project.
- m. The City of Santa Clarita prepared an Initial Study for the Vista Canyon project, which determined that the project may have a significant effect on the environment and that an environmental impact report ("EIR") must be prepared. The Initial Study determined that the following areas must be addressed in the EIR for the Vista Canyon project: geotechnical hazards, flood, traffic/access, air quality, noise, biological resources, land use, water services (including both water demand/supply and water quality), solid waste disposal, education, library services, parks and recreation, fire services, sheriff services, human made hazards, visual resources, population/housing/employment, cultural resources, agricultural resources, Santa Clara River corridor, wastewater disposal, global climate change and utilities.
- n. An initial Notice of Preparation ("NOP") for the Entitlements was circulated to affected agencies, pursuant to CEQA and the State CEQA Guidelines (Cal. Code Regs., tit. 14, §15000 et seq.), for thirty days, beginning on July 11, 2007. A revised NOP, reflecting various modifications made to the project was circulated, pursuant to CEQA and the State CEQA Guidelines, for thirty days, beginning on February 26, 2008. And, yet another revised NOP, reflecting the inclusion of the AAA, was circulated, pursuant to CEQA and the State CEQA Guidelines, for thirty days, beginning on October 1, 2009. Agencies that received the NOPs include, but are not limited to, the County of Los Angeles, Los Angeles Regional Water Quality Control Board, California Department of Fish and Game, South Coast Air Quality Management District, law enforcement agencies, school districts, waste haulers, water agencies and transportation agencies serving the Santa Clarita Valley in accordance with CEQA's consultation requirements. Numerous comments from public agencies, organizations, and members of the public were received in response to the NOPs.
- o. A scoping meeting was held at the City of Santa Clarita Century Conference Room on February 27, 2008, to obtain information from the public as to issues that should be addressed in the EIR. Notice of the scoping meeting was published in The Signal newspaper on February 6, 2008, and was mailed to all property owners within 1,000 feet of the project site, in addition to approximately 80 agencies. Approximately 25 people attended the scoping meeting.

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- p. On July 20, 2010, at 3:30 p.m., the Planning Commission conducted a site tour of the Vista Canyon project site.
- q. The City of Santa Clarita prepared a Draft EIR (October 2010; SCH No. 2007071039) for the Vista Canyon project that addressed all issues raised by the Initial Study and in comments received on the NOPs. The Draft EIR was circulated for review and comment by affected governmental agencies and the public, in compliance with CEQA. Specifically, the Notice of Availability/Notice of Completion for the Draft EIR was filed, posted and advertised on October 19, 2010, and the 45-day public review period ended on December 3, 2010, 5:00 p.m. in accordance with CEQA.
- r. The City also prepared a Planning Commission Final EIR (February 2011; SCH No. 2007071039). The Planning Commission Final EIR complied with all applicable CEQA requirements, and contained responses to all oral and written comments received prior to January 18, 2011. The Planning Commission Final EIR also contained a description of modifications to the Vista Canyon project made in response to public comment, City staff recommendations, and Planning Commission direction; copies of all comment letters received on the project; revised pages of the Draft EIR; and, additional supporting materials in appendices. Notice of the Planning Commission Final EIR's availability was sent to commenting agencies, organizations and persons on February 4, 2011.
- s. The Planning Commission held duly-noticed public hearings on the Vista Canyon project on October 19, November 2, and December 21, 2010, and February 15, 2011. These hearings were held at City Hall, 23920 Valencia Boulevard, Santa Clarita, at 7:00 p.m. The Planning Commission closed the public hearing on December 21, 2010.
 - i. On October 19, 2010, the Planning Commission opened the public hearing for the Vista Canyon project; received a presentation from staff on the Vista Canyon Specific Plan; received a Draft EIR presentation from staff on several sections (Geotechnical Hazards, Land Use, Solid Waste Disposal, Education Services, Library Services, Fire Services, Sheriff Services, Human-Made Hazards, Population, Housing and Employment, Cultural Resources, Agricultural Resource, Utilities, and Ancillary Annexation Areas); received a presentation from the applicant, and received public testimony regarding the project.
 - ii. On November 2, 2010, City staff responded to questions posed by the Planning Commission and public on issues related to Schools, Traffic, Grading, Solid Waste and Annexation. City staff also made a presentation on various Draft EIR Sections (Flood, Traffic and Access, Air Quality, Noise, Biological Resources, Water Services, Water Quality, Parks and Recreation, Visual Resources, River Corridor, Wastewater Disposal, Global Climate Change, and Project

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Alternatives). The Planning Commission also received a presentation from the applicant and received public testimony regarding the project.

iii. On December 21, 2010, City staff responded to questions and issues raised by the Planning Commission related to Flood, Traffic, Air Quality, Noise, Biological Resources, Water Services, Water Quality, Parks and Recreation, Visual Resources, River Corridor, Wastewater Disposal, Global Climate Change, and Project Alternatives. In addition, the Planning Commission considered potential site plan modifications, noise-, dust- and traffic-related conditions, and additional public testimony on the project. At the conclusion of the hearing, the Planning Commission directed staff and the applicant to bring back a site plan reflecting various project modifications (detailed below), and directed staff to incorporate the following specific requirements into the revised site plan and/or conditions of approval for the project:

1. Elimination of the 26 single-family lots located in the area adjacent to the existing La Veda neighborhood. Elimination of these lots increased the size of the proposed Oak Park to over 10 acres, eliminated the removal of one heritage oak tree, and allowed for the preservation and enhancement of the north/south animal movement corridor from the Santa Clara River through the project site to undeveloped land to the south. This project revision incorporated aspects of Draft EIR Alternative 5 (Open Space Corridor).
2. Selection of the "Roundabout" (Intersection Design Option 3) at the Lost Canyon Road/Sand Canyon Road intersection.
3. Removal of the properties south of Placerita Canyon Road from the AAA, with the exception of the City's Walker Ranch Open Space property. Removal of these properties reduced the size of the Sand Canyon annexation area from 1,723 acres to 915 acres.
4. Require, as a condition of approval, the project applicant to minimize potential dust and vibration impacts associated with project-related construction to the existing La Veda neighborhood.
5. Require, as a condition of approval, the project applicant to retain a qualified biologist to prepare an animal movement corridor plan, which would address corridor design, specifications for an undercrossing under Lost Canyon Road, and plant materials for the corridor.
6. Require, as a condition of approval, the project applicant to construct an eight-foot tall wall/berm in locations along the southerly Metrolink right-of-way adjacent to the proposed station to reduce train-related noise to off-site properties.

7. Require the applicant to fund a crossing guard for a temporary time period after the completion of the intersection improvements at Lost Canyon Road/Sand Canyon Road.
- t. On February 15, 2011, the modified site plan, Planning Commission Final EIR (February 2011), resolutions and conditions of approval were presented to the Planning Commission. The Commission also received public testimony regarding the project. As a result of the project modifications made during the proceedings before the Planning Commission, the revised site plan recommended by the Planning Commission proposes a total of 1,091 residential units (1,324 under the residential overlay), 950,000 square feet of commercial floor area (700,000 square feet under the residential overlay), Transit Station, a 10-acre neighborhood park and other recreational amenities.
 - u. At the conclusion of the February 15, 2011 public hearing, the Planning Commission voted to recommend that the City Council certify the Planning Commission Final EIR (see Resolution No. P11-02) and approve the Vista Canyon project as revised (see Resolution No. P11-01). The Planning Commission also recommended that the City Council adopt (i) a Statement of Overriding Considerations for those impacts of the Vista Canyon project that cannot be mitigated to less-than-significant levels, and (ii) the Mitigation Monitoring and Reporting Plan ("MMRP") (see Resolution No. P11-02).

The Planning Commission considered the Draft EIR (October 2010) and Planning Commission Final EIR (February 2011) prepared for the Vista Canyon project, as well as information provided in staff reports, presented to the Planning Commission from experts, and presented in public testimony, including letters submitted to the Planning Commission following the close of the Draft EIR public comment period up to January 18, 2011, prior to recommending approval of the Vista Canyon project.
 - v. Following the February 15, 2011 hearing, the City prepared the Final EIR (April 2011; SCH No. 2007071039). The Final EIR contained copies of all late written comment letters; responses to all oral and written comments received on or after January 18, 2011 and prior to April 8, 2011; and, a description of additional modifications to the Vista Canyon project made in response to public comment, City staff recommendations, and City Council direction (see Paragraph (v), below). Notice of the Final EIR's availability was provided on April 15, 2011 to commenting agencies, organizations and persons.
 - w. The City Council subsequently held duly-noticed public hearings on the Vista Canyon project on March 22 and April 26, 2011. These hearings were held at City Hall, 23920 Valencia Boulevard, Santa Clarita, at 6:00 p.m. The City Council closed the public hearing on April 26, 2011.
 - i. On March 22, 2011, the City Council conducted a public hearing on the Vista Canyon project. At the conclusion of the hearing, the City Council directed staff

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and the applicant to bring back a site plan and conditions reflecting various project modifications (detailed below), and directed staff to incorporate the following specific requirements into the revised site plan and/or conditions of approval for the project:

1. Increase the length of the Vista Canyon Road Bridge over the Santa Clara River from 650 feet to 750 feet.
2. Increase the River Corridor width in PA-1 and PA-2 by an average of 100 feet (excepting the proposed water reclamation plant, which is located in an area outside of California Department of Fish and Game's jurisdiction). With this modification, the average width of the River Corridor on the project site would be over 800 feet. This change requires the redistribution of residential and commercial land uses in PA-1 and PA-2.
3. Eliminate commercial development within PA-4 (Mitchell Hill), resulting in no commercial or residential development north of the Santa Clara River Corridor.
4. Relocate the Town Green in PA-2 from its present location adjacent to the Metrolink right-of-way and Transit Station to a location near the southern abutment of the Vista Canyon Road Bridge. This relocation would locate the Town Green along the Santa Clara River directly north of the office and hotel buildings located to the east of Vista Canyon Road.
5. Eliminate the residential overlay and establish a residential and commercial development cap on the project of 1,100 residential units and 950,000 square feet of commercial floor area.
6. Add the following conditions to the project:
 - a. Require the staff and applicant to work together on a Recreational Amenity Plan for the Mitchell Hill Open Space. The plan would include site security improvements and the construction of unimproved access (decomposed granite or similar surface) to the Mitchell Hill Open Space. The applicant shall also construct improvements identified in the approved Recreational Amenity Plan. The applicant shall receive Park Development Fee (PDF) credit for the constructed improvements.
 - b. Require the applicant to pay all costs and complete the restoration of the Mitchell Family cemetery, including the extension of water and electricity to the cemetery.

- c. Require the project's Landscape Maintenance District to pay for ongoing maintenance of the Oak Park, River Corridor and Mitchell Hill Open Space (including the Mitchell Family cemetery).
- d. Require the applicant to provide \$300,000 in funding to be used for the City's construction of the Sand Canyon Road Trail from Roadrunner Avenue to Lost Canyon Road, and un-constructed portions of the Sand Canyon trail between Roadrunner Avenue and Sultus Street.
- e. Require that project lighting be decorative and down lit, including along public roadways and the Vista Canyon Road Bridge.
- f. Require that no lighting be permitted on Lost Canyon Road from La Veda Avenue to a point 300 feet from the eastern project boundary due to the animal movement corridor.
- g. Require that no lighting be permitted on trails adjacent to the animal movement corridor or along the Santa Clara River.
- h. Require that the applicant use its best efforts, working with City staff, to acquire an off-site, 20-foot wide, trail easement to be located on the property to the south of the existing railroad undercrossing to allow for the connection of the Vista Canyon trail system to the Fair Oaks Ranch/Golden Valley trail system and to the City's trail system at the western terminus of Roadrunner Avenue.
- i. Require that the project's loop trail, from the project's eastern boundary to the existing railroad undercrossing, be decomposed granite (or similar surface) at a width of 20 feet.
- j. Require that the project's loop trail, from the existing railroad undercrossing to Vista Square, be decomposed granite (or similar surface) at a width of 12 feet.
- k. Require that the slope of the bank stabilization in the area of the animal movement corridor not exceed a grade of 2.5:1 to provide access for wildlife to enter into the River.
- l. Require that a conservation easement be recorded over the animal movement corridor on-site and that the applicant working with City staff use their best efforts to acquire a

conservation easement off-site on the property directly to the south to preserve the animal corridor through the project site and to the south.

With these additional modifications incorporated, the Vista Canyon project would result in the following land uses:

1. A maximum of 1,100 residential units.
 2. A maximum of 950,000 square feet of commercial floor area.
 3. A Transit Station, consisting of a Metrolink Station and Bus Transfer Station.
 4. A water reclamation plant.
 5. Various infrastructure, recreation and open space improvements, including streets, utilities, the Oak Park, Town Green, Community Garden, up to six private recreational areas, the River Corridor and Mitchell Hill Open Space area.
- ii. On April 26, 2011, the City Council received public testimony, closed the public hearing, certified the Final EIR, and adopted all of the necessary approval documents (e.g., resolutions and ordinances) for approval of the project. The City also passed Pre-zone 07-001A Ordinance to a second reading on May 10, 2011. Such pre-zoning would become effective upon annexation and designated upon the Zoning Map incorporated within and part of Title 17 of the City's Unified Development Code.
- x. The Final EIR, incorporated herein by reference, includes the Draft EIR (October 2010), Planning Commission Final EIR (February 2011), and Final EIR (April 2011). The Final EIR has been prepared and circulated in compliance with CEQA. The City Council has considered the Final EIR prepared for the Vista Canyon project, as well as information provided in staff reports, presented to the City Council from experts, and presented in public testimony, including letters submitted to the City Council following the close of the Draft EIR public comment period, prior to recommending approval of the Vista Canyon project.
- y. Based upon the Final EIR, staff and consultant presentations, staff reports, applicant presentations, and public comments and testimony, the City Council finds that the Vista Canyon project, as modified, will not adversely affect the health, peace, comfort, or welfare of persons residing in the area; nor will the Vista Canyon project be materially detrimental to the use, enjoyment, or valuation of property in the vicinity of the project site; nor will the Vista Canyon project jeopardize, endanger or otherwise constitute a menace to the public health, safety, or general welfare since the project conforms with the zoning ordinance and is compatible with surrounding land uses. The Vista Canyon project proposes the extension of all utilities and services to

the project site. Currently, all required utilities and services are available at locations adjacent to the project site.

- z. Additionally, the City Council finds that all public hearings pertaining to the Vista Canyon project were duly noticed in accordance with the noticing requirements for each of the Entitlements. The project was advertised in The Signal, through on-site posting 14 days prior to the hearing, and by direct first-class mailing to property owners within 1,000 feet of the Vista Canyon project site and AAA. In addition, the date and time of each public hearing was posted on three signs at the project site, as well as eight off-site signs.
- aa. The location of the documents and other materials that constitute the record of proceedings upon which the decision of the City Council is based for the Master Case 07-127 project file is with the Community Development Department; the record specifically is in the custody of the Director of Community Development.
- bb. Public participation and notification requirements pursuant to Sections 65090, 65391, and 65854 of the Government Code of the State of California were duly followed.

SECTION 2. Based upon the testimony and other evidence received at the hearing, and upon the study and investigation made by the City Council and on its behalf, the City Council further finds as follows:

- a. The purpose of the proposal is to pre-zone the subject project site with City of Santa Clarita zoning consisting of SP (Specific Plan) in conjunction with General Plan Amendment 07-001A, approved under separate resolution, prior to annexation.
- b. That the pre-zone has been reviewed for consistency with the City's proposed General Plan Amendment 07-001A.
- c. Public participation and notification requirements pursuant to Sections 65090 and 65091 of the Government Code of the State of California were duly followed.

SECTION 3. CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS. The City Council does hereby make the following findings of facts:

- a. On April 26, 2011, the City Council certified the Final EIR (SCH No. 2007071039) by separate resolution for Master Case 07-127, which was prepared in compliance with CEQA. For purposes of this finding, the Final EIR is comprised of the Draft EIR (October 2010), Planning Commission Final EIR (February 2011), and Final EIR (April 2011).

SECTION 4. FINDINGS FOR PRE-ZONE. Based upon the foregoing facts and findings, the City Council hereby finds as follows:

- a. Pre-zoning is required under Section 56375(a)(3) of the Government Code in that, prior to the Local Agency Formation Commission taking an action on an annexation, the subject site must be pre-zoned by the annexing city;
- b. Pre-zone 07-001A, and specifically its proposed amendment of the City of Santa Clarita Zoning Map, is consistent with existing development and/or existing development entitlements for the subject site; and
- c. Pre-zone 07-001A is consistent with the objectives of the Unified Development Code in that it implements the goals and objectives of the General Plan and guides the future growth of the City in that it meets the development policies of the City of Santa Clarita.

SECTION 5. The City Council hereby introduces and passes to second reading, this ordinance approving Pre-zone 07-001A as described herein and shown on attached Exhibit A.

Ordinance No. _____

Page No. 14

SECTION 6. The City Clerk shall certify to the passage of this Ordinance and shall cause the same to be published as required by law.

PASSED, APPROVED, AND ADOPTED this _____ day of _____, 20__.

MAYOR

ATTEST:

CITY CLERK

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

I, Kevin Tonoian, Acting City Clerk of the City of Santa Clarita, do hereby certify that the foregoing Ordinance No. _____ was regularly introduced and placed upon its first reading at the regular meeting of the City Council on the _____ day of _____, 20___. That thereafter, said Ordinance was duly passed and adopted at the regular meeting of the City Council on the _____ day of _____, 20__ by the following vote, to wit:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

CITY CLERK

Ordinance No. _____
Page No. 15

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

CERTIFICATION OF
CITY COUNCIL ORDINANCE

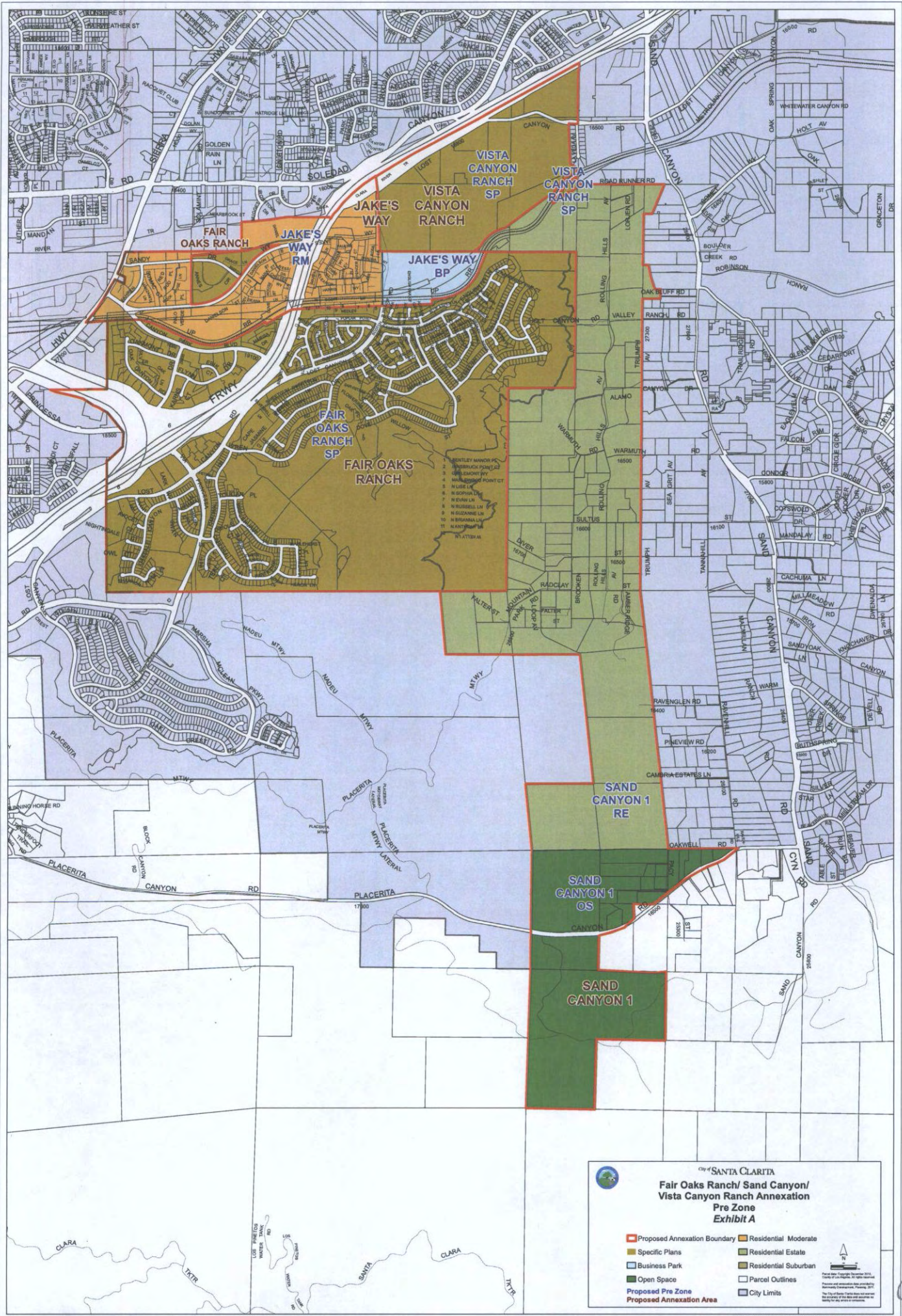
I, Sarah P. Gorman, City Clerk of the City of Santa Clarita, do hereby certify that this is a true and correct copy of the original Ordinance No. 10-____, adopted by the City Council of the City of Santa Clarita, CA on _____, 20____, which is now on file in my office.

Witness my hand and seal of the City of Santa Clarita, California, this ____ day of _____, 20____.

Kevin Tonoian
Acting City Clerk

By _____
Susan Caputo
Deputy City Clerk

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City of SANTA CLARITA
**Fair Oaks Ranch/ Sand Canyon/
 Vista Canyon Ranch Annexation
 Pre Zone
 Exhibit A**

	Proposed Annexation Boundary		Residential Moderate
	Specific Plans		Residential Estate
	Business Park		Residential Suburban
	Open Space		Parcel Outlines
	Proposed Pre Zone		City Limits
	Proposed Annexation Area		

Planning Department November 2016
 City of Santa Clarita
 Planning Department
 10000 Santa Clarita Blvd, Santa Clarita, CA 91350
 Phone: (509) 865-1111
 Fax: (509) 865-1112
 www.santaclearita.gov

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ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTA CLARITA, CALIFORNIA, APPROVING PREZONE 07-001B (MASTER CASE 07-127) FOR THE APPROXIMATELY 2,257-ACRE ANCILLARY ANNEXATION AREA (FAIR OAKS RANCH/JAKES WAY/PORCTIONS OF THE SAND CANYON COMMUNITIES), GENERALLY LOCATED ALONG THE EXISTING EASTERLY BOUNDARY OF THE CITY OF SANTA CLARITA

THE CITY COUNCIL OF THE CITY OF SANTA CLARITA, CALIFORNIA DOES ORDAIN AS FOLLOWS:

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

- a. The Ancillary Annexation Area ("project") is generally located south of State Route 14, west of Sand Canyon Road, and north of Placerita Canyon Road.
- b. The project consists of approximately 2,257 acres of land within the Fair Oaks Ranch, Jakes Way and portions of the Sand Canyon communities contiguous to the limits of the City of Santa Clarita.
- c. The Fair Oaks Ranch portion of the project consists of approximately 1,082 acres and is predominately built out. This master-planned residential community, with varying residential product types (including single- and multi-family attached units), presently includes a total of 1,670 residential units. The area also includes an elementary school, park and several private recreational facilities. There are approximately 500 approved residential units left to be constructed in Fair Oaks Ranch, and construction is ongoing.
- d. The Jakes Way portion of the project consists of 3,225 multi-family residential units on approximately 260 acres. The majority of the Jakes Way area is built out. However, there is undeveloped property directly south of the western portion of the Vista Canyon project site that could be developed with up to 436,000 square feet of business park uses under the City's existing General Plan land use designation.
- e. The Sand Canyon portion of the project is predominately rural and consists of 96 large-lot, single-family homes on approximately 915 acres. A majority of the Sand Canyon area is built out; however, it is estimated that up to 150 additional, single-family units could be constructed on vacant or underutilized properties within this area under the City's existing General Plan land use designation and taking into account environmental constraints.

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- f. Surrounding land uses consists of developed land uses, which include residential and commercial uses. Golden Valley Ranch (a residential and commercial development) and portions of the Angeles National Forest are located to the south; the Metrolink right-of-way, SR-14 and Vista Canyon property are located to the north; the exiting Sand Canyon community is located to the east; and, Sierra Highway and various residential and commercial uses are located to the west.
- g. Prezone 07-001B proposes to amend the City's Sphere of Influence, and prezone the Fair Oaks Ranch area (1,082 acres) to SP (Specific Plan); Jakes Way area (260 acres) to RM (Residential Moderate) and BP (Business Park); and, portions of the Sand Canyon area (915 acres) to RE (Residential Estate) and OS (Open Space).
- h. In October 2009, the City of Santa Clarita circulated a Notice of Preparation ("NOP") for the project.
- i. A Draft Environmental Impact Report ("EIR;" State Clearinghouse No. 2007071039) for the project was prepared and circulated from October 19, 2010 to December 3, 2010. The Draft EIR addressed all comments and concerns submitted in response to the NOP.
- j. A Final EIR for the project was prepared, and responded to all written and oral comments provided in response to the environmental analysis presented in the Draft EIR.
- k. The Planning Commission conducted duly noticed public hearings on the project on October 19, 2010; November 2, 2010; December 21, 2010; and February 15, 2011. The public hearings were held at 7:00 p.m. at City Hall, 23920 Valencia Boulevard, Santa Clarita. At the hearings, the Planning Commission considered staff presentations, staff reports, the Draft EIR, and public testimony on the project. On February 15, 2011, the Planning Commission recommended that the City Council approve Prezone 07-001B.
- l. On March 22, 2011, the City Council held a duly noticed public hearing on the project, commencing at 6:00 p.m. at City Hall, located at 23920 Valencia Boulevard, City of Santa Clarita. The City Council opened the public hearing, received public testimony and continued the item to the meeting of April 26, 2011. The March 22, 2011 public hearing was advertised in The Signal newspaper on March 1, 2011; additionally, direct first-class mailings to property owners of the subject site were provided, and seven signs were posted throughout the project site.
- m. On April 26, 2011, the City Council received public testimony, closed the public hearing, certified the Final EIR (SCH No. 2007071039) for the project, and passed the Prezone 07-001B Ordinance to a second reading on May 10, 2011.

- n. Such rezoning would become effective upon annexation of the project site, and designated upon the Zoning Map incorporated within and part of Title 17 of the City's Unified Development Code.
- o. The documents and other materials that constitute the record of proceedings upon which the decision of the City Council is based in this matter are on file within the Community Development Department and are in the custody of the Director of Community Development.
- p. Public participation and notification requirements pursuant to Sections 65090, 65391, and 65854 of the Government Code of the State of California were duly followed.

SECTION 2. Based upon the testimony and other evidence received at the March 22 and April 26, 2011 hearings, and upon the study and investigation made by the City Council and on its behalf, the City Council further finds as follows:

- a. The purpose of the proposal is to rezone the subject project site with City of Santa Clarita zoning consisting of the following: Fair Oaks Ranch area (1,082 acres) to SP (Specific Plan); Jakes Way area (260 acres) to RM (Residential Moderate) and BP (Business Park); and portions of the Sand Canyon area (915 acres) to RE (Residential Estate) and OS (Open Space). This rezoning would be made in conjunction with General Plan Amendment 07-001B, approved under separate resolution, and prior to annexation.
- b. The rezoning has been reviewed for consistency with the City's proposed General Plan Amendment 07-001B.
- c. Public participation and notification requirements pursuant to Sections 65090 and 65091 of the Government Code of the State of California were duly followed.

SECTION 3. CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS. The City Council does hereby make the following findings of facts:

- a. On April 26, 2011, the City Council certified the Final EIR (SCH No. 2007071039) by separate resolution for Master Case 07-127 (General Plan Amendment 07-001B, Annexation 07-002B and Rezoning 07-001B). The Final EIR was prepared in compliance with the California Environmental Quality Act ("CEQA"). Additionally, the Final EIR has been reviewed and considered by the City Council, and reflects the independent judgment of the City Council. Based on the Final EIR and the entire record of proceeding, there is no substantial evidence that rezoning the Ancillary Annexation Area will have a significant effect on the environment. Most of the project area is built out. As such, the proposed changes to the land use designations in the built out portion of the project area and the re-assignment of those areas to a different land use

jurisdiction, practically speaking, would not result in any potentially significant environmental impacts.

Also, additional environmental review would be required before most of the currently undeveloped portions of the project area could be built out. The subsequent environmental review processes would evaluate impacts and identify mitigation measures in detail in light of the availability of specific proposed development plans. At this point, however, it is not known whether, when or how the undeveloped portions of the project area would be built out. Accordingly, in some respects, it is difficult to forecast the indirect environmental impacts of the project. That being said, design-level mitigation measures would be identified, as necessary and feasible, during the subsequent project-level environmental review that would be undertaken in conjunction with any additional development in the project area, and specifically the Sand Canyon and Jakes Way areas.

SECTION 4. FINDINGS FOR PREZONE. Based upon the foregoing facts and findings, the City Council hereby finds as follows:

- a. Prezoning is required under Section 56375(a)(3) of the Government Code in that, prior to the Local Agency Formation Commission taking an action on an annexation, the subject site must be prezoned by the annexing city;
- b. Prezone 07-001B, and specifically its proposed amendment of the City of Santa Clarita Zoning Map, is consistent with existing development and/or existing development entitlements for the subject site; and
- c. Prezone 07-001B is consistent with the objectives of the Unified Development Code in that it implements the goals and objectives of the General Plan and guides the future growth of the City in that it meets the development policies of the City of Santa Clarita.

SECTION 5. The City Council hereby introduces and passes to second reading, this ordinance approving Prezone 07-001B as described herein and shown on attached Exhibit A.

SECTION 6. The City Clerk shall certify to the passage of this Ordinance and shall cause the same to be published as required by law.

PASSED, APPROVED, AND ADOPTED this _____ day of _____, 20__.

MAYOR

ATTEST:

CITY CLERK

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

I, Kevin Tonoian, Acting City Clerk of the City of Santa Clarita, do hereby certify that the foregoing Ordinance No. _____ was regularly introduced and placed upon its first reading at the regular meeting of the City Council on the _____ day of _____, 20___. That thereafter, said Ordinance was duly passed and adopted at the regular meeting of the City Council on the _____ day of _____, 20__ by the following vote, to wit:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:

CITY CLERK

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Ordinance No. _____
Page 6

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

CERTIFICATION OF
CITY COUNCIL ORDINANCE

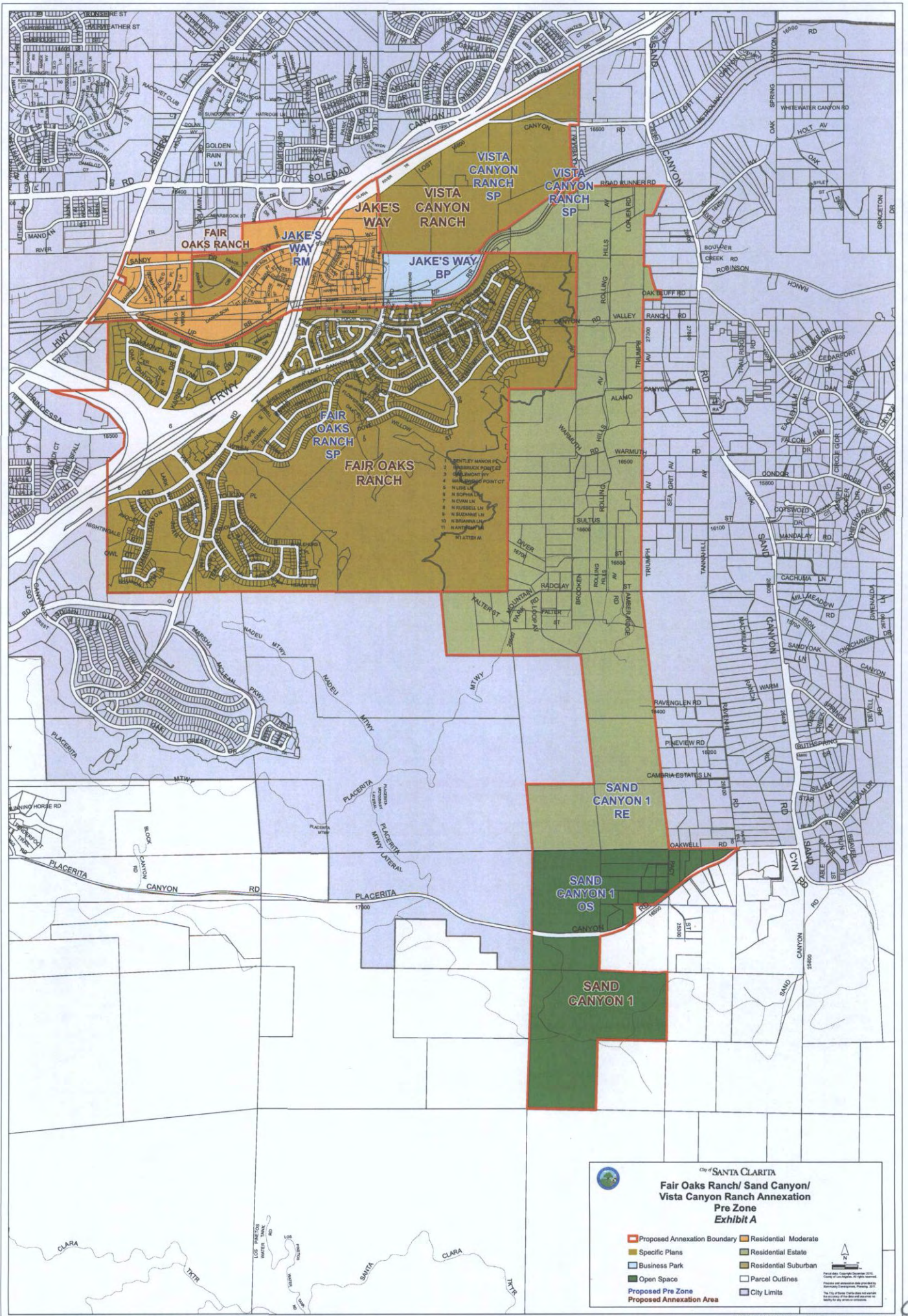
I, Kevin Tonoian, Acting City Clerk of the City of Santa Clarita, do hereby certify that this is a true and correct copy of the original Ordinance No. 10-____, adopted by the City Council of the City of Santa Clarita, CA on _____, 20____, which is now on file in my office.

Witness my hand and seal of the City of Santa Clarita, California, this ____ day of _____, 20____.

Kevin Tonoian
Acting City Clerk

By _____
Susan Caputo
Deputy City Clerk

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RESOLUTION NO. 11-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA CLARITA,
CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT 07-001B
(MASTER CASE 07-127) FOR THE APPROXIMATELY 2,257-ACRE ANCILLARY
ANNEXATION AREA (FAIR OAKS RANCH/JAKES WAY/PORCTIONS OF THE SAND
CANYON COMMUNITIES), GENERALLY LOCATED ALONG THE EASTERLY
BOUNDARY OF THE CITY OF SANTA CLARITA

THE CITY COUNCIL OF THE CITY OF SANTA CLARITA DOES HEREBY RESOLVE AS
FOLLOWS:

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

- a. The Ancillary Annexation Area (“project”) is generally located south of State Route 14, west of Sand Canyon Road, and north of Placerita Canyon Road.
- b. The project consists of approximately 2,257 acres of land within the Fair Oaks Ranch, Jakes Way and portions of the Sand Canyon communities contiguous to the limits of the City of Santa Clarita.
- c. The Fair Oaks Ranch portion of the project consists of approximately 1,082 acres and is predominately built out. This master-planned residential community, with varying residential product types (including single- and multi-family attached units), presently includes a total of 1,670 residential units. The area also includes an elementary school, park and several private recreational facilities. There are approximately 500 approved residential units left to be constructed in Fair Oaks Ranch, and construction is ongoing.
- d. The Jakes Way portion of the project consists of 3,225 multi-family residential units on approximately 260 acres. The majority of the Jakes Way area is built out. However, there is undeveloped property directly south of the western portion of the Vista Canyon project site that could be developed with up to 436,000 square feet of business park uses under the City’s existing General Plan land use designation.
- e. The Sand Canyon portion of the project is predominately rural and consists of 96 large-lot, single-family homes on approximately 915 acres. A majority of the Sand Canyon area is built out; however, it is estimated that up to 150 additional, single-family units could be constructed on vacant or underutilized properties within this area under the City’s existing General Plan land use designation and taking into account environmental constraints.
- f. Surrounding land uses consists of developed land uses, which include residential and commercial uses. Golden Valley Ranch (a residential and commercial development)

and portions of the Angeles National Forest are located to the south; the Metrolink right-of-way, SR-14 and Vista Canyon property are located to the north; the exiting Sand Canyon community is located to the east; and, Sierra Highway and various residential and commercial uses are located to the west.

- g. General Plan Amendment 07-001B proposes to amend the land use designations for the Fair Oaks Ranch area (1,082 acres) to SP (Specific Plan); Jakes Way area (260 acres) to RM (Residential Moderate) and BP (Business Park); and, portions of the Sand Canyon area (915 acres) to RE (Residential Estate) and OS (Open Space). The project site is shown in Exhibit A, attached hereto.
- h. In October 2009, the City of Santa Clarita circulated a Notice of Preparation ("NOP") for the project.
- i. A Draft Environmental Impact Report ("EIR;" State Clearinghouse No. 2007071039) for the Vista Canyon project and AAA project was prepared and circulated from October 19, 2010 to December 3, 2010. The Draft EIR addressed all comments and concerns submitted in response to the NOP.
- j. A Final EIR for the project was prepared, and responded to all written and oral comments provided in response to the environmental analysis presented in the Draft EIR.
- k. The Planning Commission conducted duly noticed public hearings on the AAA project on October 19, 2010; November 2, 2010; December 21, 2010; and February 15, 2011. The public hearings were held at 7:00 p.m. at City Hall, 23920 Valencia Boulevard, Santa Clarita. At the hearings, the Planning Commission considered staff presentations, staff reports, the Draft EIR, and public testimony on the AAA project. On February 15, 2011, the Planning Commission recommended that the City Council approve General Plan Amendment 07-001B.
- l. On March 22, 2011, the City Council held a duly noticed public hearing on the project, commencing at 6:00 p.m. at City Hall, located at 23920 Valencia Boulevard, City of Santa Clarita. The City Council opened the public hearing, received public testimony and continued the item to the meeting of April 26, 2011. The March 22, 2011 public hearing was advertised in The Signal newspaper on March 1, 2011; additionally, direct first-class mailings to property owners of the subject site were provided, and seven signs were posted throughout the project site.

On April 26, 2011, the City Council closed the public hearing, certified the Final EIR (SCH No. 2007071039) for the project, and approved Master Case 07-127, which includes General Plan Amendment 07-001B.

- m. The documents and other materials that constitute the record of proceedings upon which the decision of the City Council is based in this matter are on file within the Community Development Department and are in the custody of the Director of Community Development.
- n. Public participation and notification requirements pursuant to Sections 65090, 65391, and 65854 of the Government Code of the State of California were duly followed.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS. The City Council does hereby make the following findings of facts:

- a. On April 26, 2011, the City Council certified the Final EIR (SCH No. 2007071039) by separate resolution for Master Case 07-127 (General Plan Amendment 07-001B, Annexation 07-002B and Prezone 07-001B). The Final EIR was prepared in compliance with the California Environmental Quality Act ("CEQA"). Additionally, the Final EIR has been reviewed and considered by the City Council, and reflects the independent judgment of the City Council. Based on the Final EIR and the entire record of proceeding, there is no substantial evidence that General Plan Amendment 07-001B will have a significant effect on the environment. Most of the project area is built out. As such, the proposed changes to the land use designations in the built out portion of the project area and the re-assignment of those areas to a different land use jurisdiction, practically speaking, would not result in any potentially significant environmental impacts.

Also, additional environmental review would be required before most of the currently undeveloped portions of the project area could be built out. The subsequent environmental review processes would evaluate impacts and identify mitigation measures in detail in light of the availability of specific proposed development plans. At this point, however, it is not known whether, when or how the undeveloped portions of the project area would be built out. Accordingly, in some respects, it is difficult to forecast the indirect environmental impacts of the project. That being said, design-level mitigation measures would be identified, as necessary and feasible, during the subsequent project-level environmental review that would be undertaken in conjunction with any additional development in the project area, and specifically the Sand Canyon and Jakes Way areas.

SECTION 3. GENERAL PLAN AMENDMENT FINDINGS. Based upon the foregoing facts and findings, the City Council hereby finds as follows:

- a. General Plan Amendment 07-001B is consistent with the goals, policies and objectives of the General Plan in that the proposed land use change is consistent with existing development and/or existing development entitlements for the subject site;
- b. General Plan Amendment is consistent with the objectives of the Land Use Element

of the City's General Plan and its development policies. More specifically, the Land Use Element Policy 4.15 states, "Maintain or enhance the character of the various communities through compatible land use standards and design guidelines, while promoting an overall identity to the Santa Clarita Valley" (L-31). This proposed land use designations comply with this policy as the designations will bring the developed area into compliance with the City's Unified Development Code and General Plan;

- c. General Plan Amendment 07-001B complies with Section 65358(b) of the Government Code in that the Land Use Element has been amended no more than four times in the current calendar year; and
- d. Based upon the testimony and other evidence, if any, received at the public hearing, and upon studies and investigations made by the City Council and on its behalf, the City Council further finds and determines that this proposal is consistent with the City's General Plan.

SECTION 4. The City Council hereby approves Master Case 07-127, which includes General Plan Amendment 07-001B (herein included as Exhibit A) to amend the General Plan Land Use Map for the area known as the Ancillary Annexation Area (i.e., Fair Oaks Ranch/Jakes Way/portions of the Sand Canyon communities).

SECTION 5. This Resolution will take effect upon the adjournment of the City Council's April 26, 2011 City Council hearing. The change to the City's General Plan contemplated herein will take effect upon adjournment of the hearing and simultaneously with any other changes to the General Plan approved by the City Council at the same April 26, 2011 hearing, such that all changes to the General Plan approved on April 26, 2011 shall constitute one amendment to the General Plan for purposes of Government Code section 65358.

SECTION 6. The City Clerk shall certify to the adoption of this Resolution and certify this record to be a full, complete, and correct copy of the action taken.

PASSED AND APPROVED this _____ day of _____, 2011.

MAYOR

ATTEST:

CITY CLERK

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

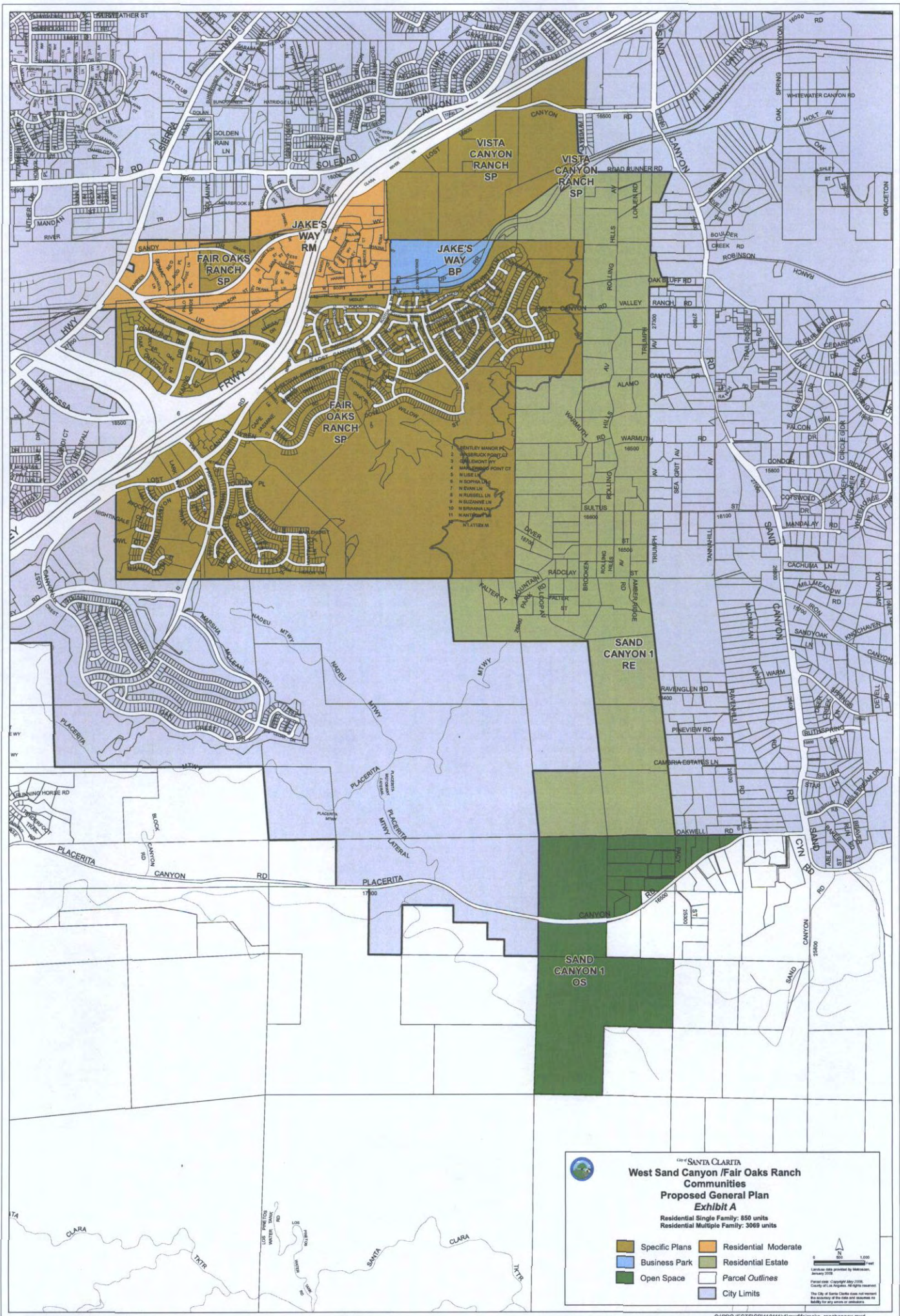
I, Kevin Tonoian, Acting City Clerk, of the City of Santa Clarita, do hereby certify that the foregoing Resolution No. _____ was regularly introduced and passed at a regular meeting of the City Council on the _____ day of _____, 2011 by the following vote, to wit:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

CITY CLERK



City of SANTA CLARITA
**West Sand Canyon /Fair Oaks Ranch
 Communities
 Proposed General Plan
 Exhibit A**
 Residential Single Family: 650 units
 Residential Multiple Family: 3069 units

 Specific Plans	 Residential Moderate
 Business Park	 Residential Estate
 Open Space	 Parcel Outlines
	 City Limits

Landmark data provided by Mapbox, January 2018.
 Parcel data: Copyright 2018
 County of Santa Clara. All rights reserved.
 The City of Santa Clara does not warrant the accuracy of the data nor assumes no liability for any errors or omissions.

RESOLUTION NO. 11-_____

A RESOLUTION OF APPLICATION BY THE CITY COUNCIL OF THE CITY OF SANTA CLARITA, CALIFORNIA, REQUESTING THAT THE LOCAL AGENCY FORMATION COMMISSION OF LOS ANGELES COUNTY INITIATE PROCEEDINGS TO AMEND THE CITY'S SPHERE OF INFLUENCE AND ANNEX CERTAIN INHABITED TERRITORY TO THE CITY OF SANTA CLARITA (MASTER CASE NO. 07-127)

WHEREAS, the City of Santa Clarita desires to initiate proceedings pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, commencing with Section 56000 of the California Government Code, for an amendment to the City's Sphere of Influence and annexation of approximately 2,442 acres of unincorporated Los Angeles County territory;

WHEREAS, the City's short form designation for this proposal is Annexation 07-002A & B (Master Case 07-127);

WHEREAS, the unincorporated territory is inhabited and contiguous to the City's existing boundaries. A map of the unincorporated territory relative to the City's existing boundaries is set forth in Exhibit A, which is attached;

WHEREAS, the unincorporated territory includes the areas known as the Vista Canyon site, Fair Oaks Ranch community, Jakes Way community, and portions of the Sand Canyon community;

WHEREAS, no terms or conditions are requested by the property owners of the unincorporated territory at this time;

WHEREAS, the reasons for this proposed annexation are to: (i) create a logical extension of the City's boundaries, (ii) respond to the property owners' request for local representation, and (iii) promote the efficient provision of municipal services to the unincorporated territory; and

WHEREAS, the City Council of the City of Santa Clarita has considered all evidence, oral and documentary, and is advised of the foregoing.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Santa Clarita, California, does hereby determine and find as follows:

SECTION 1. This Resolution of Application is hereby adopted by the City Council, and the Local Agency Formation Commission of Los Angeles County ("LAFCO") is hereby requested to initiate proceedings to amend the City's Sphere of Influence, annex the unincorporated territory shown in Exhibit A, which is incorporated by this reference, to the City of Santa Clarita (according to the terms and conditions stated above, if any), with notice and hearing by the LAFCO, and in the manner provided by the Cortese-Knox Hertzberg Local Government Reorganization Act of 2000.

SECTION 2. The City Council hereby directs and authorizes the City Manager, or designee, to file the application with the LAFCO to annex the subject site to the City of Santa Clarita on behalf of the City Council. The application shall comply with all of the LAFCO's application filing requirements, including (but not limited to) the submittal of an application form, legal description of the unincorporated territory, radius map, fees, environmental documents, and rezoning ordinance.

SECTION 3. The City Council hereby directs and authorizes the City Clerk of the City of Santa Clarita to forward a certified copy of this Resolution with applicable fees and other information as required by Section 56383 of the Government Code to the Executive Officer of the LAFCO.

Resolution No. _____
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SECTION 4. The City Clerk shall certify to the adoption of this resolution and certify this record to be a full, true, correct copy of the action taken.

PASSED, APPROVED AND ADOPTED this _____ day of _____, 20__.

MAYOR

ATTEST:

CITY CLERK

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

I, Kevin Tonoian, Acting City Clerk of the City of Santa Clarita, do hereby certify that the foregoing Resolution No. _____ was duly adopted by the City Council of the City of Santa Clarita at a regular meeting thereof, held on the _____ day of _____, 2011 by the following vote of Council:

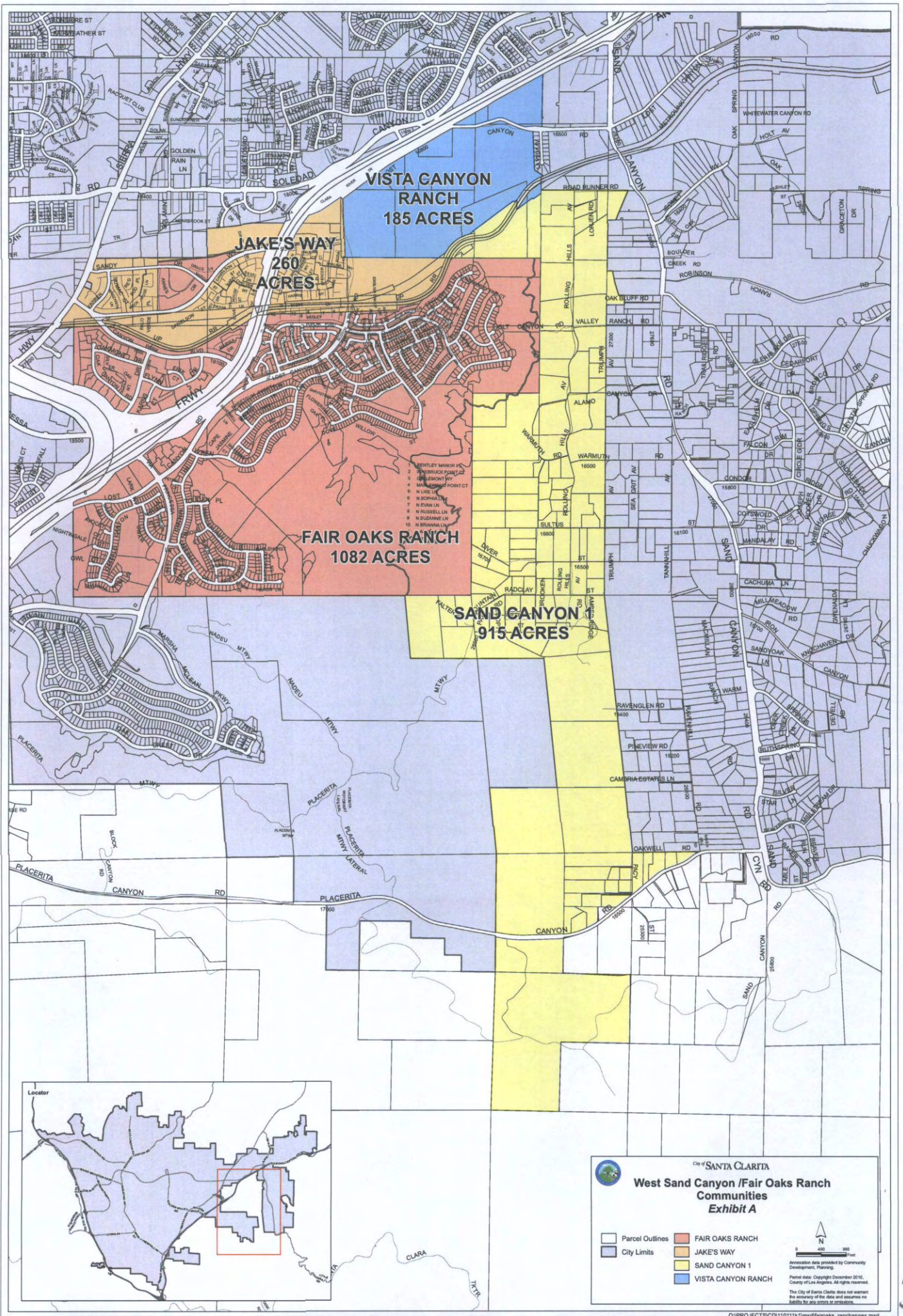
AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

CITY CLERK

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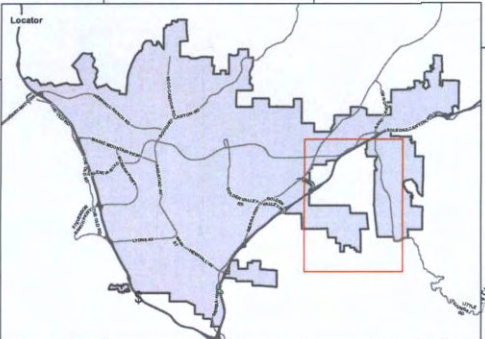


VISTA CANYON RANCH
185 ACRES

JAKE'S WAY
260 ACRES

FAIR OAKS RANCH
1082 ACRES

SAND CANYON 1
915 ACRES



City of SANTA CLARITA
West Sand Canyon / Fair Oaks Ranch Communities
Exhibit A

	Parcel Outlines		FAIR OAKS RANCH
	City Limits		JAKE'S WAY
	SAND CANYON 1		VISTA CANYON RANCH

Annotation data provided by Community Development Planning
 Printed date: Copyright December 2010.
 The City of Santa Clarita does not warrant the accuracy of the data and assumes no liability for any errors or omissions.

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RESOLUTION NO. 11-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA CLARITA, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (SCH NO. 2007071039) FOR THE ANCILLARY ANNEXATION AREA PROJECT (FAIR OAKS RANCH, JAKES WAY, PORTIONS OF SAND CANYON) (MASTER CASE NO. 07-127: GENERAL PLAN AMENDMENT 07-001B, PRE-ZONE 07-001B, ANNEXATION 07-002B)

THE CITY COUNCIL OF THE CITY OF SANTA CLARITA DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council does hereby make the following findings of fact:

- a. The City of Santa Clarita is proposing, under Master Case 07-127 (General Plan Amendment 07-001B, Pre-zone 07-001B, Annexation 07-002B), to annex the Ancillary Annexation Area ("AAA") to the City of Santa Clarita. The AAA site includes unincorporated County of Los Angeles property, specifically Fair Oaks Ranch (approximately 1,082 acres), Jakes Way (approximately 260 acres), and portions of Sand Canyon (915 acres).
- b. The AAA project proposes the following land use/zoning designations: (1) Fair Oaks Ranch would be designated for "SP" (Specific Plan); (2) Jakes Way would be designated for "RM" (Residential Moderate) and "BP" (Business Park); and, (3) Sand Canyon would be designated for "RE" (Residential Estate) and "OS" (Open Space).
- c. The objectives of the proposed AAA project are two-fold: (1) to logically extend the City's physical boundary and municipal service area within an area presently bounded on the north, east and west by the City's jurisdictional lands; and, (2) to limit development in undeveloped portions of the AAA site to no more than what is permitted by the City's land use designations and zoning.
- d. In accordance with the California Environmental Quality Act ("CEQA;" Pub. Resources Code, §21000 et seq.), the City of Santa Clarita is the lead agency and the City Council is the decision-making body for the AAA project. The City's Planning Commission is a recommending body for the AAA project.
- e. A Notice of Preparation ("NOP") for the AAA was circulated, pursuant to CEQA and the State CEQA Guidelines, for thirty days, beginning on October 1, 2009. Agencies that received the NOP include, but are not limited to, the County of Los Angeles, Los Angeles Regional Water Quality Control Board, California Department of Fish and Game, South Coast Air Quality Management District, law enforcement agencies, school districts, waste haulers, water agencies and transportation agencies serving the Santa Clarita Valley in accordance with CEQA's consultation requirements. Numerous comments from public agencies, organizations, and members of the public were received in response to the NOPs

- f. The City of Santa Clarita prepared a Draft Environmental Impact Report (“EIR”) (October 2010; SCH No. 2007071039) for the Vista Canyon project and the AAA project that addressed all issues raised by the Initial Study and in comments received on the NOP. The subject Draft EIR also separately considers the environmental impacts of the Vista Canyon project, which is being processed under Master Case 07-127, as well. Please see Resolution Nos. 11-__ and 11-__, certifying the EIR for the Vista Canyon project, and approving the related project entitlements. The Draft EIR was circulated for review and comment by affected governmental agencies and the public, in compliance with CEQA. Specifically, the Notice of Availability/Notice of Completion for the Draft EIR was filed, posted and advertised on October 19, 2010, and the 45-day public review period ended on December 3, 2010, 5:00 p.m. in accordance with CEQA.
- g. The City also prepared a Planning Commission Final EIR (February 2011; SCH No. 2007071039). The Planning Commission Final EIR complied with all applicable CEQA requirements, and contained responses to all oral and written comments received prior to January 18, 2011. The Planning Commission Final EIR also contained a description of modifications to the AAA project made in response to public comment, City staff recommendations, and Planning Commission direction; copies of all comment letters received on the AAA project; revised pages of the Draft EIR; and, additional supporting materials in appendices. Notice of the Planning Commission Final EIR’s availability was sent to commenting agencies, organizations and persons on February 4, 2011.
- h. The Planning Commission held duly-noticed public hearings on the AAA project on October 19, November 2, and December 21, 2010, and February 15, 2011. These hearings were held at City Hall, 23920 Valencia Boulevard, Santa Clarita, at 7:00 p.m. The Planning Commission closed the public hearing on December 21, 2010.
 - i. On October 19, 2010, the Planning Commission opened the public hearing; received a Draft EIR presentation from staff; and, received public testimony regarding the project.
 - ii. On November 2, 2010, City staff responded to questions posed by the Planning Commission and public on issues related to annexation. The Planning Commission also received public testimony regarding the Vista Canyon project.
 - iii. On December 21, 2010, Planning Commission considered potential AAA project modifications, and additional public testimony on the project. At the conclusion of the hearing, the Planning Commission directed staff to incorporate the following revision into the AAA project:
 1. Removal of the properties south of Placerita Canyon Road from the AAA, with the exception of the City’s Walker Ranch Open Space property. Removal of these properties reduced the size of the Sand Canyon annexation area from 1,723 acres to 915 acres.

- iv. On February 15, 2011, the revised Vista Canyon project and AAA project, Planning Commission Final EIR (February 2011), resolutions and conditions of approval were presented to the Planning Commission. The Commission also received public testimony regarding the project.

At the conclusion of the February 15, 2011 public hearing, the Planning Commission voted to recommend that the City Council certify the Planning Commission Final EIR (see Resolution No. P11-02) and approve the AAA project as revised (see Resolution No. P11-03).

The Planning Commission considered the Draft EIR (October 2010) and Planning Commission Final EIR (February 2011) prepared for the AAA project, as well as information provided in staff reports, presented to the Planning Commission from experts, and presented in public testimony, including letters submitted to the Planning Commission following the close of the Draft EIR public comment period up to January 18, 2011, prior to recommending approval of the AAA project.

- i. Following the February 15, 2011 hearing, the City prepared the Final EIR (April 2011; SCH No. 2007071039). Among other things, the Final EIR contained copies of all late written comment letters; and, responses to all oral and written comments received on or after January 18, 2011 and prior to April 8, 2011. Notice of the Final EIR's availability was provided on April 15, 2011 to commenting agencies, organizations and persons.
- j. The City Council subsequently held duly-noticed public hearings on the AAA project on March 22 and April 26, 2011. These hearings were held at City Hall, 23920 Valencia Boulevard, Santa Clarita, at 6:00 p.m.
- k. On April 26, 2011, the City Council received public testimony, closed the public hearing, certified the Final EIR, and adopted all of the necessary documents (e.g., resolutions and ordinances) for approval of the AAA project.
- l. The Draft EIR (October 2010), Planning Commission Final EIR (February 2011), and Final EIR (April 2011) have been prepared and circulated in compliance with CEQA.
- m. Based upon the Draft EIR (October 2010), Planning Commission Final EIR (February 2011), and Final EIR (April 2011), staff and consultant presentations, staff reports, applicant presentations, and public comments and testimony, the City Council finds that the AAA project, as modified, will not adversely affect the health, peace, comfort, or welfare of persons residing in the area; nor will the AAA project be materially detrimental to the use, enjoyment, or valuation of property in the vicinity of the project site; nor will the AAA project jeopardize, endanger or otherwise constitute a menace to the public health, safety, or general welfare since the project conforms with the zoning ordinance and is compatible with surrounding land uses.

- n. Additionally, the City Council finds that all public hearings pertaining to the AAA project were duly noticed. The project was advertised in The Signal, through on- and off-site posting 14 days prior to the hearing, and by direct first-class mailing to property owners within 1,000 feet of the AAA project site.
- o. The location of the documents and other materials that constitute the record of proceedings upon which the decision of the City Council is based for the Master Case 07-127 project file is with the Community Development Department; the record specifically is in the custody of the Director of Community Development.

SECTION 2. CEQA REQUIREMENTS. The City Council does hereby make the following findings of facts:

- a. CEQA provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” (Pub. Resources Code, §21002, emphasis added.);
- b. CEQA also provides that “in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects. (Pub. Resources Code, §21002.) CEQA provides that a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors, and in particular the goal of providing a decent home and satisfying living environment for every Californian. (Pub. Resources Code, §21081; Cal. Code Regs., tit. 14, §15021(d).) CEQA requires decision-makers to balance the benefits of a proposed project against its significant unavoidable adverse environmental impacts, and, if the benefits of a proposed project outweigh the significant unavoidable adverse environmental impacts, the unavoidable adverse environmental impacts may be considered “acceptable” by adopting a Statement of Overriding Considerations. (Cal. Code Regs., tit. 14, §15093.) The Statement of Overriding Considerations must set forth the project benefits or reasons why the lead agency is in favor of approving the project and must weigh these benefits against the project’s adverse environmental impacts identified in the Final EIR that cannot be mitigated to a less-than-significant level;
- c. CEQA’s mandates and principles are implemented, in part, through the requirement that agencies adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions:
 - (1) “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR,”
 - (2) “[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency or can and should be adopted by such other agency,” or

- (3) “[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.”

