Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Jon Sanabria
Acting Director of Planning

June 16, 2009

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

MODIFICATION TO RECORDED TRACT MAP NO. 45023-(5)
APPLICANT: LAND DEVELOPMENT CONSULTANTS, INC.
199 SOUTH LOS ROBLES ROAD, SUITE 250
PASADENA, CA 91101
SAND CANYON ZONED DISTRICT
FIFTH SUPERVISORIAL DISTRICT (3-VOTE)

On September 17, 2008, the Regional Planning Commission of Los Angeles County ("Planning Commission") denied a Modification to Recorded Tract Map for Tract Map No. 45023-(5). The project consisted of a request to eliminate conditions related to offsite public improvements and dedication of easements, payment in lieu of offsite improvements, and improvements required to Lost Canyon Road and Jakes Way; and add conditions to construct connecting fire access between Jakes Way and existing driveway, and dedicate easements over driveways for public use. The original project approved 752 new attached condominium units on 23 multi-family lots and one open space lot on approximately 46.2 acres; no change in density or lot design was proposed within the modification.

The project was subsequently appealed to your Board of Supervisors by the applicant and since then, the applicant has eliminated portions of the modification request. The project currently only requests to modify the recorded map to add a new private driveway and fire lane and necessary easements, as required by Los Angeles County Departments of Public Works and Fire.

Prior to the scheduled April 28, 2009 Board of Supervisors meeting, County Counsel requested the project to be continued without discussion to June 23, 3009 to allow time for distribution of the original and addendum to the Environmental Impact Report ("EIR"), including Mitigation Monitoring Program ("MMP"), not previously attached and further analysis of the Modification to Recorded Map. The EIR, Addendum, and MMP have been attached.

IT IS RECOMMENDED THAT YOUR BOARD AFTER THE PUBLIC HEARING:

1. Adopt the Addendum to the Final Environmental Impact Report for Modification to Recorded Tract Map No. 45023-(5).

2. Instruct County Counsel to prepare the necessary findings and conditions to overturn the Planning Commission's denial and approve Modification of Recorded Tract Map No. 45023-(5) as currently proposed.

PROJECT BACKGROUND

The Planning Commission conducted public hearings and one public meeting, for the Modification to Recorded Tract Map No. 45023-(5) on January 17, 2007, February 21, 2007, August 20, 2008 (public meeting), and September 17, 2008, and denied the project on September 17, 2008. Following the Planning Commission's action, an appeal was filed with your Board of Supervisors.

The original request for the modification proposed to eliminate a condition to provide the connection of Lost Canyon Road and Jakes Way, which was required of the project to mitigate traffic impacts. Lost Canyon Road is on the Los Angeles County Master Plan of Highways and both Jakes Way and Lost Canyon Road are still intended to be completed. The original project was allowed to record a certain number of units with a private driveway and fire lane as a temporary second means of access. Subsequent map amendments increased the number of units approved on a single means of access with the temporary driveway as a second means. The map ultimately recorded with a nonrefundable payment for the offsite street improvements to Jakes Way, including grading, drainage and flood protection. The proposed temporary driveway, while providing fire access, does not meet the long term regional access needs for circulation and emergency services.

The current request is only to approve the modified map for the new private driveway and fire lane, existing today, which would allow the project to be gated as originally entitled. Los Angeles County Departments of Public Works and Fire do not object to the updated request, so long as it is clear that this temporary private driveway and fire lane does not substitute for the long term regional access provided by the connection of Jakes Way and Lost Canyon Road.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Necessary Findings
The proposed modification to recorded map must meet the following findings within the burden of proof (attached):

1. That there are changes in circumstances which make any or all of the conditions or the design of such a map no longer appropriate or necessary; and

2. That the proposed modifications do not impose any additional burdens on the present fee owner of the property; and

3. That such modifications would not alter any right, title, or interest in the real property; and

4. That the modifications requested result from either physical problems associated with the development of the site or technical difficulties arising which are not under the control of the developer and which make it impossible to comply with certain conditions;

5. That the modifications requested do not result in an increased number of dwelling units or a greater density than the recorded map;

6. That the proposed map and the design and improvements of the proposed subdivision are consistent with applicable general and specific plans; and

7. That the site is physically suitable for the type of proposed density of the development; and

8. That the design of the subdivision or the proposed improvements will not cause substantial environmental damage or serious public health problems, or conflict with public easements.

Analysis of Current Modification to Recorded Map Request

Staff has found the proposed project to be consistent with the applicable plans and plan policies, and meets the necessary findings for the proposed Modification to Recorded Map. The new private driveway and fire lane depicted on the map will be used for temporary use, and will not replace the project's access requirements as originally conditioned. Conditions requiring the connection of Jakes Way to Lost Canyon Road are not removed or modified and will continue to apply. Additional units are not proposed, modified, or permitted with the addition of the temporary private driveway and fire lane.

ENVIRONMENTAL DOCUMENTATION

The current request is to construct add an additional four acres, a fire road adjacent to the project's easterly boundary between Jakes Way on the north and the railroad tracks located adjacent to the southerly boundary of the subject property. A virtually identical alignment for a fire access driveway was evaluated as part of the EIR prepared for the original development and adopted by the Board of Supervisors on November 29, 1994.

The current fire road request will not generate additional levels of traffic. It will simply make feasible the construction of a gated interior access system for the development. The current project no longer proposes the elimination of necessary mitigation measures adopted at the time of project approval as provided for within the previously adopted EIR.

Therefore, the Addendum to the previously approved EIR, adopted on November 29, 1994, which is attached hereto, provides adequate environmental analysis for the project as currently amended.

IMPACT ON CURRENT SERVICES OR PROJECTS

Action on the proposed modification to recorded map is not anticipated to have a negative impact on current services.

Respectfully submitted,

DEPARTMENT OF REGIONAL PLANNING
Jon Sanabria, Acting Director of Planning

Sorin Alexanian, Acting Deputy Director
Current Planning Division

Attachments: Environmental Impact Report, including Addendum
Modification to Recorded Map Burden of Proof

SA:ST:ACB

c: Chief Executive Officer
Acting County Counsel
Executive Officer, Board of Supervisors
Assessor
Director, Department of Public Works
Acting Director, Department of Regional Planning

Tract Map 45023
June 10, 2009

SECTION 21.52.030.G

FINDINGS TO SUBSTANTIATE MODIFICATION OF TRACT NO. 45023 COUNTY OF LOS ANGELES

1. The proposed modifications will not result in any changes in circumstances that will make any or all of the conditions or the design of such a map no longer appropriate or necessary. The proposed modification consists of the addition of a temporary fire access road. The proposed temporary fire access road satisfies the requirement of the Los Angeles County Fire Department to have temporary access between Jakes Way and Lost Canyon Road and will be removed when Lost Canyon Road is extended.

2. The proposed modification to include the temporary fire access road does not impose any additional burdens on the present fee owner of the property. The owner of the property purchased additional property to the east to build the fire road around the outside of the development to the standards set by the Fire Department.

3. The proposed modifications will not alter any right, title or interest in the real property. The project site is fully built out with 752 existing residential units in 94 buildings on 23 multi-family lots. The modification to include a temporary fire access road is not proposed to change the design or improvements of the project. Additional property was purchased by the owner in order to build the fire access road per the requirement of the Fire Department.

4. The proposed modifications are not the result of either physical problems associated with the development of the site or technical difficulties arising which are not under the control of the development and which make it impossible to comply with certain conditions. The proposed temporary fire access road satisfies the requirement of the Los Angeles County Fire Department to have temporary access between Jakes Way and Lost Canyon Road and will be removed when Lost Canyon Road is extended.

5. The proposed modifications will not result in an increased number of dwelling units or a greater density than the recorded map. The project site is fully built out with 752 existing residential units in 94 buildings on 23 multi-family lots. The proposed modification is to only add a temporary fire access road as required by the Fire Department and. The modification does not propose any increase to the number of dwelling units or increase the project density.

6. The proposed map and the design and improvements of the proposed subdivision are consistent with applicable general and specific plans. The proposed modification to include the temporary access road is included on the amended tentative map and illustrates that no other changes to the design or improvements are proposed. The project site is fully built out with 752 existing residential units in 94 buildings on 23 multi-family lots.