(Cal. Code Regs., tit. 14, §15091.) CEQA defines “feasible” to mean capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal and technological factors. (Pub. Resources Code, §21061.1; Cal. Code Regs., tit. 14, §15364.);

- d. The concept of “feasibility” also encompasses the question of whether a particular alternative promotes the underlying goals and objectives of a project. “Feasibility” under CEQA, then, encompasses “desirability” to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors;
- e. CEQA requires that the lead agency exercise its independent judgment in reviewing the adequacy of an EIR and that the decision of a lead agency in certifying a Final EIR and approving a project not be predetermined. The City Council has conducted its own review and analysis, and is exercising its independent judgment when acting as herein provided;
- f. CEQA requires decision-makers to adopt a mitigation monitoring and reporting program (“MMRP”) for those mitigation measures identified in the Final EIR that would mitigate or avoid each significant impact identified in the EIR and to incorporate the mitigation monitoring and reporting program, including all mitigation measures, as a condition of project approval;
- g. CEQA requires that the responses to comments in the Final EIR demonstrate good faith and a well-reasoned analysis, and not be overly conclusory. In response to several of the comments received, portions of the Draft EIR have been revised. Although new material has been added to the Draft EIR through preparation of the Final EIR, this new material provides clarification to points and information already included in the Draft EIR and is not considered to be significant new information or a substantial change to the Draft EIR or to the project that would necessitate recirculation; and
- h. State CEQA Guidelines section 15003(c) and (i) note that state courts have held that the purpose of an EIR is to inform other governmental agencies and the public generally of the environmental impacts of a proposed project. CEQA does not require technical perfection or exhaustive treatment of issues in an EIR, but rather adequacy, completeness, and a good-faith effort at full disclosure.

SECTION 3. CEQA FINDINGS. The City Council does hereby find that:

- a. The Final EIR (SCH No. 2007071039) for Master Case 07-127 has been prepared in compliance with CEQA, has been reviewed and considered by the City Council, and reflects the independent judgment of the City Council.

- b. The Final EIR for Master Case 07-127, which consists of the Draft EIR (October 2010), Planning Commission Final EIR (February 2011), and Final EIR (April 2011), identifies and discloses project-specific impacts and cumulative project impacts attributable to the AAA project. Environmental impacts identified in the Final EIR, findings, and facts in support of findings are herein incorporated as “Findings Required By CEQA,” referred to as Exhibit “A.”
- c. Based on the Final EIR and the entire record of proceeding, there is no substantial evidence that the AAA project will have a significant effect on the environment. That is, the Final EIR did not identify one or more significant environmental effects for the AAA project. Therefore, neither Public Resources Code section 21081 nor CEQA Guidelines section 15091 require the City to make findings. Nonetheless, as indicated in Paragraph (b), immediately above, findings have been prepared and included as Exhibit “A.” Findings specific to the AAA project are included in Section 6.0 of Exhibit “A.”
- d. In determining that the AAA project’s environmental impacts would not be significant, at least two factors are important to keep in mind:
 - i. Most of the AAA is built out. As such, the proposed changes to the land use designations in the built out portion of the AAA and the re-assignment of those areas to a different land use jurisdiction, practically speaking, would not result in any potentially significant environmental impacts.
 - ii. Additional environmental review would be required before most of the currently undeveloped portions of the AAA could be built out; the subsequent environmental review processes would evaluate impacts and identify mitigation measures in further detail due to the preparation of specific development plans.

At this point, it is not known whether, when or how the undeveloped portions of the AAA would be built out. Nonetheless, in some instances, the imposition of existing regulatory standards and development fees would effectively ensure that impacts are not significant. In other instances, however, it is difficult to forecast the environmental impacts of the annexation. That being said, design-level mitigation measures would be identified, as necessary and feasible, during the subsequent project-level environmental review that would be undertaken in conjunction with any additional development in the AAA, and specifically the Sand Canyon and Jakes Way areas.
- e. The Final EIR considered the environmental implications of the CEQA-mandated “no project” alternative. However, that alternative likely would result in similar impacts as the proposed AAA project because neither scenario would preclude additional development; rather, both scenarios would allow for additional development to be proposed and corresponding environmental review to be undertaken.
- f. The Final EIR also found that no alternative locations to the proposed AAA project, which represents a logical extension of the City’s physical boundary and municipal service area, exist.

SECTION 4. FINDINGS FOR CERTIFICATION OF THE FINAL EIR. Based upon the above recitals and the entire record, including, without limitation, the Final EIR, oral and written testimony and other evidence received at the public hearings held on the AAA project and the Final EIR, upon studies and investigation made by the City Council, and upon reports and other transmittals from City staff to the City Council, the City Council finds the following:

- a. That the Final EIR for the AAA project is adequate, complete, has been prepared in accordance with CEQA, and should be certified on that basis.
- b. That the City Council has independently reviewed and considered the Final EIR in reaching its conclusions.
- c. That the Final EIR was presented and reviewed prior to taking final action to recommend certification of the Final EIR and approval of the AAA project.
- d. That CEQA findings are not required by law as no significant environmental impacts are anticipated to result from the AAA project.
- e. That the Final EIR reflects the decision-maker's independent judgment and analysis.
- f. The documents and other materials which constitute the record of proceedings on which this decision is based are under the custody of the City Clerk and are located at the City of Santa Clarita, Community Development Department, 23920 Valencia Boulevard, Suite 302, Santa Clarita, California 91355.

SECTION 5. The City Council has reviewed and considered the Final EIR (SCH No. 2007071039), and hereby determines that it is adequate and in compliance with CEQA. The City Council hereby certifies the Final EIR (Exhibit B) and associated documents, including the CEQA Findings (Exhibit A).

SECTION 6. By the adoption of this Resolution, the City Council has not granted any approval or entitlement on this project.

SECTION 7. The City Clerk shall certify to the adoption of this Resolution and certify this record to be a full, complete, and correct copy of the action taken.

PASSED AND APPROVED this _____ day of _____, 2011.

MAYOR

ATTEST:

CITY CLERK

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

I, Kevin Tonoian, Acting City Clerk, of the City of Santa Clarita, do hereby certify that the foregoing Resolution No. _____ was regularly introduced and passed at a regular meeting of the City Council on the _____ day of _____, 2011 by the following vote, to wit:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

CITY CLERK

**Exhibit A To Resolution No. _____
Master Case 07-127: Findings Required By CEQA**

1.0 INTRODUCTION

1.1 PURPOSE

Public Resources Code section 21081 and State CEQA Guidelines section 15091 require that the lead agency, in this case the City of Santa Clarita ("City"), prepare written findings for identified significant impacts, accompanied by a brief explanation of the rationale for each finding. Specifically, State CEQA Guidelines section 15091 states, in part, that:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects accompanied by a brief explanation of the rationale for each finding. The possible findings are:
- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the final EIR.
 - (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In accordance with Public Resource Code section 21081 and State CEQA Guidelines section 15093, whenever significant impacts cannot be mitigated to below a level of significance, the decision-making agency is required to balance, as applicable, the benefits of the project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable."

The Final EIR for the Vista Canyon project identified potentially significant effects that could result from project implementation. The City finds that the inclusion of certain mitigation measures as part of the project approval will reduce most, but not all, of those effects to less-than-significant levels. Those impacts that are not reduced to less-than-significant levels are identified and overridden due to specific project benefits.

As required by CEQA, the City, in adopting these findings, also adopts a Mitigation Monitoring and Reporting Program (“MMRP”) for the project. The City finds that the MMRP, which is incorporated by reference and made a part of these findings, meets the requirements of Public Resources Code section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project.

In accordance with CEQA and the State CEQA Guidelines, the City adopts these findings as part of its certification of the Final EIR for the project. Pursuant to Public Resources Code section 21082.1, subdivision (c)(3), the City also finds that the Final EIR reflects the City’s independent judgment as the lead agency for the project.

1.2 ORGANIZATION/FORMAT OF FINDINGS

Section 1.0 contains a summary description of the project and background facts relative to the environmental review process. **Section 2.0** identifies the significant impacts of the project that cannot be mitigated to a less-than-significant level (even though all feasible mitigation measures have been identified and incorporated into the project), while **Section 3.0** identifies the potentially significant effects of the project that will be mitigated to a less-than-significant level with implementation of the identified mitigation measures. **Section 4.0** identifies the project’s potential environmental effects that were determined not to be significant. **Section 5.0** discusses the feasibility of the project alternatives. And, **Section 6.0** addresses the environmental impacts associated with the Ancillary Annexation Area (AAA).

1.3 SUMMARY OF PROJECT DESCRIPTION

As revised, the project would include development of the approximately 185-acre Vista Canyon project site with a maximum of 1,100 dwelling units, and up to 950,000 square feet of commercial and medical office, retail, theater, restaurant and hotel uses within three Planning Areas (PA).

The project also includes approximately 21 acres of parks/recreation facilities, including the approximately 10-acre Oak Park/River Education Center proposed for dedication to the City. Other recreational facilities include the Community Garden, Town Green and up to six private recreational facilities. Further, there are approximately 10 acres of proposed public streets, including the extension of Lost Canyon Road from Fair Oaks Ranch to Vista Canyon Road and the construction of the Vista Canyon Road Bridge to connect Lost Canyon Road and Soledad Canyon Road.

The applicant also is proposing construction of a water reclamation plant (WRP), located adjacent to the western project boundary and directly north of Lost Canyon Road, which would provide recycled water for use in the project’s landscaped areas and toilets within public restroom areas in commercial areas of the project. Additionally, the project also includes a Multi-Modal Transit Station, comprised of a Metrolink Station and Bus Transfer Station.

Finally, the City proposes to annex various properties surrounding and including the Vista Canyon site, all of which currently are located under the jurisdiction of the County of Los Angeles. In total, the AAA includes approximately 2,257 acres, including the Fair Oaks Ranch (approximately 1,082 acres), Jakes Way (approximately 260 acres), and portions of the Sand Canyon (approximately 915 acres) communities.

For a detailed discussion of the project description and setting, please see **Section 1.0, Project Description, of the EIR.**

1.4 PROJECT OBJECTIVES

The project objectives include the following:

Land Use Planning Objectives

1. Create a new transit-oriented community with interrelated neighborhoods that allows for residential, retail/commercial, office, hotel, and recreational uses, while preserving and enhancing significant natural and historical resources.
2. Provide a sensitive and protective interface with the Santa Clara River by utilizing appropriate setback, grading, landscape, buried bank stabilization, and water quality treatments.
3. Provide development and transitional land use patterns that do not conflict with surrounding communities and land uses.
4. Arrange land uses to reduce vehicle miles traveled and energy consumption, and to encourage the use of transit.
5. Design neighborhoods to create a unique identity and sense of place.
6. Design neighborhoods to locate a variety of residential and non-residential land uses in close proximity to each other and major road corridors, transit, and trails.
7. Provide a rich set of public spaces, including roadways that range from lively streetscapes to pedestrian passages.
8. Implement sustainable development principles, including greater energy efficiency, waste reduction, drought-tolerant landscaping, use of water efficiency measures, and use of recycled materials and renewable energy sources.
9. Create and enhance opportunities for non-vehicular travel and encourage pedestrian mobility by providing an internal pedestrian circulation system that links residential neighborhoods to nearby schools, neighborhood parks, trail systems, neighborhood retail/commercial and adjacent park and recreation areas.

10. Foster the design and integration of a mutually beneficial relationship between the natural and built environments, and implement sensitive land use transition treatments, attractive streetscapes, and high quality design themes.
11. Provide a meandering trail with public access adjacent to the Santa Clara River Corridor.
12. Integrate a new community into the City's existing and planned circulation network.
13. Provide a landscape design emphasizing a pleasant neighborhood character and inviting streetscapes.
14. Facilitate the expansion of transit facilities by providing property and participate in the funding of a new City/Metrolink transit center and associated facilities, and direct pedestrian access to such facilities from the Specific Plan's commercial, retail, office, and residential areas.
15. Provide neighborhood parks and improvements that offset park dedication requirements and meet the recreation needs of local residents.

Economic Objectives

1. Enhance and augment the housing market by providing a variety of housing types and densities to meet the varying needs of future residents.
2. Adopt development regulations that provide flexibility to respond and adjust to changing economic and market conditions.
3. Provide a tax base to support public services and infrastructure.
4. Provide a project jobs/housing balance of at least two jobs for every one residential unit.
5. Adopt development regulations and guidelines that allow site, parking and facility sharing, and other innovations that reduce the costs of providing public services.

Resource Conservation Objectives

1. Restore and minimize impacts to important biotic resources.
2. Maintain the use of the Santa Clara River as a major east/west open space corridor.
3. Establish a Santa Clara River Corridor and adopt measures to maintain, enhance, and protect important river habitat values and functions.
4. Provide native revegetation of river and setback areas when temporarily disturbed due to development activities.
5. Minimize impacts to the Santa Clara River and its resources.

6. Minimize impacts to oak trees and incorporate, where possible, oak trees into public spaces.

The City has considered the statement of the objectives sought by the project as found in **Section 1.0, Project Description**, of the EIR. The City adopts these objectives as part of the project.

1.5 INITIAL STUDY AND NOTICE OF PREPARATION

Preliminary environmental review of the Vista Canyon project was conducted by the City's Community Development Department. In the initial Notice of Preparation (NOP) and subsequent revised NOPs, the City determined that the proposed Vista Canyon project may have potentially significant effects on several environmental impact categories, including: (a) hazards (geotechnical, flood, and noise); (b) resources (water quality, air quality, biological, cultural resources, agricultural resources, and visual resources/aesthetics); (c) services (transportation/circulation, sewage disposal, education, fire/sheriff and utilities); and (d) other categories (general, environmental safety/hazardous materials, land use and demand for new recreation facilities).

The initial NOP was circulated for a 30-day review period from July 11, 2007 to August 10, 2007. Revised NOPs were circulated from February 26, 2008 to March 21, 2008, and October 1, 2009 to November 2, 2009, due to revisions to the project. These NOPs were circulated pursuant to the requirements of the State CEQA Guidelines in order to solicit input from responsible and interested public agencies and the community regarding the content of the EIR. In addition, to facilitate local participation, the City held a scoping meeting on the project and solicited suggestions from the public and other agencies on the scope and content of this Draft EIR. The meeting took place at the Century Room at the Santa Clarita City Hall, 23920 Valencia Boulevard, Santa Clarita, California, on February 27, 2008.

In response to the NOPs and scoping meeting, comment letters and other input were received from interested agencies, organizations and others, copies of which are presented in Appendix I to the Draft EIR. Based on the results of the City's NOPs and scoping efforts, the following Environmental Impact Report:

1. Geotechnical Hazards
2. Flood
3. Traffic and Access
4. Air Quality
5. Noise
6. Biological Resources
7. Land Use
8. Water Service/Water Quality
9. Solid Water Disposal
10. Education
11. Library Services

12. Parks and Recreation
13. Fire Services
14. Sheriff Services
15. Human-Made Hazards
16. Visual Resources
17. Population, Housing and Employment
18. Cultural Resources
19. Agricultural Resources
20. Santa Clara River Corridor Analysis
21. Wastewater Disposal
22. Global Climate Change
23. Utilities
24. Ancillary Annexation Area

1.6 ENVIRONMENTAL IMPACT REPORT

The City prepared the EIR in accordance with CEQA and the State CEQA Guidelines. The EIR is a full-disclosure informational document which informs public agency decision-makers and the public of the significant environmental effects of the project. Possible ways to minimize significant effects are identified in the EIR and reasonable alternatives to the project are evaluated.

The EIR is intended as a “project EIR” under CEQA and the State CEQA Guidelines. A project EIR is typically prepared for a specific construction-level project. (See State CEQA Guidelines §15161.) Under CEQA, a project EIR “should focus primarily on the changes in the environment that would result from the development project . . . [and] examine all phases of the project including planning, construction, and operation.” (Ibid.)

The Draft EIR (October 2010) was made available to the public for review and comment for a 45-day period. The review and comment period began on October 20, 2010 and concluded on December 3, 2010. Additionally, the Planning Commission’s Final EIR (February 2011) was made available to the public on February 4, 2011. Finally, responses to all comments included in the Final EIR (April 2011) were distributed by the City on April 15, 2011.

Copies of the Draft EIR (October 2010) were available for public review at the following locations: (a) City of Santa Clarita City Hall, Community Development Department, 23920 Valencia Boulevard, Suite 140, Santa Clarita, CA 91355; (b) Los Angeles County Library, Canyon Country Branch, 18601 Soledad Canyon Road, Santa Clarita CA 91351; and (c) www.santa-clarita.com/planning. The Planning Commission’s Final EIR (February 2011) and the Final EIR (April 2011) also were available at the Community Development Department and on the City’s website.

All comment letters, including late comment letters, received in response to the Draft EIR were reviewed and are included in the Final EIR, along with written responses to each of the comments. In accordance with State CEQA Guidelines section 15132, the Final EIR for the project consists of: (i) the Draft EIR; (ii) comments received on the Draft EIR; (iii) a list of the persons, organizations, and public agencies commenting on the Draft EIR; (iv) written responses to significant environmental issues raised during the public review and comment period and related supporting materials; and, (v) other information contained in the administrative record.

2.0 FINDINGS ON SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS OF THE PROJECT

This section identifies the significant unavoidable impacts that require a statement of overriding considerations to be issued by the City if the project is approved. Based on the substantial record evidence, the following impacts have been determined to fall within this “significant unavoidable impact” category.

2.1 Traffic And Access

2.1.1 Unavoidable Significant Impacts

The existing plus project scenario would result in significant impacts at nine study intersections, but no freeway segments or roadways. Implementation of the mitigation measures listed below, as well as the prior completion of the Cross Valley Connector, effectively mitigates and reduces the impacts at these nine intersections to a level below significant.

Phase 1 (2012) of the project would cause significant impacts at five study intersections, but no freeway segments. Implementation of the mitigation measures listed below would reduce these impacts to less-than-significant levels at four of the five intersections. At one of the intersections (Sand Canyon Road/Lost Canyon Road), the project would have a temporary significant and unavoidable impact because the recommended improvement would not be completed until after completion of Phase 1.

Project build-out (2015) would cause significant impacts at eight study intersections. Implementation of the mitigation measures listed below would reduce these impacts to less-than-significant levels at all eight intersections. The project also would significantly impact one SR-14 segment, Sand Canyon Road to Soledad Canyon Road. However, because there are neither planned and programmed improvements for SR-14, nor an established funding program, the project’s payment of an in-lieu fee to Caltrans would not fully mitigate the identified impact.

Under long-range cumulative conditions (2030), the project would cause significant impacts along Soledad Canyon Road between Sierra Highway and Golden Valley Road. No feasible improvements, however, are available as this arterial already is constructed to its ultimate width. The Circulation Element in the City’s General Plan recognizes that, in some cases, street improvements to accommodate additional traffic are not capable of being implemented due to right-of-way limitations and existing development. The project also would significantly impact one SR-14 segment (Sand Canyon Road to Soledad Canyon Road). As noted above, because there are neither planned and programmed improvements for SR-14, nor an established funding program, the project’s payment of an in-lieu fee to Caltrans would not fully mitigate the identified impact.

2.1.2 Mitigation Measures

- 4.3-1. Prior to the completion and occupancy of project Phase 1, the project applicant shall convert the westbound left-turn lane on Soledad Canyon Road onto the SR-14 southbound on-ramp from a permitted to protected signal phase, and retime this traffic signal and the adjacent Sand Canyon Road/Soledad Canyon Road signal to optimize traffic flow.
- 4.3-2. Prior to the completion and occupancy of project Phase 1, the project applicant shall take those steps necessary that result in retiming the traffic signals at the Via Princessa/SR-14 SB ramps and Via Princessa/SR-14 NB ramps intersections to optimize traffic flow.
- 4.3-3. Prior to the completion and occupancy of project Phase 1, the project applicant shall install a westbound right-turn overlap arrow at the Via Princessa/Lost Canyon Road intersection.
- 4.3-4. Prior to project completion and full occupancy (beyond Phase 1), the project applicant shall construct the following improvements at the Sand Canyon Road/Soledad Canyon Road and SR-14 SB Ramps/Soledad Canyon Road intersections:
- Restripe Soledad Canyon Road to include a third through lane in each direction from just east of the SR-14 ramp intersection to west of the Sand Canyon Road intersection.
 - Install a right-turn overlap arrow on the northbound Sand Canyon Road approach to Soledad Canyon Road.
 - Retime and optimize operations of both traffic signals based on the revised lane geometrics and signal phasing.
- 4.3-5. Prior to the completion and full occupancy of the project (beyond Phase 1), the project applicant shall install Intersection Design Option No. 3, as described below, at the Sand Canyon Road/Lost Canyon Road intersection.
- Option 3 (Roundabout) – this design option (see Exhibit 4.3-18 and 4.3-18a) would include the installation of a “roundabout” or traffic circle at the intersection. This option would involve the relocation of the intersection to the north and west to adhere to northbound “line of sight” requirements. Right-of-way acquisition would be necessary on all four corners; most of it would come from the northwest corner (which is presently vacant). Encroachment within the protected zone of the heritage oak tree located along the eastern edge of Sand Canyon Road would still occur, consistent with the existing condition. From a traffic operational standpoint, this design option would be the best of the four, improving the future LOS F under the existing design to an LOS C in the AM peak hour and LOS B in the PM. peak hour even with future growth (including the Vista Canyon project).

- 4.3-6.** Prior to project completion and full occupancy (beyond Phase 1), the project applicant shall construct the following improvements at the Soledad Canyon Road/Lost Canyon Road intersection:
- Install a traffic signal with signal equipment placed in locations that accommodates the planned restriping of the road to six lanes.
 - Construct an exclusive right-turn lane on the eastbound Soledad Canyon Road approach consistent with the condition of approval previously placed on the undeveloped parcel adjacent to this intersection.
 - Construct two left-turn lanes and one right-turn lane (with a right-turn overlap phase) on the Vista Canyon Road approach. Each lane should provide 125 feet of storage.
 - Lengthen the westbound left-turn lane on Soledad Canyon Road from 140 feet to 200 feet to accommodate the projected 95th percentile vehicle queue of 140 feet and to provide opportunities for deceleration.
- 4.3-7.** Prior to project completion and full occupancy (beyond Phase 1), the project applicant shall construct the following improvement at the Via Princessa/Lost Canyon Road intersection:
- Restripe the southbound approach to include a second left-turn lane.
- 4.3-8.** Prior to project completion and full occupancy (beyond Phase 1), the project applicant shall construct the following improvement at the Soledad Canyon Road/Sierra Highway intersection:
- Install a right-turn overlap arrow on the southbound Sierra Highway approach to Soledad Canyon Road.
- 4.3-9.** The applicant shall execute and adhere to the terms of the mitigation agreement with Caltrans to minimize the project's impacts to SR 14.

2.1.3 Findings

Based on the explanation provided in **Section 2.1.1**, and even with implementation of the mitigation measures identified in **Section 2.1.2**, the City finds there are no feasible mitigation measures that will reduce the following significant impacts to a level below significant: temporary impacts to the Sand Canyon Road/Lost Canyon Road intersection during Phase I (2012); impacts to the Sand Canyon Road to Soledad Canyon Road segment of SR-14 at project build-out (2015) and during long-range cumulative conditions (2030); and, impacts to the Soledad Canyon Road segment between Sierra Highway and Golden Valley Road under long-range cumulative conditions (2030). Therefore, these impacts must be considered unavoidably significant even after implementation of all feasible transportation/circulation mitigation measures. Pursuant to Public Resources Code section 21081, subdivision (a)(3), the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the alternatives identified in the EIR and the identified traffic and access impacts are thereby acceptable because of specific overriding considerations.

However, the City also finds that the above mitigation measures are feasible, are adopted, and will reduce the project's other potential traffic-related impacts to intersections, freeways and roadways to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid these potentially significant traffic-related impacts of the project identified in the Final EIR.

2.2 AIR QUALITY

2.2.1 Unavoidable Significant Impacts

Construction-related emissions, which occur on- and off-site, include all emissions associated with the construction equipment, grading and demolition activities, as well as worker trips, on-road diesel trucks, and architectural coating. Based on air quality modeling utilizing conservative data inputs prepared by a qualified environmental consultant, construction-related emissions would exceed SCAQMD significance thresholds for VOCs, NO_x, PM_{2.5} and PM₁₀, and would exceed the localized significance thresholds for NO₂, PM_{2.5}, and PM₁₀.

Operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activity on the project site. Based on air quality modeling, operational emissions also would exceed SCAQMD significance thresholds for VOCs, NO_x, CO, and PM₁₀ during the summer and winter.

Finally, the project also would result in regional emission levels that are cumulatively considerable for VOCs, NO_x, CO, PM_{2.5}, and PM₁₀ in light of its exceedances of the above-referenced SCAQMD thresholds.

2.2.2 Mitigation Measures

- 4.4-1** The project applicant shall prepare a Construction Traffic Emission Management Plan to minimize emissions from vehicles including, but not limited to, scheduling truck deliveries to avoid peak hour traffic conditions, consolidating truck deliveries, and prohibiting truck idling in excess of 5 minutes, and ensuring that all off-road equipment is compliant with the CARB's in-use off-road diesel vehicle regulation and SCAQMD Rule 2449.
- 4.4-2** The project contractor shall use electric or alternative fueled mobile equipment for on-site uses instead of diesel equipment if suitable equipment is commercially available and the necessary power and refueling infrastructure can reasonably be installed on site.
- 4.4-3** The project contractor shall maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.
- 4.4-4** The project contractor shall use electric welders to avoid emissions from gas or diesel welders if suitable equipment is commercially available and the necessary power infrastructure can reasonably be installed on site.

- 4.4-5** The project contractor shall use on-site electricity or alternative fuels rather than diesel-powered or gasoline-powered generators if suitable equipment is commercially available and the necessary power and refueling infrastructure can reasonably be installed on site.
- 4.4-6** Configure construction parking to minimize traffic interference.
- 4.4-7** Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- 4.4-8** Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- 4.4-9** Schedule construction activities that affect traffic flow on the arterial system to off-peak hour to the extent practicable.
- 4.4-10** Reroute construction trucks away from congested streets or sensitive receptor areas.
- 4.4-11** Consistent with measures that other lead agencies in the region (including Port of Los Angeles and Port of Long Beach) have enacted, require all on-site construction equipment to meet U.S. EPA Tier 2 or higher emissions standards according to the following:
- April 1, 2010 to December 31, 2011: All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier 2 off-road emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - January 1, 2012 to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 4 off-road emissions standards, where available. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- A copy of each unit's certified tier specification, BACT documentation, and CARB or AQMD operating permit shall be provided at the time of mobilization or each applicable unit of equipment.

4.4-12 The project constructor shall limit PM10 and PM2.5 fugitive dust emissions by implementing the following measures:

- Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks or any equipment leaving the site each trip;
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph;
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered;
- Pave road and road shoulders;
- Replace ground cover in disturbed areas as quickly as possible;
- Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water); and
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.

4.4-13 The project constructor shall limit VOC emissions by implementing the following measures:

- Use coatings and solvents with a VOC content lower than required under SCAQMD Rule 1113;
- Construction/build with materials that do not require painting;
- Require the use of pre-painted construction materials; and
- Contractors shall use varying-pressure-low-volume (HPLV) paint applicators or other application techniques with equivalent or higher transfer efficiency.

2.2.3 Findings

Although the above-enumerated mitigation measures would reduce the magnitude of impacts, the City finds there are no feasible mitigation measures that will reduce the identified significant impacts to a level below significant. Therefore, these impacts must be considered unavoidably significant even after implementation of all feasible air quality mitigation measures. Pursuant to Public Resources Code section 21081, subdivision (a)(3), the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the alternatives

identified in the EIR and the identified air quality impacts are thereby acceptable because of specific overriding considerations.

2.3 NOISE

2.2.3 Unavoidable Significant Impacts

Construction of the project would require site preparation, grading, and the construction of roadways, infrastructure, and buildings. Each of these construction activities typically involves the use of heavy-duty equipment, all of which could expose off-site residents and other noise sensitive receptors to temporary, but significant and unavoidable noise impacts due to the exceedance of noise standards set forth in the Noise Element of the City's General Plan.

Construction activities also would result in vibration impacts. Since ground-borne vibration could be generated during construction in excess of the Federal Transit Administration vibration standards, impacts to on-site sensitive uses (i.e., residential) would be significant and unavoidable.

Traffic associated with the project also would contribute to a cumulatively considerable noise increases along SR-14, but not other local roadways. This noise increase would significantly impact off-site sensitive receptors located adjacent to or near to portions of SR-14.

2.2.3 Mitigation Measures

4.5-1 Pursuant to Section 11.44.080 of the City's Noise Ordinance, construction work shall occur within 300 feet of occupied residences only between the hours of 7:00 AM and 7:00 PM Monday through Friday, and between 8:00 AM and 6:00 PM on Saturday. No construction work shall occur on Sundays, New Year's Day, Independence Day, Thanksgiving Day, Christmas Day, Memorial Day, and Labor Day.

4.5-2 The project applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by the construction contractor to reduce construction noise and vibration levels:

- Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses of the project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period.
- Ensure that construction equipment is properly muffled according to industry standards and in good working condition.
- Place noise- and vibration- generating construction equipment and locate construction staging areas away from sensitive uses, where feasible (particularly away from the residential uses located north and east of the project site).
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.

- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City of Santa Clarita prior to issuance of the grading permit.

2.3.3 Findings

Although the above-enumerated mitigation measures would reduce the magnitude of construction-related impacts, the City finds there are no feasible mitigation measures that will reduce the identified significant noise and vibration impacts to a level below significant. Therefore, these impacts must be considered unavoidably significant even after implementation of all feasible noise mitigation measures. Further, no feasible mitigation exists to reduce the cumulative noise impacts along SR-14 to a level below significant. Pursuant to Public Resources Code section 21081, subdivision (a)(3), the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the alternatives identified in the EIR and the identified noise impacts are thereby acceptable because of specific overriding considerations.

2.4 SOLID WASTE DISPOSAL

2.4.1 Unavoidable Significant Impacts

The project would generate solid waste, including hazardous waste, requiring disposal during the construction and operational phases. As an adequate amount of landfill space has not been identified to accommodate long-term solid waste generation at current disposal rates, project- and cumulative-level impacts would be significant. Nonetheless, it is worth noting that it is reasonable to assume that the market forces that drive the waste disposal industry will put pressure on the industry and governmental agencies to continually identify new economically feasible means of waste disposal in the future.

2.4.2 Mitigation Measures

- 4.9-1** Recycling/separation areas will be located in close proximity to dumpsters for non-recyclables, elevators, loading docks, and primary internal and external access points.
- 4.9-2** Recycling/separation areas will not conflict with any applicable federal, state, or local laws relating to fire, building, access, transportation, circulation, or safety.
- 4.9-3** Recycling/separation areas will be conveniently located for those persons who deposit, collect, and load the recyclable materials.
- 4.9-4** Recycling containers/bins will be located so as to not block access to each other.

- 4.9-5 Yard waste will be reduced through the use of xeriscaping techniques and the use of drought-tolerant and native vegetation in common area landscaping, wherever possible.
- 4.9-6 For commercial developments and residential buildings having five or more living units, no refuse collection or recycling areas will be located between a street and the front of a building.
- 4.9-7 On-site trash compactors will be installed for non-recyclables in all restaurants/food services areas.
- 4.9-8 The project will comply with City recycling requirements, including the number and location of recycling and waste bins.
- 4.9-9 First-time buyers and businesses will receive educational material on the City's waste management efforts. Educational material shall be passed to consecutive buyers using the CC&Rs.
- 4.9-10 The applicant shall comply with all applicable state, regional, and local regulations and procedures for the use, collection, and disposal of solid and hazardous wastes.
- 4.9-11 During construction, recycling bins for glass, metals, paper, wood, plastic, greenwastes, and cardboard will be placed on site to ensure their use by construction workers and will be trucked to recycling/processing facilities.
- 4.9-12 In construction specification and bid packages, building materials made of recycled materials will be required, to the extent possible and feasible.

2.4.3 Findings

Although the above-enumerated mitigation measures would reduce the magnitude of solid waste-related impacts, the City finds there are no feasible mitigation measures that will reduce the identified impacts to a level below significant. Therefore, these impacts must be considered unavoidably significant even after implementation of all feasible mitigation measures. Pursuant to Public Resources Code section 21081, subdivision (a)(3), the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the alternatives identified in the EIR and the identified solid waste disposal impacts are thereby acceptable because of specific overriding considerations.

3.0 FINDINGS ON SIGNIFICANT BUT MITIGATED IMPACTS

This section identifies significant adverse impacts of the project that require findings to be made under Public Resources Code section 21081 and State CEQA Guidelines section 15091. Based on substantial record evidence, the City finds that adoption of the mitigation measures set forth below will reduce the identified significant impacts to less-than-significant levels.

3.1 GEOTECHNICAL HAZARDS

3.1.1 Potential Significant Impacts

Topographic changes attributable to various grading activities on the project site would occur to accommodate the proposed project. However, mitigation measures specifying the grading techniques would ensure that impacts due to earth movement are less than significant. These same mitigation measures would reduce liquefaction impacts to a level below significant by requiring that potentially liquefiable soil layers be overlain by non-liquefiable soils of sufficient thickness, and construction-related erosion impacts to a less-than-significant level. (Of note, the project would result in a long-term decrease in on-site erosion and would not increase wind and water erosion due to the placement of non-erosive surfaces on the site.)

Due to its location, ground shaking on the project site is anticipated. In order to lessen impacts associated with ground shaking, building design and construction would adhere to the California Building Code, City of Santa Clarita Building Code, and pertinent professional engineering standards. In addition, Mitigation Measure 4.1-22 requires compliance with Section 1613 of the International Building Code. Compliance with the referenced standards would ensure that impacts attributable to strong seismic ground shaking are reduced to a less-than-significant level.

Finally, impacts attributable to lateral spreading, differential settlement, corrosive soils, expansive soils, and subsidence would be reduced to a level below significant through the implementation of various mitigation measures.

3.1.2 Mitigation Measures

- 4.1-1** Grading: The applicability of the preliminary recommendations for foundation and retaining wall design shall be confirmed at the completion of grading. Paving studies and soil corrosivity tests shall be performed at the completion of rough grading to develop detailed recommendations for protection of utilities, structures, and for construction of the proposed roads.
- 4.1-2** Site Preparation: Prior to performing earthwork, the existing vegetation and any deleterious debris shall be removed from the site. Existing utility lines shall be relocated or properly protected in place. All unsuitable soils, uncertified fills, artificial fills, slopewash, upper loose terrace deposits, and upper loose alluvial soils in the areas of grading receiving new fill shall be removed to competent earth materials and replaced with engineered fill. The depth of removal and recompaction of unsuitable soils is noted in the Project Geotechnical Report. Any fill required to raise the site grades shall be properly compacted.

- 4.1-3** Removal Depths: The required depth of removal and recompaction of the existing compacted fill or natural soils are indicated in the Project Geotechnical Report. Deeper removals shall be required if disturbed or unsuitable soils are encountered during project grading as directed by the Project Geotechnical Consultant. After excavation of the upper natural soils on hillsides and in canyons, further excavation shall be performed, if necessary, and as directed by the Project Geotechnical Consultant, to remove slopewash or other unsuitable soils. Additional removals will also be required for transition lots (a transition lot occurs on a graded pad where relatively shallow or exposed bedrock materials and compacted fills soils are both present on a lot.) and where expansive bedrock occurs as directed by the Project Geotechnical Consultant. The Project Geotechnical Consultant may require that additional shallow excavations be made periodically in the exposed bottom to determine that sufficient removals have been made prior to recompacting the soil in-place. Deeper removals may be required by the Project Geotechnical Consultant based on observed field conditions during grading. During grading operations, the removal depths shall be observed by the Project Geotechnical Consultant and surveyed by the Project Civil Engineer for conformance with the recommended removal depths shown on the grading plan.
- 4.1-4** Material for Fill: The on-site soils, less any debris or organic matter, may be used in the required fills. Any expansive clays shall be mixed with non-expansive soils to result in a mixture having an expansion index less than 30 if they are to be placed within the upper 8 feet of the proposed rough grades. Rocks or hard fragments larger than 4 inches shall not be clustered or compose more than 25 percent by weight of any portion of the fill or a lift. Soils containing more than 25 percent rock or hard fragments larger than 4 inches must be removed or crushed with successive passes (e.g., with a sheepsfoot roller) until rock or hard fragments larger than 4 inches constitute less than 25 percent of the fill or lift.
- 4.1-5** Oversized Material: Rocks or hard fragments larger than 8 inches shall not be placed in the fill without conformance with the following requirements: Rock or material greater than 8 inches in diameter, but not exceeding 4 feet in largest dimension shall be considered oversize rock. The oversize rocks can be incorporated into deep fills where designated by the Project Geotechnical Consultant. Rocks shall be placed in the lower portions of the fill and shall not be placed within the upper 15 feet of compacted fill, or nearer than 15 feet to the surface of any fill slope. Rocks between 8 inches and 4 feet in diameter shall be placed in windrows or shallow trenches located so that equipment can build up and compact fill on both sides. The width of the windrows shall not exceed 4 feet. The windrows shall be staggered vertically so that one windrow is not placed directly above the windrow immediately below. Rocks greater than 1 foot in diameter shall not exceed 30 percent of the volume of the windrows. Granular fill shall be placed on the windrow, and enough water shall be applied so that soil can be flooded into the voids. Fill shall be placed along the sides of the windrows and compacted as thoroughly as possible. After the fill has been brought to the top of the rock windrow, additional granular fill shall be placed and flooded into the voids. Flooding is not permitted in fill soils placed more than 1 foot above the top of the windrowed rocks. Where utility lines or pipelines are to be located at depths greater than 15 feet, rock shall be excluded in that

area. Excess rock that cannot be included in the fill or that exceeds 4 feet in diameter shall be stockpiled for export or used for landscaping purposes.

- 4.1-6 Import Material:** Import material shall consist of relatively non-expansive soils with an expansion index less than 30. The imported materials shall contain sufficient fines (binder material) so as to be relatively impermeable and result in a stable subgrade when compacted. The import material shall be free of organic materials, debris, and rocks larger than 8 inches. A bulk sample of potential import material, weighing at least 25 pounds, shall be submitted to the Project Geotechnical Consultant at least 48 hours in advance of fill operations. All proposed import materials shall be approved by the Project Geotechnical Consultant prior to being placed at the site.
- 4.1-7 Compaction:** After the site is cleared and excavated as recommended, the exposed soils shall be carefully observed for the removal of all unsuitable material. Next, the exposed subgrade soils shall be scarified to a depth of at least 6 inches, brought to above optimum moisture content, and rolled with heavy compaction equipment. The upper 6 inches of exposed soils shall be compacted to at least 90 percent of the maximum dry density obtainable by the ASTM D 1557-02 Method of Compaction. After compacting the exposed subgrade soils, all required fills shall be placed in loose lifts, not more than 8 inches in thickness, and compacted to at least 90 percent of their maximum density. For fills placed at depths greater than 40 feet below proposed finish grade a minimum compaction of 93 percent of the maximum dry density is required. The moisture content of the fill soils at the time of compaction shall be above the optimum moisture content. Compacted fill shall not be allowed to dry out before subsequent lifts are placed. Rough grades shall be sloped so as not to direct water flow over slope faces. Finished exterior grades shall be sloped to drain away from building areas to prevent ponding of water adjacent to foundations.
- 4.1-8 Shrinkage and Bulking:** In computing fill quantities, about 10 to 15 percent shrinkage of the upper 5 feet is estimated for on-site natural alluvial soils, slopewash, and unsuitable soils. That is, it will require approximately 1.15 cubic yards of excavated alluvium to make 1 cubic yard of fill compacted to 90 percent of the maximum dry density. About 10 percent shrinkage of the alluvium between depths of about 5 to 10 feet is estimated, as well as 5 percent shrinkage below a depth of about 10 feet. Additional loss of material may be due to stripping, clearing, and grubbing. A bulking value of about 5 to 10 percent is anticipated for materials generated from the bedrock when placed as compacted fill. The removal of oversize material generated by excavation of the bedrock may affect volume losses.
- 4.1-9 Temporary Slopes:** For purposes of construction, the soils encountered at the site shall not be expected to stand vertically for any significant length of time in cuts 4 feet or higher. Where the necessary space is available, temporary unsurcharged embankments may be sloped back at a 1:1 without shoring, up to a height of 45 feet in competent bedrock with favorable bedding. Where any cut slope exceeds a height of 50 feet within competent bedrock, a bench at least 10 feet wide shall be located at mid-height. Within alluvial or compacted fill material, temporary excavations may be made at a 1.25:1 cut to

a height of 25 feet. If the temporary construction embankments are to be maintained during the rainy season, berms are recommended along the tops of the slopes where necessary to prevent runoff water from entering the excavation and eroding the slope faces. Where sloped embankments are used, the tops of the slopes shall be barricaded to prevent vehicles and storage loads within 5 feet of the tops of the slopes. A greater setback may be necessary when considering heavy vehicles, such as concrete trucks and cranes; in this case, the Project Geotechnical Consultant shall be advised of such heavy vehicle loads so that specific setback requirements can be established. All applicable safety requirements and regulations, including OSHA regulations, shall be met.

4.1-10 Permanent Slopes: Permanent cut and fill slopes may be inclined at 2:1 or flatter. The current bulk grading plan indicates that the steepest slope to be constructed at the site during grading will be 2:1.

4.1-11 Proposed Cut Slopes: Cut slopes proposed for the rough grading of the subject site have been designated as shown in the Project Geotechnical Report. Each cut slope is discussed with specific recommendations presented in the "Slope Stability Analyses" section of the Project Geotechnical Report. All grading shall conform to the minimum recommendations presented in the Project Geotechnical Report. If these slopes are modified from those that are discussed in the Project Geotechnical Report, the modifications shall be reviewed by the Project Geotechnical Consultant to ascertain the applicability of project recommendations or to revise recommendations. The cut slope designation, gradient, and proposed mitigation are summarized in the Project Geotechnical Report.

4.1-12 Fill Slopes: If the toe of a fill slope terminates on natural, fill, or cut, a keyway is required at the toe of the fill slope. The keyway shall be a minimum width of 12 feet, be founded within competent material, and shall extend a horizontal distance beyond the toe of the fill to the depth of the keyway. The keyway shall be sloped back at a minimum gradient of 2 percent into the slope. The width of fill slopes shall be no less than 8 feet and under no circumstances shall the fill widths be less than what the compaction equipment being used can fully compact. Benches shall be cut into the existing slope to bind the fill to the slope. Benches shall be step-like in profile, with each bench not less than 4 feet in height and established in competent material. Compressible or other unsuitable soils shall be removed from the slope prior to benching. Competent material is defined as being essentially free of loose soil, heavy fracturing, or erosion-prone material and is established by the Project Geotechnical Consultant during grading.

Where the top or toe of a fill slope terminates on a natural or cut slope and the natural or cut slope is steeper than a gradient of 3:1, a drainage terrace with a width of at least 6 feet is required along the contact. As an alternative, the natural or cut portion of the slope can be excavated and replaced as a stability fill to provide an all-fill slope condition.

When constructing fill slopes, the grading contractor shall avoid spillage of loose material down the face of the slope during the dumping and rolling operations. Preferably, the incoming load shall be dumped behind the face of the slope and bladed

into place. After a maximum of 4 feet of compacted fill has been placed, the contractor shall backroll the outer face of the slope by backing the tamping roller over the top of the slope and thoroughly covering all of the slope surface with overlapping passes of the roller. The foregoing shall be repeated after the placement of each 4-foot thickness of fill. As an alternative, the fill slope can be over built and the slope cut back to expose a compacted core. If the required compaction is not obtained on the fill slope, additional rolling will be required prior to placement of additional fill, or the slope shall be overbuilt and cut back to expose the compacted core.

- 4.1-13 Slope Planting:** In order to reduce the potential for erosion, all cut and fill slopes shall be seeded or planted with proper ground cover as soon as possible following grading operations in accordance with Section 7019 of the County of Los Angeles Building Code, 1999, or latest edition. The ground cover shall consist of drought-resistant, deep-rooting vegetation. A landscape architect shall be consulted for ground cover recommendations, plant selection, installation procedures, and plant care requirements.
- 4.1-14 Subdrains:** Canyon subdrains are required to intercept and remove groundwater within canyon fill areas. All subdrains shall extend up-canyon, with the drain inlet carried to within 15 feet of final pad grade. Specific subdrain locations and recommendations shall be provided as part of the future rough grading plan review.
- 4.1-15 Bedrock** shall be over-excavated to a minimum depth of 5 feet below lots and streets. Bedrock shall be overexcavated to a depth of at least 3 feet below proposed soil subgrade areas receiving pavement or hardscape improvements.
- 4.1-16 Mint Canyon Formation** bedrock materials exposed at pad grade may contain expansive claystone beds that could cause differential expansion. Therefore, within building areas at locations where expansive Mint Canyon Formation units are exposed at pad grade, it is required that the bedrock be removed and recompacted to a depth of at least 8 feet below the proposed final pad elevations or 5 feet below the bottom of proposed footings, whichever is greater. The soils generated by these over-excavations shall be mixed with non-expansive soils to yield a relatively non-expansive mixture. Shall the resulting fill soil still be expansive, special construction techniques such as pad subgrade saturation or post-tensioned slabs may be required, at the discretion of the Project Geotechnical Consultant, to reduce the potential for expansive soil related distress.
- 4.1-17** To reduce the potential for cracking and differential settlement, the portion of the lot in bedrock shall be over-excavated to a depth of at least 5 feet below the proposed finished pad elevation; or 3 feet below the bottom of proposed footings, whichever is greater. The over-excavation shall extend at least 5 feet laterally beyond the building limits. Where removal and recompaction for potentially expansive soils or bedrock is also required, it is recommended that the 8-foot removals be performed as described in the "Expansive Bedrock" section of the Project Geotechnical Report.

Foundation and floor slabs for structures located within a transition zone shall also contain special reinforcement as designed by the Project Structural Engineer. Continuous

footings located across the transition zone and 20 feet on either side of the contact shall incorporate a minimum of two No. 4 bars, one at the top and one at the bottom.

Floor slabs located across the transition zone and 20 feet on either side of the contact shall have a minimum slab thickness of at least 4 inches and shall contain as a minimum No. 4 bars spaced a maximum of 18 inches on center. As an alternative, post-tensioned floor slabs may be used.

4.1-18 General: Residential and commercial buildings up to three stories in height may be supported on continuous or individual spread footings established in properly compacted fill. The following recommendations shall be considered preliminary since fill will be used in some lots to raise the site grade and the final design values will depend upon the engineering characteristics of the fill soil. The preliminary design values are based upon the site investigation, experience with the soils in the area, and the site preparation and grading recommendations for this project.

4.1-19 Bearing Capacity: It is assumed that the proposed buildings will be founded at approximately final planned grades, with column loads less than 100 kips, and have normal floor loads with no special requirements. Individual column pads or wall footings for buildings shall have a width of at least 12 inches and be placed at a depth of at least 18 inches below the lowest final adjacent grade.

Structures may be placed on spread footings designed using a bearing value of 2,000 pounds per square foot (psf). The recommended bearing value is a net value, and the weight of concrete in the footings may be taken as 50 pounds per cubic foot (pcf). The weight of soil backfill may be neglected when determining the downward loads from the footings. A one-third increase in the bearing value may be used when considering wind or seismic loads.

While the actual bearing value of the fill placed at the site will depend on the materials used and the compaction methods employed, the quoted bearing value will be applicable if acceptable soils are used and are compacted as recommended. The bearing value of the fill shall be confirmed during grading.

4.1-20 Lateral Resistance: Lateral loads may be resisted by soil friction and by the passive resistance of the soils. A coefficient of friction of 0.4 applied to the dead loads may be used between the footings, floor slabs, and the supporting soils. The passive resistance of properly compacted fill soils may be assumed to be equal to the pressure developed by a fluid with a density of 250 pcf. The frictional resistance and the passive resistance of the soils may be combined without reduction in determining the total lateral resistance.

4.1-21 Foundation Observations: To verify the presence of satisfactory soils at foundation design elevations, the excavations shall be observed by the Project Geotechnical Consultant. Excavations shall be deepened as necessary to extend into satisfactory soils. Where the foundation excavations are deeper than 4 feet, the sides of the excavations shall be sloped back at 0.75:1 or shored for safety. Inspection of foundation excavations

may also be required by the appropriate reviewing governmental agencies. The contractor shall be familiar with the inspection requirements of the reviewing agencies.

- 4.1-22** Under Section 1613, "Earthquake Loads" of the International Building Code (IBC), the following coefficients and factors apply to the seismic force design of structures on the project site.

Latitude	34.41599
Longitude	-118.4342
Site Class	D
Ss	1.810
S1	0.673
SMs	1.810
SM1	1.009
SDs	1.207
SD1	0.673

The parameters were determined using the Ground Motion Parameter Calculator (Version 5.0.8) at the United States Geologic Survey (USGS) Earthquake Hazards website.

- 4.1-23** General: Backfill placed behind retaining walls shall be compacted to a minimum of 90 percent of the maximum dry density as determined by ASTM D 1557. When backfilling behind walls, it is required that the walls be braced and heavy compaction equipment not be used closer to the back of the wall than the height of the wall.

- 4.1-24** Lateral Earth Pressures: For design of non-building retaining walls, where the surface of the backfill is level and the retained height of soils is less than 15 feet, it may be assumed that drained, non-expansive soils will exert a lateral pressure equal to that developed by a fluid with a density of 35 pcf. Where the surface of the backfill is inclined at 2:1, it may be assumed that drained soils will exert a lateral pressure equal to that developed by a fluid with a density of 47 pcf.

In addition to the recommended earth pressures, the walls shall be designed to resist any applicable surcharges due to any nearby foundations, walls, storage or traffic loads. A drainage system, such as weepholes or a perforated pipe shall be provided behind the walls to prevent the development of hydrostatic pressure. Recommendations for wall drains are presented as follows.

If a drainage system is not installed, the walls shall be designed to resist an additional hydrostatic pressure equal to that developed by a fluid with a density of 60 pcf against the full height of the wall. In addition to the recommended earth and hydrostatic pressures, the upper 10 feet of walls adjacent to vehicular traffic areas shall be designed to resist a uniform lateral pressure of 100 psf. This pressure is based on an assumed 300 psf surcharge behind the walls due to normal traffic. If the traffic is kept back at least 10 feet from the walls, the traffic surcharge is not required.

4.1-25 Wall Drainage: A drainage system shall be provided behind all retaining walls or the walls shall be designed to resist hydrostatic pressures. Retaining wall backfill may be drained by a perforated pipe installed at the base and back side of the wall. The perforated pipe shall be at least 4 inches in diameter, placed with the perforations down, and be surrounded on all sides by at least 6 inches of gravel. The pipe shall be installed to drain at a gradient of between 0.5 to 1 percent and shall be connected to an outlet device. A filter fabric such as Mirafi 140 or equivalent shall be placed on top of gravel followed by a minimum 2-foot thick compacted soil layer. Alternatively, the filter fabric and gravel is not required when using a continuous slotted pipe and graded sand which conforms to Los Angeles County Flood Control District (LACFCD) "F1 " Designated Filter Material.

The backside of the wall shall be waterproofed. A 6-inch vertical gravel chimney drain, Miradrain, or equivalent, shall be placed behind retaining walls and extend to within 18 inches below the top of the wall backfill to provide a drainage path to the perforated pipe. The top of the vertical drain shall be capped with 18 inches of on-site soils.

The drainage system shall be observed by the Project Geotechnical Consultant prior to backfilling the retaining wall. Inspection of the drainage system by the City of Santa Clarita will also be required.

4.1-26 General: The proposed development includes a proposed buried soil cement channel liner. Detailed construction plans for the soil cement channel liner are not yet available and will be geotechnically reviewed in a future report to ensure consistency with the findings in the Project Geotechnical Report. The following preliminary recommendations can be used in the planning of the proposed bank protection. The grading recommendations presented in the preceding sections are also applicable to the proposed channel lining. Overexcavation of the natural soils is not expected to be required for the lining, though existing fill soils shall be excavated and replaced with compacted fill. The backcut for the channel lining may be sloped back at 1.25:1. Concrete lined and soil-cement channel liners may be inclined at 1.5:1 or flatter. Grouted and ungrouted rip-rap liners may be inclined at 2:1 or flatter.

4.1-27 Soil Cement: It is expected that portions of the on-site alluvial soils will be suitable for use in soil-cement. For estimating purposes, a cement content of 8 to 12 percent, by weight, may be used. To determine the actual required cement content, the granular soils that are to be used in a soil-cement channel lining shall be stockpiled. Representative samples of the stockpiled material shall be mixed with varying amounts of cement, compacted, and cured for different time intervals. Based on the results of unconfined compression tests on the samples of the soil-cement mixtures, the Project Geotechnical Consultant shall determine during grading activities the percentage of cement content to be used during construction. This testing shall take place when soil intended for soil cement manufacture has been stockpiled on site. The soil-cement shall be placed in layers not more than 8 inches in thickness and shall be compacted to at least 95 percent of the maximum dry density at a moisture content of no more than 2 percent over optimum for the soils. The placement of the soil-cement shall be performed under the observation of

the Project Geotechnical Consultant, who shall perform sieve analyses, compaction, unconfined compression, and moisture-density tests.

4.1-28 The Vista Canyon Road Bridge shall be constructed to extend the existing Lost Canyon Road across the Santa Clara River. Final construction plans shall be reviewed to ensure consistency with the Project Geotechnical Report. It is anticipated that the bridge will be founded on driven or cast-in-drilled-hole piles at bents and abutments.

4.1-29 The grading operations shall be observed by the Project Geotechnical Consultant. The Project Geotechnical Consultant shall, at a minimum, have the following duties:

- Observe the excavation so that any necessary modifications based on variations in the soil/rock conditions encountered can be made;
- Observe the exposed subgrade in areas to receive fill and in areas where excavation has resulted in the desired finished subgrade. The representative shall also observe proof-rolling and delineation of areas requiring overexcavation;
- Evaluate the suitability of on-site and import soils for fill placement; collect and submit soil samples for required or recommended laboratory testing where necessary;
- Observe the fill and backfill for uniformity during placement;
- Test fill for field density and compaction to determine the percentage of compaction achieved during fill placement;
- Geologic observation of all cut slopes, keyways, backcuts and geologic exposures during grading to ascertain that conditions conform to those anticipated in the report; and
- Observe benching operations; observe canyon cleanouts for subdrains, and subdrain installation.

3.1.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce these potential geotechnical hazard-related impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant geotechnical hazard-related impacts of the project identified in the Final EIR.

3.2 FLOOD

3.2.1 Potential Significant Impacts

Project-related increases in sedimentation and debris production, erosion and sedimentation during construction could result in a potentially significant impact; mitigation is recommended to reduce impacts to a level below significant.

3.2.2 Mitigation Measures

4.2-1 During all construction phases, temporary erosion control shall be implemented to retain soil and sediment on the project site, and the bank stabilization areas, as follows:

- Re-vegetate exposed areas as quickly as possible;
- Minimize disturbed areas;
- Divert runoff from downstream drainages with earth dikes, temporary drains, slope drains, etc.;
- Reduce velocity through outlet protection, check dams, and slope roughening/terracing;
- Implement dust control measures, such as sand fences, watering, etc.;
- Stabilize all disturbed areas with blankets, reinforced channel liners, soil cement, fiber matrices, geotextiles, and/or other erosion resistant soil coverings or treatments;
- Stabilize construction entrances/exits with aggregate underdrain with filter cloth or other comparable method;
- Place sediment control BMPs at appropriate locations along the site perimeter and at all operational internal inlets to the storm drain system at all times during the rainy season (sediment control BMPs may include filtration devices and barriers, such as fiber rolls, silt fence, straw bale barriers, and gravel inlet filters, and/or with settling devices, such as sediment traps or basins); and/or
- Eliminate or reduce non-stormwater discharges (e.g., pipe flushing, fire hydrant flushing, and over-watering during dust control, vehicle and equipment wash down) from the construction site through the use of appropriate sediment control BMPs.

4.2-2 All necessary permits, agreements, letters of exemption from the USACE and/or the CDFG for project-related development within their respective jurisdictions must be obtained prior to the issuance of a grading permit, which permits grading within their respective jurisdictions.

- 4.2-3** By October 1st of each year, a separate erosion control plan for construction activities shall be submitted to the local municipality describing the erosion control measures that will be implemented during the rainy season (October 1 through April 15).
- 4.2-4** A final developed condition hydrology analysis (LACDPW Drainage Concept Report [DCR] and Final Design Report [FDR]) shall be prepared in conjunction with final project design when precise engineering occurs. This final analysis will be completed to confirm that the final project design is consistent with the approved drainage concept and this analysis. Those final calculations shall establish design features for the project that satisfy the criterion that post-development peak stormwater runoff discharge rates, velocities, and duration in natural drainage systems mimic pre-development conditions. All elements of the storm drain system shall conform to the policies and standards of the LACDPW, Flood Control Division, as applicable.
- 4.2-5** Final project hydrology and debris production calculations shall be prepared by a project engineer to verify the requirements for debris basins and/or desilting inlets consistent with the approved drainage concept and this analysis.

3.2.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce these potential flood-related impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant flood-related impacts of the project identified in the Final EIR.

3.3 BIOLOGICAL RESOURCES

3.1.1 Potential Significant Impacts

The project would significantly impact the following vegetation communities: coast live oak associations; cottonwood associations; big sagebrush associations; riparian scrub; alkali rye series; and, alluvial scrub (terrace). Additionally, because the Migratory Bird Treaty Act and the California Fish and Game Code prohibit the take of bird nests with eggs or young, the project could significantly impact the active nests of common bird species. The project also could significantly impact the slender mariposa lily, Plummer's mariposa lily, oak trees, and special-status wildlife.

The project could result in indirect impacts to biological resources attributable to increased human and domestic animal presence along the River Corridor, increased populations of non-native species, increased light and glare, stormwater runoff, and construction-related activities.

The project also would result in cumulative impacts attributable to reductions in total habitat area, limitation of species diversity, restriction of animal movement corridors, and overall loss of sensitive vegetation communities, wildlife habitat, and open area in the Santa Clarita Valley. However, with implementation of the mitigation measures enumerated below, as well as those identified for water quality, all direct, indirect and cumulative impacts of the project would be reduced to a level below significant.

3.3.2 Mitigation Measures

- 4.6-1** The applicant shall mitigate for alkali rye at a ratio of 0.5:1 through on-site habitat restoration. Prior to the issuance of a grading permit for the project, the applicant shall provide to the City Community Development Department for review and approval a detailed mitigation and monitoring plan for the restoration of alkali rye. The mitigation plan shall encompass comparable general habitat attributes and acreage of useable wildlife habitat on the subject property (approximately 0.35 acres), and include documentation to monitor the success of the restoration through performance standards over a five-year period. The proposed mitigation site would be in natural areas within or adjacent to the Oak Park or other suitable open space areas within the project site.

The applicant shall implement the Lily Plan, 2009, that includes salvaging and re-establishment of slender mariposa population on the mitigation site designated in the plan.

If discovered during pre-construction surveys, the applicant shall prepare and implement a Plummer's mariposa lily mitigation plan that would include salvaging and re-establishment of Plummer's mariposa population on an on-site mitigation sites designated in the plan.

- 4.6-2** The applicant shall mitigate for the loss of riparian scrub and big sagebrush scrub through implementation of the Wetlands Plan, 2009 to the satisfaction of the City's Community Development Department.
- 4.6-3** All stream flows traversing a construction site or temporary access road shall be diverted around the site and under access roads (using a temporary culverts or crossings that allow fish passage). A temporary diversion channel shall be constructed using the least damaging method possible, such as blading a narrow pilot channel through an open sandy river bottom. The removal of wetland and riparian vegetation to construct the channel shall be avoided to the greatest extent possible. The temporary channel shall be connected to a natural channel downstream of the construction site prior to diverting the stream. The integrity of the channel and diversion shall be maintained throughout the construction period. The original stream channel alignment shall be restored after construction, provided suitable conditions are present at the work site after construction. Any temporary stream diversion plan shall be consistent with the USACE and CDFG permits required for project implementation.
- 4.6-4** A qualified biologist shall be present when any stream diversion takes place, and shall patrol the areas both within, upstream, and downstream of the stream diversion work area. Under no circumstances shall the unarmored threespine stickleback be collected or relocated, unless USFWS personnel or their agents implement this measure or authorized by USACE in a subsequent Clean Water Act section 404 permit or streambed alteration agreement issued by CDFG.

- 4.6-5** Prior to issuance of a grading permit, the applicant shall employ a qualified biologist to implement the Spadefoot Plan, 2009, with review and oversight provided by the City Planning Department. Any substantive revisions to or deviations from the Spadefoot Plan, 2009, shall be provided to CDFG for consideration and input.
- 4.6-6** Sixty days prior to grading activities, a qualified biologist shall contact CDFG and consult with CDFG staff regarding the timing of pre-construction surveys. In any event, no later than thirty days prior to grading activities, a qualified biologist shall conduct a survey within appropriate habitat areas to capture and relocate individual silvery legless lizard, coastal western whiptail, rosy boa, San Diego banded gecko, San Bernardino ringneck snake, coast horned lizard, coast patch-nosed snake, and San Diego black-tailed jackrabbit in order to avoid or minimize take of these sensitive species. Individuals shall be relocated to nearby undisturbed areas with suitable habitat, as identified by the qualified biologist in consultation with CDFG staff. Results of the surveys and relocation efforts shall be provided to the City with a copy to CDFG. Collection and relocation of animals shall only occur with the proper scientific collection and handling permits.
- 4.6-7** Beginning 30 or more days prior to the removal of any suitable riparian habitat that will occur during the riparian bird breeding and nesting season of March 15th through September 1st, the applicant shall arrange for weekly bird surveys to detect the above riparian bird species in the habitats to be removed, and any other such habitat within 300 feet of the construction work areas. The surveys shall be conducted by a qualified biologist using CDFG or USFWS survey protocols. The surveys shall continue on a weekly basis, with the last survey being conducted no more than 7 days prior to the initiation of construction work.

If an active nest is found, clearing and construction within 300 feet of the nest shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest site shall be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the ecological sensitivity of the area.

Results of the surveys, including surveys to locate nests, shall be provided to the USACE and CDFG. The results shall include a description of any nests located and measures to be implemented to avoid nest sites.

- 4.6-8** Signage shall be installed along the River Corridor indicating that no pets of any kind are allowed within the preserved River Corridor.
- 4.6-9** Fencing of sufficient height and design (i.e., ranch-rail) shall be constructed between the edge of developed areas and the River Corridor to deter humans and pets from entering habitat areas within the River Corridor.

Locally indigenous native shrubs shall be planted along the fence to further deter access. Final fence design shall be approved by the City Planning Department. Fencing shall not be placed within the USACE or CDFG jurisdictional areas of the site.

The potentially palette of local indigenous native plant species to be used along the fence include the following, observed on site during the course of biological surveys: California juniper, blue elderberry, four-wing saltbush, quailbush, skunk bush, California sagebrush, Great Basin sagebrush, coyote bush, mulefat, white-stem rabbitbrush, thick-leaf yerba santa, bladderpod, cane cholla, coastal prickly pear, coast live oak, golden currant, chaparral currant, black sage, western sycamore, California buckwheat, thick-leaf ceanothus, wedgeleaf ceanothus, chamise, Fremont's cottonwood, Gooding's willow, arroyo willow, and Whipple's yucca.

- 4.6-10** Human access into the River Corridor shall only occur in designated locations (i.e., existing and future trails). All motorized vehicles and off-trail bike riding shall be prohibited from entering the preserved River Corridor with the exception of authorized emergency or maintenance vehicles, and signs shall be posted along the River Corridor prohibiting such uses.
- 4.6-11** Prohibitions against human, domestic animal, and motorized vehicle/bike entry into the River Corridor shall be established by ordinance or recorded CC&Rs.
- 4.6-12** Interpretative signs shall be constructed and placed in appropriate areas, as determined by a qualified biologist, that explain the sensitivity of natural habitats and the need to minimize impacts on these natural areas. The signs will state that the River Corridor is a protected natural area and that all pedestrians must remain on designated trails, all pets are to be restrained on a leash, and that it is illegal to harm, remove, or collect native plants and animals. The project applicant shall be responsible for installation of interpretive signs and fencing along the River Corridor.
- 4.6-13** A qualified restoration specialist shall ensure that the proposed landscape plants will not naturalize and cause maintenance or vegetation community degradation in open-space areas of the project site. Container plants to be installed within public areas shall be inspected by a qualified restoration specialist for the presence of disease, weeds, and pests, including Argentine ants. Plants with pests, weeds, or diseases shall be rejected. In addition, landscape plants shall not be on the Cal-IPC California Invasive Plant Inventory (<http://www.cal-ipc.org/ip/inventory/index.php>). Except as required for fuel modification, irrigation of perimeter landscaping adjacent to the River Corridor with native plant communities shall be limited to temporary irrigation (i.e., until plants become established).
- 4.6-14** The applicant shall be responsible for weeding all restoration/enhancement sites to prevent an infestation of perennial non-native invasive weeds. All perennial, non-native invasive weed species (e.g., arundo, pampas grass, fennel, perennial pepperweed, castor bean, tamarisk, etc.) shall be controlled for a period of 5 years after the initial vegetation community restoration, or until the 5-year success criteria described in the Wetlands Plan, 2009, are met. The cover of annual, non-native plant species at the mitigation sites shall not exceed the requirements of the Wetlands Plan, 2009, at any time during the period of documenting successful restoration.

4.6-15 Waste and recycling receptacles that discourage foraging by wildlife species adapted to urban environments shall be installed in common areas and parks throughout the project site.

4.6-16 All bridge, street, residential, and parking lot lighting shall be downcast luminaries or directional lighting with light patterns directed away from the River Corridor. Similarly, all lighting immediately adjacent to the Santa Clara River, Oak Park, and designated mitigation areas for biological resources shall be shielded. CC&Rs shall require that exterior lighting within the residential areas adjacent to the River Corridor be limited to low luminosity and/or shielded.

4.6-17 The following guidelines shall be followed to minimize impacts on remaining biological resources on site as a result of construction and grading activities and to ensure that potential impacts on these resources will remain less than significant:

A qualified biologist shall be retained as a construction monitor to ensure that incidental construction impacts on biological resources are avoided, or minimized, and to conduct pre-grading field surveys for special-status plant and wildlife species that may be destroyed as a result of construction or site preparation activities. Responsibilities of the construction monitor include the following:

- The construction monitor shall attend pre-grade meetings to ensure that timing/location of construction activities do not conflict with mitigation requirements (e.g., seasonal surveys for plants and wildlife).
- Mark/flag the construction area in the field with the contractor in accordance with the final approved grading plan. Haul roads and access roads shall only be sited within the grading areas analyzed in the project EIR.
- Supervise cordoning of preserved natural areas that lie outside grading areas identified in the project EIR (e.g., with temporary fence posts and colored rope).
- Conduct a field review of the staking (to be set by the surveyor) designating the limits of all construction activity. Any construction activity areas immediately adjacent to riparian areas or other special-status resources may be flagged or temporarily fenced by the monitor, at his/her discretion.
- Conduct meetings with the contractor and other key construction personnel describing the importance of restricting work to designated areas. The monitor should also discuss procedures for minimizing harm or harassment of wildlife encountered during construction.
- Periodically visit the site during construction to coordinate and monitor compliance with the above provisions.

4.6-18 Construction personnel shall be prohibited from entry into areas outside the designated construction area, except for necessary construction related activities, such as surveying. All such construction activities shall be coordinated with the construction monitor.

4.6-19 Construction activities shall be limited to the following areas of temporary disturbance:

- an 85-foot-wide zone that extends into the river from the base of the rip-rap or gunite bank protection where it intercepts the river bottom;
- 100 feet on either side of the outer edge of the Vista Canyon Road bridge and the haul route (located within bridge zone);
- 50-foot-wide corridor for all utility lines; and
- 20-foot-wide temporary access ramps and roads to reach construction sites.

The locations of these temporary construction sites and the routes of all access roads within CDFG or USACE jurisdiction shall be shown on maps submitted to the CDFG and USACE. Any variation from these limits shall be noted, with a justification for a variation. The construction plans should indicate what type of vegetation, if any, would be temporarily disturbed, and the post-construction activities to facilitate natural revegetation of the temporarily disturbed areas. The boundaries of the construction site and any temporary access roads within the riverbed shall be marked in the field with stakes and flagging. No construction activities, vehicular access, equipment storage, stockpiling, or significant human intrusion shall occur outside the work area and access roads.

4.6-20 Equipment shall not be operated in areas of ponded or flowing water within CDFG or USACE jurisdiction unless there are no practicable alternative methods to accomplish the construction work, and only after prior approval by the CDFG and the USACE. Approval shall be acquired by submitting a request to CDFG and USACE no later than 30 days prior to construction. The request must contain a biological evaluation demonstrating that no sensitive fish, amphibians, or reptiles are currently present, or likely to be present during construction, at the construction site or along access roads.

4.6-21 Temporary sediment retention ponds shall be constructed downstream of construction sites that are located in River Corridor under the following circumstances:

- the construction site contains flowing or ponded water that drains off site into the undisturbed streamflow or ponds; or
- streamflow is diverted around the construction site, but the work is occurring in the period November 1st through April 15th when storm flows could inundate the construction site.

The sediment ponds shall be constructed of riverbed material and shall prevent sediment-laden water from reaching undisturbed ponds or streamflows. To the extent possible, ponds shall be located in barren or sandy river bottom areas devoid of existing

riparian scrub, riparian woodland, or aquatic habitat. The ponds shall be maintained and repaired after flooding events, and shall be restored to pre-construction grades and substrate conditions within 30 days after construction has ended at that particular site. The location and design of sediment retention ponds shall be included in the Storm Water Pollution Prevention Plan (SWPPP) prepared by the applicant for all construction activities that require a NPDES General Construction Activity Storm Water Permit.

- 4.6-22 Installation of bridges, culverts, or other structures shall not impair movement of fish and aquatic life. Bottoms of temporary culverts shall be placed at or below channel grade. Bottoms of permanent culverts shall be placed below channel grade.
- 4.6-23 Water containing mud, silt, or other pollutants from construction activities shall not be allowed to enter a flowing stream or be placed in locations that may be subject to normal storm flows during periods when storm flows can reasonably be expected to occur.
- 4.6-24 Vehicles shall not be driven or equipment operated in areas of ponded or flowing water, or where wetland vegetation, riparian vegetation, or aquatic organisms may be destroyed, except as otherwise provided for in the CWA section 404 permit or CDFG 1603 agreement.
- 4.6-25 Silt settling basins, installed during the construction process, shall be located away from areas of ponded or flowing water to prevent discolored, silt-bearing water from reaching areas of ponded or flowing water during normal flow regimes.
- 4.6-26 If a stream channel has been altered during the construction or maintenance operations, its low flow channel shall be returned as nearly as possible to pre-project topographic conditions without creating a possible future bank erosion problem, or a flat wide channel or sluice like area.
- 4.6-27 Temporary structures and associated materials not designed to withstand strong seasonal flows shall be removed to areas above the high water mark before such flows occur.
- 4.6-28 Staging and storage areas for construction equipment and materials shall be located outside of the CDFG or USACE jurisdiction.
- 4.6-29 Any equipment or vehicles driven or operated within or adjacent to the River Corridor shall be checked and maintained daily, to prevent leaks of materials that if introduced to water could be deleterious to aquatic life.
- 4.6-30 Stationary equipment such as motors, pumps, generators, and welders which may be located within the River Corridor construction zone shall be positioned over drip pans. No fuel storage tanks shall be allowed in the River Corridor.
- 4.6-31 The applicant shall use best efforts to ensure that no debris, bark, slash sawdust, rubbish, cement or concrete or washing thereof, oil, petroleum products, or other organic material from any construction, or associated activity of whatever nature, shall be allowed to enter

into, or be placed where it may be washed by rainfall or runoff into, watercourses included in the permit. When construction operations are completed, any excess materials or debris shall be removed from the work area.

4.6-32 No equipment maintenance shall be done within or near the River Corridor where petroleum products or other pollutants from the equipment may enter this area.

4.6-33 As the project reach of the Santa Clara River typically has no surface flows, any water diversions shall utilize:

- Pilot channels constructed to divert flows around work areas shall be sized to maintain existing water velocities, with wide, shallow channels being utilized. The channel should be kept as small as possible, extending no more than 25 feet upstream and downstream of the work area. Construction of pilot channels should start downstream. Once water is diverted into the new channel, the original channel should be visually inspected and any stranded animals shall be removed and returned to the water downstream of the diversion. Once the diversion is no longer needed, the area shall be restored as closely as possible to its original configuration.
- The use of a pump to divert flows around a work site is also acceptable. The pump must have at least a 0.25-inch screen. Water should be discharged downstream, within 25 feet of the work area. Any dams installed across flowing water for the diversion shall be removed upon completion of construction and the area shall be restored as closely as possible to its original configuration.
- The Operator shall alert the USACE and the Department of work to be performed at least two weeks in advance of the work. If the work may adversely impact Endangered species, the USACE, the Department and the City shall meet in the field to resolve the issue. The City may contact the USACE and the Department to identify areas of potential Endangered species habitat. If the USACE and the Department believe the work may adversely impact Endangered species or its habitat resources or the City wishes to consult with the USACE and the Department, a field meeting will be scheduled. At the field meeting, the USACE and the Department will provide information regarding Endangered or Threatened species that could be impacted by the project. If take of an Endangered species will occur, the appropriate Endangered species permits will be required. To the extent that a USFWS Section 7 and a CDFG Section 2081 Memorandum of Agreement have been completed for the species present, the mitigation measures shall be implemented and construction may proceed as outlined in these documents.
- Standard dust control measures shall be implemented to reduce impacts on nearby plants and wildlife. This includes replacing ground cover in disturbed areas as quickly as possible; watering active sites at least twice daily; suspending all excavating and grading operations when wind speeds (as

instantaneous gusts) exceed 25 mph; and restricting traffic speeds on all unpaved roads to 15 mph or less in areas within 200 feet of vegetation.

- Upon completion of construction, the contractor shall be held responsible to restore any haul roads and access roads that are outside of approved grading limits. This restoration shall be done in consultation with the construction monitor.

4.6-34 If the Oak Tree Permit is approved by the City Council, the applicant shall have permission to remove the following oak trees on the project site (Heritage Trees are in bold): No. 4, **No. 25**, No. 26, **No. 27**, No. 28, **No. 29**, No. 30, No. 31, and No. 32.

If approved by the City Council, the applicant shall have permission to encroach into the protected zone of the following oak trees (Heritage Trees are shown in bold): No. 1, **No. 3**, No. 33, **No. 34**, **No. 38**, **No. 47**, No. 50, **No. 52**, and No. 71. If approved by the City Council, the applicant shall have permission to trim livewood in excess of 2 inches in diameter of the following trees: No. 1, No. 3, No. 33, No. 34, No. 38, and No. 52.

If approved by the City Council, the applicant shall have permission to encroach within the protected zone of the following off-site oak trees (Heritage Trees shown in bold):

Tree No. 25B (Lost Canyon Road/Sand Canyon Road Option 3 - encroachment and trimming)

Tree No. 45 (Lost Canyon Road/Sand Canyon Road Option 3 – encroachment and trimming)

4.6-35 The applicant and all their contractors shall be in compliance with the City of Santa Clarita Oak Tree Ordinance and Preservation and Protection Guidelines at all times throughout the project. Failure to comply with these requirements shall be considered non-compliant and may result in the issuance of a Stop All Work notice, construction delays and additional fees.

4.6-36 The applicant and all their contractors shall adhere to all recommendations issued by the applicant's Arborist of Record (AOR) both during on-site monitoring as well as those listed within the project's oak tree reports and addendums. Failure to comply with these recommendations shall be considered non compliant and may result in the issuance of a Stop All Work notice, construction delays and additional fees.

4.6-37 Mitigation for the oak tree impacts referenced above shall include dedication to the City of Santa Clarita of the 2-acre oak tree preserve located adjacent to the Oak Park. Dedication of this 2-acre property to the City shall occur in conjunction with dedication of the Oak Park. A deed restriction shall be recorded over this 2-acre preserve restricting its use to open space only and prohibiting any future development or grading. Signage shall be posted along the trail adjacent to the preserve indicating that this area is an oak tree preserve/mitigation area.

Additionally, the applicant shall be required to plant mitigation oak trees on this 2-acre parcel as well as a portion of the Town Green parcel to the satisfaction of the Director of Community Development. The oak preserve and Town Green shall be the primary oak mitigation areas for the project. Secondary oak tree mitigation or planting areas shall include trail corridors throughout the project site. Group plantings of native oaks are encouraged in areas that will accommodate the trees for future growth. Examples are passive parks, break areas, open landscape areas, new trails and the entrance to commercial and residential portions of the project.

The planting of on-site mitigation oak trees referenced above shall be equal to or exceed the International Society of Arboriculture (ISA) dollar value of all oak trees proposed for removal, presently estimated at \$404,990 (includes the oak trees on-site). Prior to the issuance of grading permits and the start of any construction, the applicant shall be required to bond for the International Society of Arboriculture (ISA) dollar value of all oak trees proposed for removal.

- 4.6-38** Prior to the issuance of grading permits and the start of any construction, the applicant shall have all required protective fencing installed around the oak trees. Oak trees that are proposed for encroachment shall have the protective fence placed at the furthest point away from the trunk that will allow for the necessary construction. All remaining oak trees shall have the fence installed at the protected zone located 5 feet out from edge of dripline.
- 4.6-39** Protective fencing shall consist of 5-foot standard chain link material supported by steel post driven directly into the ground and evenly spaced at 8 feet on center. 36-inch silt fencing shall be installed at the base of all protective fencing and be maintained in good repair throughout all phases of construction.
- 4.6-40** A maximum of one non-gated 3-foot-wide opening shall be left open on the opposite side of construction to allow for required monitoring by City staff and the applicant's Arborist of Record. Openings shall be spaced every 100 feet or at a rate of one per tree.
- 4.6-41** The applicant shall be required to install proper signage that reads "THIS FENCE IS FOR THE PROTECTION OF OAK TREES AND SHALL NOT BE REMOVED OR RELOCATED WITHOUT WRITTEN AUTHORIZATION BY THE CITY ARBORIST".
- 4.6-42** The applicant shall be required to submit a copy of all future site plans including but not limited to grading plans, street improvement plans, construction plans and landscape plans to the City of Santa Clarita Oak Tree Specialist. All site plans shall require written approval from the City's Urban Forestry Division.
- 4.6-43** Any oak tree approved for relocation (presently Tree No. 31 is proposed for relocation) shall be completed by an approved qualified tree relocating company.

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- 4.6-44** Any oak tree proposed for relocation shall be considered a removal. Any oak tree that has been approved for relocation shall require an up to 90 day side box waiting period before bottom roots may be removed. The final waiting period shall be established by the Arborist of Record and the City's Oak Tree Specialist.
- 4.6-45** Any oak tree which has been approved for relocation shall require a minimum five year mitigation period, which shall include the submittal of all maintenance and monitoring records completed on the tree. Monitoring reports shall be submitted at the end of each month for the first two years, quarterly (four times per year) for the following two years and biannually for the final year. The bond (based upon a value equivalent to the oak tree's ISA value) for the relocated tree will not be exonerated until the completion of the required mitigation period.
- 4.6-46** The applicant shall be required to incorporate large scale trees, which include 48 inch and 60 inch box trees into its mitigation plan. This may also include the installation of specimen size trees that range from 72 inch box in size up to 84 inch box trees.
- 4.6-47** Mitigation oak trees may include the following native species of oak; Coast live oak (*Quercus agrifolia*), or Canyon oak (*Quercus chrysolepis*). Incorporating additional native species in areas immediately adjacent to where established oak trees are present, may have a negative impact on the existing oak trees and is not permitted.
- 4.6-48** The applicant shall comply with all additional requirements of the project's adopted oak tree permit.
- 4.6-49** An integrated pest management plan that addresses the use of pesticides (including rodenticides and insecticides) on site within the River Corridor, including buried bank stabilization areas, will be prepared prior to the issuance of building permits for the initial tract map. The plan will implement appropriate Best Management Practices to avoid and minimize adverse effects on the natural environment, including vegetation communities, special-status species, species without special status, and associated habitats, including prey and food resources (e.g., insects, small mammals, seeds). Potential management practices include cultural (e.g., planting pest-free stock plants), mechanical (e.g., weeding, trapping), and biological controls (e.g., natural predators or competitors of pest species, insect growth regulators, natural pheromones, or biopesticides), and the judicious use of chemical controls, as appropriate (e.g., targeted spraying versus broadcast applications). The plan will establish management thresholds (i.e., not all incidences of a pest require management); prescribe monitoring to determine when management thresholds have been exceeded; and identify the most appropriate and efficient control method that avoids and minimizes risks to natural resources. Preparation of the CC&Rs for each tract map shall include language that prohibits the use of anticoagulant rodenticides in the project site.

3.3.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce these potential biota-related impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant biota-related impacts of the project identified in the Final EIR.

3.4 WATER QUALITY

3.3.2 Potential Significant Impacts

The project would generate pollutants typical of urban residential and commercial areas during construction, and after the site is built out and occupied. However, like other development in the Santa Clarita Valley, the project would be required to satisfy all applicable regional and local water quality requirements, including those of the SWRCB, LARWQCB, NPDES program, County of Los Angeles, and City of Santa Clarita. Taking into account the project's non-structural and structural (treatment) PDFs, and accounting for the applicable regulatory requirements, water quality impacts would be less than significant.

Specifically, based on a quantitative assessment, the project would not significantly impact stormwater runoff volumes, or loads of total suspended solids, total phosphorous, nitrogen compounds, metals, and chloride. Based on a qualitative assessment, the project also would not result in significant impacts attributable to turbidity, pathogens, hydrocarbons, pesticides, trash and debris, methylene blue activated substances, cyanide. The project also would not result in significant impacts attributable to bioaccumulation, dry weather runoff, groundwater quality, groundwater recharge, and hydromodification.

As all cumulative projects within the tributary watershed and other undeveloped areas of the City are required to meet the same or similar general water quality requirements as the project, and any other site-specific requirements that the LACDPW Flood Control Division and LARWQCB require, the project would not result in cumulatively considerable impacts.

3.4.2 Mitigation Measures

4.8.1-1 The project applicant shall be required to implement all Project Design Features (PDFs), as outlined in Subsection 5 (Project Design Features) of this section.

3.4.3 Findings

The City finds that the above mitigation measure is feasible, is adopted, and will reduce the potential water quality-related impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant water quality-related impacts of the project identified in the Final EIR.

3.5 FIRE SERVICES

3.3.2 Potential Significant Impacts

First, due to the lack of on-site fire equipment access and water lines, construction activities would result in a significant impact on fire protection. Second, the project would result in significant impacts relative to fire protection absent compliance with all applicable regulatory requirements due to access, water supply, topography, and vegetative cover constraints. The project, however, would not impact the staffing, equipment and facilities levels of the Los Angeles County Fire Department with payment of the enacted mitigation fees, which currently are \$0.99 per square foot (effective March 1, 2010). The project also would not result in cumulatively considerable impacts because increased cumulative development demands would be met by increases in staffing and equipment funded by developer fees and increased tax revenues, and because compliance with all applicable fire codes, standards and guidelines would be required.

3.5.2 Mitigation Measures

Access Requirements

- 4.13-1** Due to the size of the proposed development the applicant shall provide multiple means of access as required by the Los Angeles County Fire Department.
- 4.13-2** Access shall be provided onto the project site as noted on the tentative tract map.
- 4.13-3** Access to the proposed project site shall comply with Section 503 of the Fire Code, which requires all weather access. All weather access pay require paving.
- 4.13-4** Fire Department Access shall be extended to within 150 feet distance of any exterior portion of all structures. On-site vehicular access shall be required for any building exceeding 150 feet from the public street.
- 4.13-5** Where driveways extend further than 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final tract map. Turnarounds shall be designed, constructed, and maintained to insure their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.
- 4.13-6** Private driveways shall be indicated on the final tract map as "Private Driveway and Fire Lane" with the widths clearly depicted and shall be maintained in accordance with the Fire Code. All required fire hydrants shall be installed, tested and accepted by the County of Los Angeles Fire Department prior to the commencement of construction.
- 4.13-7** Vehicular access shall be provided and maintained serviceable to all fire hydrants throughout the construction period of the proposed project.
- 4.13-8** For buildings that are less than three stories in height and/or less than 35 feet in height, an unobstructive driveway with a minimum width of 26-feet, clear-to-sky, shall be posted with a sign that reads, "No Parking – Fire Lane."

- 4.13-9** For buildings that are more than three stories and/or 35 feet or greater in height, an unobstructive driveway with a minimum width of 28-feet, clear-to-sky, shall be posted with a sign that reads, "No Parking – Fire Lane." The centerline of the access roadway shall be located parallel to and within 30-feet of the exterior wall on at least one side of each proposed building.
- 4.13-10** For each building to be developed in Planning Area's 1 and 2, access shall be required to within 150 feet of all exterior portions of the building with a minimum driveway width of 28 feet, clear-to-sky, and shall be posted with a sign that reads, "No Parking – Fire Lane."
- 4.13-11** The center-line of the access roadway shall be located parallel to and within 30 feet of the exterior wall on at least one side of each proposed building.
- 4.13-12** For streets or driveways separated by an island and that provide a minimum unobstructive driveway width of 20-feet, clear-to-sky, shall be posted with a sign that reads, "No Parking – Fire Lane." This requirement shall also be implemented for the eastern connection to Lost Canyon Road.
- 4.13-13** All Fire Department turnarounds shall be clearly identified and shall be posted with a sign that reads, "No Parking – Fire Lane."
- 4.13-14** Additional access issues shall be addressed with the submittal of the revised plans during building plan check with consultation between the client and the Los Angeles County Fire Department.
- 4.13-15** The project applicant shall provide Los Angeles County Fire Department or City approved street signs and building access numbers prior to occupancy of the buildings on the project site.

Water System Requirements

- 4.13-16** The project construction engineer shall provide water mains, fire hydrants and fire flows as required by the County of Los Angeles Fire Department, for all land uses on the tract map, and shall be recorded as so.
- 4.13-17** The project construction engineer ensure that fire flow requirements for Planning Area 1 is 3,500 gallons per minute at 20 pounds per square inch for three hours. All proposed structures and buildings shall be constructed to be fully fire sprinklered and have a minimum of Type V-1 hour construction or greater.
- 4.13-18** The project construction engineer shall ensure that fire flow requirements for Planning Area 2 is 3,500 gallons per minute at 20 pounds per square inch for three hours. All proposed structures and buildings shall be required to be fully fire sprinklered and have a minimum of Type V-1 hour construction or greater.

- 4.13-19** The project construction engineer shall ensure that fire flow requirements for Planning Area 3A and 3B is 2,500 gallons per minute at 20 pounds per square inch for two hours. All proposed structures and buildings shall be required to be fully sprinklered and have a minimum of Type 1-V construction or greater. The exact fire flow, with a possible flow reduction, shall be determined during the building plan process.
- 4.13-20** The project construction engineer shall ensure that fire flow requirements for Planning Area 3C and 3D is 1,500 gallons per minute at 20 pounds per square inch for two hours.
- 4.13-21** The project construction engineer shall ensure that fire flow requirements for Planning Area 4 is 2,500 gallons per minute at 20 pounds per square inch for two hours. All proposed structures and buildings shall be fully fire sprinklered and have a minimum of Type V-1 hour construction or greater. The exact fire flow, with a possible flow reduction, shall be determined during the building plan process.
- 4.13-22** The project construction engineer shall ensure that the required fire flow for private on-site hydrants is 2,500 gallons per minute at 20 pounds per square inch and that each private on-site hydrants must be capable of flowing 1,250 gallons per minute at 20 pounds per square inch with two hydrants flowing simultaneously, one of which shall be the furthest from the public water source.
- 4.13-23** The project construction engineer shall install 59 public fire hydrants. The location for the on-site fire hydrants shall be determined during building plan check.
- 4.13-24** All fire hydrants shall measure 6-inches by 4 inches by 2.5 inches brass or bronze, and conform to current AWWA standard C503 or approved equal standard. All on-site hydrants shall be installed a minimum of 25-feet from a structure or protected by a two hour rated firewall.
- 4.13-25** All required fire hydrants shall be installed, tested and approved by the County of Los Angeles Fire Department prior ton Final Map approval.

Additional Information Requirements

- 4.13-26** Considering that the project site is located within the area described by the Fire Department as "Very High Fire Hazard Severity Zone" (formerly Fire Zone 4), the client shall develop and submit to the County of Los Angeles Fire Department a Fuel Modification Plan prior to final map approval. Any questions regarding the content of the Fuel Modification Plan shall be addressed to the Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, phone (626) 969-5205.

Submittal Requirements

- 4.13-27 The project applicant shall submit a minimum of four copies of the water plans indicating the public fire hydrants to be installed to the Fire Department's Land Development Unit for review prior to final tract map approval.
- 4.13-28 The project applicant shall submit to the Fire Department's Land Development Unit for review if any changes to the tentative tract map occur.
- 4.13-29 The project construction engineer shall submit the building construction plans to the Fire Department's Engineering Unit-Santa Clarita, (661) 286-8821.

Forestry Division – Other Environmental Concerns Requirements

- 4.13-30 The project applicant shall comply with Fuel Modification requirements as indicated in Mitigation Measure 4.13-26.

3.5.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce the potential fire services-related impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant fire services-related impacts of the project identified in the Final EIR.

3.6 SHERIFF SERVICES

3.3.2 Potential Significant Impacts

Construction of the project would increase both the incidence of petty crimes on the site and construction traffic on SR-14 and surrounding roadways, which may potentially delay emergency vehicles traveling through the area. However, by retaining the services of a private security company to patrol the project construction site, and by implementing a construction traffic control plan, any potentially significant construction-related impacts to law enforcement services would be reduced to a less-than-significant level.

Operationally, the project would increase the demand for law enforcement and traffic-related services both on the project site and within the local vicinity in terms of the number of personnel and the amount of equipment needed to adequately serve the project site at buildout. Additionally, significant public safety impacts could arise as a result of project design, landscape materials, and building orientation. However, payment of the law enforcement facilities fees and new tax revenues would mitigate impacts to the Sheriff Department to a less-than-significant level. Further, measures requiring that adequate public safety concepts be incorporated into the building design would mitigate impacts to law enforcement. Thus, the project would not contribute to any cumulatively considerable impacts to sheriff services.

3.6.2 Mitigation Measures

- 4.14-1** During construction, the project applicant, or its designee, shall retain the services of a private security firm to patrol the project site.
- 4.14-2** Prior to construction activities, the project applicant shall have a construction traffic control plan approved by the City of Santa Clarita.
- 4.14-3** As final development plans are submitted to the City of Santa Clarita for approval in the future, the Sheriff Department design requirements that reduce demands for service and ensure adequate public safety shall be incorporated into the building design. The design requirements for this project shall include:
- Proper lighting in open areas and parking lots;
 - Sufficient street lighting for the proposed project's streets;
 - Good visibility of doors and windows from the streets and between buildings on the project site; and,
 - Building address numbers on both residential and commercial/retail uses are lighted and readily apparent from the streets for emergency response agencies.
- 4.14-4** Project design shall include, to the extent feasible, low-growing groundcover and shade trees, rather than a predominance of shrubs that could conceal potential criminal activity around buildings and parking areas.
- 4.14-5** The project applicant, or designee, shall pay the City's law enforcement facilities impact fee in effect at the time of issuance of a building permit.

3.6.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce the potential sheriff services-related impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant sheriff services-related impacts of the project identified in the Final EIR.

3.7 HUMAN-MADE HAZARDS

3.7.1 Potential Significant Impacts

The existing on-site debris piles potentially contain metals, total petroleum hydrocarbons, volatile organic compounds and pesticides. In addition, the historic use of the project site by the Southern Pacific Railroad indicates that a portion of the site may be affected by metals, herbicides, petroleum hydrocarbons, and other contaminants associated with rail operations. The existing on-site residence could contain asbestos and lead, and the historic agricultural activities present the potential for on-site residential pesticides and agricultural chemicals to be present. In summary, absent mitigation, demolition, grading and construction activities associated with

project implementation could result in the release of potentially hazardous materials to the environment.

3.7.2 Mitigation Measures

- 4.15-1** Prior to grading, areas of the project site indicated on Figure 4.15-1 shall be sampled for the presence of metals, total petroleum hydrocarbons, volatile organic compounds, and pesticides. If the presence of hazards is identified, the area(s) shall be remediated in accordance with federal and state law prior to grading of that portion of the project site.
- 4.15-2** Prior to demolition activities, an asbestos survey shall be conducted by a qualified environmental professional to determine the presence or absence of asbestos at the existing, on-site, single-family residence. The survey shall be submitted to the City of Santa Clarita. If present, asbestos removal shall be performed by a State-certified asbestos containment contractor in accordance with the Toxic Substance Control Act (15 U.S.C. Section 2601 et. seq.).

3.7.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce the potential human-made hazards impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant human-made hazards impacts of the project identified in the Final EIR.

3.8 VISUAL RESOURCES

3.8.1 Potential Significant Impacts

During the construction phase, nighttime lighting would be maintained on the project site for security purposes. This light could generate spillover onto adjacent residential properties, which would be significant absent mitigation. Light spillover also could occur once the project is operational due to the potential for gaps in intervening buildings and landscaping, and glare could result absent the use of low-reflective building materials.

3.8.2 Mitigation Measures

- 4.16-1** The project applicant, or designee, shall require that the use of nighttime lighting during project construction be limited to only those features on the construction site requiring illumination.
- 4.16-2** The project applicant, or designee, shall require that all security lights be properly shielded and projected downwards during construction, such that light is directed only onto the work site.
- 4.16-3** The project applicant, or designee, shall require that all outdoor lighting along the project site boundary consist of low-intensity downlights, or be equipped with louvers, shields, hoods or other screening devices.

4.16-4 The project applicant, or designee, shall require that all outdoor lighting along the project site boundary be projected downwards to illuminate the intended surface and minimize light spillover and glare generation.

4.16-5 The project applicant, or designee, shall require that only low-reflective building materials be used on building exteriors.

3.8.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce the potential light and glare impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant light and glare impacts of the project identified in the Final EIR.

3.9 CULTURAL RESOURCES

3.9.1 Potential Significant Impacts

Although most of the site is being preserved as part of the project's Oak Park, a data recovery/salvage excavation program is required to lessen impacts to Site VC-2/H, the Mitchell family homestead. Finally, mitigation is required to avoid the disturbance of human remains, including those interred outside of formal cemeteries. With implementation of the mitigation measures identified in Section 3.9.2, the project would not result in a cumulatively considerable impact.

3.9.2 Mitigation Measures

4.18-1 Site VC-2/H contains the remains of the Mitchell family homestead, which may contain important subsurface archeological deposits. A Phase III data recovery (salvage excavation) program shall be conducted on Site VC-2/H prior to grading activities.

4.18-2 In the event that cultural resources are found during construction, activity shall stop and a qualified archaeologist shall be contacted to evaluate the resources. If the find is determined to be a historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation will be made available. Construction on other parts of the project site may proceed in accordance with Public Resources Code section 21083.2(i).

4.18-3 If, during any phase of project construction, there is the discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps, which are based on Public Resources Code section 5097.98 and State CEQA Guidelines section 15064.5(e), shall be taken:

1. There will be no further excavation or disturbance of the site or any nearby area reasonably susceptible to overlying adjacent human remains until:
 - a. The Los Angeles County Coroner is contacted to determine that no investigation of the cause of death is required; and
 - b. If the Coroner determines the remains to be Native American:

- (i) The Coroner shall contact the Native American Heritage Commission within 24 hours;
 - (ii) The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American; and
 - (iii) The most likely descendent may make recommendations to the Project applicant for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or,
2. Where the following conditions occur, the project applicant, or its designee, shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:
 - a. The Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 24 hours after being notified by the Commission;
 - b. The descendant identified fails to make a recommendation; or
 - c. The project applicant, or its designee, rejects the recommendation of the descendant, and mediation by the Native American Heritage Commission fails to provide measures acceptable to the project applicant.

3.9.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce the potential impacts to cultural resources to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant cultural resources-related impacts of the project identified in the Final EIR.

3.10 SANTA CLARA RIVER CORRIDOR ANALYSIS

3.10.1 Potential Significant Impacts

Based on detailed biota surveys, the existing SEA/FEMA overlay boundary does not correspond to the sensitive riparian and jurisdictional resources within the project site. Therefore, the project requests a GPA, which would revise both the land use designation for the project site to SP and adjust the existing SEA/FEMA overlay boundary to correspond to the area to be designated SP-OS.

The project's impacts to biological resources (e.g., certain special-status amphibians, reptiles, birds and mammals) within the existing SEA/FEMA overlay area would be significant absent adoption of the mitigation measures below, which minimize impacts to jurisdictional and sensitive riparian-associated resources on site and ensure project compatibility with ongoing ecological functions of the post-project SEA/FEMA overlay area. Additionally, the mitigation measures identified for biological resources, flood, and water quality also would assist in ensuring that impacts to the River Corridor are not significant.

Of note, the project's development footprint corresponds to and preserves and enhances the sensitive biological and jurisdictional resources present within the River Corridor, and is designed to: (a) be compatible with the sensitive biological resources present, including the set

aside of undisturbed areas; (b) maintain the Santa Clara River watercourse in a natural state; (c) provide east-west and north-south wildlife movement areas within the River Corridor; (d) preserve adequate buffer areas between the project-related development and sensitive natural resources; and, (e) ensure that roads and utilities are designed to reduce or avoid impacts to sensitive biological and jurisdictional resources. As such, the project is consistent with the City's SEA development compatibility criteria, as set form in the Municipal Code at section 17.15.020(K)(1)(2).

Also, based on the CRAM Report prepared for the project, the contemplated habitat restoration, creation and enhancement activities within and adjacent to the reach of the River within the project site would result in a regional increase of jurisdictional resource functions and provide for an ecologically meaningful resource to existing riparian resources.

Finally, in light of the project's compliance with all applicable regulatory requirements, the project would not result in a cumulatively considerable impact to the River Corridor.

3.10.2 Mitigation Measures

4.20-1 The project applicant shall implement the Wetlands Plan, 2009, in order to:

- (a) Satisfy the mitigation requirements of local, state, and federal agencies for wetland and riparian habitat;
- (b) Create or restore riparian and riverine vegetation communities suitable for nesting, foraging, and breeding by native animal species;
- (c) Create or restore vegetation communities to be compatible with the fluvial morphology and hydrology of the stream channel corridor;
- (d) Create or restore vegetation communities to be consistent with adjacent, existing riparian vegetation communities; and
- (e) Create or restore vegetation communities to be self-sustaining and functional beyond the maintenance and monitoring period.

In implementing the Wetlands Plan, 2009, the applicant shall implement the maintenance activities during the specified monitoring, the monitoring plan for the mitigation areas, the reporting requirements, and the contingency measures specified in that plan. The applicant also must satisfy the performance standards and success criteria set forth in that plan. The maintenance and monitoring will be subject to approval of the City's Community Development Department.

In conjunction with implementation of the Wetlands Plan, 2009, permanent impacts within the California Department of Fish and Game's jurisdictional delineation limits shall be restored with similar habitat at the rate of one acre replaced for one acre lost.

4.20-2 Prior to grading and construction activities, a qualified biologist shall be retained to conduct a worker environmental awareness program for all construction/contractor personnel. A list of construction personnel who have completed training prior to the start of construction shall be maintained on site and this list shall be updated as required when new personnel start work. No construction worker may work in the field for more than

five days without participating in the program. The qualified biologist shall provide ongoing guidance to construction personnel and contractors to ensure compliance with environmental/permit regulations and mitigation measures. The qualified biologist shall perform the following:

- Provide training materials and briefings to all personnel working on site. The material shall include but not be limited to the identification and status of plant and wildlife species, significant natural plant community habitats (e.g., riparian), fire protection measures, and review of mitigation requirements;
- A discussion of the federal and state Endangered Species Acts, Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act, other state or federal permit requirements and the legal consequences of non-compliance with these acts;
- Attend the pre-construction meeting to ensure that timing/location of construction activities do not conflict with other mitigation requirements (e.g., seasonal surveys for nesting birds, pre-construction surveys, or relocation efforts);
- Conduct meetings with the contractor and other key construction personnel describing the importance of restricting work to designated areas. Maps showing the location of special-status wildlife or populations of rare plants, exclusion areas, or other construction limitations (e.g., limitations on nighttime work) will be provided to the environmental monitors and construction crews prior to ground disturbance;
- Discuss procedures for minimizing harm to or harassment of wildlife encountered during construction and provide a contact person in the event of the discovery of dead or injured wildlife;
- Review/designate the construction area in the field with the contractor in accordance with the final grading plan;
- Ensure that haul roads, access roads, and on-site staging and storage areas are sited within grading areas to minimize degradation of vegetation communities adjacent to these areas (if activities outside these limits are necessary, they shall be evaluated by the biologist to ensure that no special-status species habitats will be affected);
- Conduct a field review of the staking (to be set by the surveyor) designating the limits of all construction activity;
- Flag or temporarily fence any construction activity areas immediately adjacent to riparian areas;

- Ensure and document that required pre-construction surveys and/or relocation efforts have been implemented; and
- Be present during initial vegetation clearing and grading.

4.20-3 Prior to construction the applicant shall develop a relocation plan for coast horned lizard, silvery legless lizard, and other special-status reptile species. The plan shall include, but not be limited to, the timing and location of the surveys that would be conducted for each species; identify the locations where more intensive efforts should be conducted; identify the habitat and conditions in the proposed relocation site(s); the methods that would be utilized for trapping and relocating the individual species; and provide for the documentation/recordation of the species and number of the animals relocated. The plan shall be submitted to the City 60 days prior to any ground disturbing activities within potentially occupied habitat.

The plan shall include the specific survey and relocation efforts that would occur for construction activities during the activity period of the special-status species (generally March to November) and for periods when the species may be present in the work area but difficult to detect due to weather conditions (generally December through February). Thirty days prior to construction activities in coastal scrub, chaparral, oak woodland, riparian habitats, or other areas supporting these species, qualified biologists shall conduct surveys to capture and relocate individual coast horned lizard, silvery legless lizard, and other special-status reptile species in order to avoid or minimize impacts to such species. The plan shall require a minimum of two (2) surveys conducted during the time of year/day when each species is most likely to be observed. Individuals shall be relocated to nearby undisturbed areas with suitable habitat. If construction is scheduled to occur during the low activity period (generally December through February), the surveys shall be conducted prior to this period if possible. The qualified biologist will be present during ground-disturbing activities immediately adjacent to or within habitat that supports populations of these species. Clearance surveys for special-status reptiles shall be conducted by a qualified biologist prior to the initiation of construction each day.

Results of the surveys and relocation efforts shall be provided to City in an annual mitigation status report.

4.20-4 Within 30 days of ground-disturbing activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on site (typically March through August in the project region, or as determined by a qualified biologist), the applicant shall have surveys conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the disturbance zone or within 300 feet of the disturbance zone. Pre-construction surveys shall include nighttime surveys to identify active rookery sites. The total number of surveys shall be determined by the on-site qualified biologist based on the construction/grading schedule.

If active nests are found, clearing and construction within 300 feet of the nest shall be postponed or halted, at the discretion of the biologist in consultation with CDFG, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts to these nests occur. Results of the surveys shall be provided to CDFG in an annual mitigation status report.

4.20-5 Thirty days prior to construction activities in grassland, scrub, oak woodland, riverbank, or other suitable habitat, a qualified biologist shall conduct a survey within the proposed construction disturbance zone and within 200 feet of the disturbance zone for San Diego black-tailed jackrabbit and other special-status mammals.

If San Diego black-tailed jackrabbits or other special-status species are present, non-breeding mammals shall be flushed from areas to be disturbed. Occupied dens, depressions, nests, or burrows shall be flagged and ground-disturbing activities avoided within a minimum of 200 feet during the pup-rearing season (February 15 through July 1). This buffer may be reduced based on the location of the den upon consultation with the City and CDFG. Occupied maternity dens, depressions, nests, or burrows shall be flagged for avoidance, and a biological monitor shall be present during construction. If unattended young are discovered, they shall be relocated to suitable habitat by a qualified biologist. The applicant shall document all San Diego black-tailed jackrabbit identified, avoided, or moved and provide a written report to the City with a copy to CDFG.

3.10.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce the potential impacts to the Santa Clara River Corridor to less-than-significant levels in conjunction with those feasible mitigation measures also adopted for impacts to biological resources, flood and water quality. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant River Corridor-related impacts of the project identified in the Final EIR.

3.11 WASTEWATER DISPOSAL

3.11.1 Potential Significant Impacts

Although construction-related impacts would be less than significant, the operational phase of the project could result in significant impacts to wastewater disposal facilities absent evidence that adequate capacity and infrastructure is available to serve the project. As the project would construct a WRP to accommodate the projected wastewater produced by the contemplated land uses, potential impacts to wastewater disposal would be less than significant. Additionally, the project would not result in a cumulatively considerable impact because safeguards are in place to ensure that no wastewater disposal connection permits are issued absent evidence of adequate

capacity. Nonetheless, the mitigation measures below are provided to ensure that such impacts are not significant and the facilities provided by the project comply with pertinent requirements of the City, California Department of Public Health, and County of Los Angeles Department of Public Health - Environmental Health Division.

3.11.2 Mitigation Measures

- 4.21-1** Upon completion of the WRP, the applicant shall dedicate the WRP property to the City of Santa Clarita.
- 4.21-2** A 395,411 gallon per day water reclamation plant shall be constructed on the Vista Canyon Specific Plan site, pursuant to local, regional, state and federal design standards (as applicable), to serve the Vista Canyon Specific Plan. The project applicant shall assign the responsibility for ownership, operation, and maintenance of the water reclamation plant to the City of Santa Clarita.
- 4.21-3** All facilities of the sanitary sewer system, including the siphon, will be designed and constructed for maintenance by the City of Santa Clarita in accordance with the applicable manuals, criteria, and requirements.
- 4.21-4** The project applicant shall require construction contractors to provide portable, on-site sanitation facilities that will be serviced by approved disposal facilities and/or treatment plants.
- 4.21-5** Prior to issuance of building permits, the project applicant shall obtain a "will-serve" letter from the County Sanitation Districts of Los Angeles County verifying that treatment capacity is adequate.
- 4.21-6** All local wastewater lines within the project boundaries are to be constructed by the project applicant and dedicated to the City of Santa Clarita Transportation and Engineering Services Department.
- 4.21-7** Prior to issuance of building permits, the project applicant shall pay applicable wastewater connection fees.
- 4.21-8** Prior to issuance of the first occupancy and the use or installation of any recycled water infrastructure, plans must be submitted to the State of California Department of Public Health and to the County Department of Public Health-Environmental Health Division for review and approval.

3.11.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce the potential impacts to wastewater disposal to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant wastewater disposal-related impacts of the project identified in the Final EIR.

4.0 FINDINGS ON LESS THAN SIGNIFICANT IMPACTS

4.1 GEOTECHNICAL HAZARDS

4.1.1 Less Than Significant Impacts

The project would be served by a WRP and the existing sewage conveyance system; therefore, the project would not be located on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Additionally, construction of the proposed project would not alter any significant landforms, or destroy, cover or modify any unique geologic or physical feature(s). The project site also is not located in an Alquist-Priolo Earthquake Fault Zone and no known active faults are located on the site; therefore, impacts due to rupture of a known earthquake fault would be less than significant. Additionally, the project site is relatively flat and presently not susceptible to any forms of slope instability or landslide.

The project's cumulative geotechnical hazard impacts also would be less than significant because, generally speaking, impacts related to geotechnical hazards are site specific and limited to the development areas within a project site. Additionally, buildings and facilities proposed under other projects are required to be sited, designed, and constructed in accordance with geotechnical, geologic, and seismic building codes.

4.1.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.1.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced geotechnical hazards.

4.2 FLOOD

4.2.1 Less Than Significant Impacts

While the project would include development of the storm drain system and have pre-defined outlets to the Santa Clara River, existing drainage patterns would not be significantly altered and no impacts would occur with respect to discharge changes. More specifically, no significant impacts to the River's fluvial or vegetation area would occur as a result of the project's flood protection improvements. Additionally, there are no increases in the water surface elevation beyond the limits of the project site resulting from project implementation, and those that occur on site are minor, localized, and accommodated by the flood protection improvements. Finally, the flood protection improvements only would result in localized, minor changes in bed riverbed adjustment values; this is not considered a significant impact.

The project also would not significantly impact on-site drainage, particularly due to its inclusion of energy dissipaters at the on-site storm drain outlets. Additionally, the project's compliance with all FEMA requirements, as well as the County of Los Angeles' QCAP requirements, ensures that impacts attributable to floodplain modifications will not be significant. In that regard, the project would raise portions of the project site to elevations above the existing FEMA maximum flooding elevation and construct buried soil cement bank protection along the River Corridor to protect the site from erosion. And, the post-project runoff discharge quantities would

decrease, as compared to the existing conditions, due to the provision of water quality/debris basins that would capture upstream bulk flows and allow debris to settle out.

The project would not expose people or structures to significant risk of loss, injury or death involving flooding for the reasons enumerated in the previous paragraphs. The project also would not result in a substantial alteration of existing drainage patterns in such a manner as to result in substantial erosion or siltation, and would not significantly impact the fluvial characteristics or mechanics of the Santa Clara River.

Finally, compliance with all applicable regulations ensures that the project would not result in cumulatively considerable impacts to flood, particularly as other projects within the City of Santa Clarita and County of Los Angeles would be subject to the same general requirements as the project.

4.2.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.2.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced flood impacts.

4.3 TRAFFIC AND ACCESS

4.3.1 Less Than Significant Impacts

Based on the Parking Demand Analysis (2010), a copy of which is included in Appendix 4.3 of the Draft EIR, the project would not result in significant impacts to parking. Additionally, the project would not significantly impact the transit and pedestrian/bicycle systems, as the project would replace a temporary Metrolink rail station with a permanent facility, construct a bus transfer station, and provide new bicycle and pedestrian facilities. Finally, the project would generate an average of 58 vehicle miles traveled per household per day, which is within the lower range of the estimated statewide range of 55 to 65.

4.3.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant. Nonetheless, the following mitigation measure is included to ensure that parking-related impacts remain less than significant.

4.3-10 The applicant shall comply with the requirements of the Vista Canyon Parking Demand Analysis.

4.3.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced traffic and access matters, but that the above mitigation measure shall be incorporated into the project to ensure that such impacts remain below a level of significance.

4.4 AIR QUALITY

4.4.1 Less Than Significant Impacts

Because the project would not increase the population figures over those that have been planned for the area and would be consistent with the AQMP forecasts and emission reduction strategies for the area, the project would neither interfere with the attainment of federal or state ambient air quality standards nor result in population increases within the area in excess of those projected by SCAG.

Also, under worst-case conditions, future CO concentrations at studied intersections would not exceed state or federal standards; therefore, the project would not result in significant CO hotspot impacts to sensitive receptors.

Neither the project's residential and commercial uses, nor the WRP would create an objectionable odor that could impact sensitive receptors. The project also would not have on-site hazardous materials that could result in an accidental release of toxic air emissions or acutely hazardous materials posing a threat to public health and safety. Similarly, although the WRP could potentially emit toxic air contaminant emissions during the wastewater treatment process, the facility would employ a mechanical system that would collect emissions and direct them to a biological or chemical air treatment unit prior to exhausting to the atmosphere.

Finally, the project is not anticipated to expose sensitive receptors to substantial increases in health risks and pollutant concentrations relative to the general population, and would not emit carcinogenic or toxic air contaminants that individually or cumulatively exceed the maximum individual cancer risk of 10 in 1 million.

4.4.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.4.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced air quality matters.

4.5 NOISE

4.5.1 Less Than Significant Impacts

Noise generated by mobile sources during the project's construction phase, and specifically truck traffic and worker traffic, would not be significant. Additionally, construction-related vibration impacts attributable to pile drivers, bulldozers, and loaded haul trucks would not significantly impact off-site sensitive receptors.

As for operational-related impacts, the project would not increase noise levels at an increment of 3 dB(A) or greater along the modeled roadway and freeway (SR-14) segments. Therefore, project-level impacts to on- and off-site sensitive receptors would be less than significant relative to mobile source noise.

The project also would not result in significant noise impacts attributable to the Union Pacific Railroad/Metrolink rail line as residential units would be at a sufficient distance from the tracks. Relatedly, it is important to note that the project would not result in an increase in noise levels associated with the railroad tracks, which already are in place.

In an effort to further assess the post-project ambient noise levels, City staff directed the environmental consultant to complete additional analysis utilizing measurements from the on-site monitoring location closest to Fair Oaks Ranch that account for the project applicant's commitment to construct an eight-foot tall berm/wall along the southern boundary of the future Metrolink Station to further reduce noise levels. Existing noise levels at the on-site measurement location (approximately 60 feet from the railroad tracks) are 60 db(A) CNEL. The project would increase those noise levels at that location to 67 db(A) CNEL due to project operation (vehicle traffic, Metrolink Station, stationary noise sources, etc.). The closest homes in Fair Oaks Ranch to the Metrolink Station, however, are approximately 300 feet away. At 300 feet, the post-project db(A) CNEL would be 63.5. At 400 feet, the db(A) CNEL would be 59.6. Construction of the eight-foot tall berm/wall along the southern boundary of the railroad right-of-way adjacent to the Metrolink Station would further reduce ambient noise at off-site locations, including Fair Oaks Ranch. Specifically, with the berm/wall, the db(A) CNEL would be 58.2 at 300 feet and 57.5 at 400 feet; these levels are well within the City's noise guidelines.

Point source noise impacts attributable to the land uses contemplated for the project site also would be less than significant and within the range of acceptable noise levels permitted by community standards. And finally, the project would not result in unacceptable interior noise levels at on- or off-site residential uses.

4.5.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.5.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced noise matters.

4.6 BIOLOGICAL RESOURCES

4.6.1 Less Than Significant Impacts

The project would not significantly impact the following vegetation communities: California sagebrush - California buckwheat series; Chamise series; Elderberry series; Mixed native and non-native series; Mulefat series; Saltgrass; Non-native annual grassland - ruderal series; Yerba santa series; and, Disturbed. The project also would not significantly impact common wildlife reptile, amphibian, or mammal species. Further, the Peirson's morning-glory, a special-status plant species that has been observed on site, would not be significantly impacted. Finally, the project would not significantly impact wildlife movement corridors due to the preservation and enhancement of north-south and east-west corridors.

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4.6.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.6.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced biota matters.

4.7 LAND USE

4.7.1 Less Than Significant Impacts

As the site is mostly vacant, the project would neither disrupt nor physically divide an established community. Also, there are no habitat conservation plans or natural community conservation plans applicable to the project site; therefore, no conflict would result with respect to such types of plans. Additionally, the project is generally consistent with all applicable goals, policies and/or requirements of the City's existing General Plan, proposed OVOV General Plan, and Unified Development Code, as well as SCAG's Regional Transportation Plan and Compass Growth Visioning.

4.7.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.7.3 Findings

The City finds that the project will have a less-than-significant impact on land use; therefore, no mitigation is required.

4.8 WATER SERVICE

4.8.1 Less Than Significant Impacts

The proposed project's water demand would be met by relying on three primary sources of water supply: groundwater from the Alluvial aquifer; SWP water; and, recycled water from the WRP. Based on an evaluation of the project's water demand (including the Vista Canyon WSA) and the supplies of the local water purveyor, an adequate supply of water is available to serve the project, and the project would not create, or contribute to, any significant project-specific or cumulative water supply impacts in the Santa Clarita Valley. Supplying water to the project also would not substantially deplete groundwater supplies, or interfere substantially with groundwater recharge.

4.8.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant. Nonetheless, the following mitigation measures are included in order to contribute to a reduction in the project's demand for potable water, and to ensure that adequate water supplies are available to serve the project at the time of construction.

4.8-1 The proposed project shall implement a water recycling system in order to reduce the project's demand for imported potable water. The project shall install a distribution

system to deliver recycled water to irrigate land uses suitable to accept reclaimed water, pursuant to Los Angeles County Department of Health Standards. Uses include retail, office, and commercial spaces. Such uses shall be dual-plumbed to receive recycled water for toilet facilities.

- 4.8-2 Landscape concept plans shall include a palette rich in drought-tolerant and native plants.
- 4.8-3 Water conservation measures as required by the State of California shall be incorporated into all irrigation systems.
- 4.8-4 In conjunction with the submittal of applications that permit construction, and prior to approval of any such permits, the City of Santa Clarita shall require the applicant of the permit to obtain written confirmation from the retail water agency identifying the source(s) of water available to serve the project concurrent with need.
- 4.8-5 Prior to commencement of use, all uses of recycled water shall be reviewed and approved by the State of California Health and Welfare Agency, Department of Health Services.
- 4.8-6 Prior to the issuance of building permits that allow construction, the applicant of the project shall finance the expansion costs of water service extension to the project through the payment of connection fees to the appropriate water agency(ies).

4.8.3 Findings

The City finds that the project will have a less-than-significant impact on water service, but that the above mitigation measures shall be incorporated into the project to ensure that such impacts remain below a level of significance.

4.9 EDUCATION

4.9.1 Less Than Significant Impacts

The project would generate additional elementary, junior high, and high school students that would be accommodated by the Sulphur Springs Union School District and William S. Hart Union High School District. However, implementation of the School Facilities Mitigation Agreement between the Sulphur Springs Union School District and the applicant, and the Agreement for Fair Share Funding of School Facilities between the William S. Hart Union High School District and the applicant would ensure all project impacts are at a level below significant. Additionally, because of the referenced mitigation agreements and because similar mechanisms would likely be utilized for each new residential development in the Santa Clarita Valley, the project would not result in cumulatively considerable impacts to education.

4.9.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.9.3 Findings

The City finds that, with implementation of the referenced mitigation agreements, the project will have a less-than-significant impact on education.

4.10 LIBRARY SERVICES

4.10.1 Less Than Significant Impacts

The project would generate the need for additional items (e.g., books, magazines, periodicals, audio, video, etc.), square feet of library facilities, and public access computers, based on the County of Los Angeles Public Library's service level guidelines. However, payment of the City's adopted library impact fee of \$718.00 per new residential dwelling unit (as of February 2010) would ensure that the proposed project would not significantly impair library services. Similarly, because the proposed project and any future development would be required to pay the City's library impact fee, the project would not result in a cumulatively considerable impact.

4.10.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.10.3 Findings

The City finds that, with payment of the requisite library impact fees, the project will have a less-than-significant impact on library services.

4.11 PARKS AND RECREATION

4.11.1 Less Than Significant Impacts

The project incorporates approximately 21 acres of formal active/passive park or recreational uses, including the approximately 10-acre Oak Park/River Education Center, both of which are proposed for dedication to the City. Other recreational facilities include the Community Garden, Town Green, up to six private recreational facilities and project trails. The project trails extend over 4 miles both on and off the project site, including significant extensions of the Santa Clara River Trail. In summary, the project satisfies the City's parkland standards through a combination of parkland, private recreation facilities and payment of fees and, therefore, would not result in significant unavoidable impacts to local parks and recreation facilities. The project also would not significantly impact regional, state or federal parks or trail systems. Similarly, because the proposed project and any future development would be required to meet the City's parkland requirements by providing either the dedication of land, payment of in-lieu fees, or construction of park amenities (or a combination thereof), the project would not result in a cumulatively considerable impact.

4.11.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant. Nonetheless, the following mitigation measures are included in order to ensure that the project will not significantly impact parks and recreational facilities.

4.12-1 Consistent with the Vista Canyon Specific Plan, development of the project shall provide the following parks and open areas:

- Ten acres of public parkland with improvements, including the Oak Park and the River Education Center;
- Up to six private recreation facilities and over 4 miles of trails; and

- Dedication of the Santa Clara River Corridor on site.

4.12-2 The project applicant, or its designee, will meet City parkland requirements by providing either the dedication of land, payment of in-lieu fees, construction of park amenities, or any combination of the three as approved by the Director of Parks, Recreation and Community Services, prior to issuance of building permits.

4.11.3 Findings

The City finds that the project will have a less-than-significant impact on parks and recreation, but that the above mitigation measures shall be incorporated into the project to ensure that such impacts remain below a level of significance.

4.12 SHERIFF SERVICES

4.12.1 Less Than Significant Impacts

The project would increase demands for CHP services in the project area. However, through increased revenues generated by the project (via motor vehicle registration and drivers license fees paid by new on-site residents and businesses), the project would generate more than sufficient funding for the additional staffing and equipment would needed to serve the project area, including future demands. This funding can and should be allocated to the CHP by the state CHP for the Santa Clarita Valley station to meet project demands. Therefore, project- and cumulative-level impacts to the CHP would be less-than-significant.

The project also would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because the project contains multiple evacuation routes, which would provide for the safe movement of residents and employees.

4.12.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.12.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced sheriff services.

4.13 HUMAN-MADE HAZARDS

4.13.1 Less Than Significant Impacts

The project would result in the buildout of both residential and general commercial uses. These land use types would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Similarly, the project's residential and commercial uses would not result in the emission of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

Additionally, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. The project site also is not located within 2

miles of a public use airport or the vicinity of a private airstrip. Accordingly, the project would not result in a safety hazard for people residing or working in the project area.

Because the project site is not in the vicinity of any electrical transmission lines, gas lines, or oil pipelines, the project would not expose people to existing sources of potential health hazards. The project also would not result in significant impacts attributable to oil production operations (as the site is not within the designated boundaries of an oil or gas field), underground storage tanks, transmission line exposure, or adjacent properties.

Finally, as human-made hazards present site-specific issues, no cumulative impacts are anticipated.

4.13.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.13.3 Findings

The City finds that the project will result in less-than-significant impacts attributable to the above-referenced human-made hazards.

4.14 VISUAL RESOURCES

4.14.1 Less Than Significant Impacts

Although the project would alter existing short-range views, the project would not obstruct public views of scenic resources. For example, the Santa Clara River, the site's major scenic resource, would continue to be visible from SR-14, which offers the most prominent views of the project site and supports the largest viewing audience among the local vantage points. Further, due to the distance between SR-14 and the development area, the structures would not be visually prominent from SR-14.

The project also would not substantially damage scenic resources, including, but not limited to, identified ridgelines, trees, rock outcroppings, and historic buildings within a state scenic highway as there are no designated state scenic highways in the Santa Clarita Valley. Further, although the visual character of the project site and surrounding areas would change (due to the transition of a predominantly vacant site to a developed state), the visual impacts resulting from build-out of the project would not substantially degrade the existing visual character or quality of the project site and its surroundings.

Relatedly, the project would not result in cumulatively considerable development as it is located in an area largely surrounded by existing, approved and planned development. Further, the project would be visually consistent with the existing adjacent development, such as the Colony Townhome and Fair Oaks Ranch communities.

4.14.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.14.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced visual resources.

4.15 POPULATION, HOUSING, AND EMPLOYMENT

4.15.1 Less Than Significant Impacts

The project would not induce substantial population growth in an area either directly or indirectly. The project also would not displace substantial numbers of people or existing housing and, therefore, would not necessitate the construction of replacement housing elsewhere. Finally, the project would be consistent with SCAG's jobs/housing goal of 1.5:1 via its inclusion of commercial, office, retail and hotel uses.

4.15.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.15.3 Findings

The City finds that the project will have a less-than-significant impact on population, housing, and employment.

4.16 AGRICULTURAL RESOURCES

4.16.1 Less Than Significant Impacts

The project site consists of approximately 185 acres of land that is designated as "Other Land" by the California Department of Conservation; in other words, the project site does not contain any "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance." Accordingly, the project would not convert farmland to non-agricultural use. The project site also is not part of a Williamson Act contract, and would not conflict with existing zoning for agricultural use if the requested zone change is approved.

The project site is not zoned for forestland or timberland, and would not result in the loss or conversion of forestland. This is consistent with the Land Cover Map developed by the USDA Forest Service and CalFire, which classifies the project site as urban land and not forest land.

Also, as the project site is generally bordered on all sides by existing or planned urban development, the project would not involve other changes in the existing environment that would result in the conversion of farmland to nonagricultural land uses or forestland to non-forest uses.

Finally, the project would not result in cumulatively considerable impacts to agricultural resources and forestland.

4.16.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.16.3 Findings

The City finds that the project will have a less-than-significant impact on agricultural resources.

4.17 GLOBAL CLIMATE CHANGE

4.17.1 Less Than Significant Impacts

Although the project would increase the existing on-site emission levels, based on a GHG emissions estimate considering nine source types, and accounting for various “green” PDFs (e.g., 20 percent exceedance of Title 24 for all residential and non-residential structures; provision of Energy Star major appliances, where feasible; renewable electricity equivalent to an 80,000 square foot photovoltaic system; solar heating for pools), the project would not result in a significant impact to global climate change because it would be consistent with AB 32, the State of California’s only codified GHG emissions reduction mandate. Additionally, the project generally is consistent with various plans, policies and regulations that result in GHG emission reductions, such as Title 24 and SB 375, and GHG emission reduction strategies recommended by the California Attorney General and Climate Action Team. On this basis, the project also would not result in a cumulatively considerable impact to climate change.

4.17.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.17.3 Findings

The City finds that the project will have a less-than-significant impact on global climate change.

4.18 UTILITIES

4.18.1 Less Than Significant Impacts

Electricity and natural gas demand associated with the project’s construction phase is not anticipated to be significant. Additionally, at build-out, the project would result in an eleven percent reduction in electricity demand and a sixteen percent reduction in natural gas demand because all residential and non-residential structures would exceed the 2008 Title 24 standards by 20 percent. Finally, the extension of electric, natural gas, and communication infrastructure would not result in significant impacts due to the project’s compliance with applicable standards issued by the City, SCE, SCGC, and AT&T. For these same reasons, the project also would not result in a cumulatively considerable impact to utilities.

4.18.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.18.3 Findings

The City finds that the project will have a less-than-significant impact on utilities.

5.0 FEASIBILITY OF PROJECT ALTERNATIVES

5.1 PROJECT ALTERNATIVES

The alternatives section of the Final EIR contains an analysis of alternatives to the project, including the “No Project” alternative. (For a detailed discussion of these alternatives, please see **Section 6.0, Alternatives**, of the EIR.) Based on the analysis, the City finds as follows:

(a) Alternative 1, The No Project Alternative

Description: This alternative is required by the State CEQA Guidelines and compares the impacts that might occur if the site is left in its present condition with those that would be generated by the proposed project. Under this alternative, no development would occur, and the existing storage yard and residence would remain on a portion of the site.

Environmental Effects: This alternative is environmentally superior to the project since most of the environmental effects of the project would not occur.

Relation to Project Objectives: This alternative would not attain the basic objectives of the project, as defined in **Section 1.4**, above. That said, some of the resource conservation objectives would be avoided through the complete avoidance of direct and indirect environmental impacts.

Feasibility: This alternative is infeasible because it would not attain the basic project objectives, and would not provide any of the project benefits.