7. The site is physically suitable for the type and proposed density of the development. The project site is fully built out with 752 existing residential units in 94 buildings on 23 multi-family lots. The proposed modification to include the temporary fire access road will not change the project type or density.

8. The design of the subdivision and the proposed improvements will not cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat. The subject property is not located in a Significant Ecological Area and does not contain any stream courses or high value riparian habitat.

   The design of the subdivision and the proposed improvements will not cause serious public health problems since sewage disposal, storm drainage, fire protection, and geologic and soils factors are addressed in the conditions of approval for the recorded tract map.

   The division and development of the property in the manner set forth on this map will not unreasonably interfere with the free and complete exercise of public entity and/or public utility rights-of-way and/or easements within this map, since the design and development as set forth in the conditions of approval and on the modified tract map, provide adequate protection for any such easements.

ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT FOR MODIFICATION TO RECORDED TRACT MAP NO. 45023-(5)

Tentative Tract Map No. 45023-(5) was approved by the Board of Supervisors on November 29, 1994. On July 14, 2004 the last Unit of Tentative Tract Map No. 45023-(5) was recorded. The Map created 23 multi-family lots and one open space lot on approximately 46.2 acres of land and authorized the development of 752 residential condominium units on the subject property. The subject property is located within the Sand Canyon Zoned District of Los Angeles County directly adjacent to the easterly side of the Antelope Valley (14) Freeway at Jakes Way. All of the 752 authorized residential condominium units have subsequently been constructed on the subject property.

The requested Modification to Recorded Tract Map No. 45023-(5) seeks authorization to add approximately 4 acres of land to the Tract and for authorization to construct an extension to a previously authorized Private Driveway/Fire Lane adjacent to the easterly boundary of the subject Tract between Jakes Way on the north and the easterly entrance to the Tract located approximately 480 feet southerly of Jakes Way. The approximately 4 acres of additional land will accommodate the Private Driveway/Fire Lane which will be paved to a width of 28 feet.

Completion of the missing link of the Private Driveway/Fire Lane will provide through access along the property's entire easterly boundary between the railroad tracks located adjacent to its southerly boundary and Jakes Way located adjacent to its northerly boundary.

Construction of the approximately 480 foot long link, the proposed Private Driveway/Fire Lane, will take place on land previously disturbed during the construction of the condominium units authorized by the Tract Map. Construction of the link will not create additional levels of traffic by providing a temporary second means of emergency access to the already constructed condominiums located within the Tract.

Completion of the remaining link of the Private Driveway/Fire Lane will enable the applicant to obtain clearance from the Los Angeles County Fire Department to install locked gates at each of the three entrances to the interior private driveway system currently existing within the Tract. Two of said entrances intersect with Jakes Way on the northerly boundary of the Tract and one entrance intersects with the proposed Private Driveway/Fire Lane adjacent to the easterly boundary of the subject property.

ADDENDUM TO FINAL EIR FOR RECORDED TRACT MAP 45023

Section 15164 of the California Environmental Quality Act authorizes Lead Agencies to prepare an Addendum to a previously certified Environmental Impact Report if changes or additions to the document are necessary but and none of the conditions described in Section 15162 are present. Staff of the Department of Regional Planning has determined that none of the conditions described in Section 15162 are present. The construction of the proposed Private Driveway/Fire Lane will not constitute a substantial increase in the severity of previously identified impacts. Construction of the project has been completed, no additional density is proposed and construction of the missing link in the previously identified Private Driveway/Fire Lane will not increase existing levels of traffic. No new environmental effects have been identified with regard to the proposed construction of the Private Driveway/Fire Lane. No new information pertaining to the subject property or the environmental impacts of the existing development has been discovered during the preparation of this Addendum.

Therefore, the Addendum to the previously adopted Environmental Impact Report adopted on November 29, 1994, which is attached hereto, provides adequate environmental analysis for the project as currently amended.

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Jon Sanabria
Acting Director of Planning

April 14, 2009

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

MODIFICATION TO RECORDED TRACT MAP NO. 45023-(5)
APPLICANT: LAND TECH DESIGN, INC.
199 SOUTH LOS ROBLES ROAD, SUITE 250, PASADENA, CA 91101
SAND CANYON ZONED DISTRICT
FIFTH SUPERVISORIAL DISTRICT (3-VOTE)

On September 17, 2008, the Regional Planning Commission of Los Angeles County ("Planning Commission") denied a Modification to Recorded Tract Map for Tract Map No. 45023-(5). The project consisted of a request to eliminate conditions related to offsite public improvements and dedication of easements, payment in lieu of offsite improvements, and improvements required to Lost Canyon Road and Jakes Way; and add conditions to construct connecting fire access between Jakes Way and existing driveway, and dedicate easements over driveways for public use. The original project approved 752 new condominium units on 23 multi-family lots and one open space lot on approximately 46.2 acres; no change in density or lot design was proposed within the modification.

The project was subsequently appealed to your Board of Supervisors by the applicant and since then, the applicant has eliminated portions of the modification request. The project currently only requests to modify the recorded map to add a new private driveway and fire lane and necessary easements, as required by Los Angeles County Departments of Public Works and Fire.

IT IS RECOMMENDED THAT YOUR BOARD AFTER THE PUBLIC HEARING:

1. Instruct County Counsel to prepare the necessary findings and conditions to overturn the Planning Commission's denial and approve Modification of Recorded Tract Map No. 45023-(5).

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Project Background

The Planning Commission conducted public hearings for the Modification to Recorded Tract Map No. 45023-(5) on January 17, 2007, February 21, 2007, August 20, 2008, and September 17, 2008, and denied the project on September 17, 2008. Following the Planning Commission's action, an appeal was filed with your Board of Supervisors.

The original request for the modification proposed to eliminate a condition to provide the connection of Lost Canyon Road and Jakes Way, which was required of the project to mitigate traffic impacts. Lost Canyon Road is on the Los Angeles County Master Plan of Highways and both Jakes Way and Lost Canyon Road are still intended to be completed. The original project was allowed to record a certain number of units with a private driveway and fire lane as a temporary second means of access. Subsequent, map amendments increased the number of units approved on a single means of access with the temporary driveway second means. The map ultimately recorded with a nonrefundable payment for the offsite street improvements to Jakes Way, including grading, drainage and flood protection. The proposed temporary driveway, while providing fire access, does not meet the long term regional access needs for circulation and emergency services.

The current request is only to approve the modified map for the new private driveway and fire lane, existing today, which would allow the project to be gated as originally entitled. Los Angeles County Departments of Public Works and Fire do not object to the updated request, so long as it is clear that this temporary private driveway and fire lane does not substitute for the long term regional access provided by the connection of Jakes Way and Lost Canyon Road.

ENVIRONMENTAL DOCUMENTATION

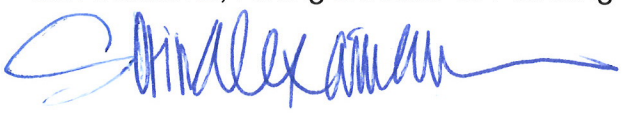
The modification request has been found exempt from the California Environmental Quality Act (CEQA) pursuant to State and County Reporting Guidelines, as the changes have been found to be the same or less than the environmental impacts of the original map. The original project had a determination of an Environmental Impact Report and the project MMP adopted by the Board still applies.

IMPACT ON CURRENT SERVICES OR PROJECTS

Action on the proposed modification to recorded map is not anticipated to have a negative impact on current services.

Respectfully submitted,

DEPARTMENT OF REGIONAL PLANNING
Jon Sanabria, Acting Director of Planning



Sorin Alexanian, Acting Deputy Director
Current Planning Division

Attachments: Applicant's Modified Request Letter
Draft Conditions

SA:ST:ACB

c: Chief Executive Officer
Acting County Counsel
Assessor
Director, Department of Public Works
Acting Director, Department of Regional Planning

DEPARTMENT OF REGIONAL PLANNING **Map Date: February 16, 2006**
MODIFICATION TO RECORDED TRACT MAP NO. 45023

CONDITIONS:

1. The subdivider shall conform to the applicable requirements of the Los Angeles County Code ("County Code"), including the requirements of the A-2-2 (Heavy Agriculture-Two Acre Minimum Required Lot Area) zone and RPD-5,000-3.5U (Residential Planned Development-5,000 Square Feet Minimum Required Lot Area-3.5 Dwelling Units Per Net Acre) zone, except as expressly modified herein. Also, conform to the conditions of the Mitigation Monitoring Program ("MMP").