(b) Alternative 2, Proposed County Land Use Designation (OVOV)

Description: This alternative would develop a project allowed by Los Angeles County's proposed land use designations for the site, as defined in the General Plan Update (OVOV). The proposed designation would permit approximately 700 residential units on the project site; a 5-acre neighborhood park and up to two private recreation areas also would be provided. However, no commercial or transit uses would be constructed as part of this alternative. Additionally, this alternative would not include the WRP or Vista Canyon Road Bridge. Consistent with OVOV, Lost Canyon Road would be extended as a major highway from Fair Oaks Ranch to Jakes Way, and then as a secondary highway from Jakes Way to Lost Canyon Road at La Veda Avenue.

Environmental Effects: This alternative would result in less impacts than the project in 12 categories, greater impacts in 5 categories, and similar impacts in 7 categories. In general, this alternative is considered the "environmentally superior" alternative for purposes of CEQA.

Relation to Project Objectives: This alternative would not fully meet or impede the following project objectives, which are defined in **Section 1.4**, above: Land Use Planning Objectives 1, 4, 6, 7, 9, and 14; and, Economic Objectives 1, 3, and 4.

Feasibility: This alternative is infeasible because it would not fully satisfy numerous project objectives, and would not provide all of the project benefits.

(c) Alternative 3, Existing City of Santa Clarita General Plan Designation

Description: This alternative would develop a project allowed by the City of Santa Clarita's existing General Plan land use designation for the site (i.e., Business Park (BP)). Under the BP designation, the site could be developed with approximately 4.35 million square feet of light industrial/business park uses. This alternative would include construction of the Vista Canyon Road Bridge, Metrolink Station, and Bus Transfer Station. Lost Canyon Road would be extended from Fair Oaks Ranch to Lost Canyon Road at La Veda Avenue as a major highway. This alternative would not include any parks or recreation facilities.

Environmental Effects: This alternative would result in less impacts than the project in 8 categories, greater impacts in 8 categories, and similar impacts in 8 categories. Therefore, this alternative is not environmentally superior to the project.

Relation to Project Objectives: This alternative would not fully meet or impede the following project objectives, which are defined in **Section 1.4**, above: Land Use Planning Objectives 1, 3, 5, 6, 9, and 14; and, Economic Objectives 1.

Feasibility: This alternative is infeasible because it would not fully satisfy numerous project objectives, and would not provide all of the project benefits.

(d) Alternative 4, Reduced Development Footprint (Relocation of Southerly Bank Stabilization)

Description: This alternative generally would move the bank stabilization on the south side of the River Corridor back by an average of 100 feet, thereby increasing the width of the River Corridor as compared to the proposed project. The Vista Canyon Road Bridge length would be extended from 650 to 800 feet. The residential overlay also would be eliminated, reducing the number of residential units from a maximum of 1,324 to 1,091. Lost Canyon Road would be extended from Fair Oaks Ranch to La Veda Avenue in a design (with traffic calming) similar to the proposed project. All other components of the project would be incorporated into this alternative.

Of note, since preparation of the Draft EIR, the City Council has revised the proposed project in a manner that is consistent with certain aspects of this alternative. For example, the bank stabilization on the south side of the River Corridor within PA-1 and PA-2, excepting the WRP, has been moved back by an average of 100 feet. Additionally, the residential overlay has been eliminated, and the length of the Vista Canyon Road Bridge has been extended from 650 to 750 feet.

Environmental Effects: This alternative would result in less impacts than the project in 14 categories, greater impacts in one category, and similar impacts in 9 categories. Therefore, this alternative is considered to be environmentally superior to the project.

Relation to Project Objectives: This alternative would not fully meet or impede the following project objective, which is defined in **Section 1.4**, above: Economic Objective 2.

Feasibility: This alternative is infeasible because it would not fully satisfy one of the project objectives.

(e) Alternative 5, Open Space Corridor

Description: This alternative would create a north/south open space corridor from and through the project site to undeveloped properties to the south, and would not include development in PA-4 (Mitchell Hill). The alternative also would eliminate the extension of Lost Canyon Road to La Veda Avenue; Lost Canyon Road would terminate in the project site, though the alternative would still extend trail improvements from the project site along the north side of Lost Canyon

Road to Sand Canyon Road. The alternative would increase the size of Oak Park (which would include both active and passive areas) and would remove one less oak tree, as compared to the project. In comparison to the project, 32 single-family units would be eliminated. All other components of the project would be incorporated into this alternative.

Of note, since preparation of the Draft EIR, the City Council has revised the proposed project in a manner that is consistent with certain aspects of this alternative. For example, a north/south open space corridor has been created through the elimination of 26 single-family lots originally proposed in the area adjacent to the existing La Veda neighborhood. As a result, the size of Oak Park has been increased. Additionally, the proposed project has eliminated commercial development in PA-4.

Environmental Effects: This alternative would result in less impacts than the project in 12 categories, greater impacts in one category, and similar impacts in 11 categories. Therefore, this alternative is considered to be environmentally superior to the project.

Relation to Project Objectives: This alternative would not fully meet or impede the following project objectives, which are defined in **Section 1.4**, above: Land Use Planning Objective 12; Economic Objective 2.

Feasibility: Components of this alternative were implemented by the Planning Commission (i.e., elimination of 26 single-family lots, increased size of Oak Park, and removal of one less oak tree). However, full implementation of this alternative is infeasible because it would not fully satisfy two of the project objectives.

(f) Alternative 6, Lost Canyon Road Alignment

Description: This alternative would extend Lost Canyon Road from Fair Oaks Ranch to La Veda Avenue in an alignment running parallel and adjacent to the southerly bank stabilization. Lost Canyon Road would be constructed to serve as a secondary highway to the Vista Canyon Road Bridge, and as a collector through the eastern portions of the project site. All other components of the proposed project would be incorporated into this alternative.

Environmental Effects: The environmental impacts of this alternative would be similar to the impacts of the project, with the exception of traffic/circulation, which would be slightly greater than the project. Accordingly, the alternative is not considered environmentally superior to the project.

Relation to Project Objectives: This alternative would not fully meet or impede the following project objective, which is defined in **Section 1.4**, above: Land Use Planning Objective 3.

Feasibility: This alternative is infeasible because it would not fully satisfy one of the project objectives, and would not provide all of the project benefits.

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5.2 ALTERNATIVES CONSIDERED BUT REJECTED: OFF-SITE ALTERNATIVES

Alternative sites of generally the same size within or directly adjacent to the City in the eastern Santa Clarita Valley do not exist, are presently being utilized for other purposes, or are the subject of other development proposals. The project involves development of a transit-oriented, mixed-use community in an infill site, generally surrounded on all sides by development with the necessary infrastructure adjacent to the project site. A multi-modal transit station (Metrolink Station and Bus Transfer Station) would be developed as part of the project. There are no potential alternative project sites in the local vicinity that are similar in acreage, are close to existing or planned infrastructure improvements, and are adjacent to the Metrolink rail line. Potential alternative sites that provide access to similar infrastructure and alternative transit are located beyond existing urbanized areas and, therefore, would induce growth in these non-urban areas.

6.0 ANCILLARY ANNEXATION AREA

To preface, no findings are required relative to the AAA by Public Resources Code section 21081 and CEQA Guidelines section 15091 as the EIR did not identify one or more significant environmental effects for the City's proposed annexation of these properties. Nonetheless, information regarding the environmental analysis for the AAA contained in the EIR is presented below.

First, most of the AAA is built out. As such, the proposed changes to the land use designations in the built out portion of the AAA and the re-assignment of those areas to a different land use jurisdiction, practically speaking, would not result in any potentially significant environmental impacts.

Second, additional environmental review would be required before most of the currently undeveloped portions of the ancillary annexation area could be built out; the subsequent environmental review processes would evaluate impacts and identify mitigation measures in further detail than provided in this section due to the preparation of specific development plans. At this point, it is not known whether, when or how the undeveloped portions of the ancillary annexation area would be built out. Nonetheless, in some instances, the imposition of existing regulatory standards and development fees would effectively ensure that impacts are not significant. In some instances, however, it is difficult to forecast the environmental impacts of the annexation.

That being said, design-level mitigation measures would be identified, as necessary and feasible, during the subsequent project-level environmental review that would be undertaken in conjunction with any additional development in the AAA, and specifically the Sand Canyon and Jakes Way areas. It is reasonable to assume and recommend at this juncture that further development in the AAA utilize mitigation measures comparable to those recommended for the Vista Canyon project due to the similar nature of the development types.

The CEQA-mandated "no project" alternative likely would result in similar impacts as the proposed AAA, as neither would preclude additional development; rather, both scenarios would allow for development to be proposed and corresponding environmental review to be

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undertaken. Also, no alternative locations to the proposed AAA, which represents a logical extension of the City's physical boundary and municipal service area, exist.

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EXHIBIT B
FINAL ENVIRONMENTAL IMPACT REPORT
INCORPORATED BY REFERENCE

RESOLUTION NO. 11-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA CLARITA, CALIFORNIA, APPROVING MASTER CASE 07-127 (GENERAL PLAN AMENDMENT 07-001A, SPECIFIC PLAN 07-001, TENTATIVE TRACT MAP 69164, CONDITIONAL USE PERMIT 07-009, OAK TREE PERMIT 07-019) FOR THE DEVELOPMENT AND ANNEXATION OF THE 185-ACRE VISTA CANYON PROJECT INTO THE CITY OF SANTA CLARITA

THE CITY COUNCIL OF THE CITY OF SANTA CLARITA DOES HEREBY RESOLVE AS FOLLOWS:

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

- a. An application for Master Case 07-127, the Vista Canyon project, was filed by the project applicant, Vista Canyon, LLC (the "applicant"), with the City of Santa Clarita on June 29, 2007. The original entitlement requests (collectively, "Entitlements") include:
 1. Annexation 07-002A to annex (and amend the City's Sphere of Influence to include) the Vista Canyon site, an approximately 185-acre site that is generally located southwest of Sand Canyon Road and State Route 14 ("SR-14") in the unincorporated area of Los Angeles County.
 2. Pre-zone 07-001A to pre-zone the Vista Canyon site to Specific Plan ("SP").
 3. Specific Plan 07-001 to adopt a Specific Plan that includes entitlements for 1,117 dwelling units (96 single-family detached, 1,021 multi-family attached), 646,000 square feet of commercial office, 164,000 square feet of retail, and a 200-room hotel. A residential overlay within the Specific Plan would permit the conversion of up to 250,000 square feet of the commercial office area to 233 additional multi-family attached dwelling units, permitting development of the project site with up to 1,350 dwelling units and 700,000 square feet of commercial area.
 4. General Plan Amendment 07-001A to amend the General Plan Land Use Map and Circulation Element in order to designate the Vista Canyon site as SP, revise the Significant Ecological Area ("SEA") overlay to correspond to the area proposed as Specific Plan-Open Space ("SP-OS"), and establish the alignment and roadway classification for Lost Canyon Road and Vista Canyon Road.
 5. Tentative Tract Map 69164 to subdivide the 185-acre project site into 162 lots. In addition, each individual dwelling or commercial unit would have the ability to be subdivided.

6. Conditional Use Permit 07-009 to allow for the import of up to 500,000 cubic yards of dirt to accommodate the development within the Vista Canyon site.
7. Oak Tree Permit 07-019 to allow for the removal of 10, four of which are heritage size, of the 41 oak trees located within the Specific Plan site. The request would also permit the encroachment into the protected zone of 10 oak trees, and pruning or trimming of seven of these 10 oak trees. Implementation of three of the four Lost Canyon Road/Sand Canyon Road intersection options could require an additional oak tree removal and/or up to two additional oak tree encroachments.

As discussed at length below, the original Vista Canyon project has been revised since the initial 2007 application for the Entitlements. As a general matter, the modifications to the project reduce the amount and extent of site development, thereby reducing environmental impacts and avoiding the creation of new impacts.

- b. The City of Santa Clarita is also concurrently processing under Master Case 07-127 a separate application to annex the Ancillary Annexation Area (“AAA”) to the City of Santa Clarita. The AAA includes unincorporated County of Los Angeles property adjacent to and surrounding the Vista Canyon project site, specifically Fair Oaks Ranch (approximately 1,082 acres), Jakes Way (approximately 260 acres), and portions of Sand Canyon (915 acres).
- c. As indicated in Paragraph (a), above, the project originally proposed to develop 1,117 dwelling units (96 single-family residential lots and 1,021 attached condominiums (up to 579 of these attached condominium units may be rented or leased)), and up to 950,000 square feet of commercial and medical office, retail, theater, restaurant, and hotel uses within four Planning Areas (PA). A residential overlay within the corporate office campus site would have allowed for the conversion of up to 250,000 square feet of office floor area to 233 attached residential units. If implemented, this conversion would have permitted a maximum of 1,350 residential units and 700,000 square feet of commercial floor area. The original project also entailed a new Multi-Modal Transit Station (“Transit Station”), consisting of a Metrolink Station and Bus Transfer Station. As originally proposed, there would also be approximately 18 acres of parks/recreation facilities, including the Oak Park, Town Green, Community Garden, River Education/Community Center, up to six private recreation facilities, and trails. Further, the original project also included approximately 10 acres of proposed public streets, including the extension of Lost Canyon Road from Fair Oaks Ranch to Vista Canyon Road and the construction of the Vista Canyon Road Bridge to connect Lost Canyon Road and Soledad Canyon Road.
- d. The Vista Canyon site primarily is surrounded by residentially-developed land. Residential development, commercial development and SR-14, are located to the north of the project site. The Colony Townhomes, a multi-family residential community, is directly west of the project site. The Fair Oaks Ranch community;

which is comprised of single-family and multi-family residential units, an elementary school, and community park, lies to the south and west. The existing Metrolink rail line is located to the south of the project site. The La Veda and Lost Canyon residential areas, which consist of homes, and a public and private elementary school, lie to the east. The Santa Clara River bisects the Vista Canyon site.

- e. The project site is presently located in unincorporated Los Angeles County, directly adjacent to the City of Santa Clarita. The Los Angeles County Land Use Map (as amended through May 13, 2003) designates the project site as M (Industry) and W (Floodplain/Floodway). The property is currently zoned M-1.5 (Light Industrial), A-1-1 (Light Agriculture – 1 acre minimum lot size), R-A-8,000 (Residential Agriculture – 8,000 square foot minimum lot size), and A-1-10,000 (Light Agriculture – 10,000 square foot minimum lot size). Under the existing County light industrial zoning designation of M-1.5 and taking into account parking and landscaping requirements, the project site could be developed with approximately 1.0 million square feet of light industrial uses. The agricultural and residential zoned portions of the project site could be developed with approximately 170 single-family residential units.
- f. On June 25, 1991, the City Council adopted the City of Santa Clarita General Plan via Resolution No. 91-98. The City's General Plan presently designates the Vista Canyon project site as Business Park with portions of the site covered by a SEA overlay. The City's General Plan Land Use Concept identifies the project site as a "major sub-center" with Business Park/Office Uses. Under the Business Park designation and taking into account City parking and landscaping requirements, the project site could be developed with approximately 4.35 million square feet of business park floor area.
- g. The County of Los Angeles and City of Santa Clarita are presently completing One Valley One Vision ("OVOV") – a joint effort, initiated in 2000, between the City and County to create guidelines for the future growth and development of the Santa Clarita Valley while also preserving natural resources. The jurisdictional planning boundaries established in OVOV include the City and its four communities (i.e., Canyon Country, Newhall, Saugus and Valencia), and the County communities of Stevenson Ranch, Castaic, Val Verde, Agua Dulce, and the future Newhall Ranch. The draft OVOV Land Use Plan (dated October 2008) issued by the County designates the project site as UR2 (Urban2 - five dwelling units per acre) with an SEA overlay over portions of the site. Under this draft land use designation, the project site could be developed with up to 700 residential units. However, various goals and policies within OVOV encourage transit oriented development ("TOD") through the permitting of higher densities and intensities, and would allow for mixed-use, compact development in close proximity to new or existing rail stations and/or multi-modal transit facilities. As proposed, the Vista Canyon project includes a new Transit Station.

- h. The Vista Canyon site was originally a portion of Mitchell Ranch, which was first settled in 1860 by Thomas Mitchell. Thomas Mitchell was born in Virginia, subsequently moving to Texas where, in 1852, he served under Sam Houston in the Texas Mounted Volunteers. He went to California shortly thereafter, spending approximately eight years in the northern California mining districts. In 1860, he moved to the Santa Clarita Valley to start a cattle ranch. Initially, he transported a dismantled miner's cabin down from Tehachapi and erected it on the property, more specifically in the southeastern portion of the project site. A few years later he married Martha Taylor and built a more commodious adobe, about 40 feet from the original cabin. The adobe was 60 by 45 feet in size and redwood shingled.

Eventually, Mitchell increased his holdings to nearly a thousand acres, on which he raised cattle, produced honey, and farmed. With increasing population, and thus children, in the valley, the Sulphur Springs School District was founded, circa 1872. The school opened initially in the kitchen of Mitchell's adobe, was taught by Mrs. Mitchell, and was the first school building in the Santa Clara Valley area. Circa 1885, the student population had outgrown the single room and a wooden schoolhouse was constructed at Sulphur Springs, on land donated by Mitchell. The Sulphur Springs school location is directly east of the project site. Mitchell also built a two-story home on the project site in 1888, then using the adobe as a guesthouse. Bricks from the adobe were eventually removed from the property and the school/adobe was reassembled at Heritage Junction in Hart Park in Newhall.

In addition to the original miner's cabin, adobe, two-story wooden house, and likely a number of outbuildings, a family cemetery was also present on the Mitchell Ranch. This was used to inter the Mitchell family, and their friends and neighbors. None of the buildings referenced above remain on the Vista Canyon site. The cemetery, however, is still present and would be preserved and enhanced by the project. Presently, the project site is comprised primarily of undeveloped, highly disturbed land, including various utilities, and an equipment storage yard and a single-family residence located on the western side of the project site, and the Mitchell family cemetery located on the small elevated terrace on the northeastern portion of the project site.

- i. The project site is irregularly shaped, and includes the sandy bottom of the ephemeral Santa Clara River, a small elevated terrace on the northeastern portion of the project site, and a larger elevated terrace that forms the southern half of the project site. These terraces drain towards the River. Elevations on the project site range from a high of 1,555 feet above sea level at the northeastern portion of the site, to a low of 1,465 feet above sea level in the middle of the Santa Clara River.
- j. Environmental conditions on the project site have been altered substantially by existing and historical uses of the property, including outdoor storage, agricultural cultivation, grading, utility construction and maintenance, and residential uses. Unauthorized dumping also has occurred on the project site. There is little remaining

natural vegetation remaining with the exception of a vegetated area on the southeastern portion of the project site that includes oaks and introduced grasses.

- k. The Vista Canyon project concentrates development on the flatter, disturbed, elevated terraces on the project site, and as revised would preserve a River corridor averaging over 800 feet in width. The majority of oak trees on the project site would be preserved and incorporated into the project.
- l. In accordance with the California Environmental Quality Act ("CEQA;" Pub. Resources Code, §21000 et seq.), the City of Santa Clarita is the lead agency and the City Council is the decision-making body for the Vista Canyon project. The City's Planning Commission is a recommending body for the Vista Canyon project.
- m. The City of Santa Clarita prepared an Initial Study for the Vista Canyon project, which determined that the project may have a significant effect on the environment and that an environmental impact report ("EIR") must be prepared. The Initial Study determined that the following areas must be addressed in the EIR for the Vista Canyon project: geotechnical hazards, flood, traffic/access, air quality, noise, biological resources, land use, water services (including both water demand/supply and water quality), solid waste disposal, education, library services, parks and recreation, fire services, sheriff services, human made hazards, visual resources, population/housing/employment, cultural resources, agricultural resources, Santa Clara River corridor, wastewater disposal, global climate change and utilities.
- n. An initial Notice of Preparation ("NOP") for the Entitlements was circulated to affected agencies, pursuant to CEQA and the State CEQA Guidelines (Cal. Code Regs., tit. 14, §15000 et seq.), for thirty days, beginning on July 11, 2007. A revised NOP, reflecting various modifications made to the project was circulated, pursuant to CEQA and the State CEQA Guidelines, for thirty days, beginning on February 26, 2008. And, yet another revised NOP, reflecting the inclusion of the AAA, was circulated, pursuant to CEQA and the State CEQA Guidelines, for thirty days, beginning on October 1, 2009. Agencies that received the NOPs include, but are not limited to, the County of Los Angeles, Los Angeles Regional Water Quality Control Board, California Department of Fish and Game, South Coast Air Quality Management District, law enforcement agencies, school districts, waste haulers, water agencies and transportation agencies serving the Santa Clarita Valley in accordance with CEQA's consultation requirements. Numerous comments from public agencies, organizations, and members of the public were received in response to the NOPs.
- o. A scoping meeting was held at the City of Santa Clarita Century Conference Room on February 27, 2008, to obtain information from the public as to issues that should be addressed in the EIR. Notice of the scoping meeting was published in The Signal newspaper on February 6, 2008, and was mailed to all property owners within 1,000 feet of the project site, in addition to approximately 80 agencies. Approximately 25 people attended the scoping meeting.

- p. On July 20, 2010, at 3:30 p.m., the Planning Commission conducted a site tour of the Vista Canyon project site.
- q. The City of Santa Clarita prepared a Draft EIR (October 2010; SCH No. 2007071039) for the Vista Canyon project that addressed all issues raised by the Initial Study and in comments received on the NOPs. The Draft EIR was circulated for review and comment by affected governmental agencies and the public, in compliance with CEQA. Specifically, the Notice of Availability/Notice of Completion for the Draft EIR was filed, posted and advertised on October 19, 2010, and the 45-day public review period ended on December 3, 2010, 5:00 p.m. in accordance with CEQA.
- r. The City also prepared a Planning Commission Final EIR (February 2011; SCH No. 2007071039). The Planning Commission Final EIR complied with all applicable CEQA requirements, and contained responses to all oral and written comments received prior to January 18, 2011. The Planning Commission Final EIR also contained a description of modifications to the Vista Canyon project made in response to public comment, City staff recommendations, and Planning Commission direction; copies of all comment letters received on the project; revised pages of the Draft EIR; and, additional supporting materials in appendices. Notice of the Planning Commission Final EIR's availability was sent to commenting agencies, organizations and persons on February 4, 2011.
- s. The Planning Commission held duly-noticed public hearings on the Vista Canyon project on October 19, November 2, and December 21, 2010, and February 15, 2011. These hearings were held at City Hall, 23920 Valencia Boulevard, Santa Clarita, at 7:00 p.m. The Planning Commission closed the public hearing on December 21, 2010.
 - i. On October 19, 2010, the Planning Commission opened the public hearing for the Vista Canyon project; received a presentation from staff on the Vista Canyon Specific Plan; received a Draft EIR presentation from staff on several sections (Geotechnical Hazards, Land Use, Solid Waste Disposal, Education Services, Library Services, Fire Services, Sheriff Services, Human-Made Hazards, Population, Housing and Employment, Cultural Resources, Agricultural Resource, Utilities, and Ancillary Annexation Areas); received a presentation from the applicant, and received public testimony regarding the project.
 - ii. On November 2, 2010, City staff responded to questions posed by the Planning Commission and public on issues related to Schools, Traffic, Grading, Solid Waste and Annexation. City staff also made a presentation on various Draft EIR Sections (Flood, Traffic and Access, Air Quality, Noise, Biological Resources, Water Services, Water Quality, Parks and Recreation, Visual Resources, River Corridor, Wastewater Disposal, Global Climate Change, and Project

Alternatives). The Planning Commission also received a presentation from the applicant and received public testimony regarding the project.

iii. On December 21, 2010, City staff responded to questions and issues raised by the Planning Commission related to Flood, Traffic, Air Quality, Noise, Biological Resources, Water Services, Water Quality, Parks and Recreation, Visual Resources, River Corridor, Wastewater Disposal, Global Climate Change, and Project Alternatives. In addition, the Planning Commission considered potential site plan modifications, noise-, dust- and traffic-related conditions, and additional public testimony on the project. At the conclusion of the hearing, the Planning Commission directed staff and the applicant to bring back a site plan reflecting various project modifications (detailed below), and directed staff to incorporate the following specific requirements into the revised site plan and/or conditions of approval for the project:

1. Elimination of the 26 single-family lots located in the area adjacent to the existing La Veda neighborhood. Elimination of these lots increased the size of the proposed Oak Park to over 10 acres, eliminated the removal of one heritage oak tree, and allowed for the preservation and enhancement of the north/south animal movement corridor from the Santa Clara River through the project site to undeveloped land to the south. This project revision incorporated aspects of Draft EIR Alternative 5 (Open Space Corridor).
2. Selection of the "Roundabout" (Intersection Design Option 3) at the Lost Canyon Road/Sand Canyon Road intersection.
3. Removal of the properties south of Placerita Canyon Road from the AAA, with the exception of the City's Walker Ranch Open Space property. Removal of these properties reduced the size of the Sand Canyon annexation area from 1,723 acres to 915 acres.
4. Require, as a condition of approval, the project applicant to minimize potential dust and vibration impacts associated with project-related construction to the existing La Veda neighborhood.
5. Require, as a condition of approval, the project applicant to retain a qualified biologist to prepare an animal movement corridor plan, which would address corridor design, specifications for an undercrossing under Lost Canyon Road, and plant materials for the corridor.
6. Require, as a condition of approval, the project applicant to construct an eight-foot tall wall/berm in locations along the southerly Metrolink right-of-way adjacent to the proposed station to reduce train-related noise to off-site properties.

7. Require the applicant to fund a crossing guard for a temporary time period after the completion of the intersection improvements at Lost Canyon Road/Sand Canyon Road.
- t. On February 15, 2011, the modified site plan, Planning Commission Final EIR (February 2011), resolutions and conditions of approval were presented to the Planning Commission. The Commission also received public testimony regarding the project. As a result of the project modifications made during the proceedings before the Planning Commission, the revised site plan recommended by the Planning Commission proposes a total of 1,091 residential units (1,324 under the residential overlay), 950,000 square feet of commercial floor area (700,000 square feet under the residential overlay), Transit Station, a 10-acre neighborhood park and other recreational amenities.
 - u. At the conclusion of the February 15, 2011 public hearing, the Planning Commission voted to recommend that the City Council certify the Planning Commission Final EIR (see Resolution No. P11-02) and approve the Vista Canyon project as revised (see Resolution No. P11-01). The Planning Commission also recommended that the City Council adopt (i) a Statement of Overriding Considerations for those impacts of the Vista Canyon project that cannot be mitigated to less-than-significant levels, and (ii) the Mitigation Monitoring and Reporting Plan ("MMRP") (see Resolution No. P11-02).
- The Planning Commission considered the Draft EIR (October 2010) and Planning Commission Final EIR (February 2011) prepared for the Vista Canyon project, as well as information provided in staff reports, presented to the Planning Commission from experts, and presented in public testimony, including letters submitted to the Planning Commission following the close of the Draft EIR public comment period up to January 18, 2011, prior to recommending approval of the Vista Canyon project.
- v. Following the February 15, 2011 hearing, the City prepared the Final EIR (April 2011; SCH No. 2007071039). The Final EIR contained copies of all late written comment letters; responses to all oral and written comments received on or after January 18, 2011 and prior to April 8, 2011; and, a description of additional modifications to the Vista Canyon project made in response to public comment, City staff recommendations, and City Council direction (see Paragraph (w), below). Notice of the Final EIR's availability was provided on April 15, 2011 to commenting agencies, organizations and persons.
 - w. The City Council subsequently held duly-noticed public hearings on the Vista Canyon project on March 22 and April 26, 2011. These hearings were held at City Hall, 23920 Valencia Boulevard, Santa Clarita, at 6:00 p.m. The City Council closed the public hearing on April 26, 2011.
- i. On March 22, 2011, the City Council conducted a public hearing on the Vista Canyon project. At the conclusion of the hearing, the City Council directed staff and the applicant to bring back a site plan and conditions reflecting various

project modifications (detailed below), and directed staff to incorporate the following specific requirements into the revised site plan and/or conditions of approval for the project:

1. Increase the length of the Vista Canyon Road Bridge over the Santa Clara River from 650 feet to 750 feet.
2. Increase the River Corridor width in PA-1 and PA-2 by an average of 100 feet (excepting the proposed water reclamation plant, which is located in an area outside of California Department of Fish and Game's jurisdiction). With this modification, the average width of the River Corridor on the project site would be over 800 feet. This change requires the redistribution of residential and commercial land uses in PA-1 and PA-2.
3. Eliminate commercial development within PA-4 (Mitchell Hill), resulting in no commercial or residential development north of the Santa Clara River Corridor.
4. Relocate the Town Green in PA-2 from its present location adjacent to the Metrolink right-of-way and Transit Station to a location near the southern abutment of the Vista Canyon Road Bridge. This relocation would locate the Town Green along the Santa Clara River directly north of the office and hotel buildings located to the east of Vista Canyon Road.
5. Eliminate the residential overlay and establish a residential and commercial development cap on the project of 1,100 residential units and 950,000 square feet of commercial floor area.
6. Add the following conditions to the project:
 - a. Require the staff and applicant to work together on a Recreational Amenity Plan for the Mitchell Hill Open Space. The plan would include site security improvements and the construction of unimproved access (decomposed granite or similar surface) to the Mitchell Hill Open Space. The applicant shall also construct improvements identified in the approved Recreational Amenity Plan. The applicant shall receive Park Development Fee (PDF) credit for the constructed improvements.
 - b. Require the applicant to pay all costs and complete the restoration of the Mitchell Family cemetery, including the extension of water and electricity to the cemetery.

- c. Require the project's Landscape Maintenance District to pay for ongoing maintenance of the Oak Park, River Corridor and Mitchell Hill Open Space (including the Mitchell Family cemetery).
- d. Require the applicant to provide \$300,000 in funding to be used for the City's construction of the Sand Canyon Road Trail from Roadrunner Avenue to Lost Canyon Road, and un-constructed portions of the Sand Canyon trail between Roadrunner Avenue and Sultus Street.
- e. Require that project lighting be decorative and down lit, including along public roadways and the Vista Canyon Road Bridge.
- f. Require that no lighting be permitted on Lost Canyon Road from La Veda Avenue to a point 300 feet from the eastern project boundary due to the animal movement corridor.
- g. Require that no lighting be permitted on trails adjacent to the animal movement corridor or along the Santa Clara River.
- h. Require that the applicant use its best efforts, working with City staff, to acquire an off-site, 20-foot wide, trail easement to be located on the property to the south of the existing railroad undercrossing to allow for the connection of the Vista Canyon trail system to the Fair Oaks Ranch/Golden Valley trail system and to the City's trail system at the western terminus of Roadrunner Avenue.
- i. Require that the project's loop trail, from the project's eastern boundary to the existing railroad undercrossing, be decomposed granite (or similar surface) at a width of 20 feet.
- j. Require that the project's loop trail, from the existing railroad undercrossing to Vista Square, be decomposed granite (or similar surface) at a width of 12 feet.
- k. Require that the slope of the bank stabilization in the area of the animal movement corridor not exceed a grade of 2.5:1 to provide access for wildlife to enter into the River.
- l. Require that a conservation easement be recorded over the animal movement corridor on-site and that the applicant working with City staff use their best efforts to acquire a

conservation easement off-site on the property directly to the south to preserve the animal corridor through the project site and to the south.

With these additional modifications incorporated, the Vista Canyon project would result in the following land uses:

1. A maximum of 1,100 residential units.
 2. A maximum of 950,000 square feet of commercial floor area.
 3. A Transit Station, consisting of a Metrolink Station and Bus Transfer Station.
 4. A water reclamation plant.
 5. Various infrastructure, recreation and open space improvements, including streets, utilities, the Oak Park, Town Green, Community Garden, up to six private recreational areas, the River Corridor and Mitchell Hill Open Space area.
- x. On April 26, 2011, the City Council received public testimony, closed the public hearing, certified the Final EIR, and adopted all of the necessary approval documents (e.g., resolutions and ordinances) for approval of the project. The Draft EIR (October 2010), Planning Commission Final EIR (February 2011), and Final EIR (April 2011) have been prepared and circulated in compliance with CEQA.
- y. Based upon the Draft EIR (October 2010), Planning Commission Final EIR (February 2011), and Final EIR (April 2011), staff and consultant presentations, staff reports, applicant presentations, and public comments and testimony, the City Council finds that the Vista Canyon project, as modified, will not adversely affect the health, peace, comfort, or welfare of persons residing in the area; nor will the Vista Canyon project be materially detrimental to the use, enjoyment, or valuation of property in the vicinity of the project site; nor will the Vista Canyon project jeopardize, endanger or otherwise constitute a menace to the public health, safety, or general welfare since the project conforms with the zoning ordinance and is compatible with surrounding land uses. The Vista Canyon project proposes the extension of all utilities and services to the project site. Currently, all required utilities and services are available at locations adjacent to the project site.
- z. Additionally, the City Council finds that all public hearings pertaining to the Vista Canyon project were duly noticed in accordance with the noticing requirements for each of the Entitlements. The project was advertised in The Signal, through on-site posting 14 days prior to the hearing, and by direct first-class mailing to property owners within 1,000 feet of the Vista Canyon project site and AAA. In addition, the date and time of each public hearing was posted on three signs at the project site, as well as eight off-site signs.

- aa. The location of the documents and other materials that constitute the record of proceedings upon which the decision of the City Council is based for the Master Case 07-127 project file is with the Community Development Department; the record specifically is in the custody of the Director of Community Development.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS. The City Council does hereby make the following findings of facts:

- a. On April 26, 2011, the City Council certified the Final EIR (SCH No. 2007071039) by separate resolution for Master Case 07-127, which was prepared in compliance with CEQA. For purposes of this finding, the Final EIR is comprised of the Draft EIR (October 2010), Planning Commission Final EIR (February 2011), and Final EIR (April 2011).

SECTION 3. FINDINGS FOR GENERAL PLAN AMENDMENT 07-001A. Based on the above findings of fact and recitals and the entire record, including, without limitation, the entire Vista Canyon EIR, oral and written testimony and other evidence received at the public hearings, reports and other transmittals from City staff to the Planning Commission and the City Council, and upon studies and investigations made by the Planning Commission and City Council, and on behalf of each, the City Council finds, as follows:

- a. Following approval of General Plan Amendment 07-001A to the Land Use Element Land Use Map, the Vista Canyon project is consistent with the General Plan Specific Plan designation for the project site.

Furthermore, General Plan Amendment 07-001A is consistent with the City's General Plan, as documented in the Vista Canyon EIR. Section 4.7 (Land Use) of the Vista Canyon EIR contains a detailed analysis documenting the project's consistency with the City's General Plan.

- b. The proposed General Plan Amendment 07-001A is in compliance with Section 65358(b) of the Government Code in that the Land Use Element has been amended no more than four times in the current calendar year.
- c. Based upon the testimony and other evidence, if any, received at the public hearing, and upon studies and investigations made by the City Council, the City Council further finds and determines that this proposal is consistent with the City's General Plan.

SECTION 4. FINDINGS FOR SPECIFIC PLAN 07-001. Based on the above findings of fact and recitals and the entire record, including, without limitation, the entire Vista Canyon EIR, oral and written testimony and other evidence received at the public hearings, reports and other transmittals from City staff to the Planning Commission and the City Council, and upon studies and investigations made by the Planning Commission and the City Council, and on behalf of each, the City Council finds, as follows:

- a. The Vista Canyon Specific Plan would promote and protect the public health, safety and welfare.
- b. The Vista Canyon Specific Plan would implement the objectives and policies of the General Plan.
- c. The Vista Canyon Specific Plan would safeguard and enhance environmental amenities, such as oak trees and significant ridgelines, and enhance the quality of development.
- d. The Vista Canyon Specific Plan would attain the physical, social and economic advantage resulting from comprehensive and orderly planned use of land resources.
- e. The Vista Canyon Specific Plan would lessen congestion and assure convenience of access; secure safety from fire, flood and other dangers; provide for adequate light, air, sunlight and open space; promote and encourage conservation of scarce resources; facilitate the creation of a convenient, attractive and harmonious community; attain a desirable balance of residential and employment opportunities; and expedite the provision of adequate and essential public services.
- f. The Vista Canyon Specific Plan would facilitate development within the City in accordance with the General Plan by permitting greater flexibility and, consequently, more creative and imaginative designs for large-scale development projects than generally are possible under conventional zoning regulations.
- g. The Vista Canyon Specific Plan would promote more economical and efficient use of the land while providing a harmonious variety of housing choices and commercial and industrial activities, a high level of urban amenities and preservation of natural and scenic qualities of open space.
- h. The Vista Canyon Specific Plan would provide a process for initiation, review and regulation of large-scale comprehensively planned communities that affords the maximum flexibility to the developer within the context of an overall development program and specific, phased development plans coordinated with the provision of necessary public services and facilities.

SECTION 5. FINDINGS FOR TENTATIVE TRACT MAP 69164. Based on the above findings of fact and recitals and the entire record, including, without limitation, the entire Vista Canyon EIR, oral and written testimony and other evidence received at the public hearings, reports and other transmittals from City staff to the Planning Commission and the City Council, and upon studies and investigations made by the Planning Commission and the City Council, and on behalf of each, the City Council finds, as follows:

- a. The Vista Canyon project, together with the provisions for its design and improvements, is consistent with the City of Santa Clarita's General Plan, as amended by General Plan

Amendment 07-001A, and the Santa Clarita Unified Development Code, as amended by Pre-zone 07-001A.

The project, as revised, proposes to develop 1,100 dwelling units, and up to 950,000 square feet of commercial and medical office, retail, theater, restaurant, and hotel uses within three PAs. The project would result in the construction of a new Transit Station, which is comprised of both a Metrolink Station and Bus Transfer Station. There would also be approximately 21 acres of parks/recreation facilities, including the Oak Park, Town Green, Community Garden, private recreation facilities, and project trails. Up to six private recreational facilities would be constructed throughout the project. Further, there are approximately 10 acres of proposed public streets, including the extension of Lost Canyon Road from Fair Oaks Ranch to Vista Canyon Road and the construction of the Vista Canyon Road Bridge to connect Lost Canyon Road and Soledad Canyon Road. All of the proposed uses listed above are not uses known to create public health problems.

The proposed project design has been reviewed by the appropriate City departments and external agencies, including the Los Angeles County Fire Department, for compliance with applicable codes and regulations. Conditions of approval and mitigation measures have been placed on the project to ensure compliance with state and local regulations. Additionally, the design of the subdivision and types of improvements are not likely to cause serious health problems.

- b. The Vista Canyon project site is physically suitable for the type of development proposed.

Development within the site will be concentrated within three adjacent PAs. The project is designed to deliver a premier mixed-use, transit-oriented neighborhood to the eastern Santa Clarita Valley. The project will create a unique, environmentally sensitive neighborhood where people can live, work, play and shop. The project's design includes a new Transit Station to facilitate transit use and reduced automobile trips. Additionally, the project creates a one-of-a-kind opportunity for new employment in the eastern Santa Clarita Valley with premier office, retail and residential uses integrated within a street system oriented around a "Main Street."

The Vista Canyon project has been designed to preserve the Santa Clara River corridor with over 50% of the site being dedicated to open space or recreation. Over four miles of trails would be constructed by the project including significant extensions of the Santa Clara River Trail.

Residential neighborhoods have been located on the project site in areas that are in close proximity to regional roadways, transit, recreation and commercial uses.

Development within the PAs has also been designed to preserve most of the oak trees on-site and preserve a river corridor with an average width of over 800 feet. Of the 41 oak trees on-site, nine will be removed, and one of those will be relocated on site.

- c. The Vista Canyon project site is physically suitable for the proposed density of development.

With approval of the General Plan Amendment 07-001A and Pre-zone 07-001A, the proposed project is appropriate for the subject property.

The project site consists of approximately 185 acres, directly adjacent to the City of Santa Clarita. The project site is surrounded by developed land uses, which are primarily residential and commercial development. The project site is located between the Metrolink rail tracks and SR-14. Existing roadways provide access to the project site. From the west is Lost Canyon Road (a major highway), which presently terminates just beyond the Metrolink right-of-way. Access from the east also is provided by Lost Canyon Road, which presently terminates directly west of La Veda Avenue. Access to the north would be from Soledad Canyon Road (a major highway) via the proposed Vista Canyon Road.

The project site is characterized by generally flat land on elevated terraces along both sides of the Santa Clara River. The site includes a reach of the Santa Clara River between Lost Canyon Road to the west and La Veda Avenue to the east. Surface flows within this portion of the Santa Clara River are seasonal, generally occurring during the winter months after periods of heavy rainfall. Additionally, the project site, including this reach of the River, has been disturbed by various utility easements, illegal dumping and unauthorized off-road vehicles.

Under the existing County light industrial zoning designation of M-1.5 and taking into account parking and landscaping requirements, the project site could be developed with approximately 1.0 million square feet of light industrial uses. The agricultural and residential zoned portions of the project site could be developed with approximately 170 single-family residential units. Industrial development of the property would not be compatible with surrounding primarily residential land uses.

Project development would occur primarily in the flat, disturbed, elevated terraces along the River and will be concentrated around the project's proposed Metrolink and bus transfer stations. The City's General Plan strongly encourages the development of transit-oriented, mixed-use projects that reduce vehicle trips and encourage pedestrian mobility. Additionally, the project would provide a diversity of housing types oriented around services, transit and employment and recreational uses, while preserving and enhancing the Santa Clara River corridor.

- d. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and unavoidably injure fish and wildlife or their habitat.

The potential environmental impacts of the Vista Canyon project are analyzed in detail in the EIR. The project includes many measures specifically designed to avoid

environmental impacts and to reduce the level of potential biological impacts to less than significant. In fact, all of the project's biological impacts have been reduced to a less-than-significant level due to project design and imposition of mitigation measures.

The project tailors its development to the site's physical features to minimize impacts to the site's significant natural topographic prominent feature (Santa Clara River). Over 50% of the project site would be preserved as open space or recreational uses, including preservation and enhancement of the Santa Clara River corridor through the project site. Additionally, the project has been modified to pull back a majority of the bank stabilization in PA-1 and PA-2 an average of 100 feet, extend the Vista Canyon Road Bridge from 650 to 750 feet in length, and preserve and enhance a north/south animal movement corridor through the project's proposed Oak Park. The majority of oak trees located on-site would be preserved by the project.

- e. The design of the subdivision and types of improvement will not conflict with easements, acquired by the public at large for access through or use of property within the proposed subdivision.

Adjacent properties can be accessed from the surrounding system of public streets and roads. The Vista Canyon project site will be served by an internal street system with primary access from Lost Canyon Road and Soledad Canyon Road (via Vista Canyon Road). The project would also include over four miles of trails, including significant extensions of the Santa Clara River Trail on both sides of the River.

SECTION 6. FINDINGS FOR CONDITIONAL USE PERMIT 07-009. Based on the above findings of fact and recitals and the entire record, including, without limitation, the entire Vista Canyon EIR, oral and written testimony and other evidence received at the public hearings, reports and other transmittals from City staff to the Planning Commission and the City Council, and upon studies and investigations made by the Planning Commission and the City Council, and on behalf of each, the City Council finds, as follows:

- a. That the proposed location, size, design, and operating characteristics of the Vista Canyon project are in accordance with the purpose of the City's Unified Development Code, the purpose of the zones in which the project site is located, the City's General Plan, as amended by General Plan Amendment 07-001A, and the development policies and standards of the City.

The Vista Canyon Specific Plan includes, residential, commercial, transit, open space and recreational uses that are consistent with the proposed General Plan land use designations and pre-zoning for the project site, as amended. Compliance with the Specific Plan zone and the project's Specific Plan is required as a condition of project approval.

- b. That the location, size, design, and operating characteristics of the proposed use will be compatible with and will not adversely affect or be materially detrimental to adjacent uses, residents, buildings, structures, or natural resources, with consideration given to:

- i. Harmony in scale, bulk, coverage, and density;
- ii. The availability of public facilities, services, and utilities;
- iii. The harmful effect, if any, upon desirable neighborhood character;
- iv. The generation of traffic and the capacity and physical character of surrounding streets;
- v. The suitability of the site for the type and intensity of use or development which is proposed;
- vi. The harmful effect, if any, upon environmental quality and natural resources.

The conditional use permit is necessary to permit the import of up to 500,000 cubic yard of dirt to the project site to implement the Specific Plan.

The Vista Canyon project is in harmony in scale, bulk, coverage and density with adjacent uses. As revised, development within the site will be concentrated within three Planning Areas as follows:

- PA-1, located near the westerly project boundary, would include up to 480 multi-family, attached units. These multi-family units would be located adjacent to existing multi-family neighborhoods to the west. Three private recreational facilities, trails, water quality improvements, surface and structure parking also would be located in PA-1. The maximum building height in PA-1 is 50 feet (excluding architectural elements, which can extend up to 60 feet). The project's water reclamation plant would also be located in PA-1. Building heights would be compatible with adjacent attached residential neighborhoods to the west.
- PA-2, located in the center of the project, includes 325 attached residential units, 646,000 square feet of office space, 164,000 square feet of retail space and a 200-room hotel. Up to four parking structures, the Transit Station, Vista Square and the Town Green would be located within PA-2. PA-2 includes a unique mix of office, retail and residential uses within a street system oriented around a "Main Street." All residential structures within PA-2 would have a maximum height of 50 feet (excluding architectural elements, which can extend up to 60 feet). The vast majority of commercial structures in PA-2 would be limited to a maximum height of 55 feet (architectural elements could extend up to 66 feet). The office buildings located at the intersection of Lost Canyon Road and Vista Canyon Road and along Vista Canyon Road would vary in height from 50 feet to 95 feet (not including architectural elements). The two, six-story office buildings are located approximately 900 feet from the existing Fair Oaks neighborhood and 2,000 feet from the La Veda Avenue neighborhood. The Specific Plan would also permit the transfer of up to 81 residential units from PA-2 to PA-3.
- PA-3 is located in the southeast portion of the project site and includes 295 residential units, which can either single-family or multi-family units. PA-3 also includes the project's primary private recreational facility and the 10-acre Oak Park (including the River Education Center). Building heights in PA-3 would be limited to 35 feet, consistent with existing residential development to the east.

The residential structures in PA-3 would be separated from the La Veda Avenue neighborhood by the Oak Park and would be located approximately 450 feet from the nearest existing home.

Public facilities, services and utilities are available to the Vista Canyon project and the provision of these facilities, services and utilities will not adversely affect or be detrimental to adjacent residents, buildings, structures, or natural resources. The project site is in a sensible location for development. The project site is located in an area surrounded by development is adjacent to existing infrastructure, utilities and other urban services, public transit, and transportation corridors. The site has already been disturbed and a portion of the site is being presently used for residential and storage uses. The project includes mitigation measures and recommended conditions of approval that provide for the coordination of public infrastructure development with development of the site.

The Vista Canyon project has been designed to preserve the Santa Clara River corridor and to provide extensive open space and recreational areas. Over 50% of the project site would be retained as open space or recreational uses including the Santa Clara River Corridor, Oak Park, Town Green, Community Garden and up to six private recreational areas.

The Vista Canyon project is compatible with and will not adversely affect or be materially detrimental to adjacent residents due to the generation of traffic and physical character of surrounding streets. Vehicular access to and from the Specific Plan site would be from four existing roadways. Primary access to the site would be from: (a) Soledad Canyon Road, via the new Vista Canyon Road Bridge, to the north; (b) the westerly Lost Canyon Road within Fair Oaks Ranch which would be extended into the project site; (c) Jakes Way, which would be extended easterly from its present terminus to Lost Canyon Road; and, (d) secondary access via Lost Canyon Road, from its present terminus near La Veda Avenue would be extended into the site as a residential connector with extensive Access to the Vista Canyon project. The EIR includes all feasible mitigation to minimize or reduce traffic impacts.

The Vista Canyon site is suitable for the type and intensity proposed and will not adversely affect or be materially detrimental to adjacent residents or uses. Under the existing County light industrial zoning designation of M-1.5 and taking into account parking and landscaping requirements, the project site could be developed with approximately 1.0 million square feet of light industrial uses. The agricultural and residential zoned portions of the project site could be developed with approximately 170 single-family residential units. Industrial development of the property would not be compatible with the surrounding land uses, which are predominately residential.

Project development would occur primarily in the flat, elevated terraces along the River and will be concentrated around the project's Transit Station. The City's General Plan strongly encourages the development of transit-oriented, mixed-use projects that reduce vehicle trips and encourage pedestrian mobility. Additionally, the project would provide

a diversity of housing types oriented around services, transit and employment and recreational uses, while preserving and enhancing the Santa Clara River corridor.

The Vista Canyon project will be compatible with and not adversely affect or be materially detrimental to adjacent residents, buildings, structures, or natural resources with consideration given to the harmful effect of the project on the environment and natural resources. The potential environmental impacts of the Vista Canyon project are analyzed in the EIR. The project includes many mitigation measures specifically designed to avoid environmental impacts, or to reduce the level of potential impacts to less than significant. Of the project's potential impacts, the majority are either less than significant or have been reduced to a less-than-significant level through imposition of feasible mitigation measures. Compliance with the conditions of approval and the mitigation measures contained in the MMRP for the Vista Canyon project ensures that the project will be compatible with and that it will not be materially detrimental to adjacent uses, residents, buildings, structures, or natural resources.

- c. That the proposed location, size, design, and operating characteristics of the proposed use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

The Vista Canyon project's potential impacts on the public health, safety and general welfare and on properties or improvements in the vicinity were analyzed in the EIR. Those impacts were either less than significant or were significant but reduced to a level below significant through mitigation. The project site will not contain uses that will be engaged in hazardous activities or that will be permitted to emit substantial amounts of hazardous contaminants or pollutants into the air or water. The EIR found that the proposed location, size, design, and operating characteristics of the project's proposed uses and the conditions under which they would be operated or maintained would not be materially injurious to properties or improvements in the vicinity.

- d. That the proposed use will comply with each of the applicable provisions of the City's Unified Development Code, except for an approved variance or adjustment.

The Vista Canyon project includes a Specific Plan. The Vista Canyon Specific Plan establishes the development plans, development regulations, design guidelines, and implementation program necessary to achieve orderly and compatible development of Vista Canyon. The Specific Plan has been prepared in conjunction with a pre-zone request to designate the project site as SP. The City of Santa Clarita Municipal Code, section 17.16.030, establishes provisions for the SP zone and the project is consistent with those provisions. Therefore, the proposed project, with an approved General Plan Amendment, Pre-zone, Vesting Tentative Tract Map, Conditional Use Permit, and Oak Tree Permit is consistent with the objectives of the Unified Development Code, the General Plan, and development policies of the City of Santa Clarita.

SECTION 7. FINDINGS FOR OAK TREE PERMIT 07-019. Based on the above findings of fact and recitals and the entire record, including, without limitation, the entire Vista Canyon EIR, oral and written testimony and other evidence received at the public hearings, reports and other transmittals from City staff to the Planning Commission and the City Council, and upon studies and investigations made by the Planning Commission and the City Council, and on behalf of each, the City Council finds, as follows:

- a. The condition or location of the oak tree(s) requires cutting to maintain or aid its health, balance or structure.

As described in the oak tree reports and addenda prepared for the proposed project, 41 oak trees exist on project site. Of these oaks, the majority would not be removed. Nine oaks are proposed for removal and nine would be encroached upon. Of the removals, three would be heritage oaks. Two off-site oak trees would be encroached upon, one for the extension of a multi-purpose trail along Lost Canyon Road and the other for "roundabout" intersection improvements at Lost Canyon Road/Sand Canyon Road.

The proposed removals and encroachments are necessary in order to grade and develop the project site under the Specific Plan. With regard to pruning and cutting of oak trees, remaining oak trees which require clearance pruning necessary for oak tree preservation during construction shall be completed in the presence of the project arborist and/or by an approved qualified tree trimming contractor with ISA certified staff. This will ensure that pruning take place as necessary and under the supervision of a licensed arborist.

- b. The condition of the tree(s) with respect to disease, danger of falling, proximity to existing lots, pedestrian walkways or interference with utility services cannot be controlled or remedied through reasonable preservation and/or preventative procedures and practices.

Project grading and implementation requires the removal of nine on-site oak trees to allow reasonable use of the property. All of the oak trees proposed for removal are located in PA-2 on a small hill that is being cut as part of project improvements. The removal of these oaks could not be remedied with any reasonable preservation or preventative practices.

- c. It is necessary to remove, relocate, prune, cut or encroach into the protected zone of an oak tree to enable reasonable use of the subject property which is otherwise prevented by the presence of the tree and no reasonable alternative can be accommodated due to the unique physical development constraints of the property.

The Oak Tree Preservation Ordinance is intended to prevent uncontrolled and indiscriminate destruction of oak trees. Development on the Vista Canyon project site has been designed to avoid or minimize removals of and encroachments to the 41 protected oak trees on-site, 21 of which are heritage oaks as defined by the City. The

majority of oaks on-site occur in two locations, the first being the proposed Oak Park and the second on a small hill located in the middle of the project site. Due to Vista Canyon's design, 15 of the oak trees, which are located within the proposed Oak Park, will not be affected by development. The nine oak trees proposed for removal are all located on the small hill within the middle of the project site. Three of these trees are heritage oak trees. Due to the trees being located on the side of the hill, relocation of eight of the nine trees is not feasible. One of the trees is proposed for relocation. The request would also permit encroachment into the protected zone of nine oak trees on-site, as well pruning or trimming of seven of these nine trees. Off-site, encroachment would occur on two oak trees related to project trail and roadway improvements. Alternatives to avoid these trees would require a substantial modification to the project design and would result in the loss of the Transit Station and a majority of the project's office and retail uses. Therefore, it is necessary to remove, prune and encroach into the protected zone of oak trees to enable the reasonable use of the subject property that is otherwise prevented by the presence of the trees and no reasonable alternative can be accommodated due to the unique physical development constraints of the property.

- d. The approval of the request will not be contrary to or in conflict with the general purpose and intent of the Oak Tree Preservation Ordinance.

The Oak Tree Preservation Ordinance is intended to prevent uncontrolled and indiscriminate destruction of oak trees. Development on the Vista Canyon project site has been designed to avoid or minimize removals of and encroachments to the 41 protected oak trees on-site, 21 of which are heritage oaks as defined by the City. Please see discussion related to finding a. above.

The approval of the requested Oak Tree Permit would not conflict with the general purpose and intent of the Oak Tree Preservation Ordinance or with the adopted policies of the General Plan. The proposed oak tree removals are necessary in order to construct the necessary project improvements.

To mitigate for impacts to oak trees as a result of the proposed project, the applicant is required to mitigate for the entire ISA (International Society of Arboriculture) dollar value as required by the EIR. Adherence to the mitigation measures in the EIR ensures consistency with the Oak Tree Preservation Ordinance.

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

As described in the oak tree reports and addenda prepared for the proposed project, 41 oak trees exist on project site, including 21 heritage-sized oak trees. Of these oaks, the majority would not be removed. The nine oak trees proposed for removal are all

located on the small hill within the middle of the project site. Three of these trees are heritage oak trees. Alternatives to avoid these trees would require a substantial modification to the project design and would result in the loss of the Metrolink station, bus transfer station and a majority of the project's office and retail uses. Therefore, it is necessary to remove, prune and encroach into the protected zone of oak trees, including heritage oak trees, to enable the reasonable use of the subject property that is otherwise prevented by the presence of the trees and no reasonable alternative can be accommodated due to the unique physical development constraints of the property.

SECTION 8. WATER SUPPLY ASSESSMENT. Pursuant to California Water Code Section 10911, the City Council hereby determines that, based on the above findings of fact and recitals and the entire record, including, without limitation, the entire Vista Canyon EIR, oral and written testimony and other evidence received at the public hearings, reports and other transmittals from City staff to the Planning Commission and the City Council, and upon studies and investigations made by the Planning Commission and the City Council, including, without limitation, the water supply assessment prepared for the project and attachments thereto, projected water supplies will be sufficient to satisfy the demands of the Vista Canyon project, in addition to existing and planned future uses.

SECTION 9. The City Council hereby approves Master Case 07-127, which consists of: General Plan Amendment 07-001A (amending the General Plan Land Use Map (Exhibit A) and Circulation Element in order to designate the Vista Canyon site as SP, revising the Significant Ecological Area ("SEA") overlay to correspond to the area proposed as Specific Plan-Open Space ("SP-OS"), and establishing the alignment and roadway classification for Lost Canyon Road and Vista Canyon Road), Specific Plan 07-001 (Exhibit B – Incorporated by Reference), Tentative Tract Map 69164 (Exhibit C – Incorporated by Reference), Conditional Use Permit 07-009, and Oak Tree Permit 07-019 for the development and annexation of Vista Canyon Project, into the City of Santa Clarita, subject to the Conditions of Approval (Exhibit D).

This Resolution will take effect upon the adjournment of the City Council's April 26, 2011 City Council hearing. The change to the City's General Plan contemplated herein will take effect upon adjournment of the hearing and simultaneously with any other changes to the General Plan approved by the City Council at the same April 26, 2011 hearing, such that all changes to the General Plan approved on April 26, 2011 shall constitute one amendment to the General Plan for purposes of Government Code section 65358.

SECTION 10. The City Clerk shall certify to the adoption of this Resolution and certify this record to be a full, complete, and correct copy of the action taken.

PASSED AND APPROVED this _____ day of _____, 2011.

ATTEST:

CITY CLERK

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

I, Kevin Tonoian, Acting City Clerk, of the City of Santa Clarita, do hereby certify that the foregoing Resolution No. _____ was regularly introduced and passed at a regular meeting of the City Council on the _____ day of _____, 2011 by the following vote, to wit:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

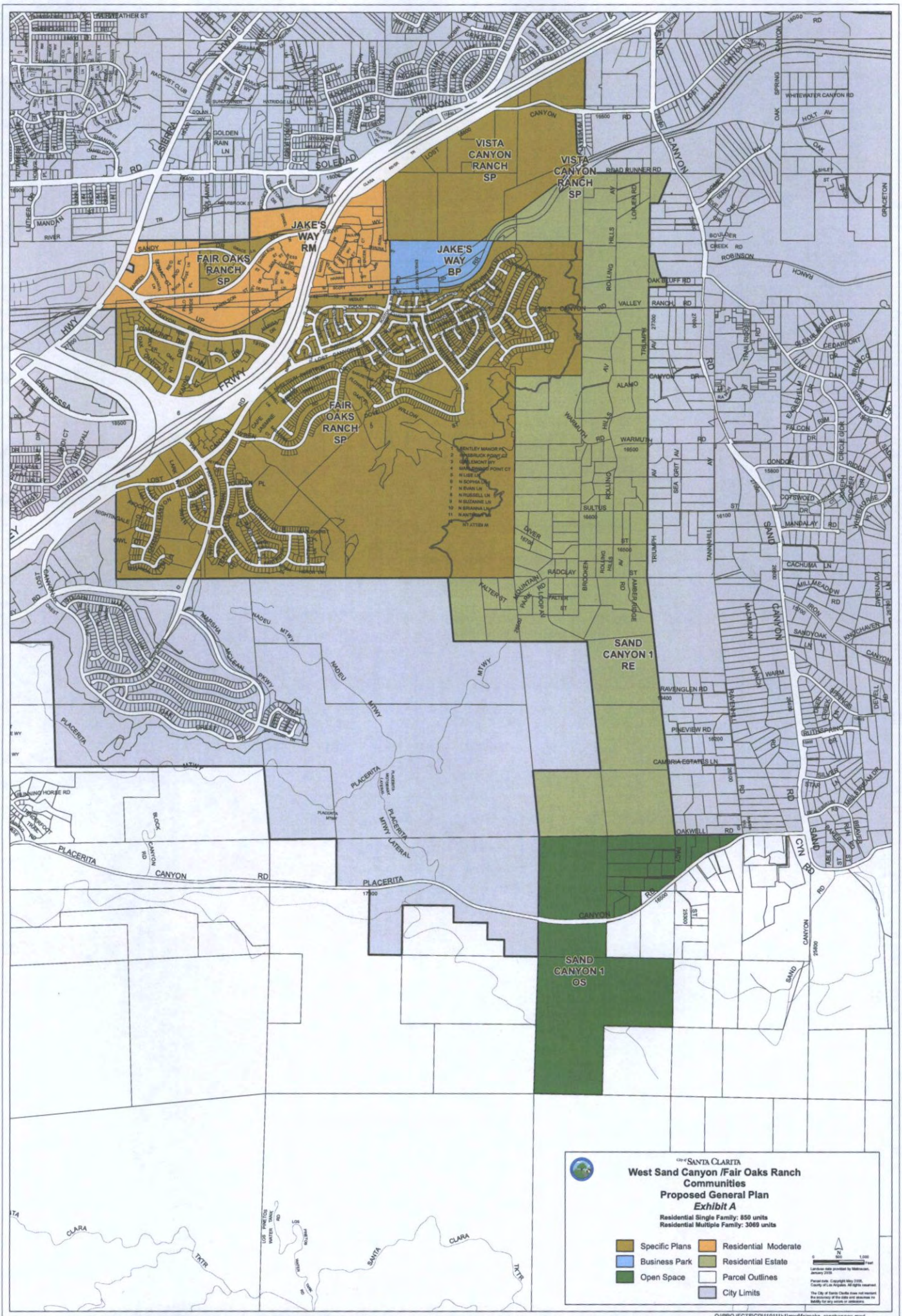
ABSENT: COUNCILMEMBERS:

CITY CLERK

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Entitlement Resolution
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EXHIBIT A
GENERAL PLAN LAND USE MAP
ATTACHED

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CITY OF SANTA CLARA
**West Sand Canyon /Fair Oaks Ranch
 Communities**
Proposed General Plan
Exhibit A
 Residential Single Family: 850 units
 Residential Multiple Family: 3069 units

 Specific Plans	 Residential Moderate
 Business Park	 Residential Estate
 Open Space	 Parcel Outlines
	 City Limits

Map data provided by Mapbox, January 2018.
 Parcel data, Copyright Mapbox 2018.
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 The City of Santa Clara does not warrant the accuracy of the data and assumes no liability for any errors or omissions.

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EXHIBIT B
SPECIFIC PLAN
INCORPORATED BY REFERENCE

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EXHIBIT C
TENTATIVE TRACT MAP 69164
INCORPORATED BY REFERENCE

EXHIBIT D
FINAL CONDITIONS OF APPROVAL

GENERAL CONDITIONS

- GC1. Unless otherwise apparent from the context, the term “applicant” shall include the applicant and any other persons, corporation, or other entity making use of this grant. The applicant shall defend, indemnify, and hold harmless the City of Santa Clarita, its agents, officers, and employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attach, set aside, void, or annul the approval of this Project by the City, which action is provided for in Government Code Section 66499.37. In the event the City becomes aware of any such claim, action, or proceeding, the City shall promptly notify the applicant, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City. Nothing contained in this Condition prohibits the City from participating in the defense of any claim, action, or proceeding, if both of the following occur: 1) The City bears its own attorney’s fees and costs; and 2) the City defends the action in good faith. The applicant shall not be required to pay or perform any settlement unless the settlement is approved by the applicant.
- GC2. The property shall be developed and maintained in substantial conformance with the approvals granted by the City. Any modifications shall be subject to further review by the City.
- GC3. It is further declared and made a condition of this permit that if any condition hereof is violated, or if any law, statute, or ordinance is violated, the City may commence proceedings to revoke this approval.

PLANNING DIVISION

- PL1. The approval of Tentative Tract Map 69164, and other accessory entitlements, shall expire if a Tract Map is not recorded within two (2) years from the date of conditional approval, unless it is extended in accordance with the terms and provisions of the City of Santa Clarita's Unified Development Code (UDC).
- PL2. The applicant may file for a one-year extension of the approved project during the initial two-year approval, prior to the date of expiration. If such an extension is requested, it must be filed no later than 60 days prior to expiration.
- PL3. The applicant shall sign and have notarized the attached Acceptance Form. This form shall be returned to the City’s Planning Division.
- PL4. The applicant shall be granted approval to construct the proposed project in accordance with the approved Specific Plan. The applicant shall comply with all of the requirements of the Specific Plan, including the project’s Sustainability Plan. All buildings and

parking areas and other site improvements and elements are subject to the approval of a Development Review and approval of the Director of Community Development to ensure conformance with the Specific Plan and all relevant development codes unless otherwise stated in the Specific Plan.

- PL5. All mitigation measures identified in the approved Mitigation Monitoring and Reporting Program (MMRP) for the project shall be considered conditions of approval and implemented in conformance with the approved MMRP.
- PL6. Prior to project grading the City shall hire a mitigation monitoring consultant to ensure all mitigation measures are completed in conformance with the requirements of the EIR. All costs associated with this mitigation monitoring consultant shall be borne by the applicant.
- PL7. The applicant shall be responsible for notifying the Department of Community Development, in writing, of any change in ownership, designation of a new engineer, or change in the status of the developer, within 30 days of said change.
- PL8. Decorative, downward directed lighting shall be used throughout the project, including public roadways and the Vista Canyon Road Bridge to the satisfaction of the Director of Community Development.
- PL9. When grading or other construction activities occur within the project's boundaries the applicant shall be required to apply sufficient quantities of water or a stabilizing agent to minimize the generation of visible dust plumes. Additionally, prior to initiating grading or other construction activities within 2,500 feet of the western property lines for La Veda Avenue, the applicant shall send a letter to each of the La Veda Avenue property owners identifying a contact person, their phone number and e-mail address to file dust complaints related to project grading. The applicant shall promptly respond, within one business day, to these complaints and use its best efforts to resolve them. In the event a verifiable and measurable impact is visible at a homeowner's property, developer shall immediately remedy the situation at its own cost and expense. The applicant and homeowners shall work together in a reasonable manner to resolve any complaints or concerns.
- PL10. The portion of the project site adjacent to La Veda Avenue is proposed for the development of a trail, the extension of Lost Canyon Road, and the Oak Park. The project applicant shall be required to minimize, to the extent feasible, the use of loaded trucks or heavy excavating equipment within 300 feet of residences located along La Veda Avenue. If it is necessary to use heavy equipment within 300 feet of these residences, the applicant shall provide advanced notice to the residents advising that there will be the potential for construction activity. Additionally, the project applicant shall install vibration monitors along the project boundary with the residences along La Veda Avenue to ensure that peak particle velocity (PPV) does not exceed 0.2 PPV at the project boundary. A PPV equal to or greater than 0.2 PPV which is equal to or greater than a vibration at a magnitude of 2.0 inches per second has the potential to cause

superficial damage to structures. The vibration monitors will be maintained in proper calibration and these records will also be made available to the City on a monthly basis. The results of these vibration monitors shall be made available to the City on a monthly basis.

The following two vibration “action level” threshold values will be used:

- “warning” vibration threshold value of 0.2 inches per second PPV,
- “stop work” vibration threshold value of 0.5 inches per second PPV,

These are described below.

- The vibration “warning” threshold level is 0.2 inches per second PPV. If this level is exceeded then the situation will be reviewed to identify the potential cause.
- The vibration “stop work” threshold is 0.5 inches per second PPV. This threshold level is the U.S. Bureau of Mines vibration criteria to avoid possible cosmetic damage to structures with concrete foundations, timber framing. The potential causes of such vibration will be reviewed and possible mitigation methods investigated.

Prior to initiating grading activities the applicant agrees to record (via videotape or digital technology) the existing condition of the properties and exteriors of the structures along La Veda Avenue, where expressed permission is granted to enter such properties. The applicant will make available copies of these recordings to the City. A copy of each recording will also be sent to each corresponding property owner.

If damage is documented to a respective property as evidenced by the vibration monitors or the recordings, the applicant shall remedy the situation in a timely manner at its own cost and expense. The work will be performed by a licensed Contractor or other individual agreeable to both parties.

- PL11. The project applicant shall retain a qualified biologist to prepare an animal movement corridor plan which will address corridor design, specifications for an undercrossing under Lost Canyon Road, and plant materials for the north/south corridor extending from the Santa Clara River to undeveloped properties to the south on a portion of the Oak Park. The slope of the bank stabilization in the area of the animal movement corridor shall not exceed a grade of 2.5:1 to provide access for wildlife to enter into the River Corridor.
- PL12. As shown on TTM 69164, the project applicant shall construct an eight-foot tall wall/berm in locations along the southerly Metrolink right-of-way adjacent to the proposed Metrolink Station to reduce train related noise to off-site properties.
- PL13. For a full school year following the completion of the intersection improvements at Lost Canyon Road/Sand Canyon Road, the applicant shall fund a crossing guard at the intersection during morning and afternoon hours (prior to and after school being in session) to the satisfaction of the City’s Directors of Community Development and Public Works.

ENGINEERING DIVISION

General Requirements

- EN1. At issuance of permits or other grants of approval, the applicant agrees to develop the property in accordance with City codes and other appropriate ordinances such as the Building Code, Plumbing Code, Grading Code, Highway Permit Ordinance, Mechanical Code, Unified Development Code, Undergrounding of Utilities Ordinance, Sanitary Sewer and Industrial Waste Ordinance, Electrical Code, and Fire Code.
- EN2. Prior to issuance of building permits, a Tract Map prepared by or under the direction of a person licensed to practice land surveying in the State of California shall be filed in the Office of the County Recorder, in compliance with applicable City of Santa Clarita, County of Los Angeles, and State of California Codes.
- EN3. Prior to Tract Map approval, the applicant shall record a reciprocal access easement and maintenance agreement for all shared driveways and drive isles within the project site, as directed by the City Engineer.
- EN4. Prior to Tract Map approval, the applicant shall remove existing structures.
- EN5. Prior to Tract Map approval, the applicant shall quitclaim or relocate easements running through proposed structures, as directed by the City Engineer.
- EN6. At map check submittal, the applicant shall provide a preliminary Tract Map guarantee. A final Tract Map guarantee is required prior to Final Tract Map approval.
- EN7. Prior to final map approval, the applicant must inform the City if they intend to file multiple final maps. The boundaries and phasing plan of these maps shall be designed, as directed by the City Engineer and the Director of Community Development.
- EN8. Prior to final map approval, the applicant is tentatively required to grant easements on the final map (or if located outside the map boundary, the applicant shall grant easements by means of separate document). The easements shall be reviewed and approved by the City Engineer.
- EN9. Prior to the sale of any proposed lot, the applicant shall establish a Property/Home Owners' Association (POA/HOA), or similar entity, to ensure the continued maintenance of all shared/common lots and drainage devices not transferable to the County Flood Control District.
- EN10. Prior to the sale of any proposed lot, the applicant shall obtain approval from the City Engineer and the City Attorney for Covenants, Conditions, and Restrictions (CC&Rs) for this development. The applicant shall reimburse the City for the City Attorney's review and approval fee. The CC&Rs shall include a disclosure to comply with the Geologist's

recommendations in the Geology Report concerning restrictions on watering, irrigation, and recommend plant types.

EN11. This tentative map approval is subject to the applicant's acceptance of the following conditions for acquisition of easements/right-of-way:

- A. The applicant shall secure, at the applicant's expense, sufficient title, or interest in land to permit construction of any required off-site improvements.
- B. If the applicant is unable to acquire sufficient title or interest to permit construction of the required off-site improvements, the applicant shall notify the City of this inability not less than six months prior to approval of the Tract/Parcel Map. In such case, the City may thereafter acquire sufficient interest in the land, which will permit construction of the off-site improvements by the applicant.
- C. The applicant shall pay all of the City's costs of acquiring said off-site property interests pursuant to Government Code Section 66462.5. Applicant shall pay such costs irrespective of whether the Tract/Parcel Map is recorded or whether a reversion occurs. The cost of acquisition may include, but is not limited to, acquisition prices, damages, engineering services, expert fees, title examination, appraisal costs, acquisition services, relocation assistance services and payments, legal services and fees, mapping services, document preparation, expenses, and/or damages as provided under Code of Civil Procedures Sections 1268.510-.620 and overhead.
- D. The applicant agrees that the City will have satisfied the 120-day limitation of Government Code Section 66462.5 and the foregoing conditions relating thereto when it files its eminent domain action in superior court within said time.
- E. At the time the applicant notifies the City as provided in "B" hereinabove, the applicant shall simultaneously submit to the City in a form acceptable to the City all appropriate appraisals, engineering specifications, legal land descriptions, plans, pleadings, and other documents deemed necessary by the City to commence its acquisition proceedings. Said documents must be submitted to the City for preliminary review and comment at least 30 days prior to the applicant's notice described hereinabove at "B"
- F. The applicant agrees to deposit with the City, within five days of request by the City, such sums of money as the City estimates to be required for the costs of acquisition. The City may require additional deposits from time-to-time.
- G. The applicant shall not sell any lot/parcel/unit shown on the Tract/Parcel Map until the City has acquired said sufficient land interest.

- H. If the superior court thereafter rules in a final judgment that the City may not acquire said sufficient land interest, the applicant agrees that the City may initiate proceedings for reversion to acreage.
- I. The applicant shall execute any agreements mutually agreeable prior to approval of the Tract/Parcel Map as may be necessary to assure compliance with the foregoing conditions.
- J. Failure by the applicant to notify the City as required by "B" hereinabove, or simultaneously submit the required and approved documents specified in "E" hereinabove, or make the deposits specified in "F" hereinabove, shall constitute applicant's waiver of the requirements otherwise imposed upon the City to acquire necessary interests in land pursuant to Section 66462.5. In such event, subdivider shall meet all conditions for installing or constructing off-site improvements notwithstanding Section 66462.5.

EN12. Prior to final map approval, the applicant shall provide a Will Serve Letter stating that Community Antenna Television service (CATV) will be provided to this project.

EN13. Prior to building final, the applicant is required to install distribution lines and individual service lines for Community Antenna Television service (CATV) for all new development.

EN14. Prior to Tract Map approval, the applicant shall dedicate to the City the right to prohibit the erection of building(s) and other structures within open space/common lots.

Grading, Drainage & Geology Requirements

EN15. Prior to issuance of grading permit, the applicant shall submit a grading plan consistent with the approved tentative map, oak tree report and conditions of approval. The grading plan shall be based on a detailed engineering geotechnical report specifically approved by the geologist and/or soils engineer that addresses all submitted recommendations.

EN16. The project includes an import of up to 500,000 CY of dirt.

- A. Prior to issuance of a grading permit for this project, the applicant shall submit a copy of the grading permit for the export site and an exhibit of the proposed haul route. The applicant is responsible to obtain approval from all applicable agencies for the dirt hauling operation.
- B. The applicant shall comply with the following requirements for the dirt hauling operation:
 - 1. Obtain an encroachment permit for the work.
 - 2. The hours of operation shall be between 8:30 am to 3:30 pm.

3. Provide non-stop street sweeping service on all City streets along the haul route during all hours of work to the satisfaction of the City Engineer.
 4. Provide traffic control and flagging personnel along the haul route to the satisfaction of the City Engineer.
- C. Prior to issuance of grading permit, the applicant shall pay a Haul Route Pavement Repair Security Cash Deposit (Deposit) of \$100,000, which may be increased or decreased based upon an estimated cost to complete the repairs of streets damaged during the dirt hauling operation. The limits and scope of the repairs shall be determined by the City Engineer. In order to receive a refund of the Deposit, the applicant or subsequent property owners shall complete the pavement repairs to the satisfaction of the City Engineer within one year from the completion of the dirt hauling operation. If the pavement repairs are not completed within one year, the City may use the Deposit to complete the repairs. Any funds remaining at the completion of the repairs will be refunded to the applicant. If the Deposit is insufficient to complete the repairs, the City shall seek additional funds from the applicant.
- D. Prior to issuance of building permits, the applicant shall repair any pavement damaged by the dirt hauling operation to the satisfaction of the City Engineer. The limits of the road repairs shall be consistent with the approved haul route.
- EN17. Prior to storm drain plan approval, the applicant shall obtain written approval from the Los Angeles County Flood Control District of all easements needed for future maintenance by the District.
- EN18. Prior to grading permit, the applicant shall obtain approval of a drainage concept study for the proposed public storm drain system from the Los Angeles County Department of Public Works, Land Development Division.
- EN19. Prior to issuance of grading permits affecting MTA right-of-way, the applicant shall submit written approval from Metropolitan Transportation Authority (MTA) for the proposed construction and the proposed drainage facilities within MTA right-of-way.
- EN20. Prior to issuance of grading permits affecting Caltrans right-of-way, the applicant shall submit written approval from Caltrans for the proposed construction within Caltrans right-of-way.
- EN21. Maintenance responsibilities for all slopes, retaining walls, drainage devices, and SUSMP devices/systems not transferable to the County Flood Control District shall be the responsibility of the POA/HOA.
- EN22. Prior to grading permit, the applicant shall obtain a notarized Letter of Permission for grading over all easements.

- EN23. Prior to grading permit, the applicant shall obtain a notarized Letter of Permission for grading outside of the property lines/tract boundary from the adjacent property owner(s).
- EN24. Prior to grading permit, the applicant shall obtain a notarized Acceptance of Drainage Form from adjacent property owners if drainage is being diverted to an adjacent property.
- EN25. Prior to issuance of grading permit, the applicant shall record in the Office of the County Recorder slope easements from adjacent property owners, as directed by the City Engineer.
- EN26. Prior to issuance of grading permits in jurisdictional areas, the applicant shall acquire permits from the Army Corps of Engineers, California Department of Fish and Game, and the Regional Water Control Board for any work within any natural drainage course. A copy of the permits, or a response letter from each agency indicating a permit is not required, shall be submitted to the City prior to issuance of grading permits.
- EN27. Prior to the City's release of any bond monies posted for the construction of storm drain infrastructure, the applicant or subsequent property owners shall be responsible for providing all required materials and documentation to complete the storm drain transfer process from the City of Santa Clarita to the Los Angeles County Flood Control District. The applicant or subsequent property owners shall also be responsible for providing regularly scheduled maintenance of the storm drain infrastructure, as directed by the City Engineer, until such time that full maintenance is assumed by the Flood Control District.
- EN28. Prior to recordation of the Tract Map, the applicant shall form an assessment district to finance the future ongoing maintenance and capital replacement of SUSMP devices/systems identified on the project's approved storm drain plan. The applicant shall cooperate fully with the City in the formation of the assessment district, including, without limitation, the preparation of the operation, maintenance, and capital replacement plan for the SUSMP devices/systems and the prompt submittal of this information to City for review and approval. The applicant shall pay for all costs associated with the formation of the assessment district. SUSMP devices/systems shall include but are not limited to catch basin inserts, debris excluders, biotreatment basins, vortex separation type systems, and other devices/systems for stormwater quality. The applicant shall be responsible for the maintenance of all SUSMP devices/systems until the district has been established.
- EN29. Prior to Tract Map approval, the applicant shall place a note on the map, prohibiting the lot owners within this development from interfering with the established drainage and from erecting concrete block walls or similar solid constructions, except as approved by the City Engineer.
- EN30. This project is a development planning priority project under the City's NPDES Municipal Stormwater Permit as a development with 10 or more dwelling units, a commercial development greater than one acre in size and a parking lot 5,000 square feet

or more or with 25 or more parking spaces. Prior to issuance of grading permit, the applicant shall have approved by the City Engineer, an Urban Stormwater Mitigation Plan (USMP) that incorporates appropriate post construction best management practices (BMPs), maximizes pervious surfaces, and includes infiltration into the design of the project. Refer to the Standard Urban Stormwater Mitigation Plan (SUSMP) guide for details.

EN31. This project will disturb one acre or more of land. Therefore, the applicant must obtain coverage under a statewide General Construction Activities Stormwater Permit (General Permit). In accordance with the General Permit, the applicant shall file with the State a Notice of Intent (NOI) for the proposed project. Prior to issuance of grading permit by the City, the applicant shall have approved by the City Engineer a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall include a copy of the NOI and shall reference the corresponding Waste Discharge Identification (WDID) number issued by the State upon receipt of the NOI.

Flood Plain/Hazard Area Requirements

EN32. The project is located in FEMA Flood Zone (A) in accordance with the Federal Flood Insurance Rate Maps (FIRMs).

A. Prior to grading plan approval, the applicant shall have approved by the City Engineer and Los Angeles County Department of Public Works, a floodplain analysis for FEMA flood zone(s) on the property. The floodplain analysis shall analyze the 100-year storm event and the proposed improvements shall contain the more critical storm event. The study shall analyze upstream and downstream of the proposed project to a point where the post-development flows and velocities equal the pre-development flows and velocities. The design of the bank protection and/or levee shall meet the design requirements of CFR Title 44 Chapter 65.10, as applicable.

B. The applicant is required to comply with FEMA requirements to revise the Flood Insurance Rate Map (FIRMs). Prior to issuance of a grading permit, the applicant shall complete a Conditional Letter of Map Revision (CLOMR). Prior to building final, the applicant shall complete a Letter of Map Revision (LOMR).

Street Improvement Requirements

EN33. All streets shall be designed and built in accordance with the Specific Plan and City street design criteria; construction shall be completed prior to building final.

EN34. Prior to any construction (including, but not limited to, drive approaches, sidewalks, curb and gutter, etc.), trenching or grading within public or private street right-of-way, the applicant shall submit a street improvement plan consistent with the approved Specific Plan and the conditions of approval and obtain encroachment permits from the Engineering Division.

- EN35. Prior to building final, all new and existing power lines and overhead cables less than 34 KV within or fronting the project site shall be installed underground.
- EN36. Prior to street plan approval, the applicant shall submit a street tree location plan to the City's Urban Forestry Division for review and approval. The location of the street trees shall not conflict with sewer or storm drain infrastructure. The plan shall include proposed sewer lateral locations and storm drain infrastructure for reference.
- EN37. Prior to the Tract Map being filed with the County Recorder, the applicant shall not grant or record easements within areas proposed to be granted, dedicated, or offered for dedication for public streets or highways, access rights, building restriction rights, or other easements; unless subordinated to the proposed grant or dedication. If easements are granted after the date of tentative map approval, subordination must be executed by the easement holder prior to the filing of the Tract Map.
- EN38. Prior to Tract Map approval, the applicant shall dedicate sidewalk easements sufficient to encompass ADA requirements for sidewalks installed with drive approaches in accordance with the current City standard APWA 110-1, Type C, or equivalent.
- EN39. Prior to issuance of building permits, the applicant shall construct street pavement in accordance with one of the following options:
- A. The applicant shall construct the full pavement section including the final lift of asphalt to finish grade in conformance with the design TI. Prior to building final, the applicant shall refurbish the pavement to the satisfaction of the City Engineer.
 - B. The applicant shall construct a pavement section that is a minimum of 1½" lower than finish grade, in conformance with the design TI. Prior to building final, the applicant shall refurbish the pavement, and complete the final lift of asphalt to meet finish grade to the satisfaction of the City Engineer.
- EN40. Prior to Tract Map approval, the applicant shall acquire and dedicate to the City the right-of-way required for all street improvements as identified in the Traffic Study, to the satisfaction of the City Engineer.
- EN41. Prior to building final, the applicant shall construct full street improvements as shown in the Specific Plan within the affected portion of the project site, as well as the required offsite street improvements to the satisfaction of the City Engineer.
- EN42. Prior to issuance of the 300th building permit or equivalent trip generation, the applicant shall submit a bridge design plans for the Vista Canyon Bridge to the satisfaction of the City Engineer. The bridge plans shall be reviewed and approved by the City Engineer.

- EN43. The Vista Canyon Road Bridge shall be constructed and operational by the 680th occupancy or equivalent trip generation in the project to the satisfaction of the City Engineer.
- EN44. Prior to building final, the applicant shall construct the final lift of asphalt on all public streets using asphalt rubber hot mix (ARHM) in accordance with section 302-9 of the latest edition of the Standards and Specifications for Public Works Construction and City Standards. The design of the ARHM shall be reviewed and approved by the City Engineer.
- EN45. Prior to Tract Map approval, the applicant shall pay fees for signing and striping of streets as determined by the City Engineer or shall prepare signing and striping plans for all multi-lane highways/roadways within or abutting the project, as directed by the City Engineer.
- EN46. Prior to building final, the applicant shall install mailboxes and posts in accordance with the City's standards, and secure approval of the U.S. Postal Service prior to installation.
- EN47. Prior to building final, the applicant shall construct wheelchair ramps at intersections, as directed by the City Engineer.
- EN48. Prior to building final, the applicant shall repair any broken or damaged curb, gutter and sidewalk, and refurbish the half section of pavement on streets within or abutting the project, to the satisfaction of the City Engineer.
- EN49. The applicant shall construct Intersection Design Option 3 ("Roundabout") at the intersection of Lost Canyon Road/Sand Canyon Road to the satisfaction of the Director of Public Works.
- EN50. No roadway lighting shall be permitted on Lost Canyon Road from the project's eastern boundary to a point 300 feet from the project's eastern boundary due to the animal movement corridor. No street parking will be permitted in this area.

Sewer Improvement Requirements

- EN51. Prior to Tract Map approval, the applicant shall dedicate all necessary sewer easements. The sewer plans shall be reviewed and approved by the Los Angeles County Department of Public Works (Sewer Maintenance Division), Los Angeles County Sanitation District, and the City Engineer.
- EN52. Prior to issuance of building permits, the applicant shall construct main-line sewers with separate laterals to serve each lot/parcel.

- EN53. The main-line sewers located in the public/private streets shall be a publicly maintained. All other sewer lines shall be privately maintained.
- EN54. Prior to recordation of the Tract Map, the applicant shall form an assessment district to finance the future ongoing operation, maintenance and capital replacement of the proposed sewer treatment facility and the percolation ponds. The applicant shall cooperate fully with the City in the formation of the assessment district, including, without limitation, the preparation of the operation, maintenance, and capital replacement plan for the proposed sewer treatment facility and the percolation ponds and the prompt submittal of this information to City for review and approval. The applicant shall pay for all costs associated with the formation of the assessment district. Timing of the turnover of the water reclamation plant to the City and potential reimbursement costs from District funds to the applicant will be subject to the review and approval of the Director of Public Works.
- EN55. The applicant shall secure permits from the California Department of Health and the Regional Water Quality Control Board (Los Angeles Region) for the operation of the project's water reclamation plant and use of recycled water within the project site.
- EN56. Prior to Tract Map approval, the applicant shall dedicate all necessary easements for the sewer treatment facility and percolation ponds. The sewer treatment plans and reports shall be reviewed and approved by the City Engineer.
- EN57. Prior to the first building occupancy, the applicant shall construct the sewer treatment facility and the percolation ponds.
- EN58. Prior to final map recordation the applicant shall enter into an agreement with Newhall County Water District ("NCWD") to establish easements and/or convey fee property to NCWD (at no cost to NCWD) within the Mitchell Hill open space area the project to facilitate future sewer related improvements. The agreement shall be to the satisfaction of the City's Director of Public Works.
- EN59. The project proposes to connect to the existing Newhall County Water District sewer in Soledad Canyon Road. The applicant shall secure approval from Newhall County Water District for this connection.
- EN60. Prior to Tract Map approval, the applicant shall send a print of the land division map to the County Sanitation District with the request for annexation in writing.
- EN61. Prior to sewer plan approval, the applicant shall provide a sewer area study in accordance with City policies for review and approval by the City Engineer.
- EN62. Prior to first building final, the applicant shall construct all sewer upgrades in accordance with the approved sewer area study, to the satisfaction of the City Engineer.

Bonds, Fees and Miscellaneous Requirements

- EN63. Prior to issuance of encroachment permits for public improvements (Street, Sewer, Storm Drain, Water), the applicant, by agreement with the City Engineer, shall guarantee installation of the improvements through faithful performance bonds, letters of credit or any other acceptable means. Building final shall be withheld if the improvements are not completed.
- EN64. Prior to Tract Map approval, the applicant shall amend the Eastside B&T District to include Lost Canyon Road and the Vista Canyon Road Bridge.
- EN65. Prior to Tract Map approval, the applicant shall pay the applicable Bridge and Thoroughfare (B&T) District Fee to implement the Circulation Element of the General Plan as a means of mitigating the traffic impact of this project.

This project is located in the Eastside B&T District. The current rate for this District is \$16,850. The B&T rate is subject to change and is based on the rate at the time of payment.

Standard B&T Fee Calculation:

Commercial = the gross acres x the district rate (\$17,190) x 5.0 = \$ until June 30, 2011.
Single Family = the number of units x the district rate (\$17,190) = \$ until June 30, 2011.
Townhouse = the number of units x the district rate (\$17,190) x 0.8 = \$ until June 30, 2011.

- EN66. Prior to Tract Map approval, the applicant shall pay street maintenance fees to cover the cost of one-time slurry seal of public streets within the development.

TRAFFIC ENGINEERING DIVISION

- TE1. Adequate sight visibility is required at all intersections (street-street intersections or driveway-street intersections) and shall follow the latest Caltrans manual for applicable requirements. Adequate sight visibility (including corner sight visibility) shall be demonstrated on the final map and grading plan. All necessary easements for this purpose shall be recorded with the final map. This shall be shown on all applicable plans prior to issuance of first building permit.
- TE2. All private driveways and roadways shall intersect with a public street at 90 degrees or as close to 90 degrees as topography permits (no less than 80 degrees). This shall be shown on all applicable plans prior to issuance of first building permit.

- TE3. All driveways shall have a minimum stacking distance of:
- 20 feet from face of curb off of residential local collectors.
 - 40 feet from face of curb off of secondary or major highways.
 - 100 feet from face of curb off of secondary or major highways with a potential traffic signal.
- TE4. No access will be permitted within curb return. This shall be included as a note on all applicable plans prior to issuance of first building permit.
- TE5. Minimum width of all interior driveways and drive aisles shall be a minimum of 26 feet and shall be shown on all applicable plans prior to issuance of first building permit.
- TE6. Prior to issuance of the first building occupancy permit, the applicant shall obtain approval from the L.A. County Fire Department for any private driveway sections.
- TE7. Prior to issuance of the first building occupancy permit, the applicant shall post "No Parking- Fire Lane" signs along all driveways with a curb-to-curb width of less than 34 feet. This shall be shown on all applicable plans prior to issuance of first building permit.
- TE8. The location, width and depth of all project driveways shall conform to the approved site plan. This shall be shown on all applicable plans prior to issuance of first building permit. No additional driveways shall be permitted.
- TE9. Any dead-end drive aisles shall have a hammerhead or turn-around area to facilitate vehicular movements. This shall be shown on all applicable plans prior to issuance of first building permit.
- TE10. The site shall be designed to adequately accommodate all vehicles (e.g. automobiles, vans, trucks) that can be expected to access the site. This includes, but is not limited to, adequate maneuvering areas around loading zones and parking spaces, and appropriate turning radii.
- TE11. No single family or detached condominium residential driveways shall be permitted along residential collector streets, residential roadways with greater than 60-foot right-of-way, or along residential roadways projected to carry over 2,000 vehicles per day (per UDC Section 16.07.020). Such a restriction is subject to the discretion of the City Engineer.
- TE12. Any gates on private residential streets shall be designed and located to provide adequate stacking and turn-around areas. Prior to issuance of the first residential building occupancy permits, the design for all residential gates shall be submitted to the City Engineer prior to approval and subject to Los Angeles County Fire Department approval. The necessary right-of-way shall be dedicated prior to map recordation. All residential gates on private streets shall be shown on all applicable plans prior to approval.

- TE13. The project applicant shall implement the mitigation measures identified in the Traffic Section of the Final EIR.
- TE14. Prior to issuance of the first building occupancy permit, the applicant shall pay a traffic-signal timing fee for the update of the traffic-signal timing at up to 20 intersections in the surrounding area. The cost is \$4,000 per intersection (\$80,000 total). This fee shall be used to improve traffic flow and minimize traffic congestion along the corridors impacted by project-related traffic, through traffic signal retiming and related infrastructure improvements.
- TE15. The Vista Canyon Ranch EIR concludes that the Vista Canyon Ranch project will have a significant unavoidable cumulative impact on a segment of Soledad Canyon Road (between Sierra Highway and Soledad Canyon Road). This roadway segment is constrained by right-of-way limitations and presently cannot be widened. In lieu of mitigating impacts on this segment, the applicant has agreed to prepare a corridor study for Soledad Canyon Road and Sand Canyon Road (from the northbound SR-14 on-ramp to the Sand Canyon Bridge over the Santa Clara River). The corridor study shall include, but not be limited to, an analysis of the following potential improvements: 1) traffic signal operations (adaptive signal systems, ATSAC-type systems); 2) public transit operation (bus turnouts, bus stop locations); 3) striping improvements to enhance capacity; 4) access management - median modifications (potential closures or turn restrictions); 5) alternative modes of transportation (identify gaps in the corridor that impede non-motorized travel); 6) incorporate/promote Non-Motorized Plan.
- TE16. Prior to issuance of the first commercial building occupancy permit, the applicant shall provide a travel demand management (TDM) plan for approval by the Director of Public Works and the Director of Community Development. Programs in the TDM plan shall include, but not be limited to, carpooling, vanpooling, public and/or private transit, alternative work hours, walk/bike to work and telecommuting. The TDM plan shall contain trip reduction goals and programs/incentives in an effort to meet those goals. Specific measures may include bicycle racks and bicycle lockers at key locations within the project, showers and change facilities within non-residential buildings, direct and convenient pedestrian connections to public streets and transit stops, and conveniently-located information kiosks providing current transit information (e.g. transit maps, schedules, etc.). In addition, the applicant shall include applicable global change strategies as indicated in the March 2006 Climate Action Team Report to Governor Arnold Schwarzenegger and the Legislature from Cal EPA within the TDM plan. The applicant shall submit an annual report on the TDM program to the City.

BUILDING AND SAFETY DIVISION

- BS1. At the time of application for a building permit, the applicant shall submit to the Building and Safety Division the following construction documents for plan review:
- A. Two sets of plans that include architectural, structural, mechanical, electrical and plumbing plans.

- B. Two sets of truss drawings & calcs, if used.
 - C. One set structural calculations, energy calculations and a copy of the soil report.
- BS2. All buildings and structures shall comply with the detailed requirements of the 2007 California Building (CBC), Mechanical (CMC), Electrical (CEC) and Plumbing (CPC), 2008 Energy Codes, and the 2008 City of Santa Clarita amendments to the California codes. A copy of the City amendments (including structural amendments) are available at the Building and Safety public counter and on the city website at www.santa-clarita.com.
- BS3. All new buildings will require a soils and geology investigation report. The report shall be formally submitted to the Development Services Division (Engineering) for review and approval. Include one copy of the report to building and safety when the plans are submitted for review.
- BS4. Prior to issuance of building permits the following shall be completed regarding grading:
- A. Obtain a grading permit and perform rough grading and/or recompaction.
 - B. A final compaction report and a Pad Certification shall be submitted to and approved by the Development Services Division (Engineering).
- BS5. The project shall fully comply with the disabled access requirements as specified for Housing Accessibility per chapter 11A and for public accommodations in Chapter 11B of the California Building Code. The Federal ADA requirements are not reviewed by California jurisdictions. However, ADA compliance is the responsibility of the owner, architect and contractor.
- BS6. The applicant shall show the disable access requirements including site accessibility information and details on the architectural plans (vs. the civil plans) which will be reviewed by the Building and Safety division. Civil plans used for grading purposes are not reviewed or approved for site accessibility requirements.
- BS7. Residential accessibility requirements shall apply to apartment buildings containing 3 or more dwelling units and condominium buildings containing 4 or more condos. All ground floor single-story units and all units within an elevator building shall comply with chapter 11A of the California Building Code. All common use areas, such as recreation areas, pools, walkways, etc shall be made accessible for the disabled with a path of travel to the public way and at least one disabled accessible parking space.
- BS8. Accessibility requirements now apply to multi-story dwelling units, such as townhomes (formally exempt). At least 10% of such multi-story units on a single parcel or site shall be accessible which includes an accessible path to the primary level entrance, all ground floor requirements, and at least one accessible bathroom on the primary entry level. All public and common use areas such as recreation areas, pools, walkways, etc shall be made accessible for the disabled with a path of travel to the public way and at least one disabled accessible parking space.

- BS9. Prior to submitting plans to Building and Safety, please contact Deanna Hamrick, (661) 255-4935, for project addressing.
- BS10. For an estimate of the building permit fees and the backlog time for plan review, please contact the Building and Safety division directly.
- BS11. Prior to issuance of building permits, additional clearances from agencies will be required from:
- A. William S. Hart School District and appropriate elementary school district,
 - B. Castaic Lake Water Agency,
 - C. L. A. County Fire Prevention Bureau,
 - D. L. A. County Sanitation District,
 - E. L. A. County Environmental Services (Health Dept. for restaurants),
 - F. L. A. County Environmental Programs (Industrial Waste),
 - G. State of California Division of Oil and Gas.

An agency referral list is available at the Building and Safety public counter.

- BS12. The site plan submitted to building and safety shall show all lot lines, any easements, restricted use areas, flood hazard areas, etc. Any construction proposed in an easement shall obtain the easement holders written permission.
- BS13. The submitted plans to building and safety shall have a Building Code Analysis containing the following minimum information: types of construction, occupancy groups, occupant loads, a floor area justification (including any area increases from frontage and/or fire sprinklers), height of building, number of stories, summary of the fire rated walls, occupancy separations (or non-separated uses), identify any accessory occupancies and incidental uses, and all other related data.
- BS14. The footings for all new buildings and other structures, including retaining walls and fences, shall be setback from any adjacent ascending or descending slopes. See section 1805.3 CBC and/or the Slope Setback handout.
- BS15. The California Plumbing Code (CPC) shall be used to determine the minimum number of plumbing fixtures. Horizontal drainage piping shall have a minimum slope of ¼" per foot, or 2%, to the point of disposal. (CPC sec 708.0) Slopes shallower than 2% will not be approved by the Building Official.
- BS16. The project is located within the city's Fire Zone and shall comply with the City's Fire Hazard Zone requirements. See the city's website at www.santa-clarita.com.
- BS17. For all non-residential buildings, please provide a means of egress plan indicating the occupant load of all rooms and the means of egress system.

- BS18. For any Medical Office Building or future medical tenants that will be a licensed medical clinic shall comply with OSHPD 3 requirements and must be identified as such at the time of plan submittal of those buildings or tenant improvement plans.
- BS19. For any Medical Office Building or future medical tenants that will be providing outpatient services or services to the mobility impaired, additional accessible parking spaces shall be required per Section 1129B.2 of CBC.
- BS20. Each separate detached structure, such as trash enclosures, fences, retaining walls, shade structures require separate applications and building permits. These other structures need not be on separate plans, but may be part of the same plans for the main project.
- BS21. Each tenant space in a multiple tenant building will be required to obtain a separate certificate of occupancy from the Building and Safety Division prior to occupancy.
- BS22. The Building and Safety Division has begun scanning plans for permanent storage. Please incorporate the following information into the plans on the full size sheets:
- A. The Plan Check Number, Sheet Title, and the Sheet Number of the Total Number of Sheets shall be located in the lower right hand corner of each sheet of the plans.
 - B. A copy of the Planning Conditions.
 - C. The Recommendation Section of the Soils/Geology Report.
 - D. ICC, ICBO, UL and other outside testing agency reports when those reports contain information required by the contractor for construction or installation of items or materials that are not otherwise shown or detailed on the plans.
 - E. The Truss drawing layout. (if used)

ENVIRONMENTAL SERVICES DIVISION

- ES1. Based on the square footage of the proposed buildings on the submitted plans, the applicant shall provide sufficient trash enclosures for the following planning areas:

PA-1

Buildings-1, 2A, 2B, and 3

- For Multi-Family Developments, the City Standard is one three-yard recycling bin and one three-yard trash bin for the first 10 units with one three-yard recycling bin and one three-yard trash bin for each 10 units thereafter. Always round up to an even # of bins. Bins should be arranged in solid waste enclosures large enough to house either two or four bins. Half of the bins in each enclosure should be reserved for recycling.
- An underground parking structure is an inappropriate location for the bins unless it provides a minimum of 20 feet overhead clearance.

PA-2

Mixed Use Buildings- 5A, 6A, 6B

- These buildings must have separate trash enclosures for commercial and residential use. Having separate enclosures will allow the City's Commercial and Residential Franchised haulers to provide the appropriate services to their customers. Every effort shall be made to plan for adequate space to accommodate the franchised haulers.
- The trash enclosures for the commercial portion of this Mixed-Use Project must have two 3-yard bins for the first 10,000 sq.ft. and 1 for each additional 20,000. Always round up to an even # of bins.
- Projects shall be designed in such a manner so that trash vehicles will not need to back-up as part of the normal trash collection process.
- The trash enclosures for the residential portion of this project must meet the City Standard of housing one 3 yard recycling bin and one 3 yard trash bin for each 10 units. Bins should be arranged in solid waste enclosures large enough to house the bins. Half of the bins in each enclosure should be reserved for recycling.
- The Residential and Commercial trash enclosures should be shown on the site plan with dimensions, consistent with the surrounding architecture and shall be constructed with a solid roof. Remember to incorporate the size of the bins you choose to use when designing enclosures. The enclosures shall be located to provide convenient pedestrian and collection vehicle access.
- An underground parking structure is an inappropriate location for the bins unless it provides a minimum of 20 feet overhead clearance.

Commercial Buildings- 5B, 6C, 8, 9A, 9B, 10A, 11A, 11B, 12A, 12B, 13A, 13B, 14

- For Commercial and Industrial Developments, the City standard is to have a minimum of two three-yard bins for the first 10,000 square feet and one bin for each additional 20,000 square feet. Always round up to an even # of bins.
- The enclosures to house the bins should be shown on the site plan with dimensions, consistent with the surrounding architecture and shall be constructed with a solid roof. The enclosures shall be located to provide convenient pedestrian and collection vehicle access.
- An underground parking structure is an inappropriate location for the bins unless it provides a minimum of 20 feet overhead clearance.

Multi-Family Buildings- Bldg 4, Bldg 7,

- For Multi-Family Developments the appropriate level of collection services will be determined by the number of number of units. The City Standard is one three-yard recycling bin and one three-yard trash bin for the first 10 units with one three-yard recycling bin and one three-yard trash bin for each 10 units thereafter. Always round up to an even # of bins. Bins should be arranged in solid waste enclosures large enough to house either two or four bins. Half of the bins in each enclosure should be reserved for recycling.
- An underground parking structure is an inappropriate location for the bins unless it provides a minimum of 20 feet overhead clearance.

PA-3A

- All single family residential dwellings shall be designed with space provided for three 90-gallon trash bins.

PA-3B

- All single family residential dwellings shall be designed with space provided for three 90-gallon trash bins.

PA-3C

- All single family residential dwellings shall be designed with space provided for three 90-gallon trash bins.

PA-3D

- All single family residential dwellings shall be designed with space provided for three 90-gallon trash bins.
- Projects shall be designed in such a manner so that trash vehicles will not need to back-up as part of the normal trash collection process. This issue needs to be addresses at the end of the street in Lot 119.

ES2. All new construction projects valued greater than \$500,000.00 must comply with the City's Construction and Demolition Materials (C&D) Recycling Ordinance.

ES3. If the project is valued above \$500,000.00 the applicant shall:

- Divert a minimum of 50 percent of the entire project's inert (dirt, rock, bricks, etc.) waste and 50 percent of the remaining C&D materials.
- Have a Construction and Demolition Materials Management Plan (C&DMMP) approved by the Environmental Services Division prior to obtaining permits.
- Submit a deposit of three percent of the estimated total project cost or \$50,000.00, whichever is less. The deposit will be returned to the applicant upon proving that 50 percent of the inert and remaining C&D waste was diverted.

ES4. All projects within the City that are not self-hauling their waste materials must use one of the City's franchised haulers for temporary and roll-off bin collection services. Please contact Environmental Services staff for a complete list of franchised haulers in the City.

SPECIAL DISTRICTS/ADMINISTRATIVE SERVICES

SD1. The applicant shall annex the property into the City's Streetlight Maintenance District (SMD) for the operations and maintenance of streetlight and traffic signals. A minimum of 120 days is required to process the annexation, with must be completed prior to final map approval or build permit issuance, whichever occurs first. Should efficient street lighting technologies like convection or LED be in use by Southern California Edison, the applicant agrees to install such reduced energy lighting technology.

SD2. The applicant shall annex into the City wide Open Space Preservation District at the time of annexation.

- SD3. Should the City become responsible for channels, devices or drainage areas which have the purpose of dealing with ground, nuisance or storm water, the applicant shall form a Drainage Benefit Assessment District (DBAA) for the maintenance of repair of channels, devices or drainage areas.
- SD4. All landscape required under these conditions and within the public rights of way, the Oak Park or where a landscape easement exists shall be maintained by the Landscape Maintenance District (LMD). The applicant shall form a new City LMD zone to be for the maintenance and repair of the landscape. In addition, this LMD shall include maintenance of the Mitchell Hill Open Space (including the cemetery) and the River Corridor.
- SD5. Areas to be landscaped include: medians, parkways, side panels, open areas, the Oak Park, Mitchell Hill cemetery and roundabouts. Features within these areas could include but not be limited to: landscaping, planting, shrubbery, trees, grass, other ornamental vegetation, irrigation systems, hardscapes, and fixtures; statuary, fountains and other ornamental structures and facilities: public lighting facilities; facilities which are appurtenant to any of the foregoing or which are necessary or convenient for the maintenance or serving thereof, including, gutters, wall sidewalks, or paving or water irrigation, drainage, or electrical facilities; and park or recreation improvement, including but not limited to playground equipment, play courts, public restroom and paseos/trails.
- SD6. The applicant shall submit landscaping 80% plans for areas to be maintained by LMD to the Special Districts Office for approval for the entire project prior to issuance of building permits.
- SD7. Should the project's development be phased, the applicant shall submit completed landscaping plans to the Special Districts Office for the phase under development before the building permit is issued for that phase. If a phased development approach is not pursued, the developer shall submit completed landscaping plans to the Special Districts Office for the entire development before the first building permit is issued.
- SD8. All improvements to be maintained by the LMD shall be installed in accordance to LMD standards or by approval of the Landscape Maintenance District Administrator.

LOS ANGELES COUNTY FIRE DEPARTMENT

- FD1. Access shall comply with Section-503 of the Fire code, which requires all weather access. All weather access may require paving.
- FD2. Fire Department Access shall be extended to within 150 feet distance of any exterior portion of all structures.
- FD3. Where driveways extend further than 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the

final map. Turnarounds shall be designed, constructed and maintained to insure there integrity of Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.

- FD4. Private driveways shall be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted and shall be maintained in accordance with the Fire Code. All required fire hydrants shall be installed, tested and accepted prior to construction.
- FD5. Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants. All required fire hydrants shall be installed, tested and accepted prior to construction.
- FD6. This property is located within the area described by the Fire Department as "Very High Fire Hazard Severity Zone, " (formerly Fire Zone 4). A "Fuel Modification Plan," shall be submitted and approved prior to final map clearance, (Contract Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, Phone (626) 969-5205, for details).
- FD7. The applicant shall provide the Fire Department or City with approved street signs and building access numbers prior to occupancy.
- FD8. The applicant shall provide water mains, fire hydrants and fire flows as required by the County of Los Angeles Fire Department, for all land shown on map which shall be recorded.
- FD9. The required fire flow for public fire hydrants at this location is 3500 gallons per minute at 20 psi for a duration of 3 hours, over and above maximum daily domestic demand. 2 Hydrant(s) flowing simultaneously may be used to achieve the required fire flow.
- FD10. The required fire flow for private on-site hydrants is 2500 gallons per minute at 20 psi. Each private on-site hydrant must be capable of flowing 1250 gallons per minute at 20 psi with two hydrants flowing simultaneously, one of which must be the furthest from the public water source.
- FD11. Fire hydrant requirements are as follows:
A. Install 59 public fire hydrants.
- FD12. All hydrants shall measure 6"x4"x2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal. All on-site hydrants shall be installed a minimum of 25' feet from a structure or protected by a two (2) hour rated firewall.
A. Location: As per map on file with the office. The location of the on-site fire hydrants will be based on further development of each lot.

FD13. All required fire hydrants shall be installed, tested and accepted or bonded for prior to Final Map approval. Vehicular access must be provided and maintained serviceable throughout construction.

FD14. Additional water system requirements will be required when this land is further subdivided and/or during the building permit process.

ADDITIONAL ACCESS REQUIREMENTS

FD15. Due to the size of the proposed development, multiple means of access points are required.

FD16. On-site vehicular access is required for any building exceeding 150 feet from the public street.

FD17. For buildings that are less than three stories and/or less than 35 feet in height, the applicant shall provide a minimum unobstructive driveway width of 26 feet, clear-to-sky, to be posted "No Parking-Fire Lane."

FD18. For buildings that are more than three stories and/or 35 feet or greater, the applicant shall provide a minimum unobstructive driveway width of 28 feet, clear-to-sky, to be posted "No Parking-Fire Lane." The center-line of access roadway shall be located parallel to and within 30 feet of the exterior wall on at least one side of each proposed building.

FD19. For streets or driveways separated by an island, the applicant shall provide a minimum unobstructive driveway width of 20 feet, clear-to-sky, to be posted "No Parking-Fire Lane." This includes the eastern connection to Lost Canyon Road.

FD20. The Fire Department Turnarounds shall be clearly identified, posted and red curbed "No Parking-Fire Lane."

FD21. Additional access issues will be addressed with the submittal of the revised plans and during building plan check.

ADDITIONAL WATER SYSTEM REQUIREMENTS

FD22. The Fire Flow Requirement for Planning Area 1 is 3500 GPM at 20 PSI for 3 hours. All proposed structures and buildings are required to be fully fire sprinklered and have minimum of Type V-1 hour construction or greater.

FD23. The Fire Flow Requirement for Planning Area 2 is 3500 GPM at 20 PSI for 3 hours. All proposed structures and buildings are required to be fully fire sprinklered and have minimum of Type V-1 hour construction or greater.

FD24. The Fire Flow Requirement for Planning Area 3A & 3B is 2500 GPM at 20 PSI for 2 hours. All proposed structures and buildings are required to be fully fire sprinklered and

have minimum of Type V-1 hour construction or greater. The exact fire flow with a possible flow reduction will be determined during the building plan.

FD25. The Fire Flow Requirement for Planning Area 3C & 3D is 1500 GPM at 20 PSI for 2 hours.

FD26. The Fire Flow Requirement for Planning 4 is 2500 GPM at 20 PSI for 2 hours. All proposed structures and buildings are required to be fully fire sprinklered and have minimum of Type V-1 hour construction or greater. The exact fire flow with a possible flow reduction will be determined.

PARKS AND RECREATION

GENERAL CONDITIONS

- PR1. The applicant shall comply with the City's Parkland Development Fee (PDF) requirements. Prior to map recordation, the applicant will be required to provide an appraisal of one acre of land within the project site to establish the fair market value and this will be used as the basis for the PDF. Also prior to recordation of any map, the applicant shall offer for dedication the Oak Park property to the City of Santa Clarita as partial fulfillment of its parkland or park fee requirement. If at any time a map triggers fees in excess of those satisfied by credits associated with this parkland, a fee payment will be required prior to map approval. The applicant shall receive PDF credit for the portion of the ten-acre park property that meets local park criteria as determined by the Director of Parks, Recreation and Community Services.
- PR2. The applicant shall record a conservation easement in favor of the City over the wildlife corridor and oak mitigation areas of the Oak Park.
- PR3. The applicant shall use its best efforts, working with City staff, to obtain a conservation easement on a portion of the property to the south of Vista Canyon to preserve the animal movement corridor.
- PR4. All water quality basins are to be fenced and screened from public view with landscaping. No water quality basins, or improvements should be located within the boundaries of the park, except those required to mitigate water quality impacts associated with development of the park. Water quality basins or improvements required for the park shall not be excluded from the project's PDF eligible acreage.
- PR5. Separate lots shall be provided for City dedicated park land, for all river trails, and for open space lots to the satisfaction of the Director of Parks, Recreation and Community Services.
- PR6. Property between residential/commercial property and the river trail shall not be maintained Parks, Recreation, and Community Services.

- PR7. Prior to the issuance of grading permit, the applicant shall provide a letter from the project archaeologist certifying what archaeological limitations may be on any property proposed for dedication to the City. This letter shall specifically detail limitations related to grading, trenching, maintenance, and landscaping.
- PR8. Prior to the approval of the Tentative Map, the applicant shall provide a preliminary Park and Trails Master Plan for the review and approval of the Director of the Parks, Recreation and Community Services.
- PR9. Prior to issuance of 1st building permit, the applicant shall provide preliminary landscape and irrigation plans for the park, trail areas, and open space for the review and approval of the Director of Parks, Recreation and Community Services.
- PR10. Prior to issuance of the first occupancy of residential or commercial unit within an approved phase of the project, the applicant shall provide a Park and Trails Master Plan, landscape and irrigation plans for parks, trails, and open space areas within that phase for the approval of the Director of Parks, Recreation and Community Services. All park and trail amenities in approved phase shall be completed prior to the last occupancy permit for said phase. Additionally, the applicant shall provide a Parks and Trail Plan illustrating how parks and trails in the applicable phase integrate with the overall Master Plan.
- PR11. Prior to the 150th issuance of a Certificate of Occupancy in Planning Area 3 (PA-3) of the project, the applicant is required to have completed construction of the Oak Park, the River Education Center and the Santa Clara River Trail on both sides of the River or provide acceptable security (bonds, etc.) for said improvements equal to an agreed upon amount to the satisfaction of the Director of Parks, Recreation and Community Services. In any event the Oak Park, River Education Center and River Trail shall be completed by the 600th residential occupancy in the project. The applicant shall receive full PDF credit for construction costs associated with the development of the Oak Park and River Education Center. Internal trails, private recreational facilities and private parks shall be completed in conjunction with development of each phase.
- PR12. Prior to the issuance of any grading permit, the applicant shall purchase approximately four (4) acres of the City owned property which would be utilized by the project applicant for development within Planning Area 3. The purchase price shall be based up a fair market appraisal at the time of purchase. The City agrees to grant the applicant temporary and permanent easements within its land for the construction of buried bank stabilization, the Vista Canyon Road Bridge and other project related improvements. Upon completion of all river improvements required for the project the applicant shall dedicate in fee and at no cost to the City the applicant's River Corridor property, which when combined with the City's property will total approximately 87 acres. The applicant shall be responsible for temporary maintenance of the re-vegetated areas within the River Corridor consistent with mitigation requirements and permits.

- PR13. No manufactured slopes on project site shall be accepted for City ownership as open space lots. All manufactured slopes must be maintained by the HOA unless it has been accepted into the LMD maintenance district.
- PR14. The applicant shall provide project signage as it pertains to the City of Santa Clarita's Beautification Master Plan for park, trails and open space. Prior to the issuance of the first building permit, a final signage plan including the locations, content, and design of the signs shall be submitted for the review and approval of the Director of the Parks, Recreation and Community Services Department. Signs to be provided include a City of Santa Clarita park monument sign at the corner of Lost Canyon Road and B Drive, directional signs, four small trail monument signs, and any required environmental interpretive signs to the satisfaction of the Director of Parks, Recreation and Community Services.
- PR15. The applicant shall comply with all details of the Tentative Tract Map subject to any modifications permitted by the Vista Canyon Specific Plan.
- PR16. The applicant shall bond for public park and trail improvements in each phase at the appropriate time in conjunction with other bonding requirements, i.e. grading, street improvements, depending on the type of improvement. Bonds shall be processed through Public Works, Development Services section.
- PR17. Private parks including the Town Green, Community Garden and private recreational facilities shall be maintained by an HOA or POA. Based on the project's extensive private recreational facilities, the project applicant shall receive a 30% PDF credit.

PARK CONDITIONS

- PR18. The applicant shall dedicate and build the Oak Park. The Oak Park amenity plan may include the following amenities: Standard City park monument sign, off-street parking lot containing 10 parking spaces, playground, splash pad, basketball court, tennis courts, perimeter trail with benches and drinking fountains, trash receptacles, bike racks, horse shoe pits, trellis shade structure with picnic tables, restroom building, multi-purpose field, and connection to all trails and paseos to the satisfaction of the Director of Parks, Recreation, and Community Services. The amenities list may be modified and amenities may be substituted upon mutual agreement of the City and the applicant.
- PR19. As proposed, the Vista Canyon project does not include any developed park area within the 10 year floodplain. No developed park area will be allowed to be located within the 10 year floodplain. This includes turf areas, pedestrian paths, vehicular paths, or any structures.
- PR20. If the development requires any approval from outside agencies the applicant is to provide the City of Santa Clarita with copies of all applicable permits and letters of authorization that may include any portion of the dedicated park or trail/paseo areas.

PR21. The applicant shall create a Landscape Maintenance District to cover City maintenance costs for the Oak Park, River Corridor and Mitchell Hill Open Space. Maintenance costs shall be based upon an approved Engineering Report detailing the project's percentage for maintenance of the above facilities.

TRAILS AND PASEOS

PR22. Prior to the issuance of the first residential occupancy permit for each phase, the applicant shall complete all private parks, trails, paseos, and bike paths within that phase to the satisfaction of the Director of Parks, Recreation, and Community Services.

PR23. Prior to the issuance of the 150th occupancy permit for Planning Area 3 of the project, the applicant shall secure easements and construct a minimum 12' wide stabilized decomposed granite trail connecting the Santa Clara River Trail on the south side of the river to Sand Canyon Road. This trail shall be located adjacent to the River, to the north of the two homes located along this portion of Lost Canyon Road. No flood protection improvements will be required for this trail. If the applicant is unable to secure easements for this trail, the applicant shall construct a minimum 8' wide stabilized decomposed granite trail along the north side of Lost Canyon Road to the satisfaction of the Director of Parks, Recreation, and Community Services.

PR24. The applicant shall reconstruct the Lost Canyon Trailhead next to SR14 to the satisfaction of the Director of Parks, Recreation, and Community Services.

PR25. All lighting, including lighting near the Santa Clara River corridor, shall be directed down, back shielded, or fully hooded. No lighting shall be permitted on the trail adjacent to the wildlife corridor in the Oak Park or on the Santa Clara River Trail.

PR26. All feeder trails and paseos shall be maintained by HOA or POA. Trail surfaces shall be approved prior to installation to the satisfaction of the Director of Parks, Recreation, and Community Services. The applicant shall provide a detailed circulation map showing all public and private paths of travel. All pathways shall be identified on the tentative tract map and or final map.

PR27. The applicant shall provide a total of \$300,000 in funding to the City of Santa Clarita to be used for the construction of Sand Canyon Trail from Lost Canyon Road to Roadrunner Avenue and for portions of the unconstructed trail between Roadrunner Avenue and Sultus Street. The applicant shall provide the initial \$100,000 prior to July 1, 2012, contingent upon the City having all of the necessary easements for the trail. If the City has not obtained the easements by July 1, 2012, this initial funding shall be due when the easements are obtained but no later than the 150th occupancy in Planning Area 3. The remaining \$200,000 shall be made due to the City prior to the 150th occupancy in Planning Area 3.

PR28. The applicant shall use its best efforts, working with City staff, to acquire a 20-foot wide trail easement off-site on the property to the south of the existing railroad undercrossing

to ensure necessary easements to connect the Fair Oaks Ranch/Golden Valley trail system and the City's proposed trail at the western terminus of Roadrunner Avenue to the Vista Canyon trail system.

- PR29. The project's loop trail, from the project's eastern boundary to the existing railroad undercrossing, shall be decomposed granite or similar surface at a width of 20 feet.
- PR30. The project's loop trail, from the existing railroad undercrossing to Vista Square, shall be decomposed granite or similar surface at a minimum width of 12 feet.

MITCHELL HILL OPEN SPACE

- PR31. The applicant shall pay all costs associated with and complete the restoration of the Mitchell Family cemetery (including fencing, seating, landscaping, interpretive signage, etc.) The applicant shall extend electricity and water to the Mitchell Family cemetery.
- PR32. The applicant shall work with City staff on a recreational amenity plan for the Mitchell Hill Open Space. This plan shall include site security improvements and the construction of an unimproved access (decomposed granite or similar surface) from Vista Canyon Road to the Mitchell Hill Open Space. Once a mutually acceptable plan is identified, the applicant shall construct the improvements in accordance with the Plan. The applicant shall receive PDF credit for construction costs associated with the implementation of this Plan.
- PR33. The applicant shall receive PDF credit for the Mitchell Hill Open Space land in an amount equal to 50% of the applicant's remaining fee obligation, after taking out PDF credit for the Oak Park, Mitchell Hill Amenity Plan improvements, and the 30% private recreation credit for the project.
- PR34. Upon completion of the Mitchell Hill Amenity Plan improvements and project mitigation requirements, the applicant shall dedicate the Mitchell Hill Open Space to the City of Santa Clarita.

TRANSIT DIVISION

Bus Stop

- TS1. The applicant shall provide a bus stop at the location of Southbound Lost Canyon Road as shown on Tentative Tract Map 69164. A sidewalk shall be constructed on the south side of Lost Canyon Road, providing pedestrian access to the bus stop from Fair Oaks Ranch, the adjacent apartments and the Vista Canyon project.

TS2. The bus stop shall be constructed as follows:

- A bus turnout/pullout shall be constructed to the required dimensions as determined by the Department of Public Works and the City's Transit Division.
- A 10'x25' concrete passenger waiting pad placed behind the sidewalk.
- A permanent stylized structure (no pre-fabricated), that compliments the architecture of the Vista Canyon development, and consists of:
 - a 10'x20' concrete pad placed behind the sidewalk,
 - bench,
 - trash receptacle,
 - lighting (all electrical conduits shall be located within the shelter structure)

TS3. Color elevations and materials board for the proposed bus shelter structure shall be supplied to the Transit and Planning Divisions, for their review and approval, prior to construction

TS4. The bus stop shall comply with all ADA regulations as specified in the most recent version of the California Disabled Accessibility Guidebook (CalDag). Proposed disabled access shall be drawn on all construction plans.

TS5. At the location of the bus stop, the sidewalk shall be directly adjacent to the street for no less than 30'.

TS6. The bus stop location shall be a minimum of 100' from the intersection of Lost Canyon Road and Jakes Way to the satisfaction of the Director of Administrative Services.

TS7. The applicant shall construct an in-street concrete pad within the street pursuant to the current city standard and APWA 131-1 at the bus stop location.

Metrolink Station/Bus Transfer Station/Transit Fee

TS8. The applicant shall comply with the requirements of the attached Transit Funding Agreement to the satisfaction of the Director of Administrative Services.

URBAN FORESTRY DIVISION

UF1. The applicant and all their contractors shall be in compliance with the City of Santa Clarita Oak Tree Ordinance and Preservation and Protection Guidelines at all times throughout the project. Failure to comply with these requirements shall be considered non compliant and may result in the issuance of a Stop All Work notice, construction delays and additional fees.

UF2. The applicant and all their contractors shall adhere to all recommendations issued by the applicant's Arborist of Record (AOR) both during on-site monitoring as well as those listed within the project's oak tree reports and addendums. Failure to comply with these

recommendations shall be considered non compliant and may result in the issuance of a Stop All Work notice, construction delays and additional fees.

- UF3. The project applicant shall have permission to remove the following oak trees on the project site: Tree Nos. 4, 25(H), 26, 27(H), 28, 29(H), 30, 31, and 32.
- UF4. The project applicant shall have permission to encroach within the protected zone (consistent with the project oak tree reports) of the following oak trees on the project site: Tree Nos. 1, 3(H), 33, 34(H), 38(H), 47(H), 50, 52(H) and 71.
- UF5. The project applicant shall have permission to trim live wood in excess of 2" in diameter, consistent with the recommendations of the project's oak tree reports, on the following oak trees on the project site: Tree Nos. 1, 3(H), 33, 34(H), 38(H), and 52(H).
- UF6. The City Council selected Lost Canyon Road/Sand Canyon Road Intersection Design Option No. 3 ("Roundabout Option"). Based upon this decision, the project applicant shall have permission to encroach within the protected zone of oak tree nos. 25B and 45 and trim live wood in excess of 2" in diameter (consistent with the project's oak tree reports) on off-site Oak Tree No. 45.
- UF7. Mitigation for the oak tree impacts referenced above shall include dedication to the City of Santa Clarita of the two-acre oak tree preserve located adjacent to the Oak Park. The value of the two-acre property shall be appraised prior to dedication to the City with said appraisal submitted to the City for review and approval. Dedication of this two-acre property to the City shall occur in conjunction with dedication of the Oak Park. A deed restriction shall be recorded over this two-acre preserve restricting its use to open space only and prohibiting any future development or grading (excluding mitigation activities). Signage shall be posted along the trail adjacent to the preserve indicating that this area is an oak tree preserve/mitigation area.

Additionally, the applicant shall be required to plant mitigation oak trees on this two-acre parcel as well as the Town Green and Mitchell Hill Open Space to the satisfaction of the Director of Community Development. The oak preserve, Town Green, and Mitchell Hill Open Space shall be the primary oak mitigation areas for the project. Secondary oak tree mitigation or planting areas shall include trail corridors throughout the project site. Group plantings of native oaks are encouraged in areas that will accommodate the trees for future growth. Examples are passive parks, break areas, open landscape areas, new trails and the entrance to commercial and residential portions of the project.

The planting of on-site mitigation oak trees referenced above shall be equal to or exceed the International Society of Arboriculture (ISA) dollar value of all oak trees proposed for removal per the Oak Tree Report (includes the nine oak trees on-site and the one potential oak tree off-site). Prior to the issuance of grading permits and the start of any construction, the applicant shall be required to bond for the International Society of Arboriculture (ISA) dollar value of all oak trees proposed for removal.

- UF8. Prior to the issuance of grading permits and the start of any construction, the applicant shall have all required protective fencing installed around the oak trees. Oak trees that are proposed for encroachment shall have the protective fence placed at the furthest point away from the trunk that will allow for the necessary construction. All remaining oak trees shall have the fence installed at the protected zone located five (5') feet out from edge of dripline.
- UF9. Protective fencing shall consist of five (5') foot standard chain link material supported by steel post driven directly into the ground and evenly spaced at eight (8') feet on center. 36" inch silt fencing shall be installed at the base of all protective fencing and be maintained in good repair throughout all phases of construction.
- UF10. A maximum of one non-gated three foot wide opening shall be left open on the opposite side of construction to allow for required monitoring by City Staff and the applicant's Arborist of Record. Openings shall be spaced every 100 feet or at a rate of one per tree.
- UF11. The applicant shall be required to install proper signage that reads "THIS FENCE IS FOR THE PROTECTION OF OAK TREES AND SHALL NOT BE REMOVED OR RELOCATED WITHOUT WRITTEN AUTHORIZATION BY THE CITY ARBORIST".
- UF12. The applicant shall be required to submit a copy of all future site plans including but not limited to grading plans, street improvement plans, construction plans and landscape plans to the City of Santa Clarita Oak Tree Specialist. All site plans shall require written approval from the City's Urban Forestry Division.
- UF13. Any oak tree approved for relocation (presently Tree No. 31 is proposed for relocation) shall be completed by an approved qualified tree relocating company.
- UF14. Any oak tree which is proposed for relocation shall be considered a removal. Any oak tree that has been approved for relocation shall require an up to 90 day side box waiting period before bottom roots may be removed. The final waiting period shall be established by the Arborist of Record and the City's Oak Tree Specialist.
- UF15. Any oak tree which has been approved for relocation shall require a minimum five year mitigation period, which shall include the submittal of all maintenance and monitoring records completed on the tree. Monitoring reports shall be submitted at the end of each month for the first two years, quarterly (four times per year) for the following two years and biannually for the final year. The bond (based upon a value equivalent to the oak tree's ISA value) for the relocated tree will not be exonerated until the completion of the required mitigation period.
- UF16. The applicant shall be required to incorporate large scale trees which include 48 inch and 60 inch box trees. This may also include the installation of specimen size trees that range from 72" box size to 84" box size.

UF17. Mitigation oak trees may include the following native species of oak; Coast live oak (*Quercus agrifolia*), Canyon oak (*Quercus chrysolepis*) and Blue oak (*Quercus douglasii*). Incorporating additional native species in areas immediately adjacent to where established oak trees are present, may have a negative impact on the existing oak trees and is not permitted.