2. The mitigation measures set forth in the "Impact Summary and Mitigation Monitoring Program" section of the Environmental Impact Report for the project are incorporated by this reference and made conditions of this project. Comply with all such mitigation measures in accordance with the MMP.

3. The subdivider shall defend, indemnify and hold harmless the County, its agents, officers, and employees to attack, set aside, void or annul this tentative map approval, or related discretionary project approvals, whether legislative or quasi-judicial, which action is brought within the applicable time period of Government Code Section 65499.37 or any applicable limitation period. The County shall promptly notify the subdivider of any claim, action, or proceeding and the County shall cooperate reasonably in the defense.

4. In the event that any claim, action, or proceeding as described above is filed against the County, the subdivider shall within 10 days of the filing pay the Los Angeles County Department of Regional Planning an initial deposit of $5,000.00, from which actual costs shall be billed and deducted for the purpose of defraying the expense involved in the department's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to the subdivider or the subdivider's counsel. The subdivider shall also pay the following supplemental deposits, from which actual costs shall be billed and deducted:

    a. If during the litigation process, actual costs incurred reach 80 percent of the amount on deposit, the subdivider shall deposit additional funds to bring the balance up to the amount of the initial deposit. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation;

    b. At the sole discretion of the subdivider, the amount of an initial or supplemental deposit may exceed the minimum amounts defined herein.

    The cost for collection and duplication of records and other related documents will be paid by the subdivider according to the County Code Section 2.170.010.

Except as expressly modified herein above, this approval shall be subject to all those conditions set forth in the underlying MMP and attached reports recommended by the Los Angeles County Subdivision Committee, consisting of the Departments of Public Works, Fire, Parks and Recreation, and Public Health.

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION

TRACT NO. 45023 (Modification to the Recorded Map) MAP DATED 02-16-2006
EXHIBIT MAP DATED 02-16-2006
LETTER DATED 08-01-2008

Comply with the following conditions to the satisfaction of Public Works:

1. Label the driveways and multiple access strips as "Private Driveway and Fire Lane" and delineate on the final map or separate instruments/documents, including the new off-site fire access driveways/roads and multiple access strips, to the satisfaction of Public Works.

2. Provide reciprocal easements for drainage, ingress/egress, sewer, water, utilities, right to grade, and maintenance purposes, etc., in documents over the common private driveways, including the new off-site temporary fire lane (if applicable), to the satisfaction of Public Works.

3. Label the off-site fire lane as "Temporary Fire Lane."

4. Record an amended final map or separate instruments/documents to the satisfaction of Public Works.

5. Within 30 days of the approval date of this land use entitlement or at the time of first plan check submittal, the applicant shall deposit the sum of $2,000 (Minor Land Divisions) or $5,000 (Major Land Divisions) with Public Works to defray the cost of verifying conditions of approval for the purpose of issuing final map clearances. This deposit will cover the actual cost of reviewing conditions of approval for Conditional Use Permits, Tentative Tract and Parcel Maps, Vesting Tentative Tract and Parcel Maps, Oak Tree Permits, Specific Plans, General Plan Amendments, Zone Changes, CEQA Mitigation Monitoring Programs and Regulatory Permits from State and Federal Agencies (Fish and Game, USF&W, Army Corps, RWQCB, etc.) as they relate to the various plan check activities and improvement plan designs. In addition, this deposit will be used to conduct site field reviews and attend meetings requested by the applicant and/or his agents for the purpose of resolving technical issues on condition compliance as they relate to improvement plan design, engineering studies, highway alignment studies and tract/parcel map boundary, title and easement issues. When 80% of the deposit is expended, the applicant will be required to provide additional funds to restore the initial deposit. Remaining balances in the deposit account will be refunded upon final map recordation.

6. Comply with the attached Drainage conditions to the satisfaction of Public Works.

7. Comply with the attached Grading conditions to the satisfaction of Public Works.

8. Comply with the attached Geology/Soils conditions to the satisfaction of Public Works.

9. Comply with the attached Road conditions to the satisfaction of Public Works.

+HW

Prepared by Henry Wong Phone (626) 458-4910 Date Rev. 03-30-2009

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
WWW.DPW.LACOUNTY.GOV

TRACT NO.: 45023

TENTATIVE MAP DATE: 02/16/06
EXHIBIT MAP DATE: 02/16/06

STORM DRAIN AND HYDROLOGY SECTION CONDITIONS OF APPROVAL, PHONE: (626) 458-4921

This map has been cleared of drainage. Comply with the following conditions:

Submit Grading Plan to DPW to provide bank protection alongside the proposed fire road for approval.

Name _____ Date 03/30/09 Phone (626) 458-4921

P:\ldpub\SUBPCHECK\Hydrology\Forms\Conditions of Approval\Tentative Map Conditions Feb 2 08.doc

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – GRADING
TRACT MAP NO. 45023

TENTATIVE MAP DATED 02-16-2006
MODIFICATION LETTER DATED 08-01-2008

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

REQUIREMENTS PRIOR TO GRADING PLAN APPROVAL:

1. Provide approval of:

   a. The latest drainage concept/hydrology/Standard Urban Stormwater Mitigation Plan (SUSMP)/Low Impact Development (LID) plan by the Storm Drain and Hydrology Section of Land Development Division.

   b. The grading plan by the Geotechnical & Materials Engineering Division (GMED).

REQUIREMENTS PRIOR TO FINAL MAP RECORDATION:

2. Submit a grading plan for approval. The grading plan must show and call out the following items, including but not limited to: construction of all drainage devices and details, paved driveways, elevation and drainage of all pads, SUSMP and LID devices (if applicable), and any required landscaping and irrigation not within a common area or maintenance easement. Acknowledgement and/or approval from all easement holders may be required.

3. A maintenance agreement or CC&Rs may be required for all privately maintained drainage devices, slopes, and other facilities.

Name Jason Flood Date 3/11/09 Phone (626) 458-4921

Sheet 1 of 1

County of Los Angeles Department of Public Works
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION
GEOLOGIC REVIEW SHEET
900 So. Fremont Ave., Alhambra, CA 91803
TEL. (626) 458-4925

DISTRIBUTION
/ Geologist
__ Soils Engineer
1 GMED File
1 Subdivision

TENTATIVE TRACT / PARCEL MAP 45023
SUBDIVIDER G.H. Palmer & Associates
ENGINEER Land Design Consultants
GEOLOGIST Jerry Kovacs & Associates
SOILS ENGINEER Jerry Kovacs & Associates

TENTATIVE MAP DATED ~~4/22/04 (Amendment)~~ 2/16/06 REV.
LOCATION Canyon Country

REPORT DATE 1/9/87, 8/4/89
REPORT DATE Same as above

[X] **TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL. PRIOR TO FILING THE FINAL LAND DIVISION MAP, THE FOLLOWING CONDITIONS MUST BE FULFILLED:**

[X] The final map must be approved by the Geology and Soils Sections to assure that all geotechnical (geology and soils) factors have been properly evaluated.

[X] A grading plan must be geotechnically approved by the Geology and Soils Sections. This grading plan must be based on a detailed engineering geology report and/or soils engineering report and show all recommendations submitted by them. It must also agree with the tentative map and conditions as approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading, corrective geologic bonds will be required.

[X] All geologic hazards associated with this proposed development must be eliminated,

or

delineate restricted use areas, approved by the consultant geologist and/or soils engineer, to the satisfaction of the Geology and Soils Sections, and dedicate to the County the right to prohibit the erection of buildings or other structures within the restricted use areas.

[ ] A statement entitled: "Geotechnical Note(s), Potential Building Site: For grading and corrective work requirements for access and building areas for Lot(s) No(s). _____ refer to the Soils Report(s) by _____, dated _____."

[X] The Soils Engineering review dated 5/6/04 is attached.

[X] **TENTATIVE MAP IS APPROVED FOR FEASIBILITY. THE FOLLOWING INFORMATION IS APPLICABLE TO THIS DIVISION OF LAND:**

[ ] This project may not qualify for a waiver of final map under section 21.48.140 of the Los Angeles County Title 21 Subdivision Code.

[ ] The subdivider is advised that approval of this division of land is contingent upon the installation and use of a sewer system.

[ ] A geology and/or soils engineering report may be required prior to approval of building or grading plans.

[X] Geotechnical Recordation Map verification deposit estimate 6 hours.

[ ] Groundwater is less than 10 feet from the ground surface on lots _____

Prepared by _____ Reviewed by _____ Date ~~5/6/04~~ 3/10/09

Geir R. Mathisen

Charles T. Nestle

P:\Gmepub\Geology Review\Forms\Form02.doc
1/7/03

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION

SOILS ENGINEERING REVIEW SHEET

Address: 900 S. Fremont Ave., Alhambra, CA 91803
Telephone: (626) 458-4925
Fax: (626) 458-4913

District Office 8.2
Job Number LX001129
Sheet 1 of 1

DISTRIBUTION:
___ Drainage
___ Grading
___ Geo/Soils Central File
___ District Engineer
___ Geologist
___ Soils Engineer
___ Engineer/Architect

Tentative Tract	45023
Location	Canyon Country
Developer/Owner	G.H. Palmer & Associates
Engineer/Architect	Land Design Consultants
Soils Engineer	Jerry Kovacs & Associates
Geologist	Same as above

Review of:
~~Amended~~ Revised Tentative Tract Map Dated by Regional Planning ~~4/22/04~~ 2/16/06

Previous review sheet dated 5/22/03

ACTION:

Tentative Map feasibility is recommended for approval, subject to conditions below:

REMARKS:

Submit two sets of grading plans to the Soils Section for verification of compliance with County codes and policies.

NOTE(S) TO THE PLAN CHECKER/BUILDING AND SAFETY ENGINEER:

A. THE ON-SITE SOILS ARE SEVERELY CORROSIVE TO FERROUS METALS.
B. THE ON-SITE SOILS ARE DELERTERIOUS TO CONCRETE.

REGISTERED PROFESSIONAL ENGINEER
GAN N. LEM
NO. 2328
EXP. 6/30/07
GEOTECHNICAL
STATE OF CALIFORNIA

Prepared by Yoshiya Morisaku Reviewed by Gan Lem Date ~~5/6/04~~ 3/10/09

NOTICE: Public safety, relative to geotechnical subsurface exploration, shall be provided in accordance with current codes for excavations, inclusive of the Los Angeles County Code, Chapter 11.48, and the State of California, Title 8, Construction Safety Orders.
P:\Yoshi\

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - ROAD
TRACT NO. 45023 (Modification to the Recorded Map) LETTER DATED 08-01-2008

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. Provide slope and drainage easements (as applicable) to allow for the future extension and construction of the necessary grading and street improvements on the portion of Fire Road within Jakes Way to the satisfaction of Public Works.

2. Execute an encroachment and maintenance covenant for the encroachment of the Fire Road onto the Jakes Way right of way covenant to the satisfaction of Public Works.

Prepared by Allan Chan Phone (626) 458-4921 Date 03-16-2009
tr45023r (Modification to the Recorded Map 8-1-2008).doc

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

CONDITIONS OF APPROVAL FOR SUBDIVISION - UNINCORPORATED

Subdivision: TR 45023 Map Date February 16, 2006
Appeal to Board of Supervisors

C.U.P. 86-523 Vicinity Santa Clarita

☐ **FIRE DEPARTMENT HOLD** on the tentative map shall remain until verification from the Los Angeles County Fire Dept. Planning Section is received, stating adequacy of service. Contact (323) 881–2404.

☐ Access shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 902 of the Fire Code, which requires all weather access. All weather access may require paving.

☐ Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.

☐ Where driveways extend further than 300 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 their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.

☐ The private driveways shall be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted. Driveways shall be maintained in accordance with the Fire Code.

☐ 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.

☐ 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. (Contact: Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, Phone (626) 969-5205 for details).

☐ Provide Fire Department or City approved street signs and building access numbers prior to occupancy.

☐ Additional fire protection systems shall be installed in lieu of suitable access and/or fire protection water.

☐ The final concept map, which has been submitted to this department for review, has fulfilled the conditions of approval recommended by this department for access only.

☐ These conditions must be secured by a C.U.P. and/or Covenant and Agreement approved by the County of Los Angeles Fire Department prior to final map clearance.

☐ The Fire Department has no additional requirements for this revision.

Comments: **The existing Fire Road shall be labeled as "TEMPORARY FIRE ROAD" on the Final Map. The Fire Department has no objection if the Fire Road is removed, once the Future Lost Canyon Road and Future Jakes Way public road improvements are completed to the satisfaction of the Department of Public Works.**

By Inspector: *Janna Masi* Date March 17, 2009

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

WATER SYSTEM REQUIREMENTS – UNICORPORATED

Subdivision No. TR 45023 Tentative Map Date February 16, 2006
Appeal to Board of Supervisors

Revised Report yes

☐ The County Forester and Fire Warden is prohibited from setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted. However, water requirements may be necessary at the time of building permit issuance.

☐ The required fire flow for public fire hydrants at this location is ____ gallons per minute at 20 psi for a duration of __ hours, over and above maximum daily domestic demand. __ Hydrant(s) flowing simultaneously may be used to achieve the required fire flow.

☐ The required fire flow for private on-site hydrants is ____ gallons per minute at 20 psi. Each private on-site hydrant must be capable of flowing ____ gallons per minute at 20 psi with two hydrants flowing simultaneously, one of which must be the furthest from the public water source.

☐ Fire hydrant requirements are as follows:

Install ____ public fire hydrant(s). Upgrade / Verify existing ____ public fire hydrant(s).

Install ____ private on-site fire hydrant(s).

☐ All hydrants shall measure 6"x 4"x 2-1/2" 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.
- ☐ Location: As per map on file with the office.
- ☐ Other location: ____

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

☐ The County of Los Angeles Fire Department is not setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted.

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

☐ Hydrants and fire flows are adequate to meet current Fire Department requirements.

☐ Upgrade not necessary, if existing hydrant(s) meet(s) fire flow requirements. Submit original water availability form to our office.

Comments: **NO ADDITIONAL COMMENTS ON THE WATER SYSTEM REQUIREMENTS**

All hydrants shall be installed in conformance with Title 20, County of Los Angeles Government Code and County of Los Angeles Fire Code, or appropriate city regulations. This shall include minimum six-inch diameter mains. Arrangements to meet these requirements must be made with the water purveyor serving the area.

By Inspector *Janna Masi* Date March 17, 2009

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION REPORT

Tentative Map # **45023**	DRP Map Date: **02/16/2006**	SCM Date: **04/24/2006**	Report Date: **04/20/2006**
Park Planning Area # **35E**	**PLACERITA CANYON**		Map Type: **REV. (REV RECD)**

Total Units **752** = Proposed Units **752** + Exempt Units **0**

Sections 21.24.340, 21.24.350, 21.28.120, 21.28.130, and 21.28.140, the County of Los Angeles Code, Title 21, Subdivision Ordinance provide that the County will determine whether the development's park obligation is to be met by:

1) the dedication of land for public or private park purpose or,
2) the payment of in-lieu fees or,
3) the provision of amenities or any combination of the above.

The specific determination of how the park obligation will be satisfied will be based on the conditions of approval by the advisory agency as recommended by the Department of Parks and Recreation.

Park land obligation in acres or in-lieu fees:

ACRES:	**5.37**
IN-LIEU FEES:	**$692,730**

Conditions of the map approval:

The park obligation for this development ~~will be~~ was met ~~by~~: (see comments below)

Trails:

No trails.

Comments:

SUMMARY OF PAYMENTS MADE:

DATE	RECEIPT NO.	AMOUNT
06/03/04	87780E	$136,337
09/23/02	71917E	$280,038
07/13/00	43003E	$276,355
Total In-lieu Fee Paid		**$692,730**

Contact Patrocenia T. Sobrepeña, Departmental Facilities Planner I, Department of Parks and Recreation, 510 South Vermont Avenue, Los Angeles, California, 90020 at (213) 351-5120 for further information or an appointment to make an in-lieu fee payment.