LANDSCAPE

UF18. All proposed irrigation shall be placed outside the protected zone of any existing oak tree.

UF19. Any landscape improvements including but not limited too plant material, walkways, trails, water features, patios, lighting, statues or art that are proposed for within the protected zone of an existing oak tree shall be approved by the City of Santa Clarita Oak Tree Specialist.

UF20. Only drought tolerant native species of plant material may be placed within the protected zone of an oak tree. This includes all mitigation oaks, relocated oak trees and existing oak trees.

UF21. A minimum ten (10') foot critical zone (measured from the trunk) shall be maintained for all non heritage oak trees and fifteen (15') feet for all heritage oak trees. Only landscape boulders and approved mulch may be installed within this critical zone and shall be approved by the City of Santa Clarita Oak Tree Specialist.

UF22. At no time shall any overhead irrigation be permitted to come in contact with an oak tree. Only direct contact irrigation (drip and/or bubbler) systems may be installed within the protected zone of an oak tree. Overhead irrigation which has been approved for outside the protected zone shall be directed away from the canopy of the oak tree.

UF23. The minimum protected zone for any non-established or existing oak tree is fifteen (15') feet. This includes all new oak trees that were planted for required mitigation. All turf shall be kept a minimum of 15 feet from any oak tree. Lineal root barriers shall be required along the edge of any proposed walkways, trails, drive approaches, street and any other form of hardscape that is approved for within the protected zone of an oak tree.

UF24. Walkways and bike trails or any other form of hardscape that is approved for within the protected zone of an oak tree shall consist of an approved material such as permeable landscape pavers and asphalt. In some cases, subject to the approval of the City's Oak Tree Specialist, the applicant shall be required to install approved aeration tubes.

UF25. Native trees, including but not limited to *Platanus racemosa*, *Cercis occidentalis*, *Populus fremontii*, *Rhus integrifolia*, *Heteromeles arbutifolia* and *Quercus* species, shall be incorporated near project trails along the Santa Clara River and the Metrolink right-of-way to the satisfaction of the Director of Community Development.

- UF26. Prior to grading and/or as required by the Community Development Department, the applicant shall be required to submit a full set of preliminary landscape plans to the City of Santa Clarita Urban Forestry Division for review. The final landscape plans shall be reviewed and approved by the City of Santa Clarita Urban Forestry Division.
- UF27. Prior to bond exoneration and upon completion of the installation of all required mitigation oak trees, the applicant shall be required to submit a detailed GPS site plan (consistent with the City's system) with the location of all mitigation oak trees. Included on this site plan shall be a detailed legend identifying the number, size, species and cost of all oak trees planted on site. This is required to confirm that all mitigation has properly been documented and completed.

CONSTRUCTION & PRESERVATION:

- UF28. At no time shall the applicant or their contractors be permitted to place or store any form of construction material, equipment, machinery or vehicles within the protected zone of an oak tree.
- UF29. At no time shall the applicant or their contractors be permitted to wash, rinse, clean or service any form of construction equipment, tools vehicles or machinery within 100 feet of an oak tree.
- UF30. At no time shall any form of liquid or dry contaminates including but not limited to oils, gasoline, diesel fuel, concrete, plaster and mortars be permitted to enter the protected zone of an oak tree.
- UF31. The applicant shall be required to have approved on-site concrete rinse out stations located throughout the project site. These and all other rinse out stations shall be located a minimum of 100' feet from any oak tree.
- UF32. All work completed within the protection zone of an oak tree shall be monitored by the applicant's Arborist of Record.
- UF33. Any root or roots that are encountered during construction including grading, excavation and trenching that are two (2") inches in diameter or larger shall be preserved at all times unless waived by the City of Santa Clarita Oak Tree Specialist.
- UF34. Exposed roots shall be immediately covered with moistened layers of burlap until backfill can be completed. Burlap may be removed or left on the root. Backfill shall consist of original native soil only.
- UF35. Any root which has been approved for removal shall be cut clean with a proper pruning device. Proper pruning device will vary depending on the size of the root. All pruning of roots shall be completed by or in the presence of the applicant's Arborist of Record.

- UF36. Any oak tree that has been approved for trimming shall be completed by an approved qualified tree trimming contractor certified through the International Society of Arboriculture (ISA) or in the presence of the applicant's Arborist of Record.
- UF37. All non-infested wood chips generated from pruning shall be recycled and used as mulch for existing oak trees.
- UF38. The applicant and their contractors shall adhere to the American National Standards Institute (ANSI) A300 Part I, Best Management Practices and the ISA Pruning Standards for all oak tree care operations.
- UF39. The applicant and their contractors shall adhere to ANSI A300 Part IV (Management of Tree and Shrubs During Site Planning, Site Development and Construction) and Best Management Practices (Managing Trees During Construction) throughout the project.

STREET TREES:

- UF40. The applicant shall be required to install street trees within the parkways and medians of all public and private streets. Street trees shall be a minimum size 24" box standard trunk tree free from any incorrect pruning, stake damage, trunk damage, girdled roots and broken branches.
- UF41. All street trees shall be approved by the City of Santa Clarita Urban Forestry Division (Oak Tree Specialist), Special Districts (LMD) and the Community Development Department (Planning).
- UF42. All trees shall meet and/or exceed the minimum requirements set forth in the California Department of Forestry and Fire Protection Specification Guidelines for Container-Grown Landscape Trees and Shrubs.
- UF43. All trees planted within the public right of way shall be planted in accordance with the City of Santa Clarita Tree Planting and Staking Detail Sheet. This sheet may be obtained from the City Oak Tree Specialist.
- UF44. The applicant shall be required to install and maintain irrigation to all trees planted within the public right of way.
- UF45. Prior to bond exoneration, the applicant shall submit a final landscape plan which shows all existing oak trees, proposed mitigation oak trees, required oak trees and all parkway trees. The landscape plan shall have a detail planting legend identifying all proposed oak trees, size of proposed trees, number of species and individual symbols.
- UF46. The applicant shall be required to provide a GPS spread sheet which identifies the location, genus, species, height, trunk diameter and canopy spread of all trees planted within the public right of way.

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UF47. Upon completion of the project and completion of all required mitigation, the bond for oak tree mitigation will be exonerated.

TRANSIT FUNDING AGREEMENT

REGARDING THE VISTA CANYON PROJECT'S TRANSIT FUNDING

As required by Condition of Approval __ for the Vista Canyon project (Master Case 07-127), the City of Santa Clarita ("City") and Vista Canyon Ranch, LLC ("Vista"), a California limited liability company and the project applicant, agree to implement the terms of this Funding Agreement Regarding The Vista Canyon Project's Transit Funding ("Agreement").

This Agreement is made and entered into on the basis of the facts and understandings set forth below:

A. Vista is the owner and developer of certain real property located in the unincorporated northern portion of Los Angeles County in the Santa Clara River Valley, situated south of State Route 14, west of Sand Canyon, east of Fair Oaks Ranch and north of the Metrolink railroad tracks. The Vista Canyon project site will be annexed into the City, along with various adjacent properties.

B. The City is a municipality located within Los Angeles County, more specifically within the Santa Clarita Valley.

C. The Vista Canyon project includes a new Multi-Modal Transit Station ("Transit Station"), which consists of a Metrolink Station and Bus Transfer Station. The Transit Station will serve residents within the eastern Santa Clarita Valley, including future residents and employees of the Vista Canyon project.

D. The Transit Station will likely be constructed in two phases. The first phase will consist of 500 surface parking spaces, a station platform, and associated track work. The second phase will include a 750-space parking structure, the Bus Transfer Station, and additional track work. The City and Vista will coordinate with the Southern California Regional Rail Authority, Metrolink, and Metropolitan Transit Authority, as necessary, in designing the Transit Station and when undertaking improvements within the rights-of-way of these agencies.

E. The Metrolink Station component of the Transit Station will replace the existing, temporary Via Princessa Metrolink Station ("Via Princessa Station"). The Via Princessa Station was constructed after the 1994 Northridge Earthquake in order to provide temporary Metrolink service to residents within the eastern Santa Clarita Valley until a more permanent facility could be provided. The Via Princessa Station provides 392 parking spaces.

F. The City and Vista desire to work together to obtain funding to construct the Transit Station. Existing funding sources for construction of the Transit Station include direct contributions from the applicant and transit funds from the City. Additionally, federal and/or state funding for transit-oriented developments, such as the Vista Canyon project, may be secured. To date, Vista has expended approximately \$200,000 on plans and consultants directly related to the design, construction and funding for the Transit Station.

G. Consistent with the requirements of the Vista Canyon Parking Demand Analysis ("Parking Analysis"), parking provided (750 parking spaces at buildout) for the Transit Station will be exclusively allocated to the City for park-and-ride purposes on weekdays from the hours of 6:00 a.m. to 6:00 p.m. On weekends, a minimum of 169 parking spaces will be provided for the Transit Station from the hours of 6:00 a.m. to 6:00 p.m. As indicated in the Parking Analysis, the Vista Canyon project will have a surplus of over 1,000 parking spaces between 6:00 p.m. and 6:00 a.m. on weekdays, and a surplus of 1,803 parking spaces on weekends. Though Vista will receive use of the Transit Station parking spaces as surplus parking during the off-hours referenced above, the Transit Station parking is not required to meet the demands of the non-residential uses in the Vista Canyon project per the Parking Analysis.

In furtherance of the common objectives regarding the construction of the Transit Station, the City and Vista hereby agree as follows:

1.0 The City will work with Vista and use its best efforts to obtain federal and/or state funding for the construction and acquisition of the Transit Station. Additionally, the City will contribute from its Transit Budget to the construction of the Transit Station, an amount that is equivalent to the land value of the Via Princessa Station based upon the conversion of that station to recreational uses. The applicant will be required to pay for all NEPA environmental documentation and receive credit for those costs.

2.0 Vista will remit payment of the Vista Canyon project transit fee upon issuance of each individual building permit at the rates described below:

Single Family Residential – \$1,311 per dwelling unit

Multi-Family Residential - \$1,412 per dwelling unit

Retail Commercial - \$2.93 per square foot

Professional, Medical Office, Hospitality – \$0.68 per square foot

Based on the above rates and the approved plan, the Vista Canyon project will generate up to \$2,562,140 in transit fees that will be directed to the construction of the Transit Station. Vista shall receive a transit fee credit for funds expended prior to building permit related to the design, construction and funding of the Transit Station.

3.0 Vista will dedicate to the City the Bus Transfer Station site and grant the City a permanent easement for parking purposes over the parking structure associated with the Transit Station. Vista's land and easement dedications will be at no cost to the City. However, if federal and/or state funds are received and allocated to land acquisition/easement costs, as discussed in Paragraph 1.0 above, the City shall reimburse Vista the fair market value for the land and easement.

4.0 Vista will create a Community Facilities District ("CFD") over the commercial properties within the Vista Canyon project. The City agrees to work with and facilitate the formation of this CFD, and Vista commits to allocate 15% of the proceeds of this CFD to

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construction of the Transit Station. Total proceeds from this CFD are estimated to be between \$10 million and \$15 million.

5.0 The first phase of the Transit Station will be in place and operational prior to Vista's receipt of a certificate of occupancy for more than 250,000 square feet of commercial floor area in the Vista Canyon project.

RESOLUTION NO. 11-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA CLARITA, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (SCH NO. 2007071039), AND ADOPTING THE MITIGATION MONITORING AND REPORTING PROGRAM AND A STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE VISTA CANYON PROJECT (MASTER CASE NO. 07-127: GENERAL PLAN AMENDMENT 07-001A, PRE-ZONE 07-001A, ANNEXATION 07-002A, SPECIFIC PLAN 07-001, TENTATIVE TRACT MAP 69164, CONDITIONAL USE PERMIT 07-009, OAK TREE PERMIT 07-019)

THE CITY COUNCIL OF THE CITY OF SANTA CLARITA DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council does hereby make the following findings of fact:

- a. An application for Master Case 07-127, the Vista Canyon project, was filed by the project applicant, Vista Canyon, LLC (the "applicant"), with the City of Santa Clarita on June 29, 2007. The original entitlement requests (collectively, "Entitlements") include:
 1. Annexation 07-002A to annex (and amend the City's Sphere of Influence to include) the Vista Canyon site, an approximately 185-acre site that is generally located southwest of Sand Canyon Road and State Route 14 ("SR-14") in the unincorporated area of Los Angeles County.
 2. Pre-zone 07-001A to pre-zone the Vista Canyon site to Specific Plan ("SP").
 3. Specific Plan 07-001 to adopt a Specific Plan that includes entitlements for 1,117 dwelling units (96 single-family detached, 1,021 multi-family attached), 646,000 square feet of commercial office, 164,000 square feet of retail, and a 200-room hotel. A residential overlay within the Specific Plan would permit the conversion of up to 250,000 square feet of the commercial office area to 233 additional multi-family attached dwelling units, permitting development of the project site with up to 1,350 dwelling units and 700,000 square feet of commercial area.
 4. General Plan Amendment 07-001A to amend the General Plan Land Use Map and Circulation Element in order to designate the Vista Canyon site as SP, revise the Significant Ecological Area ("SEA") overlay to correspond to the area proposed as Specific Plan-Open Space ("SP-OS"), and establish the alignment and roadway classification for Lost Canyon Road and Vista Canyon Road. Tentative Tract Map 69164 to subdivide the 185-acre project site into 162 lots. In addition, each individual dwelling or commercial unit would have the ability to be subdivided.

5. Conditional Use Permit 07-009 to allow for the import of up to 500,000 cubic yards of dirt to accommodate the development within the Vista Canyon site.
6. Oak Tree Permit 07-019 to allow for the removal of 10, four of which are heritage size, of the 41 oak trees located within the Specific Plan site. The request would also permit the encroachment into the protected zone of 10 oak trees, and pruning or trimming of seven of these 10 oak trees. Implementation of three of the four Lost Canyon Road/Sand Canyon Road intersection options could require an additional oak tree removal and/or up to two additional oak tree encroachments.

As discussed at length below, the original Vista Canyon project has been revised since the initial 2007 application for the Entitlements. As a general matter, the modifications to the project reduce the amount and extent of site development, thereby reducing environmental impacts and avoiding the creation of new impacts.

- b. The City of Santa Clarita is also concurrently processing under Master Case 07-127 (General Plan Amendment 07-001B, Prezone 07-001B, Annexation 07-002B) a separate application to annex the Ancillary Annexation Area (“AAA”) to the City of Santa Clarita. The AAA includes unincorporated County of Los Angeles property adjacent to and surrounding the Vista Canyon project site, specifically Fair Oaks Ranch (approximately 1,082 acres), Jakes Way (approximately 260 acres), and portions of Sand Canyon (915 acres).
- c. As indicated in Paragraph (a), above, the project originally proposed to develop 1,117 dwelling units (96 single-family residential lots and 1,021 attached condominiums (up to 579 of these attached condominium units may be rented or leased)), and up to 950,000 square feet of commercial and medical office, retail, theater, restaurant, and hotel uses within four Planning Areas (“PA”). A residential overlay within the corporate office campus site would have allowed for the conversion of up to 250,000 square feet of office floor area to 233 attached residential units. If implemented, this conversion would have permitted a maximum of 1,350 residential units and 700,000 square feet of commercial floor area. The original project entailed a new Multi-Modal Transit Station (“Transit Station”), consisting of a Metrolink Station and Bus Transfer Station, as well as a wastewater reclamation plant (“WRP”). As originally proposed, there would also be approximately 18 acres of parks/recreation facilities, including the Oak Park, Town Green, Community Garden, River Education/Community Center, up to six private recreation facilities, and trails. Further, the original project also included approximately 10 acres of proposed public streets, including the extension of Lost Canyon Road from Fair Oaks Ranch to Vista Canyon Road and the construction of the Vista Canyon Road Bridge to connect Lost Canyon Road and Soledad Canyon Road.
- d. The Vista Canyon site primarily is surrounded by residentially-developed land. Residential development, commercial development and SR-14, are located to the north of the project site. The Colony Townhomes, a multi-family residential

community, is directly west of the project site. The Fair Oaks Ranch community, which is comprised of single-family and multi-family residential units, an elementary school, and community park, lies to the south and west. The existing Metrolink rail line is located to the south of the project site. The La Veda and Lost Canyon residential areas, which consist of homes, and a public and private elementary school, lie to the east. The Santa Clara River bisects the Vista Canyon site.

- e. The project site is presently located in unincorporated Los Angeles County, directly adjacent to the City of Santa Clarita. The Los Angeles County Land Use Map (as amended through May 13, 2003) designates the project site as M (Industry) and W (Floodplain/Floodway). The property is currently zoned M-1.5 (Light Industrial), A-1-1 (Light Agriculture – 1 acre minimum lot size), R-A-8,000 (Residential Agriculture – 8,000 square foot minimum lot size), and A-1-10,000 (Light Agriculture – 10,000 square foot minimum lot size). Under the existing County light industrial zoning designation of M-1.5 and taking into account parking and landscaping requirements, the project site could be developed with approximately 1.0 million square feet of light industrial uses. The agricultural and residential zoned portions of the project site could be developed with approximately 170 single-family residential units.
- f. On June 25, 1991, the City Council adopted the City of Santa Clarita General Plan via Resolution No. 91-98. The City's General Plan presently designates the Vista Canyon project site as Business Park with portions of the site covered by a SEA overlay. The City's General Plan Land Use Concept identifies the project site as a "major sub-center" with Business Park/Office Uses. Under the Business Park designation and taking into account City parking and landscaping requirements, the project site could be developed with approximately 4.35 million square feet of business park floor area.
- g. The County of Los Angeles and City of Santa Clarita are presently completing One Valley One Vision ("OVOV") – a joint effort, initiated in 2000, between the City and County to create guidelines for the future growth and development of the Santa Clarita Valley while also preserving natural resources. The jurisdictional planning boundaries established in OVOV include the City and its four communities (i.e., Canyon Country, Newhall, Saugus and Valencia), and the County communities of Stevenson Ranch, Castaic, Val Verde, Agua Dulce, and the future Newhall Ranch. The draft OVOV Land Use Plan (dated October 2008) issued by the County designates the project site as UR2 (Urban2 - five dwelling units per acre) with an SEA overlay over portions of the site. Under this draft land use designation, the project site could be developed with up to 700 residential units. However, various goals and policies within OVOV encourage transit oriented development ("TOD") through the permitting of higher densities and intensities, and would allow for mixed-use, compact development in close proximity to new or existing rail stations and/or multi-modal transit facilities. As proposed, the Vista Canyon project includes a new Transit Station.

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- h. The Vista Canyon site was originally a portion of Mitchell Ranch, which was first settled in 1860 by Thomas Mitchell. Thomas Mitchell was born in Virginia, subsequently moving to Texas where, in 1852, he served under Sam Houston in the Texas Mounted Volunteers. He went to California shortly thereafter, spending approximately eight years in the northern California mining districts. In 1860, he moved to the Santa Clarita Valley to start a cattle ranch. Initially, he transported a dismantled miner's cabin down from Tehachapi and erected it on the property, more specifically in the southeastern portion of the project site. A few years later he married Martha Taylor and built a more commodious adobe, about 40 feet from the original cabin. The adobe was 60 by 45 feet in size and redwood shingled.

Eventually, Mitchell increased his holdings to nearly a thousand acres, on which he raised cattle, produced honey, and farmed. With increasing population, and thus children, in the valley, the Sulphur Springs School District was founded, circa 1872. The school opened initially in the kitchen of Mitchell's adobe, was taught by Mrs. Mitchell, and was the first school building in the Santa Clara Valley area. Circa 1885, the student population had outgrown the single room and a wooden schoolhouse was constructed at Sulphur Springs, on land donated by Mitchell. The Sulphur Springs school location is directly east of the project site. Mitchell also built a two-story home on the project site in 1888, then using the adobe as a guesthouse. Bricks from the adobe were eventually removed from the property and the school/adobe was reassembled at Heritage Junction in Hart Park in Newhall.

In addition to the original miner's cabin, adobe, two-story wooden house, and likely a number of outbuildings, a family cemetery was also present on the Mitchell Ranch. This was used to inter the Mitchell family, and their friends and neighbors. None of the buildings referenced above remain on the Vista Canyon site. The cemetery, however, is still present and would be preserved by the project.

Presently, the project site is comprised primarily of undeveloped, highly disturbed land, including various utilities, an equipment storage yard and a single-family residence located on the western side of the project site, and the Mitchell family cemetery located on the small elevated terrace on the northeastern portion of the project site.

- i. The project site is irregularly shaped, and includes the sandy bottom of the ephemeral Santa Clara River, a small elevated terrace on the northeastern portion of the project site, and a larger elevated terrace that forms the southern half of the project site. These terraces drain towards the River. Elevations on the project site range from a high of 1,555 feet above sea level at the northeastern portion of the site, to a low of 1,465 feet above sea level in the middle of the Santa Clara River.
- j. Environmental conditions on the project site have been altered substantially by existing and historical uses of the property, including outdoor storage, agricultural cultivation, grading, utility construction and maintenance, and residential uses. Unauthorized dumping also has occurred on the project site. There is little remaining

natural vegetation remaining with the exception of a vegetated area on the southeastern portion of the project site that includes oaks and introduced grasses.

- k. The Vista Canyon project concentrates development on the flatter, disturbed, elevated terraces on the project site, and as revised would preserve a River corridor averaging over 800 feet in width. The majority of oak trees on the project site would be preserved and incorporated into the project.
- l. In accordance with the California Environmental Quality Act (“CEQA;” Pub. Resources Code, §21000 et seq.), the City of Santa Clarita is the lead agency and the City Council is the decision-making body for the Vista Canyon project. The City’s Planning Commission is a recommending body for the Vista Canyon project.
- m. The City of Santa Clarita prepared an Initial Study for the Vista Canyon project, which determined that the project may have a significant effect on the environment and that an environmental impact report (“EIR”) must be prepared. The Initial Study determined that the following areas must be addressed in the EIR for the Vista Canyon project: geotechnical hazards, flood, traffic/access, air quality, noise, biological resources, land use, water services (including both water demand/supply and water quality), solid waste disposal, education, library services, parks and recreation, fire services, sheriff services, human made hazards, visual resources, population/housing/employment, cultural resources, agricultural resources, Santa Clara River corridor, wastewater disposal, global climate change and utilities.
- n. An initial Notice of Preparation (“NOP”) for the Entitlements was circulated to affected agencies, pursuant to CEQA and the State CEQA Guidelines (Cal. Code Regs., tit. 14, §15000 et seq.), for thirty days, beginning on July 11, 2007. A revised NOP, reflecting various modifications made to the project was circulated, pursuant to CEQA and the State CEQA Guidelines, for thirty days, beginning on February 26, 2008. And, yet another revised NOP, reflecting the inclusion of the AAA, was circulated, pursuant to CEQA and the State CEQA Guidelines, for thirty days, beginning on October 1, 2009. Agencies that received the NOPs include, but are not limited to, the County of Los Angeles, Los Angeles Regional Water Quality Control Board, California Department of Fish and Game, South Coast Air Quality Management District, law enforcement agencies, school districts, waste haulers, water agencies and transportation agencies serving the Santa Clarita Valley in accordance with CEQA’s consultation requirements. Numerous comments from public agencies, organizations, and members of the public were received in response to the NOPs.
- o. A scoping meeting was held at the City of Santa Clarita Century Conference Room on February 27, 2008, to obtain information from the public as to issues that should be addressed in the EIR. Notice of the scoping meeting was published in The Signal newspaper on February 6, 2008, and was mailed to all property owners within 1,000 feet of the project site, in addition to approximately 80 agencies. Approximately 25 people attended the scoping meeting.

- p. On July 20, 2010, at 3:30 p.m., the Planning Commission conducted a site tour of the Vista Canyon project site.
- q. The City of Santa Clarita prepared a Draft EIR (October 2010; SCH No. 2007071039) for the Vista Canyon project that addressed all issues raised by the Initial Study and in comments received on the NOPs. The Draft EIR was circulated for review and comment by affected governmental agencies and the public, in compliance with CEQA. Specifically, the Notice of Availability/Notice of Completion for the Draft EIR was filed, posted and advertised on October 19, 2010, and the 45-day public review period ended on December 3, 2010, 5:00 p.m. in accordance with CEQA.
- r. The City also prepared a Planning Commission Final EIR (February 2011; SCH No. 2007071039). The Planning Commission Final EIR complied with all applicable CEQA requirements, and contained responses to all oral and written comments received prior to January 18, 2011. The Planning Commission Final EIR also contained a description of modifications to the Vista Canyon project made in response to public comment, City staff recommendations, and Planning Commission direction; copies of all comment letters received on the project; revised pages of the Draft EIR; and, additional supporting materials in appendices. Notice of the Planning Commission Final EIR's availability was sent to commenting agencies, organizations and persons on February 4, 2011.
- s. The Planning Commission held duly-noticed public hearings on the Vista Canyon project on October 19, November 2, and December 21, 2010, and February 15, 2011. These hearings were held at City Hall, 23920 Valencia Boulevard, Santa Clarita, at 7:00 p.m. The Planning Commission closed the public hearing on December 21, 2010.
 - i. On October 19, 2010, the Planning Commission opened the public hearing for the Vista Canyon project; received a presentation from staff on the Vista Canyon Specific Plan; received a Draft EIR presentation from staff on several sections (Geotechnical Hazards, Land Use, Solid Waster Disposal, Education Services, Library Services, Fire Services, Sheriff Services, Human-Made Hazards, Population, Housing and Employment, Cultural Resources, Agricultural Resource, Utilities, and Ancillary Annexation Areas); received a presentation from the applicant, and received public testimony regarding the project.
 - ii. On November 2, 2010, City staff responded to questions posed by the Planning Commission and pubic on issues related to Schools, Traffic, Grading, Solid Waste and Annexation. City staff also made a presentation on various Draft EIR Sections (Flood, Traffic and Access, Air Quality, Noise, Biological Resources, Water Services, Water Quality, Parks and Recreation, Visual Resources, River Corridor, Wastewater Disposal, Global Climate Change, and Project

Alternatives). The Planning Commission also received a presentation from the applicant and received public testimony regarding the project.

iii. On December 21, 2010, City staff responded to questions and issues raised by the Planning Commission related to Flood, Traffic, Air Quality, Noise, Biological Resources, Water Services, Water Quality, Parks and Recreation, Visual Resources, River Corridor, Wastewater Disposal, Global Climate Change, and Project Alternatives. In addition, the Planning Commission considered potential site plan modifications, noise-, dust- and traffic-related conditions, and additional public testimony on the project. At the conclusion of the hearing, the Planning Commission directed staff and the applicant to bring back a site plan reflecting various project modifications (detailed below), and directed staff to incorporate the following specific requirements into the revised site plan and/or conditions of approval for the project:

1. Elimination of the 26 single-family lots located in the area adjacent to the existing La Veda neighborhood. Elimination of these lots increased the size of the proposed Oak Park to over 10 acres, eliminated the removal of one heritage oak tree, and allowed for the preservation and enhancement of the north/south animal movement corridor from the Santa Clara River through the project site to undeveloped land to the south. This project revision incorporated aspects of Draft EIR Alternative 5 (Open Space Corridor).
2. Selection of the "Roundabout" (Intersection Design Option 3) at the Lost Canyon Road/Sand Canyon Road intersection.
3. Removal of the properties south of Placerita Canyon Road from the AAA, with the exception of the City's Walker Ranch Open Space property. Removal of these properties reduced the size of the Sand Canyon annexation area from 1,723 acres to 915 acres.
4. Require, as a condition of approval, the project applicant to minimize potential dust and vibration impacts associated with project-related construction to the existing La Veda neighborhood.
5. Require, as a condition of approval, the project applicant to retain a qualified biologist to prepare an animal movement corridor plan, which would address corridor design, specifications for an undercrossing under Lost Canyon Road, and plant materials for the corridor.
6. Require, as a condition of approval, the project applicant to construct an eight-foot tall wall/beam in locations along the southerly Metrolink right-of-way adjacent to the proposed station to reduce train-related noise to off-site properties.

7. Require the applicant to fund a crossing guard for a temporary time period after the completion of the intersection improvements at Lost Canyon Road/Sand Canyon Road.
- t. On February 15, 2011, the modified site plan, Planning Commission Final EIR (February 2011), resolutions and conditions of approval were presented to the Planning Commission. The Commission also received public testimony regarding the project. As a result of the project modifications made during the proceedings before the Planning Commission, the revised site plan recommended by the Planning Commission proposes a total of 1,091 residential units (1,324 under the residential overlay), 950,000 square feet of commercial floor area (700,000 square feet under the residential overlay), Transit Station, a 10-acre neighborhood park and other recreational amenities.
- u. At the conclusion of the February 15, 2011 public hearing, the Planning Commission voted to recommend that the City Council certify the Planning Commission Final EIR (see Resolution No. P11-02) and approve the Vista Canyon project as revised (see Resolution No. P11-01). The Planning Commission also recommended that the City Council adopt (i) a Statement of Overriding Considerations for those impacts of the Vista Canyon project that cannot be mitigated to less-than-significant levels, and (ii) the Mitigation Monitoring and Reporting Plan ("MMRP") (see Resolution No. P11-02).

The Planning Commission considered the Draft EIR (October 2010) and Planning Commission Final EIR (February 2011) prepared for the Vista Canyon project, as well as information provided in staff reports, presented to the Planning Commission from experts, and presented in public testimony, including letters submitted to the Planning Commission following the close of the Draft EIR public comment period up to January 18, 2011, prior to recommending approval of the Vista Canyon project.
- v. Following the February 15, 2011 hearing, the City prepared the Final EIR (April 2011; SCH No. 2007071039). The Final EIR contained copies of all late written comment letters; responses to all oral and written comments received on or after January 18, 2011 and prior to April 8, 2011; and, a description of additional modifications to the Vista Canyon project made in response to public comment, City staff recommendations, and City Council direction (see Paragraph (w), below). Notice of the Final EIR's availability was provided on April 15, 2011 to commenting agencies, organizations and persons.
- w. The City Council subsequently held duly-noticed public hearings on the Vista Canyon project on March 22 and April 26, 2011. These hearings were held at City Hall, 23920 Valencia Boulevard, Santa Clarita, at 6:00 p.m. The City Council closed the public hearing on April 26, 2011.
 - i. On March 22, 2011, the City Council conducted a public hearing on the Vista Canyon project. At the conclusion of the hearing, the City Council directed staff and the applicant to bring back a site plan and conditions reflecting various

project modifications (detailed below), and directed staff to incorporate the following specific requirements into the revised site plan and/or conditions of approval for the project:

1. Increase the length of the Vista Canyon Road Bridge over the Santa Clara River from 650 feet to 750 feet.
2. Increase the River Corridor width in PA-1 and PA-2 by an average of 100 feet (excepting the proposed water reclamation plant, which is located in an area outside of California Department of Fish and Game's jurisdiction). With this modification, the average width of the River Corridor on the project site would be over 800 feet. This change requires the redistribution of residential and commercial land uses in PA-1 and PA-2.
3. Eliminate commercial development within PA-4 (Mitchell Hill), resulting in no commercial or residential development north of the Santa Clara River Corridor.
4. Relocate the Town Green in PA-2 from its present location adjacent to the Metrolink right-of-way and Transit Station to a location near the southern abutment of the Vista Canyon Road Bridge. This relocation would locate the Town Green along the Santa Clara River directly north of the office and hotel buildings located to the east of Vista Canyon Road.
5. Eliminate the residential overlay and establish a residential and commercial development cap on the project of 1,100 residential units and 950,000 square feet of commercial floor area.
6. Add the following conditions to the project:
 - a. Require the staff and applicant to work together on a Recreational Amenity Plan for the Mitchell Hill Open Space. The plan would include site security improvements and the construction of unimproved access (decomposed granite or similar surface) to the Mitchell Hill Open Space. The applicant shall also construct improvements identified in the approved Recreational Amenity Plan. The applicant shall receive Park Development Fee credit for the constructed improvements.
 - b. Require the applicant to pay all costs and complete the restoration of the Mitchell Family cemetery, including the extension of water and electricity to the cemetery.

- c. Require the project's Landscape Maintenance District to pay for ongoing maintenance of the Oak Park, River Corridor and Mitchell Hill Open Space (including the Mitchell Family cemetery).
- d. Require the applicant to provide \$300,000 in funding to be used for the City's construction of the Sand Canyon Road Trail from Roadrunner Avenue to Lost Canyon Road, and un-constructed portions of the Sand Canyon trail between Roadrunner Avenue and Sultus Street.
- e. Require that project lighting be decorative and down lit, including along public roadways and the Vista Canyon Road Bridge.
- f. Require that no lighting be permitted on Lost Canyon Road from La Veda Avenue to a point 300 feet from the eastern project boundary due to the animal movement corridor.
- g. Require that no lighting be permitted on trails adjacent to the animal movement corridor or along the Santa Clara River.
- h. Require that the applicant use its best efforts, working with City staff, to acquire an off-site, 20-foot wide, trail easement to be located on the property to the south of the existing railroad undercrossing to allow for the connection of the Vista Canyon trail system to the Fair Oaks Ranch/Golden Valley trail system and to the City's trail system at the western terminus of Roadrunner Avenue.
- i. Require that the project's loop trail, from the project's eastern boundary to the existing railroad undercrossing, be decomposed granite (or similar surface) at a width of 20 feet.
- j. Require that the project's loop trail, from the existing railroad undercrossing to Vista Square, be decomposed granite (or similar surface) at a width of 12 feet.
- k. Require that the slope of the bank stabilization in the area of the animal movement corridor not exceed a grade of 2.5:1 to provide access for wildlife to enter into the River.
- l. Require that a conservation easement be recorded over the animal movement corridor on-site and that the applicant working with City staff use their best efforts to acquire a

conservation easement off-site on the property directly to the south to preserve the animal corridor through the project site and to the south.

With these additional modifications incorporated, the Vista Canyon project would result in the following land uses:

1. A maximum of 1,100 residential units.
 2. A maximum of 950,000 square feet of commercial floor area.
 3. A Transit Station, consisting of a Metrolink Station and Bus Transfer Station.
 4. A water reclamation plant.
 5. Various infrastructure, recreation and open space improvements, including streets, utilities, the Oak Park, Town Green, Community Garden, up to six private recreational areas, the River Corridor and Mitchell Hill Open Space area.
- ii. On April 26, 2011, the City Council received public testimony, closed the public hearing, certified the Final EIR, and adopted all of the necessary documents (e.g., resolutions and ordinances) for approval of the project.
- x. The Draft EIR (October 2010), Planning Commission Final EIR (February 2011), and Final EIR (April 2011) have been prepared and circulated in compliance with CEQA.
- y. Based upon the Draft EIR (October 2010), Planning Commission Final EIR (February 2011), and Final EIR (April 2011), staff and consultant presentations, staff reports, applicant presentations, and public comments and testimony, the City Council finds that the Vista Canyon project, as modified, will not adversely affect the health, peace, comfort, or welfare of persons residing in the area; nor will the Vista Canyon project be materially detrimental to the use, enjoyment, or valuation of property in the vicinity of the project site; nor will the Vista Canyon project jeopardize, endanger or otherwise constitute a menace to the public health, safety, or general welfare since the project conforms with the zoning ordinance and is compatible with surrounding land uses. The Vista Canyon project proposes the extension of all utilities and services to the project site. Currently, all required utilities and services are available at locations adjacent to the project site.
- z. Additionally, the City Council finds that all public hearings pertaining to the Vista Canyon project were duly noticed in accordance with the noticing requirements for each of the Entitlements. The project was advertised in The Signal, through on-site posting 14 days prior to the hearing, and by direct first-class mailing to property owners within 1,000 feet of the Vista Canyon project site. In addition, the date and

time of each public hearing was posted on three signs at the project site, as well as eight off-site signs.

- aa. The location of the documents and other materials that constitute the record of proceedings upon which the decision of the City Council is based for the Master Case 07-127 project file is with the Community Development Department; the record specifically is in the custody of the Director of Community Development.

SECTION 2. CEQA REQUIREMENTS. The City Council does hereby make the following findings of facts:

- a. CEQA provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would *substantially lessen* the significant environmental effects of such projects[.]” (Pub. Resources Code, §21002, emphasis added.) The procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.” (*Ibid.*);
- b. CEQA also provides that “in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects. (Pub. Resources Code, §21002.) CEQA provides that a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors, and in particular the goal of providing a decent home and satisfying living environment for every Californian. (Pub. Resources Code, §21081; Cal. Code Regs., tit. 14, §15021(d).) CEQA requires decision-makers to balance the benefits of a proposed project against its significant unavoidable adverse environmental impacts, and, if the benefits of a proposed project outweigh the significant unavoidable adverse environmental impacts, the unavoidable adverse environmental impacts may be considered “acceptable” by adopting a Statement of Overriding Considerations. (Cal. Code Regs., tit. 14, §15093.) The Statement of Overriding Considerations must set forth the project benefits or reasons why the lead agency is in favor of approving the project and must weigh these benefits against the project’s adverse environmental impacts identified in the Final EIR that cannot be mitigated to a less-than-significant level;
- c. CEQA’s mandates and principles are implemented, in part, through the requirement that agencies adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions:
 - (1) “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR,”

- (2) “[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency or can and should be adopted by such other agency,” or
- (3) “[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.”

(Cal. Code Regs., tit. 14, §15091.) CEQA defines “feasible” to mean capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal and technological factors. (Pub. Resources Code, §21061.1; Cal. Code Regs., tit. 14, §15364.);

- d. The concept of “feasibility” also encompasses the question of whether a particular alternative promotes the underlying goals and objectives of a project. “Feasibility” under CEQA, then, encompasses “desirability” to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors;
- e. CEQA requires that the lead agency exercise its independent judgment in reviewing the adequacy of an EIR and that the decision of a lead agency in certifying a Final EIR and approving a project not be predetermined. The City Council has conducted its own review and analysis, and is exercising its independent judgment when acting as herein provided;
- f. CEQA requires decision-makers to adopt a MMRP for those mitigation measures identified in the Final EIR that would mitigate or avoid each significant impact identified in the EIR and to incorporate the mitigation monitoring and reporting program, including all mitigation measures, as a condition of project approval;
- g. CEQA requires that the responses to comments in the Final EIR demonstrate good faith and a well-reasoned analysis, and not be overly conclusory. In response to several of the comments received, portions of the Draft EIR have been revised. Although new material has been added to the Draft EIR through preparation of the Final EIR, this new material provides clarification to points and information already included in the Draft EIR and is not considered to be significant new information or a substantial change to the Draft EIR or to the project that would necessitate recirculation; and
- h. State CEQA Guidelines section 15003(c) and (i) note that state courts have held that the purpose of an EIR is to inform other governmental agencies and the public generally of the environmental impacts of a proposed project. CEQA does not require technical perfection or exhaustive treatment of issues in an EIR, but rather adequacy, completeness, and a good-faith effort at full disclosure.

SECTION 3. CEQA FINDINGS. The City Council does hereby find that:

- a. The Final EIR for Master Case 07-127 has been prepared in compliance with CEQA, has been reviewed and considered by the City Council, and reflects the independent judgment of the City Council.
- b. The Final EIR for Master Case 07-127, which consists of the Draft EIR (October 2010), Planning Commission Final EIR (February 2011), and Final EIR (April 2011), identifies and discloses project-specific impacts and cumulative project impacts attributable to the Vista Canyon project. Environmental impacts identified in the Final EIR, findings, and facts in support of findings are herein incorporated as "Findings Required By CEQA," referred to as Exhibit A, and identified as follows:
 - (i) The Final EIR identifies significant unavoidable adverse impacts of the project, as set forth in Section 2.0 of Exhibit A. Changes or alterations have been required in, or incorporated into, the project that will avoid or lessen certain of the project impacts, but that will not avoid or reduce all of the potential impacts to a less-than-significant level. These remaining significant impacts are balanced against project benefits and are found to be overridden by the project benefits, as stated in the Statement of Overriding Considerations in Section 6, below.
 - (ii) The Final EIR also identifies significant but mitigated impacts, as set forth in Section 3.0 of Exhibit A. Changes or alterations have been required in, or incorporated into, the project that will avoid or reduce these potential impacts to a less-than-significant level.
 - (iii) The Final EIR also identifies less-than-significant impacts, as set forth in Section 4.0 of Exhibit A.
 - (iv) As issues that are noted in Section 3(c), above, have no significant environmental impacts and require no mitigation, those issues also will have no contribution to cumulative impacts.
 - (v) The MMRP, incorporated herein by this reference as Exhibit B, is required to mitigate project impacts.

SECTION 4. CONSIDERATION OF A REASONABLE RANGE OF ALTERNATIVES. Based upon the above recitals and the entire record, including the Vista Canyon Final EIR, oral and written testimony and other evidence received at the public hearings held on the Vista Canyon project and the Final EIR and otherwise, upon studies and investigation made by the City Council, and upon reports and other transmittals from City staff to the City Council, the City Council further finds and recommends that the City Council find that the Final EIR analyzes a reasonable range of project alternatives that would feasibly attain most of the basic objectives of the Vista Canyon project and would lessen any of the significant impacts of the project, and adequately evaluates the comparative merits of each alternative.

- a. The objectives of the Vista Canyon project are specified in the Final EIR and Section 1.4 of Exhibit A. These objectives are used as the basis for comparing the project alternatives and determining the extent that the objectives would be achieved relative to the proposed project. Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. The proposed project would result in significant and unavoidable impacts in four environmental issue areas:
1. Traffic and Access – Phase I (Lost Canyon Road/Sand Canyon Road intersection), Interim (SR-14 – Sand Canyon Road to Soledad Canyon Road segment), cumulative (SR-14 – Sand Canyon Road to Soledad Canyon Road segment; Soledad Canyon Road – Sierra Highway to Golden Valley Road).
 2. Air Quality -- short-term construction impacts (VOC, NO_x, NO₂, PM₁₀, and PM_{2.5} emissions), operational impacts (VOCs, NO_x, CO, and PM₁₀), cumulative (VOCs, NO_x, CO, PM_{2.5}, and PM₁₀).
 3. Noise -- short-term (construction and vibration (on-site only)), cumulative (SR-14 noise off-site).
 4. Solid Waste -- short-term (construction), long-term (operational), and cumulative impacts.
- b. Alternative 1 – No Project Alternative. This alternative is required by the State CEQA Guidelines and compares the impacts that might occur if the site is left in its present condition with those that would be generated by the proposed project. Under this alternative, no development would occur, and the existing storage yard and residence would remain on a portion of the site.

The No Project Alternative would avoid the significant and unavoidable impacts identified in the Final EIR and all other identified significant impacts, and, therefore, is considered environmentally superior.

This alternative would not attain the basic objectives of the project. That said, some of the resource conservation objectives would be avoided through the complete avoidance of direct and indirect environmental impacts. This alternative is infeasible because it would not attain the basic project objectives, and would not provide any of the project benefits.

- c. Alternative 2 – Proposed County Land Use Designation (OVOV). This alternative would develop a project allowed by Los Angeles County's proposed land use designations for the site, as defined in the General Plan Update (OVOV). The proposed designation would permit approximately 700 residential units on the project site; a 5-acre neighborhood park and up to two private recreation areas also would be provided. However, no commercial or transit uses would be constructed as part of this alternative. Additionally, this alternative would not include the water reclamation

plant or Vista Canyon Road Bridge. Consistent with OVOV, Lost Canyon Road would be extended as a major highway from Fair Oaks Ranch to Jakes Way, and then as a secondary highway from Jakes Way to Lost Canyon Road at La Veda Avenue.

This alternative would result in less impacts than the project in 12 categories, greater impacts in 5 categories, and similar impacts in 7 categories. In general, this alternative is considered the "environmentally superior" alternative for purposes of CEQA.

This alternative would not fully meet or impede the following project objectives, which are defined in Section 1.4 of Exhibit A (attached): Land Use Planning Objectives 1, 4, 6, 7, 9, and 14; and, Economic Objectives 1, 3, and 4. Therefore, this alternative is infeasible because it would not fully satisfy numerous project objectives, and would not provide all of the project benefits.

- d. Alternative 3 – Existing City of Santa Clarita General Plan Designation. This alternative would develop a project allowed by the City of Santa Clarita's existing General Plan land use designation for the site (i.e., Business Park (BP)). Under the BP designation, the site could be developed with approximately 4.35 million square feet of light industrial/business park uses. This alternative would include construction of the Vista Canyon Road Bridge, Metrolink Station, and Bus Transfer Station. Lost Canyon Road would be extended from Fair Oaks Ranch to Lost Canyon Road at La Veda Avenue as a major highway. This alternative would not include any parks or recreation facilities.

This alternative would result in less impacts than the project in 8 categories, greater impacts in 8 categories, and similar impacts in 8 categories. Therefore, this alternative is not environmentally superior to the project.

This alternative would not fully meet or impede the following project objectives, which are defined in Section 1.4 of Exhibit A (attached): Land Use Planning Objectives 1, 3, 5, 6, 9, and 14; and, Economic Objectives 1. Therefore, this alternative is infeasible because it would not fully satisfy numerous project objectives, and would not provide all of the project benefits.

- e. Alternative 4 – Reduced Development Footprint (Relocation of Southerly Bank Stabilization). This alternative generally would move the bank stabilization on the south side of the River Corridor back by an average of 100 feet, thereby increasing the width of the River Corridor as compared to the proposed project. The Vista Canyon Road Bridge length would be extended from 650 to 800 feet. The residential overlay also would be eliminated, reducing the number of residential units from a maximum of 1,324 to 1,091. Lost Canyon Road would be extended from Fair Oaks Ranch to La Veda Avenue in a design (with traffic calming) similar to the proposed project. All other components of the project would be incorporated into this alternative.

This alternative would result in less impacts than the project in 14 categories, greater impacts in one category, and similar impacts in 9 categories. Therefore, this alternative is considered to be environmentally superior to the project.

This alternative would not fully meet or impede the following project objective, which is defined in Section 1.4 of Exhibit A (attached): Economic Objective 2. Therefore, this alternative is infeasible because it would not fully satisfy one of the project objectives.

- f. Alternative 5 – Open Space Corridor Alternative. This alternative would create a north/south open space corridor from and through the project site to undeveloped properties to the south, and would not include development in PA-4 (Mitchell Hill). The alternative also would eliminate the extension of Lost Canyon Road to La Veda Avenue; Lost Canyon Road would terminate in the project site, though the alternative would still extend trail improvements from the project site along the north side of Lost Canyon Road to Sand Canyon Road. The alternative would increase the size of Oak Park (which would include both active and passive areas) and would remove one less oak tree, as compared to the project. In comparison to the project, 32 single-family units would be eliminated. All other components of the project would be incorporated into this alternative.

This alternative would result in less impacts than the project in 12 categories, greater impacts in one category, and similar impacts in 11 categories. Therefore, this alternative is considered to be environmentally superior to the project.

This alternative would not fully meet or impede the following project objectives, which are defined in Section 1.4 of Exhibit A (attached): Land Use Planning Objective 12; Economic Objective 2.

- g. Alternative 6 – Lost Canyon Road Alignment (parallel and adjacent to the southerly bank stabilization). This alternative would extend Lost Canyon Road from Fair Oaks Ranch to La Veda Avenue in an alignment running parallel and adjacent to the southerly bank stabilization. Lost Canyon Road would be constructed to serve as a secondary highway to the Vista Canyon Road Bridge, and as a collector through the eastern portions of the project site. All other components of the proposed project would be incorporated into this alternative.

The environmental impacts of this alternative would be similar to the impacts of the project, with the exception of traffic/circulation, which would be slightly greater than the project. Accordingly, the alternative is not considered environmentally superior to the project.

This alternative would not fully meet or impede the following project objective, which is defined in Section 1.4 of Exhibit A (attached): Land Use Planning Objective 3. Therefore, this alternative is infeasible because it would not fully satisfy one of the project objectives, and would not provide all of the project benefits.

- h. Off-Site Alternatives. Alternative sites of generally the same size within or directly adjacent to the City in the eastern Santa Clarita Valley do not exist, are presently being utilized for other purposes, or are the subject of other development proposals. The proposed project involves development of a transit-oriented, mixed-use community in an infill site, surrounded on all sides by development with the necessary infrastructure adjacent to the project site. A Multi-Modal Transit Station (Metrolink Station and Bus Transfer Station) would be developed as part of the project. There are no potential alternative project sites in the local vicinity that are similar in acreage, are close to existing or planned infrastructure improvements, and are adjacent to the Metrolink rail line. Potential alternative sites that provide access to similar infrastructure and alternative transit are located beyond existing urbanized areas and, therefore, would induce growth in these non-urban areas. As such, off-site alternatives are considered infeasible.
- i. Modification of Project Description Based on Alternatives Discussion. As discussed in Section 1, above, during the public hearing process conducted for the Vista Canyon project by the Planning Commission and City Council, numerous modifications were made to the originally proposed project.

For example, consistent with Alternative 4, the City Council has revised the Vista Canyon project such that the bank stabilization on the south side of the River Corridor within PA-1 and PA-2, excepting the WRP, has been moved back by an average of 100 feet. Additionally, the residential overlay has been eliminated, and the length of the Vista Canyon Road Bridge has been extended from 650 to 750 feet.

And, consistent with Alternative 5, the Planning Commission and City Council revised the Vista Canyon project so as to create a north/south open space corridor through the elimination of 26 single-family lots originally proposed in the area adjacent to the existing La Veda neighborhood. As a result, the size of Oak Park has been increased. Additionally, the proposed project has eliminated development in PA-4.

SECTION 5. FINDINGS FOR CERTIFICATION OF THE FINAL EIR. Based upon the above recitals and the entire record, including, without limitation, the Vista Canyon Final EIR, oral and written testimony and other evidence received at the public hearings held on the Vista Canyon project and the Vista Canyon Final EIR, upon studies and investigation made by the City Council, and upon reports and other transmittals from City staff to the City Council, the City Council finds the following:

- a. That the Final EIR for the Vista Canyon project is adequate, complete, has been prepared in accordance with CEQA, and should be certified on that basis.
- b. That the City Council has independently reviewed and considered the Final EIR in reaching its conclusions.

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- c. That the Final EIR was presented and reviewed prior to taking final action to recommend certification of the Final EIR and approval of the Vista Canyon project.
- d. That, in accordance with State CEQA Guidelines sections 15091 and 15093, the Final EIR includes a description of each potentially significant impact and rationale for finding that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect, as detailed in Exhibit A attached hereto. The analyses included in the Final EIR to support each conclusion and recommendation therein is hereby incorporated into these findings.
- e. That, in accordance with Public Resources Code section 21081, modifications have occurred to the project to reduce significant effects.
- f. That, in accordance with Public Resources Code section 21081 and State CEQA Guidelines section 15091, changes and alterations have been required and incorporated into the Vista Canyon project that avoid or substantially lessen its significant environmental effects because feasible mitigation measures, including those in the MMRP, are made conditions of approval for the project.
- g. The Statement of Overriding Considerations identifies and weighs the revised project's significant impacts that cannot be mitigated to a level below significant against the community benefits from this revised project, and concludes based on substantial evidence in the record that the revised project's benefits outweigh its unavoidable significant impacts.
- h. That the Final EIR reflects the decision-maker's independent judgment and analysis.
- i. That a MMRP has been prepared and is recommended for adoption to enforce the mitigation measures required by the Final EIR and project approvals.
- j. The documents and other materials which constitute the record of proceedings on which this decision is based are under the custody of the City Clerk and are located at the City of Santa Clarita, Community Development Department, 23920 Valencia Boulevard, Suite 302, Santa Clarita, California 91355.

SECTION 6. STATEMENT OF OVERRIDING CONSIDERATIONS. Based upon the above recitals and the entire record, including the Vista Canyon Final EIR, oral and written testimony and other evidence received at the public hearings held on the Vista Canyon project and the Vista Canyon Final EIR and otherwise, upon studies and investigation made by the City Council, and upon reports and other transmittals from City staff to the City Council, the City Council finds that there is substantial evidence that supports the conclusion that the Vista Canyon project will result in community benefits, including specific ecological, economic, legal, social, technical and other benefits, that outweigh the significant effects of the Vista Canyon project on the environment that cannot be mitigated to a level less than significant.

- a. Significant unavoidable impacts include the following, as further described in Exhibit A attached hereto:
 1. Traffic and Access – Phase I (Lost Canyon Road/Sand Canyon Road intersection), Interim (SR 14 – Sand Canyon Road to Soledad Canyon Road segment), cumulative (SR-14 – Sand Canyon Road to Soledad Canyon Road segment; Soledad Canyon Road – Sierra Highway to Golden Valley Road).
 2. Air Quality -- short-term construction impacts (VOC, NO_x, NO₂, PM₁₀, and PM_{2.5} emissions), operational impacts (VOCs, NO_x, CO, and PM₁₀), cumulative (VOCs, NO_x, CO, PM_{2.5}, and PM₁₀).
 3. Noise -- short-term (construction and vibration (on-site only)), cumulative (SR-14 noise off-site).
 4. Solid Waste -- short-term (construction), long-term (operational), and cumulative impacts.
- b. The benefits of the Vista Canyon project outweigh its significant unavoidable impacts that cannot be mitigated to a level below significant. These benefits include the following:
 1. The project will create a significant employment center in the eastern Santa Clarita Valley. The project is expected to create between 2,500 and 4,000 permanent jobs, the majority of these being associated with the corporate office campus and professional office space. Additionally, the project will create temporary employment opportunities in its development and construction stage. The project will assist the City in meeting its desired jobs/housing balance.
 2. The project will implement various Goals and Policies of the City's General Plan related to the development of compact, mixed-use, transit-oriented development.
 3. The project will provide various residential housing opportunities for different economic levels, with a mix of housing types, as required by the Housing Element of the City's General Plan, and the Housing Allocation for the City of Santa Clarita as set forth by the Southern California Association of Governments in the Regional Housing Needs Assessment.
 4. The project will provide significant traffic/circulation benefits which include:
 - a. The extension of Lost Canyon Road from Fair Oaks Ranch to Soledad Canyon Road, via the Vista Canyon Road Bridge;
 - b. The construction of the Vista Canyon Road Bridge, substantially reducing traffic impacts to Sand Canyon Road;

- c. Traffic calming to reduce cut-through traffic from Jakes Way to Sand Canyon Road; and,
 - d. Improvements to Lost Canyon Road from the eastern project boundary to Sand Canyon Road to alleviate congestion, including the implementation of a “roundabout” at the intersection of Lost Canyon Road and Sand Canyon Road.
5. The project will provide substantial recreational benefits, including expansion of the City’s River Trail system and on-site trails, the 10-acre Oak Park/River Education Center, Town Green and the preservation of approximately 87 acres of the Santa Clara River corridor. The project will also include significant private recreational facilities including the Community Garden and up to six private recreational facilities.
6. The project will result in the creation of a permanent eastern Santa Clarita Valley Multi-Modal Transit Station (Metrolink Station and Bus Transfer Station). This significant “public-private” partnership would result in the closure of the temporary Via Princessa Metrolink Station and provide for an opportunity to convert the station along with adjacent County-owned property to a regional park. The applicant has entered into a Transit Funding Agreement with the City that requires the applicant to contribute funding and land for the Transit Station well in excess of City requirements.
7. The project includes an extensive Sustainability Plan as follows:
- a. The project’s residential and commercial buildings will exceed the 2008 Title 24 building energy efficiency standards by at least 20%.
 - b. EnergyStar major appliances in all residential units and non-residential buildings.
 - c. An 80,000 square foot photovoltaic system (or equivalent) will be constructed on the project site.
 - d. Consistent with the Governor’s Million Solar Roofs Plan, the project developer will offer all potential single-family home-buyers a solar energy system purchase option.
 - e. Solar heating will be used for all on-site community pools.
 - f. The project will construct an on-site WRP, which will generate a water supply equivalent to the applicant’s estimated total potable demand. Recycled water will be used for on-site irrigation purposes, and nonresidential non-potable purposes (public restroom toilets). The Vista Canyon WRP will also produce

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an excess supply of recycled water that ultimately would be utilized by the Castaic Lake Water Agency as part of its recycled water system.

- g. The project will install evapotranspiration (weather sensitive controllers) irrigation controllers in all landscaped areas of the project. Additionally, the project site will be vegetated primarily with a native and/or drought-tolerant plant palette
 - h. The project will include a mix of land uses including residential, retail commercial, office, recreation, transit and hospitality.
 - i. The project will include over four miles of trails, pathways, bicycle lanes to encourage walking and bicycling within the project site.
 - j. Office uses within the project would include the use of van pools and car pools as part of the required Transportation Demand Management Plan.
 - k. Permeable pavement and other innovative water quality improvements will be utilized in on-street parking areas within the project.
8. The project includes the preservation of a north/south animal movement corridor from the Santa Clara River to undeveloped properties to the south, as well as an east/west animal movement corridor along the Santa Clara River. Additionally, as concluded in the Final EIR, the project will enhance the Santa Clara River corridor on-site improving its overall biological function.
9. The project will bring upscale retail services and amenities to the eastern Santa Clarita Valley which will include restaurants, shops, a hotel and theater.
10. The project applicant has negotiated a "Mitigation Agreement" with Caltrans to reduce project impacts to SR-14. Additionally, the Vista Canyon Metrolink Station and Bus Transfer Station will further reduce commuter trips on SR-14
11. The project has been designed to minimize impacts to the Santa Clara River. The project concentrates development on flatter, disturbed, terraces along the River corridor. Over 50 percent of the project site would be preserved as open space or dedicated to recreational use. The project design preserves a majority of the oak trees on-site, incorporating them into the project.
12. The Vista Canyon Specific Plan will result in the implementation of the City's adopted architectural design guidelines for Canyon Country that ensures compatible development and complimentary architecture to the surrounding neighborhoods.

SECTION 7. The City Council has reviewed and considered the Final EIR (SCH No. 2007071039; Exhibit C – Incorporated by Reference) and CEQA Findings (Exhibit A), and

hereby determines that it is adequate and in compliance with CEQA. In compliance with Public Resources Code section 12081 and State CEQA Guidelines section 15093, the City Council has considered the project benefits as balanced against its unavoidable adverse environmental effects, and hereby determines that the benefits outweigh the unavoidable adverse environmental effects; therefore, the City Council determines that the unavoidable adverse environmental effects are considered acceptable. The City Council hereby certifies the Final EIR and associated documents, and adopt the MMRP (Exhibit B – Incorporated by Reference) and Statement of Overriding Considerations.

SECTION 8. By the adoption of this Resolution, the City Council has not granted any approval or entitlement on this project.

SECTION 9. The City Clerk shall certify to the adoption of this Resolution and certify this record to be a full, complete, and correct copy of the action taken.

PASSED AND APPROVED this _____ day of _____, 2011.

MAYOR

ATTEST:

CITY CLERK

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

I, Kevin Tonoian, Acting City Clerk, of the City of Santa Clarita, do hereby certify that the foregoing Resolution No. _____ was regularly introduced and passed at a regular meeting of the City Council on the _____ day of _____, 2011 by the following vote, to wit:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

CITY CLERK

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Exhibit A
Findings Required By CEQA

1.0 INTRODUCTION

1.1 PURPOSE

Public Resources Code section 21081 and State CEQA Guidelines section 15091 require that the lead agency, in this case the City of Santa Clarita (“City”), prepare written findings for identified significant impacts, accompanied by a brief explanation of the rationale for each finding. Specifically, State CEQA Guidelines section 15091 states, in part, that:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects accompanied by a brief explanation of the rationale for each finding. The possible findings are:
- (b) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the final EIR.
- (c) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- (d) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In accordance with Public Resource Code section 21081 and State CEQA Guidelines section 15093, whenever significant impacts cannot be mitigated to below a level of significance, the decision-making agency is required to balance, as applicable, the benefits of the project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable.”

The Final EIR for the Vista Canyon project identified potentially significant effects that could result from project implementation. The City finds that the inclusion of certain mitigation

measures as part of the project approval will reduce most, but not all, of those effects to less-than-significant levels. Those impacts that are not reduced to less-than-significant levels are identified and overridden due to specific project benefits.

As required by CEQA, the City, in adopting these findings, also adopts a Mitigation Monitoring and Reporting Program (“MMRP”) for the project. The City finds that the MMRP, which is incorporated by reference and made a part of these findings, meets the requirements of Public Resources Code section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project.

In accordance with CEQA and the State CEQA Guidelines, the City adopts these findings as part of its certification of the Final EIR for the project. Pursuant to Public Resources Code section 21082.1, subdivision (c)(3), the City also finds that the Final EIR reflects the City’s independent judgment as the lead agency for the project.

1.2 ORGANIZATION/FORMAT OF FINDINGS

Section 1.0 contains a summary description of the project and background facts relative to the environmental review process. **Section 2.0** identifies the significant impacts of the project that cannot be mitigated to a less-than-significant level (even though all feasible mitigation measures have been identified and incorporated into the project), while **Section 3.0** identifies the potentially significant effects of the project that will be mitigated to a less-than-significant level with implementation of the identified mitigation measures. **Section 4.0** identifies the project’s potential environmental effects that were determined not to be significant. **Section 5.0** discusses the feasibility of the project alternatives. And, **Section 6.0** addresses the environmental impacts associated with the Ancillary Annexation Area (AAA).

1.3 SUMMARY OF PROJECT DESCRIPTION

As revised, the project would include development of the approximately 185-acre Vista Canyon project site with a maximum of 1,100 dwelling units, and up to 950,000 square feet of commercial and medical office, retail, theater, restaurant and hotel uses within three Planning Areas (PA).

The project also includes approximately 21 acres of parks/recreation facilities, including the approximately 10-acre Oak Park/River Education Center proposed for dedication to the City. Other recreational facilities include the Community Garden, Town Green and up to six private recreational facilities. Further, there are approximately 10 acres of proposed public streets, including the extension of Lost Canyon Road from Fair Oaks Ranch to Vista Canyon Road and

the construction of the Vista Canyon Road Bridge to connect Lost Canyon Road and Soledad Canyon Road.

The applicant also is proposing construction of a water reclamation plant (WRP), located adjacent to the western project boundary and directly north of Lost Canyon Road, which would provide recycled water for use in the project's landscaped areas and toilets within public restroom areas in commercial areas of the project. Additionally, the project also includes a Multi-Modal Transit Station, comprised of a Metrolink Station and Bus Transfer Station.

Finally, the City proposes to annex various properties surrounding and including the Vista Canyon site, all of which currently are located under the jurisdiction of the County of Los Angeles. In total, the AAA includes approximately 2,257 acres, including the Fair Oaks Ranch (approximately 1,082 acres), Jakes Way (approximately 260 acres), and portions of the Sand Canyon (approximately 915 acres) communities.

For a detailed discussion of the project description and setting, please see Section 1.0, Project Description, of the EIR.

1.4 PROJECT OBJECTIVES

The project objectives include the following:

Land Use Planning Objectives

1. Create a new transit-oriented community with interrelated neighborhoods that allows for residential, retail/commercial, office, hotel, and recreational uses, while preserving and enhancing significant natural and historical resources.
2. Provide a sensitive and protective interface with the Santa Clara River by utilizing appropriate setback, grading, landscape, buried bank stabilization, and water quality treatments.
3. Provide development and transitional land use patterns that do not conflict with surrounding communities and land uses.
4. Arrange land uses to reduce vehicle miles traveled and energy consumption, and to encourage the use of transit.
5. Design neighborhoods to create a unique identity and sense of place.