For information on Hiking and Equestrian Trail requirements contact Trail Coordinator at (213) 351-5135.

By: James Barber

James Barber, Advanced Planning Section Head

Supv D 5th
April 19, 2006 10:09:07
QMB02F.FRX

LOS ANGELES COUNTY
D. ARTMENT OF PARKS AND RECRE. .ON

PARK OBLIGATION WORKSHEET

Tentative Map # **45023**	DRP Map Date: **02/16/2006**	SMC Date: **04/24/2006**	Report Date: **04/20/2006**
Park Planning Area # **35E**	**PLACERITA CANYON**		Map Type: **REV. (REV RECD)**

The formula for calculating the acreage obligation and or In-lieu fee is as follows:

(P)eople x (0.003) Goal x (U)nits = (X) acres obligation

(X) acres obligation x RLV/Acre = In-Lieu Base Fee

Where:

P = Estimate of number of People per dwelling unit according to the type of dwelling unit as determined by the 2000 U.S. Census*. Assume * people for detached single-family residences; Assume * people for attached single-family (townhouse) residences, two-family residences, and apartment houses containing fewer than five dwelling units; Assume * people for apartment houses containing five or more dwelling units; Assume * people for mobile homes.

Goal = The subdivision ordinance allows for the goal of 3.0 acres of park land for each 1,000 people generated by the development. This goal is calculated as "0.0030" in the formula.

U = Total approved number of Dwelling Units.

X = Local park space obligation expressed in terms of acres.

RLV/Acre = Representative Land Value per Acre by Park Planning Area.

Total Units **752** = Proposed Units **752** + Exempt Units **0**

	People*	Goal 3.0 Acres / 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	3.60	0.0030	0	0.00
M.F. < 5 Units	2.78	0.0030	0	0.00
M.F. >= 5 Units	**2.38**	**0.0030**	**752**	**5.37**
Mobile Units	1.89	0.0030	0	0.00
Exempt Units			0	
			Total Acre Obligation =	**5.37**

Park Planning Area = **35E PLACERITA CANYON**

Goal	Acre Obligation	RLV / Acre	In-Lieu Base Fee
@(0.0030)	5.37	$129,000	**$692,730**

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit	Land
None					
			Total Provided Acre Credit:	**0.00**	

Acre Obligation	Public Land Crdt.	Priv. Land Crdt.	Net Obligation	RLV / Acre	In-Lieu Fee Due
5.37	0.00	0.00	5.37	$129,000	**$0**

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April 19, 2006 10:03:18
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COUNTY OF LOS ANGELES
Public Health

JONATHAN E. FIELDING, M.D., M.P.H.
Director and Health Officer

JONATHAN E. FREEDMAN
Chief Deputy Director

ANGELO J. BELLOMO, REHS
Director of Environmental Health

KEN HABARADAS, M.S., REHS
Environmental Protection Bureau
5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5262 • FAX (626) 960-2740

www.publichealth.lacounty.gov

BOARD OF SUPERVISORS

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First District

Mark Ridley-Thomas
Second District

Zev Yaroslavsky
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Michael D. Antonovich
Fifth District

March 12, 2009

RFS No. 09-0004930

Tract Map No. 45023

Vicinity: Newhall

Request For Revision Date: August 1, 2008

The County of Los Angeles Department of Public Health conditions of approval for **Vesting Tentative Tract Map 45023** are unchanged with the submission of the revised map. The following conditions of approval still apply and are in force:

1. Potable water will be supplied by the **Santa Clarita Water Company** public water system.

2. Sewage disposal will be provided through the public sewer and wastewater treatment facilities of the **Los Angeles County Sanitation District #26 Annex** as proposed.

If you have any questions or need additional information, please contact me at (626) 430-5262.

Ken Habaradas, REHS
Bureau of Environmental Protection

LDC

LAND DESIGN CONSULTANTS, INC.

Land Planning, Civil Engineering, Surveying & Environmental Services

August 1, 2008

Ms. Alejandrina C. Baldwin
County of Los Angeles
Department of Regional Planning
Land Division
320 West Temple Street, Rm. 1382
Los Angeles, CA 90012

Re: Tract 45023, The Colony, Santa Clarita Valley, Calif.
Our Project: 93021-028

Dear Ms. Baldwin:

Thank you for our meeting of June 23, 2008 concerning the subject tract map 45023 and the process of revising the amended tentative map conditions of this fully recorded development.

The staff report dated February 15, 2007 gives the history of this project's development and the several amendments in order to allow for the completion of the project. The project is fully built out, but there is some clean up that is necessary in order to allow for some of the bonds to be exonerated and to allow for some improvements that were built to be fully approved by all of the agencies.

Future Lost Canyon Road and Jakes Way as they both extend easterly of the project were originally conditioned to be built. The improvement plans for their construction were prepared and ready to be approved by the DPW, but since the land could not be acquired by the developer through negotiation with the property owners nor did the County desire to condemn the property, an in lieu of construction fee for Jakes Way was imposed and paid by the developer. The future construction of Lost Canyon Road, a Master Planned Highway, is covered by B & T fees. The payment of these fees allowed the project development to proceed to completion and the final maps to be recorded.

After the construction was completed and all of the units occupied, the Fire Department voiced its concern that they didn't have a means of moving their equipment between Lost Canyon Road and Jakes Way without going through two sets of gates that protect the subject development. As a solution, the developer of tract 45023 purchased additional property easterly of its property, revised the grading plans to show a new fire road, obtained a stamped approval of these revised grading plans by the Fire Department and built the new fire road around the outside of the development to the standards set by the Fire Department. The Fire Department had required the developer to leave the gates permanently open to allow for their equipment to have free movement between Lost Canyon Road and Jakes Way until the new fire road was constructed. After the fire road

199 South Los Robles Avenue, Suite 250, Pasadena, California 91101 / 626•578•7000 Fax 626•578•7373
25570 Rye Canyon Road, Suite G, Valencia, California 91355 / 661•775•3940 Fax 661•775•3942
e-mail: ldc@ldcla.com • http//www.ldcla.com

was opened, the gates were closed to allow the project's residence to enjoy their original intended use.

We understand that the tentative map and related conditions now need to be revised to allow for the new fire road since it modifies the presently approved tentative map which does not show this improvement. The amended tentative map submitted to the DRP and reviewed at the February 21, 2007 hearing before the Planning Commission shows the added fire road as Revision 2. The developer/applicant was also requesting the return of funds for the Jakes Way extension and for traffic signals on Jakes Way. These refund condition changes are now being withdrawn by the developer/applicant. The in lieu fees for Jakes Way to be refunded is being withdrawn to accommodate the wishes of the Department of Public Works. The request for a refund for the future construction of traffic signals on Jakes Way is also being withdrawn since the five year limitation is approaching and a refund will most likely occur at that time since the traffic counts clearly indicate the signals are not warranted. The DPW will need to make that determination at the five year point in time.

There was a violation of signs and banners being displayed fronting Jakes Way that the County requested to be brought into compliance with the zoning laws. These signs and banners have been removed and corporate flags have replaced these items to be in compliance with Chapter 22.52.990 F 1.

Therefore, we respectively request that the planning staff ask for the Planning Commission to reconsider their request for findings to disapprove our previous requests as stated above and make a new request for findings to approve only the addition of the new fire road. Requirements for easements and other related conditions may also be required.

We understand that a new subdivision committee meeting will be required to set the new conditions. Please set a date for this meeting.

Should you have any questions, or if there is any other additional information required, please call me. Thank you for your consideration in this matter.

Sincerely,

LAND DESIGN CONSULTANTS, INC.

Robert R. Sims, P.E.
President

c: Emily Cohen/G.H. Palmer & Associates

P:\Data\Projects\93\93021-028\Letters\DRP revise conditions 070108.doc

12-29-08
RC

Sup 1-8-09

Date 9/25/08

Mr. Don Ashton
Deputy Executive Officer
Los Angeles, County Board of Supervisor
Room 383, Kenneth Hahn
Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Mr. Ashton:

Subject: Tentative Tract/Parcel Map No. 45023

Applicant: Robert R. Sims, PE, LDC, INC.