6. Design neighborhoods to locate a variety of residential and non-residential land uses in close proximity to each other and major road corridors, transit, and trails.
7. Provide a rich set of public spaces, including roadways that range from lively streetscapes to pedestrian passages.
8. Implement sustainable development principles, including greater energy efficiency, waste reduction, drought-tolerant landscaping, use of water efficiency measures, and use of recycled materials and renewable energy sources.
9. Create and enhance opportunities for non-vehicular travel and encourage pedestrian mobility by providing an internal pedestrian circulation system that links residential neighborhoods to nearby schools, neighborhood parks, trail systems, neighborhood retail/commercial and adjacent park and recreation areas.
10. Foster the design and integration of a mutually beneficial relationship between the natural and built environments, and implement sensitive land use transition treatments, attractive streetscapes, and high quality design themes.
11. Provide a meandering trail with public access adjacent to the Santa Clara River Corridor.
12. Integrate a new community into the City's existing and planned circulation network.
13. Provide a landscape design emphasizing a pleasant neighborhood character and inviting streetscapes.
14. Facilitate the expansion of transit facilities by providing property and participate in the funding of a new City/Metrolink transit center and associated facilities, and direct pedestrian access to such facilities from the Specific Plan's commercial, retail, office, and residential areas.
15. Provide neighborhood parks and improvements that offset park dedication requirements and meet the recreation needs of local residents.

Economic Objectives

1. Enhance and augment the housing market by providing a variety of housing types and densities to meet the varying needs of future residents.
2. Adopt development regulations that provide flexibility to respond and adjust to changing economic and market conditions.
3. Provide a tax base to support public services and infrastructure.
4. Provide a project jobs/housing balance of at least two jobs for every one residential unit.
5. Adopt development regulations and guidelines that allow site, parking and facility sharing, and other innovations that reduce the costs of providing public services.

Resource Conservation Objectives

1. Restore and minimize impacts to important biotic resources.
2. Maintain the use of the Santa Clara River as a major east/west open space corridor.
3. Establish a Santa Clara River Corridor and adopt measures to maintain, enhance, and protect important river habitat values and functions.
4. Provide native revegetation of river and setback areas when temporarily disturbed due to development activities.
5. Minimize impacts to the Santa Clara River and its resources.
6. Minimize impacts to oak trees and incorporate, where possible, oak trees into public spaces.

The City has considered the statement of the objectives sought by the project as found in **Section 1.0, Project Description**, of the EIR. The City adopts these objectives as part of the project.

1.5 INITIAL STUDY AND NOTICE OF PREPARATION

Preliminary environmental review of the Vista Canyon project was conducted by the City's Community Development Department. In the initial Notice of Preparation (NOP) and subsequent revised NOPs, the City determined that the proposed Vista Canyon project may have potentially significant effects on several environmental impact categories, including: (a) hazards (geotechnical, flood, and noise); (b) resources (water quality, air quality, biological, cultural

resources, agricultural resources, and visual resources/aesthetics); (c) services (transportation/circulation, sewage disposal, education, fire/sheriff and utilities); and (d) other categories (general, environmental safety/hazardous materials, land use and demand for new recreation facilities).

The initial NOP was circulated for a 30-day review period from July 11, 2007 to August 10, 2007. Revised NOPs were circulated from February 26, 2008 to March 21, 2008, and October 1, 2009 to November 2, 2009, due to revisions to the project. These NOPs were circulated pursuant to the requirements of the State CEQA Guidelines in order to solicit input from responsible and interested public agencies and the community regarding the content of the EIR. In addition, to facilitate local participation, the City held a scoping meeting on the project and solicited suggestions from the public and other agencies on the scope and content of this Draft EIR. The meeting took place at the Century Room at the Santa Clarita City Hall, 23920 Valencia Boulevard, Santa Clarita, California, on February 27, 2008.

In response to the NOPs and scoping meeting, comment letters and other input were received from interested agencies, organizations and others, copies of which are presented in Appendix I to the Draft EIR. Based on the results of the City's NOPs and scoping efforts, the following topics were evaluated in the EIR:

- | | |
|--------------------------------|--|
| 1. Geotechnical Hazards | 14. Sheriff Services |
| 2. Flood | 15. Human-Made Hazards |
| 3. Traffic and Access | 16. Visual Resources |
| 4. Air Quality | 17. Population, Housing, and
Employment |
| 5. Noise | 18. Cultural Resources |
| 6. Biological Resources | 19. Agricultural Resources |
| 7. Land Use | 20. Santa Clara River Corridor Analysis |
| 8. Water Service/Water Quality | 21. Wastewater Disposal |
| 9. Solid Waste Disposal | 22. Global Climate Change |
| 10. Education | 23. Utilities |
| 11. Library Services | 24. Ancillary Annexation Area |
| 12. Parks and Recreation | |
| 13. Fire Services | |

1.6 ENVIRONMENTAL IMPACT REPORT

The City prepared the EIR in accordance with CEQA and the State CEQA Guidelines. The EIR is a full-disclosure informational document which informs public agency decision-makers and

the public of the significant environmental effects of the project. Possible ways to minimize significant effects are identified in the EIR and reasonable alternatives to the project are evaluated.

The EIR is intended as a “project EIR” under CEQA and the State CEQA Guidelines. A project EIR is typically prepared for a specific construction-level project. (See State CEQA Guidelines §15161.) Under CEQA, a project EIR “should focus primarily on the changes in the environment that would result from the development project . . . [and] examine all phases of the project including planning, construction, and operation.” (Ibid.)

The Draft EIR (October 2010) was made available to the public for review and comment for a 45-day period. The review and comment period began on October 20, 2010 and concluded on December 3, 2010. Additionally, the Planning Commission’s Final EIR (February 2011) was made available to the public on February 4, 2011. Finally, responses to all comments included in the Final EIR (April 2011) were distributed by the City on April 15, 2011.

Copies of the Draft EIR (October 2010) were available for public review at the following locations: (a) City of Santa Clarita City Hall, Community Development Department, 23920 Valencia Boulevard, Suite 140, Santa Clarita, CA 91355; (b) Los Angeles County Library, Canyon Country Branch, 18601 Soledad Canyon Road, Santa Clarita CA 91351; and (c) www.santa-clarita.com/planning. The Planning Commission’s Final EIR (February 2011) and the Final EIR (April 2011) also were available at the Community Development Department and on the City’s website.

All comment letters, including late comment letters, received in response to the Draft EIR were reviewed and are included in the Final EIR, along with written responses to each of the comments. In accordance with State CEQA Guidelines section 15132, the Final EIR for the project consists of: (i) the Draft EIR; (ii) comments received on the Draft EIR; (iii) a list of the persons, organizations, and public agencies commenting on the Draft EIR; (iv) written responses to significant environmental issues raised during the public review and comment period and related supporting materials; and, (v) other information contained in the administrative record.

2.0 FINDINGS ON SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS OF THE PROJECT

This section identifies the significant unavoidable impacts that require a statement of overriding considerations to be issued by the City if the project is approved. Based on the substantial record

evidence, the following impacts have been determined to fall within this “significant unavoidable impact” category.

2.1 TRAFFIC AND ACCESS

2.1.1 Unavoidable Significant Impacts

The existing plus project scenario would result in significant impacts at nine study intersections, but no freeway segments or roadways. Implementation of the mitigation measures listed below, as well as the prior completion of the Cross Valley Connector, effectively mitigates and reduces the impacts at these nine intersections to a level below significant.

Phase 1 (2012) of the project would cause significant impacts at five study intersections, but no freeway segments. Implementation of the mitigation measures listed below would reduce these impacts to less-than-significant levels at four of the five intersections. At one of the intersections (Sand Canyon Road/Lost Canyon Road), the project would have a temporary significant and unavoidable impact because the recommended improvement would not be completed until after completion of Phase 1.

Project build-out (2015) would cause significant impacts at eight study intersections. Implementation of the mitigation measures listed below would reduce these impacts to less-than-significant levels at all eight intersections. The project also would significantly impact one SR-14 segment, Sand Canyon Road to Soledad Canyon Road. However, because there are neither planned and programmed improvements for SR-14, nor an established funding program, the project’s payment of an in-lieu fee to Caltrans would not fully mitigate the identified impact.

Under long-range cumulative conditions (2030), the project would cause significant impacts along Soledad Canyon Road between Sierra Highway and Golden Valley Road. No feasible improvements, however, are available as this arterial already is constructed to its ultimate width. The Circulation Element in the City’s General Plan recognizes that, in some cases, street improvements to accommodate additional traffic are not capable of being implemented due to right-of-way limitations and existing development. The project also would significantly impact one SR-14 segment (Sand Canyon Road to Soledad Canyon Road). As noted above, because there are neither planned and programmed improvements for SR-14, nor an established funding program, the project’s payment of an in-lieu fee to Caltrans would not fully mitigate the identified impact.

2.1.2 Mitigation Measures

- 4.3-1** Prior to the completion and occupancy of project Phase 1, the project applicant shall convert the westbound left-turn lane on Soledad Canyon Road onto the SR-14 southbound on-ramp from a permitted to protected signal phase, and retime this traffic signal and the adjacent Sand Canyon Road/Soledad Canyon Road signal to optimize traffic flow.
- 4.3-2** Prior to the completion and occupancy of project Phase 1, the project applicant shall take those steps necessary that result in retiming the traffic signals at the Via Princessa/SR-14 SB ramps and Via Princessa/SR-14 NB ramps intersections to optimize traffic flow.
- 4.3-3** Prior to the completion and occupancy of project Phase 1, the project applicant shall install a westbound right-turn overlap arrow at the Via Princessa/Lost Canyon Road intersection.
- 4.3-4** Prior to project completion and full occupancy (beyond Phase 1), the project applicant shall construct the following improvements at the Sand Canyon Road/Soledad Canyon Road and SR-14 SB Ramps/Soledad Canyon Road intersections:
- Restripe Soledad Canyon Road to include a third through lane in each direction from just east of the SR-14 ramp intersection to west of the Sand Canyon Road intersection.
 - Install a right-turn overlap arrow on the northbound Sand Canyon Road approach to Soledad Canyon Road.
 - Retime and optimize operations of both traffic signals based on the revised lane geometrics and signal phasings.
- 4.3-5** Prior to the completion and full occupancy of the project (beyond Phase 1), the project applicant shall install Intersection Design Option No. 3, as described below, at the Sand Canyon Road/Lost Canyon Road intersection.
- Option 3 (Roundabout) – this design option (see Exhibit 4.3-18 and 4.3-18a) would include the installation of a “roundabout” or traffic circle at the intersection. This option would involve the relocation of the intersection to the north and west to adhere to northbound “line of sight” requirements. Right-of-way acquisition would be necessary on all four corners; most of it would come from the northwest corner (which is presently vacant). Encroachment within the protected zone of the heritage oak tree located along the eastern

edge of Sand Canyon Road would still occur, consistent with the existing condition. From a traffic operational standpoint, this design option would be the best of the four, improving the future LOS F under the existing design to an LOS C in the AM peak hour and LOS B in the PM. peak hour even with future growth (including the Vista Canyon project).

4.3-6 Prior to project completion and full occupancy (beyond Phase 1), the project applicant shall construct the following improvements at the Soledad Canyon Road/Lost Canyon Road intersection:

- Install a traffic signal with signal equipment placed in locations that accommodates the planned restriping of the road to six lanes.
- Construct an exclusive right-turn lane on the eastbound Soledad Canyon Road approach consistent with the condition of approval previously placed on the undeveloped parcel adjacent to this intersection.
- Construct two left-turn lanes and one right-turn lane (with a right-turn overlap phase) on the Vista Canyon Road approach. Each lane should provide 125 feet of storage.
- Lengthen the westbound left-turn lane on Soledad Canyon Road from 140 feet to 200 feet to accommodate the projected 95th percentile vehicle queue of 140 feet and to provide opportunities for deceleration.

4.3-7 Prior to project completion and full occupancy (beyond Phase 1), the project applicant shall construct the following improvement at the Via Princessa/Lost Canyon Road intersection:

- Restripe the southbound approach to include a second left-turn lane.

4.3-8 Prior to project completion and full occupancy (beyond Phase 1), the project applicant shall construct the following improvement at the Soledad Canyon Road/Sierra Highway intersection:

- Install a right-turn overlap arrow on the southbound Sierra Highway approach to Soledad Canyon Road.

4.3-9 The applicant shall execute and adhere to the terms of the mitigation agreement with Caltrans to minimize the project's impacts to SR 14.

2.1.3 Findings

Based on the explanation provided in **Section 2.1.1**, and even with implementation of the mitigation measures identified in **Section 2.1.2**, the City finds there are no feasible mitigation measures that will reduce the following significant impacts to a level below significant: temporary impacts to the Sand Canyon Road/Lost Canyon Road intersection during Phase I (2012); impacts to the Sand Canyon Road to Soledad Canyon Road segment of SR-14 at project build-out (2015) and during long-range cumulative conditions (2030); and, impacts to the Soledad Canyon Road segment between Sierra Highway and Golden Valley Road under long-range cumulative conditions (2030). Therefore, these impacts must be considered unavoidably significant even after implementation of all feasible transportation/circulation mitigation measures. Pursuant to Public Resources Code section 21081, subdivision (a)(3), the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the alternatives identified in the EIR and the identified traffic and access impacts are thereby acceptable because of specific overriding considerations.

However, the City also finds that the above mitigation measures are feasible, are adopted, and will reduce the project's other potential traffic-related impacts to intersections, freeways and roadways to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid these potentially significant traffic-related impacts of the project identified in the Final EIR.

2.2 AIR QUALITY

2.2.1 Unavoidable Significant Impacts

Construction-related emissions, which occur on- and off-site, include all emissions associated with the construction equipment, grading and demolition activities, as well as worker trips, on-road diesel trucks, and architectural coating. Based on air quality modeling utilizing conservative data inputs prepared by a qualified environmental consultant, construction-related emissions would exceed SCAQMD significance thresholds for VOCs, NO_x, PM_{2.5} and PM₁₀, and would exceed the localized significance thresholds for NO₂, PM_{2.5}, and PM₁₀.

Operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activity on the project site. Based on air quality modeling, operational emissions also would exceed SCAQMD significance thresholds for VOCs, NO_x, CO, and PM₁₀ during the summer and winter.

Finally, the project also would result in regional emission levels that are cumulatively considerable for VOCs, NO_x, CO, PM_{2.5}, and PM₁₀ in light of its exceedances of the above-referenced SCAQMD thresholds.

2.2.2 Mitigation Measures

- 4.4-1** The project applicant shall prepare a Construction Traffic Emission Management Plan to minimize emissions from vehicles including, but not limited to, scheduling truck deliveries to avoid peak hour traffic conditions, consolidating truck deliveries, and prohibiting truck idling in excess of 5 minutes, and ensuring that all off-road equipment is compliant with the CARB's in-use off-road diesel vehicle regulation and SCAQMD Rule 2449.
- 4.4-2** The project contractor shall use electric or alternative fueled mobile equipment for on-site uses instead of diesel equipment if suitable equipment is commercially available and the necessary power and refueling infrastructure can reasonably be installed on site.
- 4.4-3** The project contractor shall maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.
- 4.4-4** The project contractor shall use electric welders to avoid emissions from gas or diesel welders if suitable equipment is commercially available and the necessary power infrastructure can reasonably be installed on site.
- 4.4-5** The project contractor shall use on-site electricity or alternative fuels rather than diesel-powered or gasoline-powered generators if suitable equipment is commercially available and the necessary power and refueling infrastructure can reasonably be installed on site.
- 4.4-6** Configure construction parking to minimize traffic interference.
- 4.4-7** Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- 4.4-8** Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.

4.4-9 Schedule construction activities that affect traffic flow on the arterial system to off-peak hour to the extent practicable.

4.4-10 Reroute construction trucks away from congested streets or sensitive receptor areas.

4.4-11 Consistent with measures that other lead agencies in the region (including Port of Los Angeles and Port of Long Beach) have enacted, require all on-site construction equipment to meet U.S. EPA Tier 2 or higher emissions standards according to the following:

- April 1, 2010 to December 31, 2011: All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier 2 off-road emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- January 1, 2012 to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 4 off-road emissions standards, where available. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- A copy of each unit's certified tier specification, BACT documentation, and CARB or AQMD operating permit shall be provided at the time of mobilization or each applicable unit of equipment.

4.4-12 The project constructor shall limit PM₁₀ and PM_{2.5} fugitive dust emissions by implementing the following measures:

- Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks or any equipment leaving the site each trip;
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph;
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered;
- Pave road and road shoulders;
- Replace ground cover in disturbed areas as quickly as possible;
- Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water); and
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM₁₀ generation.

4.4-13 The project constructor shall limit VOC emissions by implementing the following measures:

- Use coatings and solvents with a VOC content lower than required under SCAQMD Rule 1113;
- Construction/build with materials that do not require painting;
- Require the use of pre-painted construction materials; and
- Contractors shall use varying-pressure-low-volume (HPLV) paint applicators or other application techniques with equivalent or higher transfer efficiency.

2.2.3 Findings

Although the above-enumerated mitigation measures would reduce the magnitude of impacts, the City finds there are no feasible mitigation measures that will reduce the identified significant impacts to a level below significant. Therefore, these impacts must be considered unavoidably significant even after implementation of all feasible air quality mitigation measures. Pursuant to Public Resources Code section 21081, subdivision (a)(3), the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the alternatives identified in the EIR and the identified air quality impacts are thereby acceptable because of specific overriding considerations.

2.3 NOISE

2.3.1 Unavoidable Significant Impacts

Construction of the project would require site preparation, grading, and the construction of roadways, infrastructure, and buildings. Each of these construction activities typically involves the use of heavy-duty equipment, all of which could expose off-site residents and other noise sensitive receptors to temporary, but significant and unavoidable noise impacts due to the exceedance of noise standards set forth in the Noise Element of the City's General Plan.

Construction activities also would result in vibration impacts. Since ground-borne vibration could be generated during construction in excess of the Federal Transit Administration vibration standards, impacts to on-site sensitive uses (i.e., residential) would be significant and unavoidable.

Traffic associated with the project also would contribute to a cumulatively considerable noise increases along SR-14, but not other local roadways. This noise increase would significantly impact off-site sensitive receptors located adjacent to or near to portions of SR-14.

2.3.2 Mitigation Measures

4.5-1 Pursuant to Section 11.44.080 of the City's Noise Ordinance, construction work shall occur within 300 feet of occupied residences only between the hours of 7:00 AM and 7:00 PM Monday through Friday, and between 8:00 AM and 6:00 PM on Saturday. No construction work shall occur on Sundays, New Year's Day, Independence Day, Thanksgiving Day, Christmas Day, Memorial Day, and Labor Day.

4.5-2 The project applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by the construction contractor to reduce construction noise and vibration levels:

- Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses of the project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period.
- Ensure that construction equipment is properly muffled according to industry standards and in good working condition.
- Place noise- and vibration- generating construction equipment and locate construction staging areas away from sensitive uses, where feasible (particularly away from the residential uses located north and east of the project site).
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City of Santa Clarita prior to issuance of the grading permit.

2.3.3 Findings

Although the above-enumerated mitigation measures would reduce the magnitude of construction-related impacts, the City finds there are no feasible mitigation measures that will reduce the identified significant noise and vibration impacts to a level below significant. Therefore, these impacts must be considered unavoidably significant even after implementation of all feasible noise mitigation measures. Further, no feasible mitigation exists to reduce the cumulative noise impacts along SR-14 to a level below significant. Pursuant to Public Resources Code section 21081, subdivision (a)(3), the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the alternatives identified in the EIR and the identified noise impacts are thereby acceptable because of specific overriding considerations.

2.4 SOLID WASTE DISPOSAL

2.4.1 Unavoidable Significant Impacts

The project would generate solid waste, including hazardous waste, requiring disposal during the construction and operational phases. As an adequate amount of landfill space has not been identified to accommodate long-term solid waste generation at current disposal rates, project- and cumulative-level impacts would be significant. Nonetheless, it is worth noting that it is reasonable to assume that the market forces that drive the waste disposal industry will put pressure on the industry and governmental agencies to continually identify new economically feasible means of waste disposal in the future.

2.4.2 Mitigation Measures

- 4.9-1** Recycling/separation areas will be located in close proximity to dumpsters for non-recyclables, elevators, loading docks, and primary internal and external access points.
- 4.9-2** Recycling/separation areas will not conflict with any applicable federal, state, or local laws relating to fire, building, access, transportation, circulation, or safety.
- 4.9-3** Recycling/separation areas will be conveniently located for those persons who deposit, collect, and load the recyclable materials.
- 4.9-4** Recycling containers/bins will be located so as to not block access to each other.
- 4.9-5** Yard waste will be reduced through the use of xeriscaping techniques and the use of drought-tolerant and native vegetation in common area landscaping, wherever possible.

- 4.9-6** For commercial developments and residential buildings having five or more living units, no refuse collection or recycling areas will be located between a street and the front of a building.
- 4.9-7** On-site trash compactors will be installed for non-recyclables in all restaurants/food services areas.
- 4.9-8** The project will comply with City recycling requirements, including the number and location of recycling and waste bins.
- 4.9-9** First-time buyers and businesses will receive educational material on the City's waste management efforts. Educational material shall be passed to consecutive buyers using the CC&Rs.
- 4.9-10** The applicant shall comply with all applicable state, regional, and local regulations and procedures for the use, collection, and disposal of solid and hazardous wastes.
- 4.9-11** During construction, recycling bins for glass, metals, paper, wood, plastic, greenwastes, and cardboard will be placed on site to ensure their use by construction workers and will be trucked to recycling/processing facilities.
- 4.9-12** In construction specification and bid packages, building materials made of recycled materials will be required, to the extent possible and feasible.

2.4.3 Findings

Although the above-enumerated mitigation measures would reduce the magnitude of solid waste-related impacts, the City finds there are no feasible mitigation measures that will reduce the identified impacts to a level below significant. Therefore, these impacts must be considered unavoidably significant even after implementation of all feasible mitigation measures. Pursuant to Public Resources Code section 21081, subdivision (a)(3), the City has determined that specific economic, legal, social, technological, or other considerations make infeasible the alternatives identified in the EIR and the identified solid waste disposal impacts are thereby acceptable because of specific overriding considerations.

3.0 FINDINGS ON SIGNIFICANT BUT MITIGATED IMPACTS

This section identifies significant adverse impacts of the project that require findings to be made under Public Resources Code section 21081 and State CEQA Guidelines section 15091. Based

on substantial record evidence, the City finds that adoption of the mitigation measures set forth below will reduce the identified significant impacts to less-than-significant levels.

3.1 GEOTECHNICAL HAZARDS

3.1.1 Potential Significant Impacts

Topographic changes attributable to various grading activities on the project site would occur to accommodate the proposed project. However, mitigation measures specifying the grading techniques would ensure that impacts due to earth movement are less than significant. These same mitigation measures would reduce liquefaction impacts to a level below significant by requiring that potentially liquefiable soil layers be overlain by non-liquefiable soils of sufficient thickness, and construction-related erosion impacts to a less-than-significant level. (Of note, the project would result in a long-term decrease in on-site erosion and would not increase wind and water erosion due to the placement of non-erosive surfaces on the site.)

Due to its location, ground shaking on the project site is anticipated. In order to lessen impacts associated with ground shaking, building design and construction would adhere to the California Building Code, City of Santa Clarita Building Code, and pertinent professional engineering standards. In addition, Mitigation Measure 4.1-22 requires compliance with Section 1613 of the International Building Code. Compliance with the referenced standards would ensure that impacts attributable to strong seismic ground shaking are reduced to a less-than-significant level.

Finally, impacts attributable to lateral spreading, differential settlement, corrosive soils, expansive soils, and subsidence would be reduced to a level below significant through the implementation of various mitigation measures.

3.1.2 Mitigation Measures

4.1-1 Grading: The applicability of the preliminary recommendations for foundation and retaining wall design shall be confirmed at the completion of grading. Paving studies and soil corrosivity tests shall be performed at the completion of rough grading to develop detailed recommendations for protection of utilities, structures, and for construction of the proposed roads.

4.1-2 Site Preparation: Prior to performing earthwork, the existing vegetation and any deleterious debris shall be removed from the site. Existing utility lines shall be relocated or properly protected in place. All unsuitable soils, uncertified fills, artificial fills, slopewash, upper loose terrace deposits, and upper loose alluvial soils in the areas of grading receiving new fill shall be removed to competent earth materials and replaced

with engineered fill. The depth of removal and recompaction of unsuitable soils is noted in the Project Geotechnical Report. Any fill required to raise the site grades shall be properly compacted.

- 4.1-3** Removal Depths: The required depth of removal and recompaction of the existing compacted fill or natural soils are indicated in the Project Geotechnical Report. Deeper removals shall be required if disturbed or unsuitable soils are encountered during project grading as directed by the Project Geotechnical Consultant. After excavation of the upper natural soils on hillsides and in canyons, further excavation shall be performed, if necessary, and as directed by the Project Geotechnical Consultant, to remove slopewash or other unsuitable soils. Additional removals will also be required for transition lots (a transition lot occurs on a graded pad where relatively shallow or exposed bedrock materials and compacted fills soils are both present on a lot.) and where expansive bedrock occurs as directed by the Project Geotechnical Consultant. The Project Geotechnical Consultant may require that additional shallow excavations be made periodically in the exposed bottom to determine that sufficient removals have been made prior to recompacting the soil in-place. Deeper removals may be required by the Project Geotechnical Consultant based on observed field conditions during grading. During grading operations, the removal depths shall be observed by the Project Geotechnical Consultant and surveyed by the Project Civil Engineer for conformance with the recommended removal depths shown on the grading plan.
- 4.1-4** Material for Fill: The on-site soils, less any debris or organic matter, may be used in the required fills. Any expansive clays shall be mixed with non-expansive soils to result in a mixture having an expansion index less than 30 if they are to be placed within the upper 8 feet of the proposed rough grades. Rocks or hard fragments larger than 4 inches shall not be clustered or compose more than 25 percent by weight of any portion of the fill or a lift. Soils containing more than 25 percent rock or hard fragments larger than 4 inches must be removed or crushed with successive passes (e.g., with a sheepsfoot roller) until rock or hard fragments larger than 4 inches constitute less than 25 percent of the fill or lift.
- 4.1-5** Oversized Material: Rocks or hard fragments larger than 8 inches shall not be placed in the fill without conformance with the following requirements: Rock or material greater than 8 inches in diameter, but not exceeding 4 feet in largest dimension shall be considered oversize rock. The oversize rocks can be incorporated into deep fills where designated by the Project Geotechnical Consultant. Rocks shall be placed in the lower portions of the fill and shall not be placed within the upper 15 feet of compacted fill, or

nearer than 15 feet to the surface of any fill slope. Rocks between 8 inches and 4 feet in diameter shall be placed in windrows or shallow trenches located so that equipment can build up and compact fill on both sides. The width of the windrows shall not exceed 4 feet. The windrows shall be staggered vertically so that one windrow is not placed directly above the windrow immediately below. Rocks greater than 1 foot in diameter shall not exceed 30 percent of the volume of the windrows. Granular fill shall be placed on the windrow, and enough water shall be applied so that soil can be flooded into the voids. Fill shall be placed along the sides of the windrows and compacted as thoroughly as possible. After the fill has been brought to the top of the rock windrow, additional granular fill shall be placed and flooded into the voids. Flooding is not permitted in fill soils placed more than 1 foot above the top of the windrowed rocks. Where utility lines or pipelines are to be located at depths greater than 15 feet, rock shall be excluded in that area. Excess rock that cannot be included in the fill or that exceeds 4 feet in diameter shall be stockpiled for export or used for landscaping purposes.

4.1-6 Import Material: Import material shall consist of relatively non-expansive soils with an expansion index less than 30. The imported materials shall contain sufficient fines (binder material) so as to be relatively impermeable and result in a stable subgrade when compacted. The import material shall be free of organic materials, debris, and rocks larger than 8 inches. A bulk sample of potential import material, weighing at least 25 pounds, shall be submitted to the Project Geotechnical Consultant at least 48 hours in advance of fill operations. All proposed import materials shall be approved by the Project Geotechnical Consultant prior to being placed at the site.

4.1-7 Compaction: After the site is cleared and excavated as recommended, the exposed soils shall be carefully observed for the removal of all unsuitable material. Next, the exposed subgrade soils shall be scarified to a depth of at least 6 inches, brought to above optimum moisture content, and rolled with heavy compaction equipment. The upper 6 inches of exposed soils shall be compacted to at least 90 percent of the maximum dry density obtainable by the ASTM D 1557-02 Method of Compaction. After compacting the exposed subgrade soils, all required fills shall be placed in loose lifts, not more than 8 inches in thickness, and compacted to at least 90 percent of their maximum density. For fills placed at depths greater than 40 feet below proposed finish grade a minimum compaction of 93 percent of the maximum dry density is required. The moisture content of the fill soils at the time of compaction shall be above the optimum moisture content. Compacted fill shall not be allowed to dry out before subsequent lifts are placed. Rough grades shall be sloped so as not to direct water flow over slope faces. Finished exterior

grades shall be sloped to drain away from building areas to prevent ponding of water adjacent to foundations.

- 4.1-8 Shrinkage and Bulking:** In computing fill quantities, about 10 to 15 percent shrinkage of the upper 5 feet is estimated for on-site natural alluvial soils, slopewash, and unsuitable soils. That is, it will require approximately 1.15 cubic yards of excavated alluvium to make 1 cubic yard of fill compacted to 90 percent of the maximum dry density. About 10 percent shrinkage of the alluvium between depths of about 5 to 10 feet is estimated, as well as 5 percent shrinkage below a depth of about 10 feet. Additional loss of material may be due to stripping, clearing, and grubbing. A bulking value of about 5 to 10 percent is anticipated for materials generated from the bedrock when placed as compacted fill. The removal of oversize material generated by excavation of the bedrock may affect volume losses.
- 4.1-9 Temporary Slopes:** For purposes of construction, the soils encountered at the site shall not be expected to stand vertically for any significant length of time in cuts 4 feet or higher. Where the necessary space is available, temporary unsurcharged embankments may be sloped back at a 1:1 without shoring, up to a height of 45 feet in competent bedrock with favorable bedding. Where any cut slope exceeds a height of 50 feet within competent bedrock, a bench at least 10 feet wide shall be located at mid-height. Within alluvial or compacted fill material, temporary excavations may be made at a 1.25:1 cut to a height of 25 feet. If the temporary construction embankments are to be maintained during the rainy season, berms are recommended along the tops of the slopes where necessary to prevent runoff water from entering the excavation and eroding the slope faces. Where sloped embankments are used, the tops of the slopes shall be barricaded to prevent vehicles and storage loads within 5 feet of the tops of the slopes. A greater setback may be necessary when considering heavy vehicles, such as concrete trucks and cranes; in this case, the Project Geotechnical Consultant shall be advised of such heavy vehicle loads so that specific setback requirements can be established. All applicable safety requirements and regulations, including OSHA regulations, shall be met.
- 4.1-10 Permanent Slopes:** Permanent cut and fill slopes may be inclined at 2:1 or flatter. The current bulk grading plan indicates that the steepest slope to be constructed at the site during grading will be 2:1.
- 4.1-11 Proposed Cut Slopes:** Cut slopes proposed for the rough grading of the subject site have been designated as shown in the Project Geotechnical Report. Each cut slope is discussed

with specific recommendations presented in the "Slope Stability Analyses" section of the Project Geotechnical Report. All grading shall conform to the minimum recommendations presented in the Project Geotechnical Report. If these slopes are modified from those that are discussed in the Project Geotechnical Report, the modifications shall be reviewed by the Project Geotechnical Consultant to ascertain the applicability of project recommendations or to revise recommendations. The cut slope designation, gradient, and proposed mitigation are summarized in the Project Geotechnical Report.

- 4.1-12** Fill Slopes: If the toe of a fill slope terminates on natural, fill, or cut, a keyway is required at the toe of the fill slope. The keyway shall be a minimum width of 12 feet, be founded within competent material, and shall extend a horizontal distance beyond the toe of the fill to the depth of the keyway. The keyway shall be sloped back at a minimum gradient of 2 percent into the slope. The width of fill slopes shall be no less than 8 feet and under no circumstances shall the fill widths be less than what the compaction equipment being used can fully compact. Benches shall be cut into the existing slope to bind the fill to the slope. Benches shall be step-like in profile, with each bench not less than 4 feet in height and established in competent material. Compressible or other unsuitable soils shall be removed from the slope prior to benching. Competent material is defined as being essentially free of loose soil, heavy fracturing, or erosion-prone material and is established by the Project Geotechnical Consultant during grading.

Where the top or toe of a fill slope terminates on a natural or cut slope and the natural or cut slope is steeper than a gradient of 3:1, a drainage terrace with a width of at least 6 feet is required along the contact. As an alternative, the natural or cut portion of the slope can be excavated and replaced as a stability fill to provide an all-fill slope condition.

When constructing fill slopes, the grading contractor shall avoid spillage of loose material down the face of the slope during the dumping and rolling operations. Preferably, the incoming load shall be dumped behind the face of the slope and bladed into place. After a maximum of 4 feet of compacted fill has been placed, the contractor shall backroll the outer face of the slope by backing the tamping roller over the top of the slope and thoroughly covering all of the slope surface with overlapping passes of the roller. The foregoing shall be repeated after the placement of each 4-foot thickness of fill. As an alternative, the fill slope can be over built and the slope cut back to expose a compacted core. If the required compaction is not obtained on the fill slope, additional

rolling will be required prior to placement of additional fill, or the slope shall be overbuilt and cut back to expose the compacted core.

- 4.1-13 Slope Planting:** In order to reduce the potential for erosion, all cut and fill slopes shall be seeded or planted with proper ground cover as soon as possible following grading operations in accordance with Section 7019 of the County of Los Angeles Building Code, 1999, or latest edition. The ground cover shall consist of drought-resistant, deep-rooting vegetation. A landscape architect shall be consulted for ground cover recommendations, plant selection, installation procedures, and plant care requirements.
- 4.1-14 Subdrains:** Canyon subdrains are required to intercept and remove groundwater within canyon fill areas. All subdrains shall extend up-canyon, with the drain inlet carried to within 15 feet of final pad grade. Specific subdrain locations and recommendations shall be provided as part of the future rough grading plan review.
- 4.1-15 Bedrock** shall be over-excavated to a minimum depth of 5 feet below lots and streets. Bedrock shall be overexcavated to a depth of at least 3 feet below proposed soil subgrade areas receiving pavement or hardscape improvements.
- 4.1-16** Mint Canyon Formation bedrock materials exposed at pad grade may contain expansive claystone beds that could cause differential expansion. Therefore, within building areas at locations where expansive Mint Canyon Formation units are exposed at pad grade, it is required that the bedrock be removed and recompacted to a depth of at least 8 feet below the proposed final pad elevations or 5 feet below the bottom of proposed footings, whichever is greater. The soils generated by these over-excavations shall be mixed with non-expansive soils to yield a relatively non-expansive mixture. Shall the resulting fill soil still be expansive, special construction techniques such as pad subgrade saturation or post-tensioned slabs may be required, at the discretion of the Project Geotechnical Consultant, to reduce the potential for expansive soil related distress.
- 4.1-17** To reduce the potential for cracking and differential settlement, the portion of the lot in bedrock shall be over-excavated to a depth of at least 5 feet below the proposed finished pad elevation; or 3 feet below the bottom of proposed footings, whichever is greater. The over-excavation shall extend at least 5 feet laterally beyond the building limits. Where removal and recompaction for potentially expansive soils or bedrock is also required, it is recommended that the 8-foot removals be performed as described in the “Expansive Bedrock” section of the Project Geotechnical Report.

Foundation and floor slabs for structures located within a transition zone shall also contain special reinforcement as designed by the Project Structural Engineer. Continuous footings located across the transition zone and 20 feet on either side of the contact shall incorporate a minimum of two No. 4 bars, one at the top and one at the bottom.

Floor slabs located across the transition zone and 20 feet on either side of the contact shall have a minimum slab thickness of at least 4 inches and shall contain as a minimum No. 4 bars spaced a maximum of 18 inches on center. As an alternative, post-tensioned floor slabs may be used.

4.1-18 General: Residential and commercial buildings up to three stories in height may be supported on continuous or individual spread footings established in properly compacted fill. The following recommendations shall be considered preliminary since fill will be used in some lots to raise the site grade and the final design values will depend upon the engineering characteristics of the fill soil. The preliminary design values are based upon the site investigation, experience with the soils in the area, and the site preparation and grading recommendations for this project.

4.1-19 Bearing Capacity: It is assumed that the proposed buildings will be founded at approximately final planned grades, with column loads less than 100 kips, and have normal floor loads with no special requirements. Individual column pads or wall footings for buildings shall have a width of at least 12 inches and be placed at a depth of at least 18 inches below the lowest final adjacent grade.

Structures may be placed on spread footings designed using a bearing value of 2,000 pounds per square foot (psf). The recommended bearing value is a net value, and the weight of concrete in the footings may be taken as 50 pounds per cubic foot (pcf). The weight of soil backfill may be neglected when determining the downward loads from the footings. A one-third increase in the bearing value may be used when considering wind or seismic loads.

While the actual bearing value of the fill placed at the site will depend on the materials used and the compaction methods employed, the quoted bearing value will be applicable if acceptable soils are used and are compacted as recommended. The bearing value of the fill shall be confirmed during grading.

4.1-20 Lateral Resistance: Lateral loads may be resisted by soil friction and by the passive resistance of the soils. A coefficient of friction of 0.4 applied to the dead loads may be

used between the footings, floor slabs, and the supporting soils. The passive resistance of properly compacted fill soils may be assumed to be equal to the pressure developed by a fluid with a density of 250 pcf. The frictional resistance and the passive resistance of the soils may be combined without reduction in determining the total lateral resistance.

4.1-21 Foundation Observations: To verify the presence of satisfactory soils at foundation design elevations, the excavations shall be observed by the Project Geotechnical Consultant. Excavations shall be deepened as necessary to extend into satisfactory soils. Where the foundation excavations are deeper than 4 feet, the sides of the excavations shall be sloped back at 0.75:1 or shored for safety. Inspection of foundation excavations may also be required by the appropriate reviewing governmental agencies. The contractor shall be familiar with the inspection requirements of the reviewing agencies.

4.1-22 Under Section 1613, "Earthquake Loads" of the International Building Code (IBC), the following coefficients and factors apply to the seismic force design of structures on the project site.

Latitude	34.41599
Longitude	-118.4342
Site Class	D
Ss	1.810
S1	0.673
SMs	1.810
SM1	1.009
SDs	1.207
SD1	0.673

The parameters were determined using the Ground Motion Parameter Calculator (Version 5.0.8) at the United States Geologic Survey (USGS) Earthquake Hazards website.

4.1-23 General: Backfill placed behind retaining walls shall be compacted to a minimum of 90 percent of the maximum dry density as determined by ASTM D 1557. When backfilling behind walls, it is required that the walls be braced and heavy compaction equipment not be used closer to the back of the wall than the height of the wall.

4.1-24 Lateral Earth Pressures: For design of non-building retaining walls, where the surface of the backfill is level and the retained height of soils is less than 15 feet, it may be assumed

that drained, non-expansive soils will exert a lateral pressure equal to that developed by a fluid with a density of 35 pcf. Where the surface of the backfill is inclined at 2:1, it may be assumed that drained soils will exert a lateral pressure equal to that developed by a fluid with a density of 47 pcf.

In addition to the recommended earth pressures, the walls shall be designed to resist any applicable surcharges due to any nearby foundations, walls, storage or traffic loads. A drainage system, such as weepholes or a perforated pipe shall be provided behind the walls to prevent the development of hydrostatic pressure. Recommendations for wall drains are presented as follows.

If a drainage system is not installed, the walls shall be designed to resist an additional hydrostatic pressure equal to that developed by a fluid with a density of 60 pcf against the full height of the wall. In addition to the recommended earth and hydrostatic pressures, the upper 10 feet of walls adjacent to vehicular traffic areas shall be designed to resist a uniform lateral pressure of 100 psf. This pressure is based on an assumed 300 psf surcharge behind the walls due to normal traffic. If the traffic is kept back at least 10 feet from the walls, the traffic surcharge is not required.

- 4.1-25 Wall Drainage:** A drainage system shall be provided behind all retaining walls or the walls shall be designed to resist hydrostatic pressures. Retaining wall backfill may be drained by a perforated pipe installed at the base and back side of the wall. The perforated pipe shall be at least 4 inches in diameter, placed with the perforations down, and be surrounded on all sides by at least 6 inches of gravel. The pipe shall be installed to drain at a gradient of between 0.5 to 1 percent and shall be connected to an outlet device. A filter fabric such as Mirafi 140 or equivalent shall be placed on top of gravel followed by a minimum 2-foot thick compacted soil layer. Alternatively, the filter fabric and gravel is not required when using a continuous slotted pipe and graded sand which conforms to Los Angeles County Flood Control District (LACFCD) "F1 " Designated Filter Material. The backside of the wall shall be waterproofed. A 6-inch vertical gravel chimney drain, Miradrain, or equivalent, shall be placed behind retaining walls and extend to within 18 inches below the top of the wall backfill to provide a drainage path to the perforated pipe. The top of the vertical drain shall be capped with 18 inches of on-site soils. The drainage system shall be observed by the Project Geotechnical Consultant prior to backfilling the retaining wall. Inspection of the drainage system by the City of Santa Clarita will also be required.

- 4.1-26 General:** The proposed development includes a proposed buried soil cement channel liner. Detailed construction plans for the soil cement channel liner are not yet available

and will be geotechnically reviewed in a future report to ensure consistency with the findings in the Project Geotechnical Report. The following preliminary recommendations can be used in the planning of the proposed bank protection. The grading recommendations presented in the preceding sections are also applicable to the proposed channel lining. Overexcavation of the natural soils is not expected to be required for the lining, though existing fill soils shall be excavated and replaced with compacted fill. The backcut for the channel lining may be sloped back at 1.25:1. Concrete lined and soil-cement channel liners may be inclined at 1.5:1 or flatter. Grouted and ungrouted rip-rap liners may be inclined at 2:1 or flatter.

4.1-27 Soil Cement: It is expected that portions of the on-site alluvial soils will be suitable for use in soil-cement. For estimating purposes, a cement content of 8 to 12 percent, by weight, may be used. To determine the actual required cement content, the granular soils that are to be used in a soil-cement channel lining shall be stockpiled. Representative samples of the stockpiled material shall be mixed with varying amounts of cement, compacted, and cured for different time intervals. Based on the results of unconfined compression tests on the samples of the soil-cement mixtures, the Project Geotechnical Consultant shall determine during grading activities the percentage of cement content to be used during construction. This testing shall take place when soil intended for soil cement manufacture has been stockpiled on site. The soil-cement shall be placed in layers not more than 8 inches in thickness and shall be compacted to at least 95 percent of the maximum dry density at a moisture content of no more than 2 percent over optimum for the soils. The placement of the soil-cement shall be performed under the observation of the Project Geotechnical Consultant, who shall perform sieve analyses, compaction, unconfined compression, and moisture-density tests.

4.1-28 The Vista Canyon Road Bridge shall be constructed to extend the existing Lost Canyon Road across the Santa Clara River. Final construction plans shall be reviewed to ensure consistency with the Project Geotechnical Report. It is anticipated that the bridge will be founded on driven or cast-in-drilled-hole piles at bents and abutments.

4.1-29 The grading operations shall be observed by the Project Geotechnical Consultant. The Project Geotechnical Consultant shall, at a minimum, have the following duties:

- Observe the excavation so that any necessary modifications based on variations in the soil/rock conditions encountered can be made;
- Observe the exposed subgrade in areas to receive fill and in areas where excavation has resulted in the desired finished subgrade. The representative

shall also observe proof-rolling and delineation of areas requiring overexcavation;

- Evaluate the suitability of on-site and import soils for fill placement; collect and submit soil samples for required or recommended laboratory testing where necessary;
- Observe the fill and backfill for uniformity during placement;
- Test fill for field density and compaction to determine the percentage of compaction achieved during fill placement;
- Geologic observation of all cut slopes, keyways, backcuts and geologic exposures during grading to ascertain that conditions conform to those anticipated in the report; and
- Observe benching operations; observe canyon cleanouts for subdrains, and subdrain installation.

3.1.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce these potential geotechnical hazard-related impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant geotechnical hazard-related impacts of the project identified in the Final EIR.

3.2 FLOOD

3.2.1 Potential Significant Impacts

Project-related increases in sedimentation and debris production, erosion and sedimentation during construction could result in a potentially significant impact; mitigation is recommended to reduce impacts to a level below significant.

3.2.2 Mitigation Measures

4.2-1 During all construction phases, temporary erosion control shall be implemented to retain soil and sediment on the project site, and the bank stabilization areas, as follows:

- Re-vegetate exposed areas as quickly as possible;
- Minimize disturbed areas;
- Divert runoff from downstream drainages with earth dikes, temporary drains, slope drains, etc.;
- Reduce velocity through outlet protection, check dams, and slope roughening/terracing;

- Implement dust control measures, such as sand fences, watering, etc.;
- Stabilize all disturbed areas with blankets, reinforced channel liners, soil cement, fiber matrices, geotextiles, and/or other erosion resistant soil coverings or treatments;
- Stabilize construction entrances/exits with aggregate underdrain with filter cloth or other comparable method;
- Place sediment control BMPs at appropriate locations along the site perimeter and at all operational internal inlets to the storm drain system at all times during the rainy season (sediment control BMPs may include filtration devices and barriers, such as fiber rolls, silt fence, straw bale barriers, and gravel inlet filters, and/or with settling devices, such as sediment traps or basins); and/or
- Eliminate or reduce non-stormwater discharges (e.g., pipe flushing, fire hydrant flushing, and over-watering during dust control, vehicle and equipment wash down) from the construction site through the use of appropriate sediment control BMPs.

4.2-2 All necessary permits, agreements, letters of exemption from the USACE and/or the CDFG for project-related development within their respective jurisdictions must be obtained prior to the issuance of a grading permit, which permits grading within their respective jurisdictions.

4.2-3 By October 1st of each year, a separate erosion control plan for construction activities shall be submitted to the local municipality describing the erosion control measures that will be implemented during the rainy season (October 1 through April 15).

4.2-4 A final developed condition hydrology analysis (LACDPW Drainage Concept Report [DCR] and Final Design Report [FDR]) shall be prepared in conjunction with final project design when precise engineering occurs. This final analysis will be completed to confirm that the final project design is consistent with the approved drainage concept and this analysis. Those final calculations shall establish design features for the project that satisfy the criterion that post-development peak stormwater runoff discharge rates, velocities, and duration in natural drainage systems mimic pre-development conditions. All elements of the storm drain system shall conform to the policies and standards of the LACDPW, Flood Control Division, as applicable.

4.2-5 Final project hydrology and debris production calculations shall be prepared by a project engineer to verify the requirements for debris basins and/or desilting inlets consistent with the approved drainage concept and this analysis.

3.2.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce these potential flood-related impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant flood-related impacts of the project identified in the Final EIR.

3.3 BIOLOGICAL RESOURCES

3.3.1 Potential Significant Impacts

The project would significantly impact the following vegetation communities: coast live oak associations; cottonwood associations; big sagebrush associations; riparian scrub; alkali rye series; and, alluvial scrub (terrace). Additionally, because the Migratory Bird Treaty Act and the California Fish and Game Code prohibit the take of bird nests with eggs or young, the project could significantly impact the active nests of common bird species. The project also could significantly impact the slender mariposa lily, Plummer's mariposa lily, oak trees, and special-status wildlife.

The project could result in indirect impacts to biological resources attributable to increased human and domestic animal presence along the River Corridor, increased populations of non-native species, increased light and glare, stormwater runoff, and construction-related activities.

The project also would result in cumulative impacts attributable to reductions in total habitat area, limitation of species diversity, restriction of animal movement corridors, and overall loss of sensitive vegetation communities, wildlife habitat, and open area in the Santa Clarita Valley. However, with implementation of the mitigation measures enumerated below, as well as those identified for water quality, all direct, indirect and cumulative impacts of the project would be reduced to a level below significant.

3.3.2 Mitigation Measures

4.6-1 The applicant shall mitigate for alkali rye at a ratio of 0.5:1 through on-site habitat restoration. Prior to the issuance of a grading permit for the project, the applicant shall provide to the City Community Development Department for review and approval a detailed mitigation and monitoring plan for the restoration of alkali rye. The mitigation

plan shall encompass comparable general habitat attributes and acreage of useable wildlife habitat on the subject property (approximately 0.35 acres), and include documentation to monitor the success of the restoration through performance standards over a five-year period. The proposed mitigation site would be in natural areas within or adjacent to the Oak Park or other suitable open space areas within the project site.

The applicant shall implement the Lily Plan, 2009, that includes salvaging and re-establishment of slender mariposa population on the mitigation site designated in the plan.

If discovered during pre-construction surveys, the applicant shall prepare and implement a Plummer's mariposa lily mitigation plan that would include salvaging and re-establishment of Plummer's mariposa population on an on-site mitigation sites designated in the plan.

- 4.6-2** The applicant shall mitigate for the loss of riparian scrub and big sagebrush scrub through implementation of the Wetlands Plan, 2009 to the satisfaction of the City's Community Development Department.
- 4.6-3** All stream flows traversing a construction site or temporary access road shall be diverted around the site and under access roads (using a temporary culverts or crossings that allow fish passage). A temporary diversion channel shall be constructed using the least damaging method possible, such as blading a narrow pilot channel through an open sandy river bottom. The removal of wetland and riparian vegetation to construct the channel shall be avoided to the greatest extent possible. The temporary channel shall be connected to a natural channel downstream of the construction site prior to diverting the stream. The integrity of the channel and diversion shall be maintained throughout the construction period. The original stream channel alignment shall be restored after construction, provided suitable conditions are present at the work site after construction. Any temporary stream diversion plan shall be consistent with the USACE and CDFG permits required for project implementation.
- 4.6-4** A qualified biologist shall be present when any stream diversion takes place, and shall patrol the areas both within, upstream, and downstream of the stream diversion work area. Under no circumstances shall the unarmored threespine stickleback be collected or relocated, unless USFWS personnel or their agents implement this measure or authorized

by USACE in a subsequent Clean Water Act section 404 permit or streambed alteration agreement issued by CDFG.

- 4.6-5** Prior to issuance of a grading permit, the applicant shall employ a qualified biologist to implement the Spadefoot Plan, 2009, with review and oversight provided by the City Planning Department. Any substantive revisions to or deviations from the Spadefoot Plan, 2009, shall be provided to CDFG for consideration and input.
- 4.6-6** Sixty days prior to grading activities, a qualified biologist shall contact CDFG and consult with CDFG staff regarding the timing of pre-construction surveys. In any event, no later than thirty days prior to grading activities, a qualified biologist shall conduct a survey within appropriate habitat areas to capture and relocate individual silvery legless lizard, coastal western whiptail, rosy boa, San Diego banded gecko, San Bernardino ringneck snake, coast horned lizard, coast patch-nosed snake, and San Diego black-tailed jackrabbit in order to avoid or minimize take of these sensitive species. Individuals shall be relocated to nearby undisturbed areas with suitable habitat, as identified by the qualified biologist in consultation with CDFG staff. Results of the surveys and relocation efforts shall be provided to the City with a copy to CDFG. Collection and relocation of animals shall only occur with the proper scientific collection and handling permits.
- 4.6-7** Beginning 30 or more days prior to the removal of any suitable riparian habitat that will occur during the riparian bird breeding and nesting season of March 15th through September 1st, the applicant shall arrange for weekly bird surveys to detect the above riparian bird species in the habitats to be removed, and any other such habitat within 300 feet of the construction work areas. The surveys shall be conducted by a qualified biologist using CDFG or USFWS survey protocols. The surveys shall continue on a weekly basis, with the last survey being conducted no more than 7 days prior to the initiation of construction work.

If an active nest is found, clearing and construction within 300 feet of the nest shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest site shall be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the ecological sensitivity of the area.

Results of the surveys, including surveys to locate nests, shall be provided to the USACE and CDFG. The results shall include a description of any nests located and measures to be implemented to avoid nest sites.

- 4.6-8** Signage shall be installed along the River Corridor indicating that no pets of any kind are allowed within the preserved River Corridor.
- 4.6-9** Fencing of sufficient height and design (i.e., ranch-rail) shall be constructed between the edge of developed areas and the River Corridor to deter humans and pets from entering habitat areas within the River Corridor.

Locally indigenous native shrubs shall be planted along the fence to further deter access. Final fence design shall be approved by the City Planning Department. Fencing shall not be placed within the USACE or CDFG jurisdictional areas of the site.

The potentially palette of local indigenous native plant species to be used along the fence include the following, observed on site during the course of biological surveys: California juniper, blue elderberry, four-wing saltbush, quailbush, skunk bush, California sagebrush, Great Basin sagebrush, coyote bush, mulefat, white-stem rabbitbrush, thick-leaf yerba santa, bladderpod, cane cholla, coastal prickly pear, coast live oak, golden currant, chaparral currant, black sage, western sycamore, California buckwheat, thick-leaf ceanothus, wedgeleaf ceanothus, chamise, Fremont's cottonwood, Gooding's willow, arroyo willow, and Whipple's yucca.

- 4.6-10** Human access into the River Corridor shall only occur in designated locations (i.e., existing and future trails). All motorized vehicles and off-trail bike riding shall be prohibited from entering the preserved River Corridor with the exception of authorized emergency or maintenance vehicles, and signs shall be posted along the River Corridor prohibiting such uses.
- 4.6-11** Prohibitions against human, domestic animal, and motorized vehicle/bike entry into the River Corridor shall be established by ordinance or recorded CC&Rs.
- 4.6-12** Interpretative signs shall be constructed and placed in appropriate areas, as determined by a qualified biologist, that explain the sensitivity of natural habitats and the need to minimize impacts on these natural areas. The signs will state that the River Corridor is a protected natural area and that all pedestrians must remain on designated trails, all pets

are to be restrained on a leash, and that it is illegal to harm, remove, or collect native plants and animals. The project applicant shall be responsible for installation of interpretive signs and fencing along the River Corridor.

- 4.6-13** A qualified restoration specialist shall ensure that the proposed landscape plants will not naturalize and cause maintenance or vegetation community degradation in open-space areas of the project site. Container plants to be installed within public areas shall be inspected by a qualified restoration specialist for the presence of disease, weeds, and pests, including Argentine ants. Plants with pests, weeds, or diseases shall be rejected. In addition, landscape plants shall not be on the Cal-IPC California Invasive Plant Inventory (<http://www.cal-ipc.org/ip/inventory/index.php>). Except as required for fuel modification, irrigation of perimeter landscaping adjacent to the River Corridor with native plant communities shall be limited to temporary irrigation (i.e., until plants become established).
- 4.6-14** The applicant shall be responsible for weeding all restoration/enhancement sites to prevent an infestation of perennial non-native invasive weeds. All perennial, non-native invasive weed species (e.g., arundo, pampas grass, fennel, perennial pepperweed, castor bean, tamarisk, etc.) shall be controlled for a period of 5 years after the initial vegetation community restoration, or until the 5-year success criteria described in the Wetlands Plan, 2009, are met. The cover of annual, non-native plant species at the mitigation sites shall not exceed the requirements of the Wetlands Plan, 2009, at any time during the period of documenting successful restoration.
- 4.6-15** Waste and recycling receptacles that discourage foraging by wildlife species adapted to urban environments shall be installed in common areas and parks throughout the project site.
- 4.6-16** All bridge, street, residential, and parking lot lighting shall be downcast luminaries or directional lighting with light patterns directed away from the River Corridor. Similarly, all lighting immediately adjacent to the Santa Clara River, Oak Park, and designated mitigation areas for biological resources shall be shielded. CC&Rs shall require that exterior lighting within the residential areas adjacent to the River Corridor be limited to low luminosity and/or shielded.

4.6-17 The following guidelines shall be followed to minimize impacts on remaining biological resources on site as a result of construction and grading activities and to ensure that potential impacts on these resources will remain less than significant:

A qualified biologist shall be retained as a construction monitor to ensure that incidental construction impacts on biological resources are avoided, or minimized, and to conduct pre-grading field surveys for special-status plant and wildlife species that may be destroyed as a result of construction or site preparation activities. Responsibilities of the construction monitor include the following:

- The construction monitor shall attend pre-grade meetings to ensure that timing/location of construction activities do not conflict with mitigation requirements (e.g., seasonal surveys for plants and wildlife).
- Mark/flag the construction area in the field with the contractor in accordance with the final approved grading plan. Haul roads and access roads shall only be sited within the grading areas analyzed in the project EIR.
- Supervise cordoning of preserved natural areas that lie outside grading areas identified in the project EIR (e.g., with temporary fence posts and colored rope).
- Conduct a field review of the staking (to be set by the surveyor) designating the limits of all construction activity. Any construction activity areas immediately adjacent to riparian areas or other special-status resources may be flagged or temporarily fenced by the monitor, at his/her discretion.
- Conduct meetings with the contractor and other key construction personnel describing the importance of restricting work to designated areas. The monitor should also discuss procedures for minimizing harm or harassment of wildlife encountered during construction.
- Periodically visit the site during construction to coordinate and monitor compliance with the above provisions.

4.6-18 Construction personnel shall be prohibited from entry into areas outside the designated construction area, except for necessary construction related activities, such as surveying. All such construction activities shall be coordinated with the construction monitor.

4.6-19 Construction activities shall be limited to the following areas of temporary disturbance:

- an 85-foot-wide zone that extends into the river from the base of the rip-rap or gunite bank protection where it intercepts the river bottom;

- 100 feet on either side of the outer edge of the Vista Canyon Road bridge and the haul route (located within bridge zone);
- 50-foot-wide corridor for all utility lines; and
- 20-foot-wide temporary access ramps and roads to reach construction sites.

The locations of these temporary construction sites and the routes of all access roads within CDFG or USACE jurisdiction shall be shown on maps submitted to the CDFG and USACE. Any variation from these limits shall be noted, with a justification for a variation. The construction plans should indicate what type of vegetation, if any, would be temporarily disturbed, and the post-construction activities to facilitate natural revegetation of the temporarily disturbed areas. The boundaries of the construction site and any temporary access roads within the riverbed shall be marked in the field with stakes and flagging. No construction activities, vehicular access, equipment storage, stockpiling, or significant human intrusion shall occur outside the work area and access roads.

4.6-20 Equipment shall not be operated in areas of ponded or flowing water within CDFG or USACE jurisdiction unless there are no practicable alternative methods to accomplish the construction work, and only after prior approval by the CDFG and the USACE. Approval shall be acquired by submitting a request to CDFG and USACE no later than 30 days prior to construction. The request must contain a biological evaluation demonstrating that no sensitive fish, amphibians, or reptiles are currently present, or likely to be present during construction, at the construction site or along access roads.

4.6-21 Temporary sediment retention ponds shall be constructed downstream of construction sites that are located in River Corridor under the following circumstances:

- the construction site contains flowing or ponded water that drains off site into the undisturbed streamflow or ponds; or
- streamflow is diverted around the construction site, but the work is occurring in the period November 1st through April 15th when storm flows could inundate the construction site.

The sediment ponds shall be constructed of riverbed material and shall prevent sediment-laden water from reaching undisturbed ponds or streamflows. To the extent possible, ponds shall be located in barren or sandy river bottom areas devoid of existing riparian scrub, riparian woodland, or aquatic habitat. The ponds shall be maintained and repaired after flooding events, and shall be restored to pre-construction grades and substrate conditions within 30 days after construction has ended at that particular site. The location and design of sediment retention ponds shall be included in the Storm Water

Pollution Prevention Plan (SWPPP) prepared by the applicant for all construction activities that require a NPDES General Construction Activity Storm Water Permit.

- 4.6-22** Installation of bridges, culverts, or other structures shall not impair movement of fish and aquatic life. Bottoms of temporary culverts shall be placed at or below channel grade. Bottoms of permanent culverts shall be placed below channel grade.
- 4.6-23** Water containing mud, silt, or other pollutants from construction activities shall not be allowed to enter a flowing stream or be placed in locations that may be subject to normal storm flows during periods when storm flows can reasonably be expected to occur.
- 4.6-24** Vehicles shall not be driven or equipment operated in areas of ponded or flowing water, or where wetland vegetation, riparian vegetation, or aquatic organisms may be destroyed, except as otherwise provided for in the CWA section 404 permit or CDFG 1603 agreement.
- 4.6-25** Silt settling basins, installed during the construction process, shall be located away from areas of ponded or flowing water to prevent discolored, silt-bearing water from reaching areas of ponded or flowing water during normal flow regimes.
- 4.6-26** If a stream channel has been altered during the construction or maintenance operations, its low flow channel shall be returned as nearly as possible to pre-project topographic conditions without creating a possible future bank erosion problem, or a flat wide channel or sluice like area.
- 4.6-27** Temporary structures and associated materials not designed to withstand strong seasonal flows shall be removed to areas above the high water mark before such flows occur.
- 4.6-28** Staging and storage areas for construction equipment and materials shall be located outside of the CDFG or USACE jurisdiction.
- 4.6-29** Any equipment or vehicles driven or operated within or adjacent to the River Corridor shall be checked and maintained daily, to prevent leaks of materials that if introduced to water could be deleterious to aquatic life.
- 4.6-30** Stationary equipment such as motors, pumps, generators, and welders which may be located within the River Corridor construction zone shall be positioned over drip pans. No fuel storage tanks shall be allowed in the River Corridor.

4.6-31 The applicant shall use best efforts to ensure that no debris, bark, slash sawdust, rubbish, cement or concrete or washing thereof, oil, petroleum products, or other organic material from any construction, or associated activity of whatever nature, shall be allowed to enter into, or be placed where it may be washed by rainfall or runoff into, watercourses included in the permit. When construction operations are completed, any excess materials or debris shall be removed from the work area.

4.6-32 No equipment maintenance shall be done within or near the River Corridor where petroleum products or other pollutants from the equipment may enter this area.

4.6-33 As the project reach of the Santa Clara River typically has no surface flows, any water diversions shall utilize:

- Pilot channels constructed to divert flows around work areas shall be sized to maintain existing water velocities, with wide, shallow channels being utilized. The channel should be kept as small as possible, extending no more than 25 feet upstream and downstream of the work area. Construction of pilot channels should start downstream. Once water is diverted into the new channel, the original channel should be visually inspected and any stranded animals shall be removed and returned to the water downstream of the diversion. Once the diversion is no longer needed, the area shall be restored as closely as possible to its original configuration.
- The use of a pump to divert flows around a work site is also acceptable. The pump must have at least a 0.25-inch screen. Water should be discharged downstream, within 25 feet of the work area. Any dams installed across flowing water for the diversion shall be removed upon completion of construction and the area shall be restored as closely as possible to its original configuration.
- The Operator shall alert the USACE and the Department of work to be performed at least two weeks in advance of the work. If the work may adversely impact Endangered species, the USACE, the Department and the City shall meet in the field to resolve the issue. The City may contact the USACE and the Department to identify areas of potential Endangered species habitat. If the USACE and the Department believe the work may adversely impact Endangered species or its habitat resources or the City wishes to consult with the USACE and the Department, a field meeting will be scheduled. At the field meeting, the USACE and the Department will provide

information regarding Endangered or Threatened species that could be impacted by the project. If take of an Endangered species will occur, the appropriate Endangered species permits will be required. To the extent that a USFWS Section 7 and a CDFG Section 2081 Memorandum of Agreement have been completed for the species present, the mitigation measures shall be implemented and construction may proceed as outlined in these documents.

- Standard dust control measures shall be implemented to reduce impacts on nearby plants and wildlife. This includes replacing ground cover in disturbed areas as quickly as possible; watering active sites at least twice daily; suspending all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph; and restricting traffic speeds on all unpaved roads to 15 mph or less in areas within 200 feet of vegetation.
- Upon completion of construction, the contractor shall be held responsible to restore any haul roads and access roads that are outside of approved grading limits. This restoration shall be done in consultation with the construction monitor.

4.6-34 If the Oak Tree Permit is approved by the City Council, the applicant shall have permission to remove the following oak trees on the project site (Heritage Trees are in bold): No. 4, **No. 25**, No. 26, **No. 27**, No. 28, **No. 29**, No. 30, No. 31, and No. 32.