Location: Jakes Way → Lost Cyn Rd.
Santa Clarita

_____ Zoned District

Related zoning matters:

CUP or VAR No. _____

Change of Zone Case No. _____

Other _____

This is a notice of appeal from the decision of the Regional Planning Commission in the subject case. Submitted herewith is a check (or money order), in the total amount of $1,548.00. The fee of $260.00 is to cover the cost of a hearing by the Board of Supervisors and the fee of $1,288.00 is to cover the Regional Planning Department's processing fee.

This is to appeal: (Check one)

X The Denial of this request

_____ The Approval of this request

_____ The following conditions of the approval:

_____, _____, _____, _____, _____, _____, _____.

Briefly, the reason for this appeal is as follows:

Project may now be approved by the Board of Supervisors because applicant has removed the item that was opposed to by the Planning Commission.

Please set this matter for hearing as follows: (Check one)

_____ In accordance with Section 66452.5 of the Government Code, please set this matter for hearing within 30 days of the receipt of this appeal.

- or -

X In accordance with Section 66452.5 of the Government Code, I hereby request that this matter not be set for hearing until further notice from me.

Wendy Balvaneda for Robert R. Sims
(Signed) Appellant

Wendy Balvaneda for Robert R. Sims
Print Name

199 S. Los Robles #250
Address

Pasadena, CA 91101

626/578-7000
Day Time Telephone Number

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES
2008 SEP 25 PM 4: 44
FILED

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Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

CERTIFIED-RECEIPT REQUESTED

Bruce W. McClendon FAICP
Director of Planning

September 17, 2008

Robert R. Sims
Land Development Consultants
199 South Los Robles Avenue, Suite 250
Pasadena, CA 91101

Dear Mr. Sims:

SUBJECT: MODIFICATION TO RECORDED TRACT MAP NO. 45023

A public hearing on Modification to Recorded Tract Map No. 45023 was held before the Los Angeles County Regional Planning Commission ("Commission") on January 17, 2007 and February 21, 2007.

After considering the evidence presented, the Commission in its action on February 21, 2007, closed the public hearing and indicated their intent to deny Modification to Recorded Tract Map No. 45023. On September 17, 2008, the Commission took final action and denied the modification request in accordance with the Subdivision Map Act and Title 21 (Subdivision Ordinance) of the Los Angeles County Code ("County Code"), and the recommendations of the Los Angeles County Subdivision Committee. A copy of the findings is attached.

The decision of the Commission regarding the Modification to Recorded Tract Map No. 45023 shall become final and effective on the date of the decision, provided no appeal of the action taken has been filed with the Los Angeles County Board of Supervisors ("Board") within the following time period:

- In accordance with the requirements of the State Map Act and the County Code, the Modification to Recorded Tract Map No. 45023 may be appealed within 10 days following the decision of the Commission. The appeal period for this project will end at 5:00 p.m. on **September 29, 2008**.

The applicant or any other interested person may appeal the decision of the Commission regarding the Modification to Recorded Tract Map No. 45023 to the Board. **If you wish to appeal the decision of the Commission to the Board, you must do**

so in writing and pay the appropriate fee. The appeal form is available on the Department of Regional Planning ("Regional Planning") website, (http://planning.lacounty.gov). The fee for appeal process $1,548 for the applicant and $775 for non-applicant(s). To initiate the appeal, submit your appeal form and a check made payable to the "County of Los Angeles" to Sachi A. Hamai, Executive Officer, Room 383, Kenneth Hahn Hall of Administration, 500 West Temple Street. Los Angeles, California, 90012. The appellant should also contact the case planner for the appeal verification form which is required for the Executive Office for the appeal. Please be advised that your appeal will be rejected of the check is not submitted with the letter.

If you have any questions regarding this matter, please contact Ms. Alejandrina C. Baldwin of the Land Divisions Section of the Department of Regional Planning at (213) 974-6433 between the hours of 7:30 a.m. and 6 p.m., Monday through Thursday. Our offices are closed Fridays.

Sincerely,

DEPARTMENT OF REGIONAL PLANNING
Bruce W. McClendon, FAICP
Director of Planning

Susan Tae, AICP, Section Head
Land Divisions Section

SMT:acb

Enclosure: Findings

c: Subdivision Committee
Testifiers
Board

FINDINGS OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
FOR MODIFICATION TO RECORDED TRACT MAP NO. 45023

1. The Los Angeles County Regional Planning Commission conducted a noticed public hearing in the matter of Modification to Recorded Tract Map No. 45023 on January 17, 2007 and February 21, 2007.

2. Modification to Recorded Tract Map No. 45023 proposes to eliminate the conditions of the recorded map related to offsite public improvements including traffic signals and dedication of easements, payment in lieu of offsite improvements, and improvements required to Lost Canyon Road and Jakes Way; and add conditions to construct connecting fire access between Jakes Way and existing driveway, and dedicate easements over driveways for public use.

3. The subject site is located easterly of Antelope (CA-14) Freeway, north of Medley Ridge Drive, south of Santa Clara River, and westerly of Woodfall Avenue in the Sand Canyon Zoned District.

4. The irregularly-shaped property is approximately 46.2 gross acres in size with existing level topography.

5. Access to the proposed development is provided by Jakes Way, a local street, with internal access provided by 40-foot wide private driveway and fire lanes. Lost Canyon Road, a proposed Major Highway in the Los Angeles County Master Plan of Highways, is partially constructed to the east, including the bridge crossing over the Union Pacific railroad. A private driveway and fire lane connects existing Jakes Way and Lost Canyon Road along the eastern edge of the property.

6. The project site is currently zoned RPD-1-20U (Residential Planned Development – One Acre Minimum Required Lot Area – 20 Dwelling Units per Net Acre), which was established by Ordinance No. 940089 which established Zone Change Case No. 86-522-(5), and became effective on December 29, 1994.

7. Surrounding zoning includes A-1-1 (Light Agricultural – One Acre Minimum Required Lot Area) and City of Santa Clarita to the north; M-1½ (Restricted Heavy Manufacturing) and SP (Specific Plan) to the east; SP to the south; and R-3-DP (Limited Multiple Residence – Development Program) and City of Santa Clarita to the west.

8. The subject property consists of 752 existing residential units in 94 buildings on 23 multi-family lots. Surrounding uses include single-family residences and vacant property with also Santa Clara River to the north, a railroad to the south, the CA-14 Freeway to the west and the Fair Oaks Specific Plan to the east.

Findings

9. The project is consistent with the RPD-1-20U zoning classification. Single-family residences are permitted in the RPD zone pursuant to Section 22.20.460 of the Los Angeles County Code ("County Code"). The proposed modifications to the recorded map are consistent with the residential units permitted by the RPD zone.

10. The property is depicted in the Urban 4 ("U4") land use category of the Santa Clarita Valley Area Plan ("Plan"), a component of the Los Angeles Countywide General Plan ("General Plan"). The modifications to the recorded map do not propose a change in density, and therefore is consistent with the residential units permitted for the residential development.

11. The original project was approved by the Los Angeles County Board of Supervisors on November 29, 1994 as a subdivision with a plan amendment from Industry ("M") and Floodway/Floodplain ("W/S") to U4; zone change from A-1-1, A-2-1 (Heavy Agricultural – One Acre Minimum Required Lot Area) and M-1½ to RPD-1-20U; conditional use permit to ensure compliance with the requirements of development within a Significant Ecological Area and RPD criteria; and oak tree permit to authorize removal of three oak trees.

12. Five amendments were subsequently processed for the project. Amendment No. 1 (approved October 5, 1999) amended the map and conditions to establish Jakes Way as primary access; set a maximum of 300 dwelling units before a second means of access via Lost Canyon Road is constructed; and provide that if offsite access is not obtained by the 301st unit, that a temporary private driveway and fire lane be constructed with a maximum of 444 units with the temporary driveway as the second means of access and with any future units requiring proof of permission for offsite improvements.

13. Amendment No. 2 (approved August 1, 2000) amended the map and conditions to allow a maximum of 304 units to record before Lost Canyon Road as a second means of access, require prior to the 305th building permit that improvements for Lost Canyon Road be constructed, and allow a maximum of 608 units to record with the temporary driveway as the second means of access.