If approved by the City Council, the applicant shall have permission to encroach into the protected zone of the following oak trees (Heritage Trees are shown in bold): No. 1, **No. 3**, No. 33, **No. 34**, **No. 38**, **No. 47**, No. 50, **No. 52**, and No. 71. If approved by the City Council, the applicant shall have permission to trim livewood in excess of 2 inches in diameter of the following trees: No. 1, No. 3, No. 33, No. 34, No. 38, and No. 52.

If approved by the City Council, the applicant shall have permission to encroach within the protected zone of the following off-site oak trees (Heritage Trees shown in bold):

Tree No. 25B (Lost Canyon Road/Sand Canyon Road Option 3 - encroachment and trimming)

Tree No. 45 (Lost Canyon Road/Sand Canyon Road Option 3 – encroachment and trimming)

4.6-35 The applicant and all their contractors shall be in compliance with the City of Santa Clarita Oak Tree Ordinance and Preservation and Protection Guidelines at all times throughout the project. Failure to comply with these requirements shall be considered non-compliant and may result in the issuance of a Stop All Work notice, construction delays and additional fees.

4.6-36 The applicant and all their contractors shall adhere to all recommendations issued by the applicant's Arborist of Record (AOR) both during on-site monitoring as well as those listed within the project's oak tree reports and addendums. Failure to comply with these recommendations shall be considered non compliant and may result in the issuance of a Stop All Work notice, construction delays and additional fees

4.6-37 Mitigation for the oak tree impacts referenced above shall include dedication to the City of Santa Clarita of the 2-acre oak tree preserve located adjacent to the Oak Park. Dedication of this 2-acre property to the City shall occur in conjunction with dedication of the Oak Park. A deed restriction shall be recorded over this 2-acre preserve restricting its use to open space only and prohibiting any future development or grading. Signage shall be posted along the trail adjacent to the preserve indicating that this area is an oak tree preserve/mitigation area.

Additionally, the applicant shall be required to plant mitigation oak trees on this 2-acre parcel as well as a portion of the Town Green parcel to the satisfaction of the Director of Community Development. The oak preserve and Town Green shall be the primary oak mitigation areas for the project. Secondary oak tree mitigation or planting areas shall include trail corridors throughout the project site. Group plantings of native oaks are encouraged in areas that will accommodate the trees for future growth. Examples are passive parks, break areas, open landscape areas, new trails and the entrance to commercial and residential portions of the project.

The planting of on-site mitigation oak trees referenced above shall be equal to or exceed the International Society of Arboriculture (ISA) dollar value of all oak trees proposed for removal, presently estimated at \$404,990 (includes the oak trees on-site). Prior to the issuance of grading permits and the start of any construction, the applicant shall be required to bond for the International Society of Arboriculture (ISA) dollar value of all oak trees proposed for removal.

4.6-38 Prior to the issuance of grading permits and the start of any construction, the applicant shall have all required protective fencing installed around the oak trees. Oak trees that are proposed for encroachment shall have the protective fence placed at the furthest point away from the trunk that will allow for the necessary construction. All remaining oak trees shall have the fence installed at the protected zone located 5 feet out from edge of dripline.

4.6-39 Protective fencing shall consist of 5-foot standard chain link material supported by steel post driven directly into the ground and evenly spaced at 8 feet on center. 36-inch silt

fencing shall be installed at the base of all protective fencing and be maintained in good repair throughout all phases of construction.

- 4.6-40** A maximum of one non-gated 3-foot-wide opening shall be left open on the opposite side of construction to allow for required monitoring by City staff and the applicant's Arborist of Record. Openings shall be spaced every 100 feet or at a rate of one per tree.
- 4.6-41** The applicant shall be required to install proper signage that reads "THIS FENCE IS FOR THE PROTECTION OF OAK TREES AND SHALL NOT BE REMOVED OR RELOCATED WITHOUT WRITTEN AUTHORIZATION BY THE CITY ARBORIST".
- 4.6-42** The applicant shall be required to submit a copy of all future site plans including but not limited to grading plans, street improvement plans, construction plans and landscape plans to the City of Santa Clarita Oak Tree Specialist. All site plans shall require written approval from the City's Urban Forestry Division.
- 4.6-43** Any oak tree approved for relocation (presently Tree No. 31 is proposed for relocation) shall be completed by an approved qualified tree relocating company.
- 4.6-44** Any oak tree proposed for relocation shall be considered a removal. Any oak tree that has been approved for relocation shall require an up to 90 day side box waiting period before bottom roots may be removed. The final waiting period shall be established by the Arborist of Record and the City's Oak Tree Specialist.
- 4.6-45** Any oak tree which has been approved for relocation shall require a minimum five year mitigation period, which shall include the submittal of all maintenance and monitoring records completed on the tree. Monitoring reports shall be submitted at the end of each month for the first two years, quarterly (four times per year) for the following two years and biannually for the final year. The bond (based upon a value equivalent to the oak tree's ISA value) for the relocated tree will not be exonerated until the completion of the required mitigation period.
- 4.6-46** The applicant shall be required to incorporate large scale trees, which include 48 inch and 60 inch box trees into its mitigation plan. This may also include the installation of specimen size trees that range from 72 inch box in size up to 84 inch box trees.

- 4.6-47** Mitigation oak trees may include the following native species of oak; Coast live oak (*Quercus agrifolia*), or Canyon oak (*Quercus chrysolepis*). Incorporating additional native species in areas immediately adjacent to where established oak trees are present, may have a negative impact on the existing oak trees and is not permitted.
- 4.6-48** The applicant shall comply with all additional requirements of the project's adopted oak tree permit.
- 4.6-49** An integrated pest management plan that addresses the use of pesticides (including rodenticides and insecticides) on site within the River Corridor, including buried bank stabilization areas, will be prepared prior to the issuance of building permits for the initial tract map. The plan will implement appropriate Best Management Practices to avoid and minimize adverse effects on the natural environment, including vegetation communities, special-status species, species without special status, and associated habitats, including prey and food resources (*e.g.*, insects, small mammals, seeds). Potential management practices include cultural (*e.g.*, planting pest-free stock plants), mechanical (*e.g.*, weeding, trapping), and biological controls (*e.g.*, natural predators or competitors of pest species, insect growth regulators, natural pheromones, or biopesticides), and the judicious use of chemical controls, as appropriate (*e.g.*, targeted spraying versus broadcast applications). The plan will establish management thresholds (*i.e.*, not all incidences of a pest require management); prescribe monitoring to determine when management thresholds have been exceeded; and identify the most appropriate and efficient control method that avoids and minimizes risks to natural resources. Preparation of the CC&Rs for each tract map shall include language that prohibits the use of anticoagulant rodenticides in the project site.

3.3.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce these potential biota-related impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant biota-related impacts of the project identified in the Final EIR.

3.4 WATER QUALITY

3.4.1 Potential Significant Impacts

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The project would generate pollutants typical of urban residential and commercial areas during construction, and after the site is built out and occupied. However, like other development in the Santa Clarita Valley, the project would be required to satisfy all applicable regional and local water quality requirements, including those of the SWRCB, LARWQCB, NPDES program, County of Los Angeles, and City of Santa Clarita. Taking into account the project's non-structural and structural (treatment) PDFs, and accounting for the applicable regulatory requirements, water quality impacts would be less than significant.

Specifically, based on a quantitative assessment, the project would not significantly impact stormwater runoff volumes, or loads of total suspended solids, total phosphorous, nitrogen compounds, metals, and chloride. Based on a qualitative assessment, the project also would not result in significant impacts attributable to turbidity, pathogens, hydrocarbons, pesticides, trash and debris, methylene blue activated substances, cyanide. The project also would not result in significant impacts attributable to bioaccumulation, dry weather runoff, groundwater quality, groundwater recharge, and hydromodification.

As all cumulative projects within the tributary watershed and other undeveloped areas of the City are required to meet the same or similar general water quality requirements as the project, and any other site-specific requirements that the LACDPW Flood Control Division and LARWQCB require, the project would not result in cumulatively considerable impacts.

3.4.2 Mitigation Measures

4.8.1-1 The project applicant shall be required to implement all Project Design Features (PDFs), as outlined in Subsection 5 (Project Design Features) of this section.

3.4.3 Findings

The City finds that the above mitigation measure is feasible, is adopted, and will reduce the potential water quality-related impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant water quality-related impacts of the project identified in the Final EIR.

3.5 FIRE SERVICES

3.5.1 Potential Significant Impacts

First, due to the lack of on-site fire equipment access and water lines, construction activities would result in a significant impact on fire protection. Second, the project would result in

significant impacts relative to fire protection absent compliance with all applicable regulatory requirements due to access, water supply, topography, and vegetative cover constraints. The project, however, would not impact the staffing, equipment and facilities levels of the Los Angeles County Fire Department with payment of the enacted mitigation fees, which currently are \$0.99 per square foot (effective March 1, 2010). The project also would not result in cumulatively considerable impacts because increased cumulative development demands would be met by increases in staffing and equipment funded by developer fees and increased tax revenues, and because compliance with all applicable fire codes, standards and guidelines would be required.

3.5.2 Mitigation Measures

Access Requirements

- 4.13-1** Due to the size of the proposed development the applicant shall provide multiple means of access as required by the Los Angeles County Fire Department.
- 4.13-2** Access shall be provided onto the project site as noted on the tentative tract map.
- 4.13-3** Access to the proposed project site shall comply with Section 503 of the Fire Code, which requires all weather access. All weather access pay require paving.
- 4.13-4** Fire Department Access shall be extended to within 150 feet distance of any exterior portion of all structures. On-site vehicular access shall be required for any building exceeding 150 feet from the public street.
- 4.13-5** Where driveways extend further than 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final tract map. Turnarounds shall be designed, constructed, and maintained to insure their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.
- 4.13-6** Private driveways shall be indicated on the final tract map as "Private Driveway and Fire Lane" with the widths clearly depicted and shall be maintained in accordance with the Fire Code. All required fire hydrants shall be installed, tested and accepted by the County of Los Angeles Fire Department prior to the commencement of construction.
- 4.13-7** Vehicular access shall be provided and maintained serviceable to all fire hydrants throughout the construction period of the proposed project.

- 4.13-8** For buildings that are less than three stories in height and/or less than 35 feet in height, an unobstructive driveway with a minimum width of 26-feet, clear-to-sky, shall be posted with a sign that reads, “No Parking – Fire Lane.”
- 4.13-9** For buildings that are more than three stories and/or 35 feet or greater in height, an unobstructive driveway with a minimum width of 28-feet, clear-to-sky, shall be posted with a sign that reads, “No Parking – Fire Lane.” The centerline of the access roadway shall be located parallel to and within 30-feet of the exterior wall on at least one side of each proposed building.
- 4.13-10** For each building to be developed in Planning Area’s 1 and 2, access shall be required to within 150 feet of all exterior portions of the building with a minimum driveway width of 28 feet, clear-to-sky, and shall be posted with a sign that reads, “No Parking – Fire Lane.”
- 4.13-11** The center-line of the access roadway shall be located parallel to and within 30 feet of the exterior wall on at least one side of each proposed building.
- 4.13-12** For streets or driveways separated by an island and that provide a minimum unobstructive driveway width of 20-feet, clear-to-sky, shall be posted with a sign that reads, “No Parking – Fire Lane.” This requirement shall also be implemented for the eastern connection to Lost Canyon Road.
- 4.13-13** All Fire Department turnarounds shall be clearly identified and shall be posted with a sign that reads, “No Parking – Fire Lane.”
- 4.13-14** Additional access issues shall be addressed with the submittal of the revised plans during building plan check with consultation between the client and the Los Angeles County Fire Department.
- 4.13-15** The project applicant shall provide Los Angeles County Fire Department or City approved street signs and building access numbers prior to occupancy of the buildings on the project site.

Water System Requirements

- 4.13-16** The project construction engineer shall provide water mains, fire hydrants and fire flows as required by the County of Los Angeles Fire Department, for all land uses on the tract map, and shall be recorded as so.
- 4.13-17** The project construction engineer ensure that fire flow requirements for Planning Area 1 is 3,500 gallons per minute at 20 pounds per square inch for three hours. All proposed structures and buildings shall be constructed to be fully fire sprinklered and have a minimum of Type V-1 hour construction or greater.
- 4.13-18** The project construction engineer shall ensure that fire flow requirements for Planning Area 2 is 3,500 gallons per minute at 20 pounds per square inch for three hours. All proposed structures and buildings shall be required to be fully fire sprinklered and have a minimum of Type V-1 hour construction or greater.
- 4.13-19** The project construction engineer shall ensure that fire flow requirements for Planning Area 3A and 3B is 2,500 gallons per minute at 20 pounds per square inch for two hours. All proposed structures and buildings shall be required to be fully sprinklered and have a minimum of Type 1-V construction or greater. The exact fire flow, with a possible flow reduction, shall be determined during the building plan process.
- 4.13-20** The project construction engineer shall ensure that fire flow requirements for Planning Area 3C and 3D is 1,500 gallons per minute at 20 pounds per square inch for two hours.
- 4.13-21** The project construction engineer shall ensure that fire flow requirements for Planning Area 4 is 2,500 gallons per minute at 20 pounds per square inch for two hours. All proposed structures and buildings shall be fully fire sprinklered and have a minimum of Type V-1 hour construction or greater. The exact fire flow, with a possible flow reduction, shall be determined during the building plan process.
- 4.13-22** The project construction engineer shall ensure that the required fire flow for private on-site hydrants is 2,500 gallons per minute at 20 pounds per square inch and that each private on-site hydrants must be capable of flowing 1,250 gallons per minute at 20 pounds per square inch with two hydrants flowing simultaneously, one of which shall be the furthest from the public water source.
- 4.13-23** The project construction engineer shall install 59 public fire hydrants. The location for the on-site fire hydrants shall be determined during building plan check.

- 4.13-24** All fire hydrants shall measure 6-inches by 4 inches by 2.5 inches brass or bronze, and conform to current AWWA standard C503 or approved equal standard. All on-site hydrants shall be installed a minimum of 25-feet from a structure or protected by a two hour rated firewall.
- 4.13-25** All required fire hydrants shall be installed, tested and approved by the County of Los Angeles Fire Department prior to Final Map approval.

Additional Information Requirements

- 4.13-26** Considering that the project site is located within the area described by the Fire Department as “Very High Fire Hazard Severity Zone” (formerly Fire Zone 4), the client shall develop and submit to the County of Los Angeles Fire Department a Fuel Modification Plan prior to final map approval. Any questions regarding the content of the Fuel Modification Plan shall be addressed to the Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, phone (626) 969-5205.

Submittal Requirements

- 4.13-27** The project applicant shall submit a minimum of four copies of the water plans indicating the public fire hydrants to be installed to the Fire Department’s Land Development Unit for review prior to final tract map approval.
- 4.13-28** The project applicant shall submit to the Fire Department’s Land Development Unit for review if any changes to the tentative tract map occur.
- 4.13-29** The project construction engineer shall submit the building construction plans to the Fire Department’s Engineering Unit-Santa Clarita, (661) 286-8821.

Forestry Division – Other Environmental Concerns Requirements

- 4.13-30** The project applicant shall comply with Fuel Modification requirements as indicated in Mitigation Measure 4.13-26.

3.5.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce the potential fire services-related impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant fire services-related impacts of the project identified in the Final EIR.

3.6 SHERIFF SERVICES

3.6.1 Potential Significant Impacts

Construction of the project would increase both the incidence of petty crimes on the site and construction traffic on SR-14 and surrounding roadways, which may potentially delay emergency vehicles traveling through the area. However, by retaining the services of a private security company to patrol the project construction site, and by implementing a construction traffic control plan, any potentially significant construction-related impacts to law enforcement services would be reduced to a less-than-significant level.

Operationally, the project would increase the demand for law enforcement and traffic-related services both on the project site and within the local vicinity in terms of the number of personnel and the amount of equipment needed to adequately serve the project site at buildout. Additionally, significant public safety impacts could arise as a result of project design, landscape materials, and building orientation. However, payment of the law enforcement facilities fees and new tax revenues would mitigate impacts to the Sheriff Department to a less-than-significant level. Further, measures requiring that adequate public safety concepts be incorporated into the building design would mitigate impacts to law enforcement. Thus, the project would not contribute to any cumulatively considerable impacts to sheriff services.

3.6.2 Mitigation Measures

- 4.14-1** During construction, the project applicant, or its designee, shall retain the services of a private security firm to patrol the project site.
- 4.14-2** Prior to construction activities, the project applicant shall have a construction traffic control plan approved by the City of Santa Clarita.
- 4.14-3** As final development plans are submitted to the City of Santa Clarita for approval in the future, the Sheriff Department design requirements that reduce demands for service and ensure adequate public safety shall be incorporated into the building design. The design requirements for this project shall include:

- Proper lighting in open areas and parking lots;
- Sufficient street lighting for the proposed project's streets;
- Good visibility of doors and windows from the streets and between buildings on the project site; and,
- Building address numbers on both residential and commercial/retail uses are lighted and readily apparent from the streets for emergency response agencies.

4.14-4 Project design shall include, to the extent feasible, low-growing groundcover and shade trees, rather than a predominance of shrubs that could conceal potential criminal activity around buildings and parking areas.

4.14-5 The project applicant, or designee, shall pay the City's law enforcement facilities impact fee in effect at the time of issuance of a building permit.

3.6.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce the potential sheriff services-related impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant sheriff services-related impacts of the project identified in the Final EIR.

3.7 HUMAN-MADE HAZARDS

3.7.1 Potential Significant Impacts

The existing on-site debris piles potentially contain metals, total petroleum hydrocarbons, volatile organic compounds and pesticides. In addition, the historic use of the project site by the Southern Pacific Railroad indicates that a portion of the site may be affected by metals, herbicides, petroleum hydrocarbons, and other contaminants associated with rail operations. The existing on-site residence could contain asbestos and lead, and the historic agricultural activities present the potential for on-site residential pesticides and agricultural chemicals to be present. In summary, absent mitigation, demolition, grading and construction activities associated with project implementation could result in the release of potentially hazardous materials to the environment.

3.7.2 Mitigation Measures

4.15-1 Prior to grading, areas of the project site indicated on **Figure 4.15-1** shall be sampled for the presence of metals, total petroleum hydrocarbons, volatile organic compounds, and pesticides. If the presence of hazards is identified, the area(s) shall be remediated in accordance with federal and state law prior to grading of that portion of the project site.

4.15-2 Prior to demolition activities, an asbestos survey shall be conducted by a qualified environmental professional to determine the presence or absence of asbestos at the existing, on-site, single-family residence. The survey shall be submitted to the City of Santa Clarita. If present, asbestos removal shall be performed by a State-certified asbestos containment contractor in accordance with the Toxic Substance Control Act (15 U.S.C. Section 2601 et. seq.).

3.7.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce the potential human-made hazards impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant human-made hazards impacts of the project identified in the Final EIR.

3.8 VISUAL RESOURCES

3.8.1 Potential Significant Impacts

During the construction phase, nighttime lighting would be maintained on the project site for security purposes. This light could generate spillover onto adjacent residential properties, which would be significant absent mitigation. Light spillover also could occur once the project is operational due to the potential for gaps in intervening buildings and landscaping, and glare could result absent the use of low-reflective building materials.

3.8.2 Mitigation Measures

4.16-1 The project applicant, or designee, shall require that the use of nighttime lighting during project construction be limited to only those features on the construction site requiring illumination.

- 4.16-2** The project applicant, or designee, shall require that all security lights be properly shielded and projected downwards during construction, such that light is directed only onto the work site.
- 4.16-3** The project applicant, or designee, shall require that all outdoor lighting along the project site boundary consist of low-intensity downlights, or be equipped with louvers, shields, hoods or other screening devices.
- 4.16-4** The project applicant, or designee, shall require that all outdoor lighting along the project site boundary be projected downwards to illuminate the intended surface and minimize light spillover and glare generation.
- 4.16-5** The project applicant, or designee, shall require that only low-reflective building materials be used on building exteriors.

3.8.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce the potential light and glare impacts of the project to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant light and glare impacts of the project identified in the Final EIR.

3.9 CULTURAL RESOURCES

3.9.1 Potential Significant Impacts

Although most of the site is being preserved as part of the project's Oak Park, a data recovery/salvage excavation program is required to lessen impacts to Site VC-2/H, the Mitchell family homestead. Finally, mitigation is required to avoid the disturbance of human remains, including those interred outside of formal cemeteries. With implementation of the mitigation measures identified in **Section 3.9.2**, the project would not result in a cumulatively considerable impact.

3.9.2 Mitigation Measures

- 4.18-1** Site VC-2/H contains the remains of the Mitchell family homestead, which may contain important subsurface archeological deposits. A Phase III data recovery (salvage excavation) program shall be conducted on Site VC-2/H prior to grading activities.

4.18-2 In the event that cultural resources are found during construction, activity shall stop and a qualified archaeologist shall be contacted to evaluate the resources. If the find is determined to be a historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation will be made available. Construction on other parts of the project site may proceed in accordance with Public Resources Code section 21083.2(i).

4.18-3 If, during any phase of project construction, there is the discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps, which are based on Public Resources Code section 5097.98 and *State CEQA Guidelines* section 15064.5(e), shall be taken:

1. There will be no further excavation or disturbance of the site or any nearby area reasonably susceptible to overlying adjacent human remains until:
 - a. The Los Angeles County Coroner is contacted to determine that no investigation of the cause of death is required; and
 - b. If the Coroner determines the remains to be Native American:
 - (i) The Coroner shall contact the Native American Heritage Commission within 24 hours;
 - (ii) The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American; and
 - (iii) The most likely descendent may make recommendations to the Project applicant for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or,
2. Where the following conditions occur, the project applicant, or its designee, shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:
 - a. The Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 24 hours after being notified by the Commission;
 - b. The descendant identified fails to make a recommendation; or
 - c. The project applicant, or its designee, rejects the recommendation of the descendant, and mediation by the Native American Heritage Commission fails to provide measures acceptable to the project applicant.

3.9.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce the potential impacts to cultural resources to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant cultural resources-related impacts of the project identified in the Final EIR.

3.10 SANTA CLARA RIVER CORRIDOR ANALYSIS

3.10.1 Potential Significant Impacts

Based on detailed biota surveys, the existing SEA/FEMA overlay boundary does not correspond to the sensitive riparian and jurisdictional resources within the project site. Therefore, the project requests a GPA, which would revise both the land use designation for the project site to SP and adjust the existing SEA/FEMA overlay boundary to correspond to the area to be designated SP-OS.

The project's impacts to biological resources (e.g., certain special-status amphibians, reptiles, birds and mammals) within the existing SEA/FEMA overlay area would be significant absent adoption of the mitigation measures below, which minimize impacts to jurisdictional and sensitive riparian-associated resources on site and ensure project compatibility with ongoing ecological functions of the post-project SEA/FEMA overlay area. Additionally, the mitigation measures identified for biological resources, flood, and water quality also would assist in ensuring that impacts to the River Corridor are not significant.

Of note, the project's development footprint corresponds to and preserves and enhances the sensitive biological and jurisdictional resources present within the River Corridor, and is designed to: (a) be compatible with the sensitive biological resources present, including the set aside of undisturbed areas; (b) maintain the Santa Clara River watercourse in a natural state; (c) provide east-west and north-south wildlife movement areas within the River Corridor; (d) preserve adequate buffer areas between the project-related development and sensitive natural resources; and, (e) ensure that roads and utilities are designed to reduce or avoid impacts to sensitive biological and jurisdictional resources. As such, the project is consistent with the City's SEA development compatibility criteria, as set form in the Municipal Code at section 17.15.020(K)(1)(2).

Also, based on the CRAM Report prepared for the project, the contemplated habitat restoration, creation and enhancement activities within and adjacent to the reach of the River within the

project site would result in a regional increase of jurisdictional resource functions and provide for an ecologically meaningful resource to existing riparian resources.

Finally, in light of the project's compliance with all applicable regulatory requirements, the project would not result in a cumulatively considerable impact to the River Corridor.

3.10.2 Mitigation Measures

4.20-1 The project applicant shall implement the Wetlands Plan, 2009, in order to:

- (a) Satisfy the mitigation requirements of local, state, and federal agencies for wetland and riparian habitat;
- (b) Create or restore riparian and riverine vegetation communities suitable for nesting, foraging, and breeding by native animal species;
- (c) Create or restore vegetation communities to be compatible with the fluvial morphology and hydrology of the stream channel corridor;
- (d) Create or restore vegetation communities to be consistent with adjacent, existing riparian vegetation communities; and
- (e) Create or restore vegetation communities to be self-sustaining and functional beyond the maintenance and monitoring period.

In implementing the Wetlands Plan, 2009, the applicant shall implement the maintenance activities during the specified monitoring, the monitoring plan for the mitigation areas, the reporting requirements, and the contingency measures specified in that plan. The applicant also must satisfy the performance standards and success criteria set forth in that plan. The maintenance and monitoring will be subject to approval of the City's Community Development Department.

In conjunction with implementation of the *Wetlands Plan, 2009*, permanent impacts within the California Department of Fish and Game's jurisdictional delineation limits shall be restored with similar habitat at the rate of one acre replaced for one acre lost.

4.20-2 Prior to grading and construction activities, a qualified biologist shall be retained to conduct a worker environmental awareness program for all construction/contractor personnel. A list of construction personnel who have completed training prior to the start of construction shall be maintained on site and this list shall be updated as required when new personnel start work. No construction worker may work in the field for more than five days without participating in the program. The qualified biologist shall provide ongoing guidance to construction personnel and contractors to ensure compliance with

environmental/permit regulations and mitigation measures. The qualified biologist shall perform the following:

- Provide training materials and briefings to all personnel working on site. The material shall include but not be limited to the identification and status of plant and wildlife species, significant natural plant community habitats (e.g., riparian), fire protection measures, and review of mitigation requirements;
- A discussion of the federal and state Endangered Species Acts, Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act, other state or federal permit requirements and the legal consequences of non-compliance with these acts;
- Attend the pre-construction meeting to ensure that timing/location of construction activities do not conflict with other mitigation requirements (e.g., seasonal surveys for nesting birds, pre-construction surveys, or relocation efforts);
- Conduct meetings with the contractor and other key construction personnel describing the importance of restricting work to designated areas. Maps showing the location of special-status wildlife or populations of rare plants, exclusion areas, or other construction limitations (e.g., limitations on nighttime work) will be provided to the environmental monitors and construction crews prior to ground disturbance;
- Discuss procedures for minimizing harm to or harassment of wildlife encountered during construction and provide a contact person in the event of the discovery of dead or injured wildlife;
- Review/designate the construction area in the field with the contractor in accordance with the final grading plan;
- Ensure that haul roads, access roads, and on-site staging and storage areas are sited within grading areas to minimize degradation of vegetation communities adjacent to these areas (if activities outside these limits are necessary, they shall be evaluated by the biologist to ensure that no special-status species habitats will be affected);
- Conduct a field review of the staking (to be set by the surveyor) designating the limits of all construction activity;
- Flag or temporarily fence any construction activity areas immediately adjacent to riparian areas;
- Ensure and document that required pre-construction surveys and/or relocation efforts have been implemented; and

- Be present during initial vegetation clearing and grading.

4.20-3 Prior to construction the applicant shall develop a relocation plan for coast horned lizard, silvery legless lizard, and other special-status reptile species. The plan shall include, but not be limited to, the timing and location of the surveys that would be conducted for each species; identify the locations where more intensive efforts should be conducted; identify the habitat and conditions in the proposed relocation site(s); the methods that would be utilized for trapping and relocating the individual species; and provide for the documentation/recordation of the species and number of the animals relocated. The plan shall be submitted to the City 60 days prior to any ground disturbing activities within potentially occupied habitat.

The plan shall include the specific survey and relocation efforts that would occur for construction activities during the activity period of the special-status species (generally March to November) and for periods when the species may be present in the work area but difficult to detect due to weather conditions (generally December through February). Thirty days prior to construction activities in coastal scrub, chaparral, oak woodland, riparian habitats, or other areas supporting these species, qualified biologists shall conduct surveys to capture and relocate individual coast horned lizard, silvery legless lizard, and other special-status reptile species in order to avoid or minimize impacts to such species. The plan shall require a minimum of two (2) surveys conducted during the time of year/day when each species is most likely to be observed. Individuals shall be relocated to nearby undisturbed areas with suitable habitat. If construction is scheduled to occur during the low activity period (generally December through February), the surveys shall be conducted prior to this period if possible. The qualified biologist will be present during ground-disturbing activities immediately adjacent to or within habitat that supports populations of these species. Clearance surveys for special-status reptiles shall be conducted by a qualified biologist prior to the initiation of construction each day. Results of the surveys and relocation efforts shall be provided to City in an annual mitigation status report.

4.20-4 Within 30 days of ground-disturbing activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on site (typically March through August in the project region, or as determined by a qualified biologist), the applicant shall have surveys conducted by a qualified biologist to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the disturbance zone or within 300 feet of the disturbance zone. Pre-construction surveys shall include nighttime surveys

to identify active rookery sites. The total number of surveys shall be determined by the on-site qualified biologist based on the construction/grading schedule.

If active nests are found, clearing and construction within 300 feet of the nest shall be postponed or halted, at the discretion of the biologist in consultation with CDFG, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts to these nests occur. Results of the surveys shall be provided to CDFG in an annual mitigation status report.

4.20-5 Thirty days prior to construction activities in grassland, scrub, oak woodland, riverbank, or other suitable habitat, a qualified biologist shall conduct a survey within the proposed construction disturbance zone and within 200 feet of the disturbance zone for San Diego black-tailed jackrabbit and other special-status mammals.

If San Diego black-tailed jackrabbits or other special-status species are present, non-breeding mammals shall be flushed from areas to be disturbed. Occupied dens, depressions, nests, or burrows shall be flagged and ground-disturbing activities avoided within a minimum of 200 feet during the pup-rearing season (February 15 through July 1). This buffer may be reduced based on the location of the den upon consultation with the City and CDFG. Occupied maternity dens, depressions, nests, or burrows shall be flagged for avoidance, and a biological monitor shall be present during construction. If unattended young are discovered, they shall be relocated to suitable habitat by a qualified biologist. The applicant shall document all San Diego black-tailed jackrabbit identified, avoided, or moved and provide a written report to the City with a copy to CDFG.

3.10.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce the potential impacts to the Santa Clara River Corridor to less-than-significant levels in conjunction with those feasible mitigation measures also adopted for impacts to biological resources, flood and water quality. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant River Corridor-related impacts of the project identified in the Final EIR.

3.11 WASTEWATER DISPOSAL

3.11.1 Potential Significant Impacts

Although construction-related impacts would be less than significant, the operational phase of the project could result in significant impacts to wastewater disposal facilities absent evidence that adequate capacity and infrastructure is available to serve the project. As the project would construct a WRP to accommodate the projected wastewater produced by the contemplated land uses, potential impacts to wastewater disposal would be less than significant. Additionally, the project would not result in a cumulatively considerable impact because safeguards are in place to ensure that no wastewater disposal connection permits are issued absent evidence of adequate capacity. Nonetheless, the mitigation measures below are provided to ensure that such impacts are not significant and the facilities provided by the project comply with pertinent requirements of the City, California Department of Public Health, and County of Los Angeles Department of Public Health - Environmental Health Division.

3.11.2 Mitigation Measures

- 4.21-1** Upon completion of the WRP, the applicant shall dedicate the WRP property to the City of Santa Clarita.
- 4.21-2** A 395,411 gallon per day water reclamation plant shall be constructed on the Vista Canyon Specific Plan site, pursuant to local, regional, state and federal design standards (as applicable), to serve the Vista Canyon Specific Plan. The project applicant shall assign the responsibility for ownership, operation, and maintenance of the water reclamation plant to the City of Santa Clarita.
- 4.21-3** All facilities of the sanitary sewer system, including the siphon, will be designed and constructed for maintenance by the City of Santa Clarita in accordance with the applicable manuals, criteria, and requirements.
- 4.21-4** The project applicant shall require construction contractors to provide portable, on-site sanitation facilities that will be serviced by approved disposal facilities and/or treatment plants.
- 4.21-5** Prior to issuance of building permits, the project applicant shall obtain a “will-serve” letter from the County Sanitation Districts of Los Angeles County verifying that treatment capacity is adequate.

4.21-6 All local wastewater lines within the project boundaries are to be constructed by the project applicant and dedicated to the City of Santa Clarita Transportation and Engineering Services Department.

4.21-7 Prior to issuance of building permits, the project applicant shall pay applicable wastewater connection fees.

4.21-8 Prior to issuance of the first occupancy and the use or installation of any recycled water infrastructure, plans must be submitted to the State of California Department of Public Health and to the County Department of Public Health-Environmental Health Division for review and approval.

3.11.3 Findings

The City finds that the above mitigation measures are feasible, are adopted, and will reduce the potential impacts to wastewater disposal to less-than-significant levels. Accordingly, the City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(1), and State CEQA Guidelines section 15091, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the project that mitigate or avoid potentially significant wastewater disposal-related impacts of the project identified in the Final EIR.

4.0 FINDINGS ON LESS THAN SIGNIFICANT IMPACTS

4.1 GEOTECHNICAL HAZARDS

4.1.1 Less Than Significant Impacts

The project would be served by a WRP and the existing sewage conveyance system; therefore, the project would not be located on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Additionally, construction of the proposed project would not alter any significant landforms, or destroy, cover or modify any unique geologic or physical feature(s). The project site also is not located in an Alquist-Priolo Earthquake Fault Zone and no known active faults are located on the site; therefore, impacts due to rupture of a known earthquake fault would be less than significant. Additionally, the project site is relatively flat and presently not susceptible to any forms of slope instability or landslide.

The project's cumulative geotechnical hazard impacts also would be less than significant because, generally speaking, impacts related to geotechnical hazards are site specific and limited to the development areas within a project site. Additionally, buildings and facilities proposed under other projects are required to be sited, designed, and constructed in accordance with geotechnical, geologic, and seismic building codes.

4.1.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.1.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced geotechnical hazards.

4.2 FLOOD

4.1.2 Less Than Significant Impacts

While the project would include development of the storm drain system and have pre-defined outlets to the Santa Clara River, existing drainage patterns would not be significantly altered and no impacts would occur with respect to discharge changes. More specifically, no significant impacts to the River's fluvial or vegetation area would occur as a result of the project's flood protection improvements. Additionally, there are no increases in the water surface elevation beyond the limits of the project site resulting from project implementation, and those that occur on site are minor, localized, and accommodated by the flood protection improvements. Finally, the flood protection improvements only would result in localized, minor changes in bed riverbed adjustment values; this is not considered a significant impact.

The project also would not significantly impact on-site drainage, particularly due to its inclusion of energy dissipaters at the on-site storm drain outlets. Additionally, the project's compliance with all FEMA requirements, as well as the County of Los Angeles' QCAP requirements, ensures that impacts attributable to floodplain modifications will not be significant. In that regard, the project would raise portions of the project site to elevations above the existing FEMA maximum flooding elevation and construct buried soil cement bank protection along the River Corridor to protect the site from erosion. And, the post-project runoff discharge quantities would decrease, as compared to the existing conditions, due to the provision of water quality/debris basins that would capture upstream bulk flows and allow debris to settle out.

The project would not expose people or structures to significant risk of loss, injury or death involving flooding for the reasons enumerated in the previous paragraphs. The project also would not result in a substantial alteration of existing drainage patterns in such a manner as to result in substantial erosion or siltation, and would not significantly impact the fluvial characteristics or mechanics of the Santa Clara River.

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Finally, compliance with all applicable regulations ensures that the project would not result in cumulatively considerable impacts to flood, particularly as other projects within the City of Santa Clarita and County of Los Angeles would be subject to the same general requirements as the project.

4.2.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.2.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced flood impacts.

4.3 TRAFFIC AND ACCESS

4.1.2 Less Than Significant Impacts

Based on the Parking Demand Analysis (2010), a copy of which is included in Appendix 4.3 of the Draft EIR, the project would not result in significant impacts to parking. Additionally, the project would not significantly impact the transit and pedestrian/bicycle systems, as the project would replace a temporary Metrolink rail station with a permanent facility, construct a bus transfer station, and provide new bicycle and pedestrian facilities. Finally, the project would generate an average of 58 vehicle miles traveled per household per day, which is within the lower range of the estimated statewide range of 55 to 65.

4.3.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant. Nonetheless, the following mitigation measure is included to ensure that parking-related impacts remain less than significant.

4.3-10 The applicant shall comply with the requirements of the Vista Canyon Parking Demand Analysis.

4.3.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced traffic and access matters, but that the above mitigation measure shall be incorporated into the project to ensure that such impacts remain below a level of significance.

4.4 AIR QUALITY

4.1.2 Less Than Significant Impacts

Because the project would not increase the population figures over those that have been planned for the area and would be consistent with the AQMP forecasts and emission reduction strategies for the area, the project would neither interfere with the attainment of federal or state ambient air quality standards nor result in population increases within the area in excess of those projected by SCAG.

Also, under worst-case conditions, future CO concentrations at studied intersections would not exceed state or federal standards; therefore, the project would not result in significant CO hotspot impacts to sensitive receptors.

Neither the project's residential and commercial uses, nor the WRP would create an objectionable odor that could impact sensitive receptors. The project also would not have on-site hazardous materials that could result in an accidental release of toxic air emissions or acutely hazardous materials posing a threat to public health and safety. Similarly, although the WRP could potentially emit toxic air contaminant emissions during the wastewater treatment process, the facility would employ a mechanical system that would collect emissions and direct them to a biological or chemical air treatment unit prior to exhausting to the atmosphere.

Finally, the project is not anticipated to expose sensitive receptors to substantial increases in health risks and pollutant concentrations relative to the general population, and would not emit carcinogenic or toxic air contaminants that individually or cumulatively exceed the maximum individual cancer risk of 10 in 1 million.

4.4.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.4.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced air quality matters.

4.5 NOISE

4.1.2 Less Than Significant Impacts

Noise generated by mobile sources during the project's construction phase, and specifically truck traffic and worker traffic, would not be significant. Additionally, construction-related vibration impacts attributable to pile drivers, bulldozers, and loaded haul trucks would not significantly impact off-site sensitive receptors.

As for operational-related impacts, the project would not increase noise levels at an increment of 3 dB(A) or greater along the modeled roadway and freeway (SR-14) segments. Therefore, project-level impacts to on- and off-site sensitive receptors would be less than significant relative to mobile source noise.

The project also would not result in significant noise impacts attributable to the Union Pacific Railroad/Metrolink rail line as residential units would be at a sufficient distance from the tracks. Relatedly, it is important to note that the project would not result in an increase in noise levels associated with the railroad tracks, which already are in place.

In an effort to further assess the post-project ambient noise levels, City staff directed the environmental consultant to complete additional analysis utilizing measurements from the on-site monitoring location closest to Fair Oaks Ranch that account for the project applicant's commitment to construct an eight-foot tall berm/wall along the southern boundary of the future Metrolink Station to further reduce noise levels. Existing noise levels at the on-site measurement location (approximately 60 feet from the railroad tracks) are 60 db(A) CNEL. The project would increase those noise levels at that location to 67 db(A) CNEL due to project operation (vehicle traffic, Metrolink Station, stationary noise sources, etc.). The closest homes in Fair Oaks Ranch to the Metrolink Station, however, are approximately 300 feet away. At 300 feet, the post-project db(A) CNEL would be 63.5. At 400 feet, the db(A) CNEL would be 59.6. Construction of the eight-foot tall berm/wall along the southern boundary of the railroad right-of-way adjacent to the Metrolink Station would further reduce ambient noise at off-site locations, including Fair Oaks Ranch. Specifically, with the berm/wall, the db(A) CNEL would be 58.2 at 300 feet and 57.5 at 400 feet; these levels are well within the City's noise guidelines.

Point source noise impacts attributable to the land uses contemplated for the project site also would be less than significant and within the range of acceptable noise levels permitted by community standards. And finally, the project would not result in unacceptable interior noise levels at on- or off-site residential uses.

4.5.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.5.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced noise matters.

4.6 BIOLOGICAL RESOURCES

4.1.2 Less Than Significant Impacts

The project would not significantly impact the following vegetation communities: California sagebrush - California buckwheat series; Chamise series; Elderberry series; Mixed native and non-native series; Mulefat series; Saltgrass; Non-native annual grassland - ruderal series; Yerba santa series; and, Disturbed. The project also would not significantly impact common wildlife reptile, amphibian, or mammal species. Further, the Peirson's morning-glory, a special-status plant species that has been observed on site, would not be significantly impacted. Finally, the project would not significantly impact wildlife movement corridors due to the preservation and enhancement of north-south and east-west corridors.

4.6.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.6.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced biota matters.

4.7 LAND USE

4.1.2 Less Than Significant Impacts

As the site is mostly vacant, the project would neither disrupt nor physically divide an established community. Also, there are no habitat conservation plans or natural community conservation plans applicable to the project site; therefore, no conflict would result with respect

to such types of plans. Additionally, the project is generally consistent with all applicable goals, policies and/or requirements of the City's existing General Plan, proposed OVOV General Plan, and Unified Development Code, as well as SCAG's Regional Transportation Plan and Compass Growth Visioning.

4.7.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.7.3 Findings

The City finds that the project will have a less-than-significant impact on land use; therefore, no mitigation is required.

4.8 WATER SERVICE

4.1.2 Less Than Significant Impacts

The proposed project's water demand would be met by relying on three primary sources of water supply: groundwater from the Alluvial aquifer; SWP water; and, recycled water from the WRP. Based on an evaluation of the project's water demand (including the Vista Canyon WSA) and the supplies of the local water purveyor, an adequate supply of water is available to serve the project, and the project would not create, or contribute to, any significant project-specific or cumulative water supply impacts in the Santa Clarita Valley. Supplying water to the project also would not substantially deplete groundwater supplies, or interfere substantially with groundwater recharge.

4.8.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant. Nonetheless, the following mitigation measures are included in order to contribute to a reduction in the project's demand for potable water, and to ensure that adequate water supplies are available to serve the project at the time of construction.

- 4.8-1** The proposed project shall implement a water recycling system in order to reduce the project's demand for imported potable water. The project shall install a distribution system to deliver recycled water to irrigate land uses suitable to accept reclaimed water, pursuant to Los Angeles County Department of Health Standards. Uses include retail, office, and commercial spaces. Such uses shall be dual-plumbed to receive recycled water for toilet facilities.
- 4.8-2** Landscape concept plans shall include a palette rich in drought-tolerant and native plants.
- 4.8-3** Water conservation measures as required by the State of California shall be incorporated into all irrigation systems.
- 4.8-4** In conjunction with the submittal of applications that permit construction, and prior to approval of any such permits, the City of Santa Clarita shall require the applicant of the permit to obtain written confirmation from the retail water agency identifying the source(s) of water available to serve the project concurrent with need.
- 4.8-5** Prior to commencement of use, all uses of recycled water shall be reviewed and approved by the State of California Health and Welfare Agency, Department of Health Services.

4.8-6 Prior to the issuance of building permits that allow construction, the applicant of the project shall finance the expansion costs of water service extension to the project through the payment of connection fees to the appropriate water agency(ies).

4.8.3 Findings

The City finds that the project will have a less-than-significant impact on water service, but that the above mitigation measures shall be incorporated into the project to ensure that such impacts remain below a level of significance.

4.9 EDUCATION

4.1.2 Less Than Significant Impacts

The project would generate additional elementary, junior high, and high school students that would be accommodated by the Sulphur Springs Union School District and William S. Hart Union High School District. However, implementation of the School Facilities Mitigation Agreement between the Sulphur Springs Union School District and the applicant, and the Agreement for Fair Share Funding of School Facilities between the William S. Hart Union High School District and the applicant would ensure all project impacts are at a level below significant. Additionally, because of the referenced mitigation agreements and because similar mechanisms would likely be utilized for each new residential development in the Santa Clarita Valley, the project would not result in cumulatively considerable impacts to education.

4.9.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.9.3 Findings

The City finds that, with implementation of the referenced mitigation agreements, the project will have a less-than-significant impact on education.

4.10 LIBRARY SERVICES

4.1.2 Less Than Significant Impacts

The project would generate the need for additional items (e.g., books, magazines, periodicals, audio, video, etc.), square feet of library facilities, and public access computers, based on the County of Los Angeles Public Library's service level guidelines. However, payment of the City's adopted library impact fee of \$718.00 per new residential dwelling unit (as of February 2010) would ensure that the proposed project would not significantly impair library services. Similarly, because the proposed project and any future development would be required to pay the City's library impact fee, the project would not result in a cumulatively considerable impact.

4.10.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.10.3 Findings

The City finds that, with payment of the requisite library impact fees, the project will have a less-than-significant impact on library services.

4.11 PARKS AND RECREATION

4.11.1 Less Than Significant Impacts

The project incorporates approximately 21 acres of formal active/passive park or recreational uses, including the approximately 10-acre Oak Park/River Education Center, both of which are proposed for dedication to the City. Other recreational facilities include the Community Garden, Town Green, up to six private recreational facilities and project trails. The project trails extend over 4 miles both on and off the project site, including significant extensions of the Santa Clara River Trail. In summary, the project satisfies the City's parkland standards through a combination of parkland, private recreation facilities and payment of fees and, therefore, would not result in significant unavoidable impacts to local parks and recreation facilities. The project also would not significantly impact regional, state or federal parks or trail systems. Similarly, because the proposed project and any future development would be required to meet the City's parkland requirements by providing either the dedication of land, payment of in-lieu fees, or construction of park amenities (or a combination thereof), the project would not result in a cumulatively considerable impact.

4.11.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant. Nonetheless, the following mitigation measures are included in order to ensure that the project will not significantly impact parks and recreational facilities.

4.12-1 Consistent with the Vista Canyon Specific Plan, development of the project shall provide the following parks and open areas:

- Ten acres of public parkland with improvements, including the Oak Park and the River Education Center;
- Up to six private recreation facilities and over 4 miles of trails; and
- Dedication of the Santa Clara River Corridor on site.

4.12-2 Reject applicant, or its designee, will meet City parkland requirements by providing either the dedication of land, payment of in-lieu fees, construction of park amenities, or

any combination of the three as approved by the Director of Parks, Recreation and Community Services, prior to issuance of building permits.

4.11.3 Findings

The City finds that the project will have a less-than-significant impact on parks and recreation, but that the above mitigation measures shall be incorporated into the project to ensure that such impacts remain below a level of significance.

4.12 SHERIFF SERVICES

4.12.1 Less Than Significant Impacts

The project would increase demands for CHP services in the project area. However, through increased revenues generated by the project (via motor vehicle registration and drivers license fees paid by new on-site residents and businesses), the project would generate more than sufficient funding for the additional staffing and equipment would needed to serve the project area, including future demands. This funding can and should be allocated to the CHP by the state CHP for the Santa Clarita Valley station to meet project demands. Therefore, project- and cumulative-level impacts to the CHP would be less-than-significant.

The project also would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because the project contains multiple evacuation routes, which would provide for the safe movement of residents and employees.

4.12.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.12.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced sheriff services.

4.13 HUMAN-MADE HAZARDS

4.13.1 Less Than Significant Impacts

The project would result in the buildout of both residential and general commercial uses. These land use types would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Similarly, the project's residential and commercial uses would not result in the emission of hazardous emissions or handling of

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hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

Additionally, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. The project site also is not located within 2 miles of a public use airport or the vicinity of a private airstrip. Accordingly, the project would not result in a safety hazard for people residing or working in the project area.

Because the project site is not in the vicinity of any electrical transmission lines, gas lines, or oil pipelines, the project would not expose people to existing sources of potential health hazards. The project also would not result in significant impacts attributable to oil production operations (as the site is not within the designated boundaries of an oil or gas field), underground storage tanks, transmission line exposure, or adjacent properties.

Finally, as human-made hazards present site-specific issues, no cumulative impacts are anticipated.

4.13.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.13.3 Findings

The City finds that the project will result in less-than-significant impacts attributable to the above-referenced human-made hazards.

4.14 VISUAL RESOURCES

4.14.1 Less Than Significant Impacts

Although the project would alter existing short-range views, the project would not obstruct public views of scenic resources. For example, the Santa Clara River, the site's major scenic resource, would continue to be visible from SR-14, which offers the most prominent views of the project site and supports the largest viewing audience among the local vantage points. Further, due to the distance between SR-14 and the development area, the structures would not be visually prominent from SR-14.

The project also would not substantially damage scenic resources, including, but not limited to, identified ridgelines, trees, rock outcroppings, and historic buildings within a state scenic highway as there are no designated state scenic highways in the Santa Clarita Valley. Further, although the visual character of the project site and surrounding areas would change (due to the transition of a predominantly vacant site to a developed state), the visual impacts resulting from build-out of the project would not substantially degrade the existing visual character or quality of the project site and its surroundings.

Relatedly, the project would not result in cumulatively considerable development as it is located in an area largely surrounded by existing, approved and planned development. Further, the project would be visually consistent with the existing adjacent development, such as the Colony Townhome and Fair Oaks Ranch communities.

4.14.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.14.3 Findings

The City finds that the project will have a less-than-significant impact on the above-referenced visual resources.

4.15 POPULATION, HOUSING, AND EMPLOYMENT

4.15.1 Less Than Significant Impacts

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The project would not induce substantial population growth in an area either directly or indirectly. The project also would not displace substantial numbers of people or existing housing and, therefore, would not necessitate the construction of replacement housing elsewhere. Finally, the project would be consistent with SCAG's jobs/housing goal of 1.5:1 via its inclusion of commercial, office, retail and hotel uses.

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4.15.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.15.3 Findings

The City finds that the project will have a less-than-significant impact on population, housing, and employment.

4.16 AGRICULTURAL RESOURCES

4.16.1 Less Than Significant Impacts

The project site consists of approximately 185 acres of land that is designated as "Other Land" by the California Department of Conservation; in other words, the project site does not contain any "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance." Accordingly, the project would not convert farmland to non-agricultural use. The project site also is not part of a Williamson Act contract, and would not conflict with existing zoning for agricultural use if the requested zone change is approved.

The project site is not zoned for forestland or timberland, and would not result in the loss or conversion of forestland. This is consistent with the Land Cover Map developed by the USDA Forest Service and CalFire, which classifies the project site as urban land and not forest land.

Also, as the project site is generally bordered on all sides by existing or planned urban development, the project would not involve other changes in the existing environment that would result in the conversion of farmland to nonagricultural land uses or forestland to non-forest uses.

Finally, the project would not result in cumulatively considerable impacts to agricultural resources and forestland.

4.16.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.16.3 Findings

The City finds that the project will have a less-than-significant impact on agricultural resources.

4.17 GLOBAL CLIMATE CHANGE

4.17.1 Less Than Significant Impacts

Although the project would increase the existing on-site emission levels, based on a GHG emissions estimate considering nine source types, and accounting for various “green” PDFs (e.g., 20 percent exceedance of Title 24 for all residential and non-residential structures; provision of Energy Star major appliances, where feasible; renewable electricity equivalent to an 80,000 square foot photovoltaic system; solar heating for pools), the project would not result in a significant impact to global climate change because it would be consistent with AB 32, the State of California’s only codified GHG emissions reduction mandate. Additionally, the project generally is consistent with various plans, policies and regulations that result in GHG emission reductions, such as Title 24 and SB 375, and GHG emission reduction strategies recommended by the California Attorney General and Climate Action Team. On this basis, the project also would not result in a cumulatively considerable impact to climate change.

4.17.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.17.3 Findings

The City finds that the project will have a less-than-significant impact on global climate change.

4.18 UTILITIES

4.18.1 Less Than Significant Impacts

Electricity and natural gas demand associated with the project’s construction phase is not anticipated to be significant. Additionally, at build-out, the project would result in an eleven percent reduction in electricity demand and a sixteen percent reduction in natural gas demand because all residential and non-residential structures would exceed the 2008 Title 24 standards by 20 percent. Finally, the extension of electric, natural gas, and communication infrastructure would not result in significant impacts due to the project’s compliance with applicable standards issued by the City, SCE, SCGC, and AT&T. For these same reasons, the project also would not result in a cumulatively considerable impact to utilities.

4.18.2 Mitigation Measures

Consistent with State CEQA Guidelines section 15126.4(a)(3), mitigation measures are not required for effects which are not found to be significant.

4.18.3 Findings

The City finds that the project will have a less-than-significant impact on utilities.

5.0 FEASIBILITY OF PROJECT ALTERNATIVES

5.1 PROJECT ALTERNATIVES

The alternatives section of the Final EIR contains an analysis of alternatives to the project, including the “No Project” alternative. (For a detailed discussion of these alternatives, please see **Section 6.0, Alternatives**, of the EIR.) Based on the analysis, the City finds as follows:

(a) Alternative 1, The No Project Alternative

Description: This alternative is required by the State CEQA Guidelines and compares the impacts that might occur if the site is left in its present condition with those that would be generated by the proposed project. Under this alternative, no development would occur, and the existing storage yard and residence would remain on a portion of the site.

Environmental Effects: This alternative is environmentally superior to the project since most of the environmental effects of the project would not occur.

Relation to Project Objectives: This alternative would not attain the basic objectives of the project, as defined in **Section 1.4**, above. That said, some of the resource conservation objectives would be avoided through the complete avoidance of direct and indirect environmental impacts.

Feasibility: This alternative is infeasible because it would not attain the basic project objectives, and would not provide any of the project benefits.

(b) Alternative 2, Proposed County Land Use Designation (OVOV)

Description: This alternative would develop a project allowed by Los Angeles County’s proposed land use designations for the site, as defined in the General Plan Update (OVOV). The proposed designation would permit approximately 700 residential units on the project site; a 5-acre neighborhood park and up to two private recreation areas also would be provided. However, no commercial or transit uses would be constructed as part of this alternative. Additionally, this alternative would not include the WRP or Vista Canyon Road Bridge. Consistent with OVOV, Lost Canyon Road would be extended as a major highway from Fair Oaks Ranch to Jakes Way, and then as a secondary highway from Jakes Way to Lost Canyon Road at La Veda Avenue.

Environmental Effects: This alternative would result in less impacts than the project in 12 categories, greater impacts in 5 categories, and similar impacts in 7 categories. In general, this alternative is considered the “environmentally superior” alternative for purposes of CEQA.

Relation to Project Objectives: This alternative would not fully meet or impede the following project objectives, which are defined in **Section 1.4**, above: Land Use Planning Objectives 1, 4, 6, 7, 9, and 14; and, Economic Objectives 1, 3, and 4.

Feasibility: This alternative is infeasible because it would not fully satisfy numerous project objectives, and would not provide all of the project benefits.

(c) Alternative 3, Existing City of Santa Clarita General Plan Designation

Description: This alternative would develop a project allowed by the City of Santa Clarita’s existing General Plan land use designation for the site (i.e., Business Park (BP)). Under the BP designation, the site could be developed with approximately 4.35 million square feet of light industrial/business park uses. This alternative would include construction of the Vista Canyon Road Bridge, Metrolink Station, and Bus Transfer Station. Lost Canyon Road would be extended from Fair Oaks Ranch to Lost Canyon Road at La Veda Avenue as a major highway. This alternative would not include any parks or recreation facilities.

Environmental Effects: This alternative would result in less impacts than the project in 8 categories, greater impacts in 8 categories, and similar impacts in 8 categories. Therefore, this alternative is not environmentally superior to the project.

Relation to Project Objectives: This alternative would not fully meet or impede the following project objectives, which are defined in **Section 1.4**, above: Land Use Planning Objectives 1, 3, 5, 6, 9, and 14; and, Economic Objectives 1.

Feasibility: This alternative is infeasible because it would not fully satisfy numerous project objectives, and would not provide all of the project benefits.

(d) Alternative 4, Reduced Development Footprint (Relocation of Southerly Bank Stabilization)

Description: This alternative generally would move the bank stabilization on the south side of the River Corridor back by an average of 100 feet, thereby increasing the width of the River Corridor as compared to the proposed project. The Vista Canyon Road Bridge length would be extended from 650 to 800 feet. The residential overlay also would be eliminated, reducing the number of residential units from a maximum of 1,324 to 1,091. Lost Canyon Road would be extended from Fair Oaks Ranch to La Veda Avenue in a design (with traffic calming) similar to the proposed project. All other components of the project would be incorporated into this alternative.

Of note, since preparation of the Draft EIR, the City Council has revised the proposed project in a manner that is consistent with certain aspects of this alternative. For example, the bank stabilization on the south side of the River Corridor within PA-1 and PA-2, excepting the WRP, has been moved back by an average of 100 feet. Additionally, the residential overlay has been eliminated, and the length of the Vista Canyon Road Bridge has been extended from 650 to 750 feet.

Environmental Effects: This alternative would result in less impacts than the project in 14 categories, greater impacts in one category, and similar impacts in 9 categories. Therefore, this alternative is considered to be environmentally superior to the project.

Relation to Project Objectives: This alternative would not fully meet or impede the following project objective, which is defined in **Section 1.4**, above: Economic Objective 2.

Feasibility: This alternative is infeasible because it would not fully satisfy one of the project objectives.

(e) Alternative 5, Open Space Corridor

Description: This alternative would create a north/south open space corridor from and through the project site to undeveloped properties to the south, and would not include development in PA-4 (Mitchell Hill). The alternative also would eliminate the extension of Lost Canyon Road to La Veda Avenue; Lost Canyon Road would terminate in the project site, though the alternative would still extend trail improvements from the project site along the north side of Lost Canyon Road to

Sand Canyon Road. The alternative would increase the size of Oak Park (which would include both active and passive areas) and would remove one less oak tree, as compared to the project. In comparison to the project, 32 single-family units would be eliminated. All other components of the project would be incorporated into this alternative.

Of note, since preparation of the Draft EIR, the City Council has revised the proposed project in a manner that is consistent with certain aspects of this alternative. For example, a north/south open space corridor has been created through the elimination of 26 single-family lots originally proposed in the area adjacent to the existing La Veda neighborhood. As a result, the size of Oak Park has been increased. Additionally, the proposed project has eliminated commercial development in PA-4.

Environmental Effects: This alternative would result in less impacts than the project in 12 categories, greater impacts in one category, and similar impacts in 11 categories. Therefore, this alternative is considered to be environmentally superior to the project.

Relation to Project Objectives: This alternative would not fully meet or impede the following project objectives, which are defined in **Section 1.4**, above: Land Use Planning Objective 12; Economic Objective 2.

Feasibility: Components of this alternative were implemented by the Planning Commission (i.e., elimination of 26 single-family lots, increased size of Oak Park, and removal of one less oak tree). However, full implementation of this alternative is infeasible because it would not fully satisfy two of the project objectives.

(f) Alternative 6, Lost Canyon Road Alignment

Description: This alternative would extend Lost Canyon Road from Fair Oaks Ranch to La Veda Avenue in an alignment running parallel and adjacent to the southerly bank stabilization. Lost Canyon Road would be constructed to serve as a secondary highway to the Vista Canyon Road Bridge, and as a collector through the eastern portions of the project site. All other components of the proposed project would be incorporated into this alternative.

Environmental Effects: The environmental impacts of this alternative would be

similar to the impacts of the project, with the exception of traffic/circulation, which would be slightly greater than the project. Accordingly, the alternative is not considered environmentally superior to the project.

Relation to Project Objectives: This alternative would not fully meet or impede the following project objective, which is defined in **Section 1.4**, above: Land Use Planning Objective 3.

Feasibility: This alternative is infeasible because it would not fully satisfy one of the project objectives, and would not provide all of the project benefits.

5.2 ALTERNATIVES CONSIDERED BUT REJECTED: OFF-SITE ALTERNATIVES

Alternative sites of generally the same size within or directly adjacent to the City in the eastern Santa Clarita Valley do not exist, are presently being utilized for other purposes, or are the subject of other development proposals. The project involves development of a transit-oriented, mixed-use community in an infill site, generally surrounded on all sides by development with the necessary infrastructure adjacent to the project site. A multi-modal transit station (Metrolink Station and Bus Transfer Station) would be developed as part of the project. There are no potential alternative project sites in the local vicinity that are similar in acreage, are close to existing or planned infrastructure improvements, and are adjacent to the Metrolink rail line. Potential alternative sites that provide access to similar infrastructure and alternative transit are located beyond existing urbanized areas and, therefore, would induce growth in these non-urban areas.

6.0 ANCILLARY ANNEXATION AREA

To preface, no findings are required relative to the AAA by Public Resources Code section 21081 and CEQA Guidelines section 15091 as the EIR did not identify one or more significant environmental effects for the City's proposed annexation of these properties. Nonetheless, information regarding the environmental analysis for the AAA contained in the EIR is presented below.

First, most of the AAA is built out. As such, the proposed changes to the land use designations in the built out portion of the AAA and the re-assignment of those areas to a different land use jurisdiction, practically speaking, would not result in any potentially significant environmental impacts.

Second, additional environmental review would be required before most of the currently undeveloped portions of the ancillary annexation area could be built out; the subsequent environmental review processes would evaluate impacts and identify mitigation measures in further detail than provided in this section due to the preparation of specific development plans. At this point, it is not known whether, when or how the undeveloped portions of the ancillary annexation area would be built out. Nonetheless, in some instances, the imposition of existing regulatory standards and development fees would effectively ensure that impacts are not significant. In some instances, however, it is difficult to forecast the environmental impacts of the annexation.

That being said, design-level mitigation measures would be identified, as necessary and feasible, during the subsequent project-level environmental review that would be undertaken in conjunction with any additional development in the AAA, and specifically the Sand Canyon and Jakes Way areas. It is reasonable to assume and recommend at this juncture that further development in the AAA utilize mitigation measures comparable to those recommended for the Vista Canyon project due to the similar nature of the development types.

The CEQA-mandated “no project” alternative likely would result in similar impacts as the proposed AAA, as neither would preclude additional development; rather, both scenarios would allow for development to be proposed and corresponding environmental review to be undertaken. Also, no alternative locations to the proposed AAA, which represents a logical extension of the City’s physical boundary and municipal service area, exist.

EXHIBIT B
MITIGATION MONITORING AND REPORTING PROGRAM
INCORPORATED BY REFERENCE

Master Case No. 07-127
Vista CEQA Resolution
Page 109 of 109

EXHIBIT C
FINAL ENVIRONMENTAL IMPACT REPORT
INCORPORATED BY REFERENCE

**NOTICE OF CONTINUED PUBLIC HEARING
CITY OF SANTA CLARITA
CITY COUNCIL**

NOTICE IS HEREBY GIVEN that the City Council of the City of Santa Clarita, at its regular meeting held March 22, 2011, continued a public hearing on

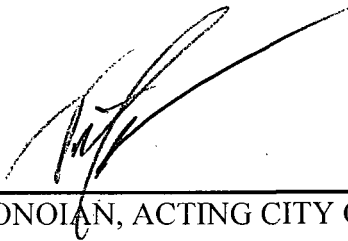
ITEM 13

PUBLIC HEARING

THE VISTA CANYON ANNEXATION PROJECT, INCLUDING THE ANCILLARY ANNEXATION AREA (PORTIONS OF SNT CANYON, FAIR OAKS RANCH, AND JAKES WAY)

to April 26, 2011. The continued public hearing will be held at or after 6:00 p.m. in the Council Chamber at 23920 Valencia Blvd., Santa Clarita, California.

Dated this 23rd day of March, 2011.

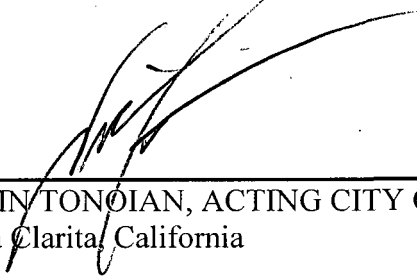


KEVIN TONOIAN, ACTING CITY CLERK

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

SS. AFFIDAVIT OF POSTING

KEVIN TONOIAN, being first duly sworn, deposes and says that he is the duly appointed and qualified City Clerk of the City of Santa Clarita and that on March 23, 2011, he caused the above notice to be posted at the door of the Council Chamber located at 23920 Valencia Blvd., Santa Clarita, California.



KEVIN TONOIAN, ACTING CITY CLERK
Santa Clarita, California