14. Amendment No. 3 (approved November 20, 2001) amended the map and conditions to realign the private driveway and fire lane and construct retaining walls to support slopes from the private driveway and fire lane abutment.

15. Amendment No. 4 (approved August 5, 2003) amended the map and conditions to include emergency gates, consolidate lots, increase pad elevations, and reduce the previously approved retaining wall height.

Findings

16. Amendment No. 5 (approved June 1, 2004) amended the map and conditions to eliminate dedication of offsite right-of-way and improvements for Jakes Way and Lost Canyon Road due to unsuccessful negotiations with adjacent property owner(s); require estimation and nonrefundable payment of cost for offsite street improvements to Jakes Way, including grading, drainage and flood protection, prior to final map approval; and eliminate requirement for contribution to Jakes Way Ramp Modification related to dedication of Jakes Way and Lost Canyon Road.

17. The subdivision recorded in three phases, with the last phase recording on July 14, 2004.

18. The modification to a recorded map dated February 16, 2006, depicts the recorded subdivision with the existing 752 units in 94 buildings on 23 multi-family lots as well as existing internal private driveway and fire lane system and improvements. The modification does not propose a change in density or lot layout.

19. The modification to a recorded map was filed pursuant to Section 21.52.030 of the County Code which allows modifications where there are physical problems associated with the development of the site, or where technical problems occur after recordation. A public hearing is required for any proposed modifications, but the hearing and action by the decision-making body must be limited to only those modifications and may not address other aspects of the project.

20. The public hearing for the modification to recorded map was opened on January 17, 2007.

21. Prior to the January 17, 2007 public hearing, a comment letter was received from the City of Santa Clarita ("City") indicating their position that the requirements requested for elimination as part of the modification to recorded map, were determined necessary as part of the approval; and to accommodate and/or alleviate impacts created to traffic, circulation, and public health and safety. The City indicated their belief that these requirements should either continue to be required, or the project contributes its "fair share" to the required improvements. A letter was also received from a nearby property owner indicating their support for denial as the required improvements have not yet been provided, and benefits of the project appear to have already been received by the developer.

22. Prior to the January 17, 2007 public hearing, correspondence was also received from the applicant requesting a continuance to allow additional time to address issues with staff.

23. During the January 17, 2007 public hearing, the applicant requested a continuance of two weeks. Testimony was also heard from one individual in opposition to the project. Concerns included that the project was conditioned to provide the connection of Lost Canyon Road and Jakes Way, and that phases of the project continued to get recorded with a temporary fire lane as secondary access. Concerns were also raised that the developer received all of the benefits without performing the work, and that the connection is an integral part of the development and highway system.

24. During the January 17, 2007 public hearing, the Commission continued the public hearing to February 21, 2007.

25. During the February 21, 2007 public hearing, the Commission heard a presentation by staff and testimony from the applicant's representative.

26. During the February 21, 2007 public hearing, staff noted that the Environmental Impact Report for the original map had potential impacts that were found to be less than significant with project mitigation, including: Geotechnical; Flood Hazard; Fire; Noise; Water Quality; Biota; Air Quality; Traffic; Cultural Resources; Mandatory Findings (Cumulative: Sewer service, Education, Library, Water Service, Scenic Qualities, Solid Waste Disposal, Parks).

27. During the February 21, 2007 public hearing, staff noted that the original map had been previously amended several times to increase the number of units approved on a single means of access with a private driveway and fire lane as a temporary means of access while the permission necessary for the offsite connection between Jakes Way and Lost Canyon was negotiated.

28. During the February 21, 2007 public hearing, staff noted that they did not agree with the applicant's statement that regional fire access has been met with the temporary driveway, nor that the construction of Jakes Way would require additional destruction of riparian habitat not previously analyzed.

29. During the February 21, 2007 public hearing, the Commission noted and Los Angeles County Department of Public Works ("Public Works") concurred, that Lost Canyon Road is on the Los Angeles County Master Plan of Highways and is still intended to be completed.

30. After hearing all testimony, on February 21, 2007, the Commission closed the public hearing, indicated their intent to deny Modification to Recorded Tract Map No. 45023, and instructed staff to return with findings for denial.

31. After scheduling the modification for the Commission's August 20, 2008 agenda

for consent for denial, staff received correspondence from the applicant requesting a change in the requested modification to the recorded tract map as initially proposed. The amended request included a request for the temporary fire road to be approved, and their withdrawal of the request for funds to be returned for the Jakes Way extension and traffic signals.

32. During the August 20, 2008 public meeting, the Commission heard a brief presentation from staff requesting additional time to review the applicant's amended modification request to schedule the project to be reviewed by the Los Angeles County Subdivision Committee, then reschedule the project for discussion for the Commission to consider the amended request. If the Commission determined to accept the request, the public hearing would have been re-opened. If the Commission determined not to hear the amended request, staff would return with findings of denial. The applicant was not present and no other testimony was taken.

33. During the August 20, 2008 public meeting, County Counsel advised that only if new information not previously reviewed or information regarding misrepresentation of the project was presented, could the public hearing be re-opened and new information considered. Intent of action was taken after hearing all information and facts presented on the case during the January 17, 2007 and February 21, 2007 public hearings.

34. During the August 20, 2008 public meeting, the Commission stated that the public hearing had been closed and they had already indicated their intent to deny the project on February 21, 2007. The Commission indicated their willingness to take final action on August 20, 2008 and deny the proposed modification, but, findings of denial had not been distributed.

35. During the August 20, 2008 public meeting, the Commission instructed staff to return with findings of denial and reschedule the item for the September 17, 2008 agenda for consent for denial.

36. During the September 17, 2008 public meeting, the Commission heard a brief presentation from staff and comments from the applicant.

37. During the September 17, 2008 public meeting, the applicant stated that because they were not able to acquire the property nor was Los Angeles County able to condemn the property required for the offsite improvements between Jakes Way and Lost Canyon, in-lieu fees were paid and then Tract Map No. 45023 recorded. The applicant further clarified that they wish to modify the recorded tract map to include the existing fire road improvement and are no longer requesting a refund of all fees originally requested.

38. During the September 17, 2008 public meeting, County Counsel clarified for the Commission that the public hearing for this item was closed on February 21, 2007, and that on August 20, 2008 it was discussed whether the public hearing could be re-opened. It was stated that for the public hearing on this matter to be re-opened, the request would have to be placed on the agenda for the Commission to re-open the public hearing. In addition, it was clarified that during the August 20, 2008 public meeting, staff was directed to return with findings of denial as the Commission did not feel that new information was presented within the new modification request to warrant the re-opening of the public hearing.

39. On September 17, 2008, the Commission, by a vote of 3-0, denied Modification to Recorded Tract Map No. 45023.

40. Project improvements of Jakes Way and Lost Canyon Road, as conditioned within the original map, will connect the development to its existing terminus at the easterly property line on Tract 43729, providing access through Tracts 45287 and 42510 westerly to its connection with Sierra Highway.

41. The modification request is inconsistent with a project objective stated within the original map's Environmental Impact Report, which states that the project will provide roadway improvements as designated in the Los Angeles County Highway Plan in accordance with Public Works design standards.

42. The Traffic Study for the original map included within its analysis the connection between Jakes Way and Lost Canyon would require a new Traffic Study to analyze potential impacts from the change.

43. Connection between Jakes Way and Lost Canyon is still planned, as shown on the Los Angeles County Master Plan of Highways.

44. The existing private driveway and fire lane does not serve as adequate permanent regional access for the Los Angeles County Fire Department.

45. There are no changes in circumstances which make any or all of the conditions of the design of the recorded map no longer appropriate or necessary.

46. The modifications requested do not result from either physical problem associated with the development of the site or technical difficulties arising which are not under the control of the developer and which make it impossible to comply with certain conditions.

Findings

47. The requested modification to the recorded map and the design and improvements of the proposed subdivision are not consistent with the applicable general and specific plans.

48. The design of the requested modification of improvements will cause substantial environmental damage or serious public health problems, or conflict with public easements.

49. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based is the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California, 90012. The custodian of such documents and materials shall be the Section Head of the Land Divisions Section, Regional Planning.

THEREFORE, THE REGIONAL PLANNING COMMISSION in view of the findings of fact and conclusion presented above, **DENIES** Modification to Recorded Tract Map No. 45023.

Los Angeles County Department of Regional Planning
320 West Temple Street, Los Angeles, California 90012
Telephone (213) 974-6433

PROJECT No. 86-522-(5)
MODIFICATION TO RECORDED MAP TR 45023

RPC MEETING DATE	CONTINUE TO
1-17-2007, 2-21-07, 8-20-08, 9-17-08	
AGENDA ITEM	
PUBLIC HEARING DATE	

APPLICANT	OWNER	REPRESENTATIVE
Land Tech Designs, Inc.	Saugus Colony Partnership	Land Design Consultants, Inc.

REQUEST

Modification to Recorded Map: To eliminate conditions related to offsite public improvements and dedication of easements, payment in lieu of offsite improvements, improvements required to Lost Canyon Road and Jakes Way; and add conditions to construct connecting fire access between Jakes Way and existing driveway, and dedicate easements over driveways for public use. Original project approved for 752 new condominium units on 23 multiple-family lots and one open space lot on approximately 46.2 acres; no change in density or lot design is proposed

LOCATION/ADDRESS
Easterly of Antelope (CA-14) Freeway, north of Medley Ridge Dr, south of Santa Clara River, westerly of Woodfall Ave

ACCESS
Jakes Way, Lost Canyon Road

ZONED DISTRICT
Sand Canyon

COMMUNITY
Santa Clarita Valley

EXISTING ZONING
RPD-1-20U (Residential Planned Development-One Acre Min Required Lot Area-20 DU per Net Acre)

SIZE	EXISTING LAND USE	SHAPE	TOPOGRAPHY
Approx. 46.2 acres	Residential (condos)	Irregular	Level (existing)

SURROUNDING LAND USES & ZONING

North: Single-family residences, vacant property, Santa Clara River/ A-1-1 (Light Agricultural-1 Ac Min Req Area), City of Santa Clarita

East: Vacant property/M-1½ (Restricted Heavy Manufacturing), SP (Specific Plan)

South: Single-family residences, vacant property and railroad/SP (Specific Plan)

West: Single-family residences, vacant property, Antelope Valley (CA-14) Freeway/R-3-DP (Limited Multiple Residence-Development Program), City of Santa Clarita

GENERAL PLAN	DESIGNATION	MAXIMUM DENSITY	CONSISTENCY
Santa Clarita Valley Area Plan	Urban 4 (15.1 to 40 DU/ac)	Existing - 752 DUs	N/A

ENVIRONMENTAL STATUS

Categorical Exemption - Class 5 (Previous determination was an Environmental Impact Report)

DESCRIPTION OF SITE PLAN

The modified map, dated 2-16-06, depicts the recorded subdivision. Access from existing Lost Canyon to the subject property is depicted as a 36-foot wide private driveway and fire lane from the existing bridge to the south. Gates are proposed within the development, and alternate through access is proposed by a new fire road along the eastern property boundary, from existing Jakes Way. Future Jakes Way and Lost Canyon roads are also depicted. No change in the density or lot layout is proposed.

KEY ISSUES

- The original project was approved by the Regional Planning Commission on May 11, 1994 and approved on appeal by the Board of Supervisors on November 29, 1994. The project was amended five times since its approval, with Amendment No. 5 approved by the Hearing Officer in 2004.
- Amendment No. 5, approved on June 1, 2004, was to modify conditions related to dedication of Jakes Way and Lost Canyon Road. Rather than provide offsite right-of-way and improvements, conditions were changed to require the non-refundable cost of the offsite street improvements. This was required prior to recordation of the last phase of TR 45023.
- The last phase of TR 45023 recorded on July 14, 2004.

(If more space is required, use opposite side)

TO BE COMPLETED ONLY ON CASES TO BE HEARD BY THE BOARD OF SUPERVISORS

STAFF CONTACT PERSON ALEJANDRINA C. BALDWIN		
RPC HEARING DATE (S) 1-17-07, 2-21-07, 9-17-08	RPC ACTION DATE 9-17-08	RPC RECOMMENDATION DENIAL
MEMBERS VOTING AYE MODUGNO, BELLAMY, HELSLEY	MEMBERS VOTING NO	MEMBERS ABSTAINING VALADEZ, REW
STAFF RECOMMENDATION (PRIOR TO HEARING) DENIAL		
SPEAKERS* (O) 0 (F) 0	PETITIONS (O) 0 (F) 0	LETTERS (O) 3 (F) 0

*(O) = Opponents (F) = In Favor

Project No. 86-522-(5)

COMMITTEE RECOMMENDATION (Subject to revision based on public hearing)

☐ APPROVAL ☒ DENIAL

☐ No improvements ____20 Acre Lots ____10 Acre Lots ____2½ Acre Lots ____Sect 191.2

☐ Street improvements ____ Paving ____ Curbs and Gutters ____ Street Lights

____ Street Trees ____ Inverted Shoulder ____ Sidewalks ____ Off Site Paving ____ft.

☐ Water Mains and Hydrants

☐ Drainage Facilities

☐ Sewer ☐ Septic Tanks ☐ Other _____

☐ Park Dedication "In-Lieu Fee"

SPECIAL INDIVIDUAL DEPARTMENT CONCERNS

Engineer

Road

Flood

Forester & Fire Warden

Parks & Rec.

Health

Planning

ISSUES AND ANALYSIS

The modification request is recommended for denial as the project fails to meet the findings required for approval of a modification to a recorded map per Section 21.52.030 of the County Code. The original project was required to dedicate offsite right-of-way and construct improvements for Jakes Way and Lost Canyon Road. Due to failed negotiations with adjacent property owner(s), the map was amended in 2004 to require estimates and payment of the non-refundable cost for the improvements to Jakes Way; improvements to Lost Canyon Road were eliminated. The subdivision recorded in 2004 with the applicant's compliance of this condition.

Prepared by: Alejandrina C. Baldwin

RPC MEETING DATE January 17, 2007
AGENDA ITEM NO. 10

REGIONAL PLANNING COMMISSION
TRANSMITTAL CHECKLIST

PROJECT NO: 86-522-(5)

CASE NO. Modification to Recorded Tract Map No. 45023

CONTACT PERSON: Susan Tae

- ☒ STAFF REPORT
- ☒ DRAFT CONDITIONS
- ☐ DRAFT FINDINGS FOR DENIAL (If Land Division Case Recommended For Denial)
- ☐ BURDEN OF PROOF STATEMENT (Zoning or Plan Amendment Requests)
- ☒ ENVIRONMENTAL DOCUMENTATION
- ☒ THOMAS BROTHERS MAP (Identifying Subject Property)
- ☒ LAND USE RADIUS MAP
- ☒ TENTATIVE TRACT MAP
- ☐ EXHIBIT "A" MAP
- ☒ PHOTOGRAPHS
- ☒ CORRESPONDENCE
- ☒ GIS-NET MAP
- ☒ COPY OF APPROVED PROJECT CONDITIONS, INCLUDING MMP
- ☐ _____

Reviewed By: _____

Los Angeles County Department of Regional Planning
320 West Temple Street, Los Angeles, California 90012
Telephone (213) 974-6433

PROJECT No. 86-522-(5)
MODIFICATION TO RECORDED MAP TR 45023

RPC MEETING DATE	CONTINUE TO
AGENDA ITEM # 10	
PUBLIC HEARING DATE January 17, 2007	

APPLICANT	OWNER	REPRESENTATIVE
G.H. Palmer & Associates	Saugus Colony Partnership	Land Design Consultants, Inc.

REQUEST

Modification to Recorded Map: To eliminate conditions related to offsite public improvements and dedication of easements, payment in lieu of offsite improvements, improvements required to Lost Canyon Road and Jakes Way; and add conditions to construct connecting fire access between Jakes Way and existing driveway, and dedicate easements over driveways for public use. Original project approved for 752 new condominium units on 23 multiple-family lots and one open space lot on approximately 46.2 acres; no change in density or lot design is proposed

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ACCESS
Jakes Way, Lost Canyon Road

ZONED DISTRICT
Sand Canyon

COMMUNITY
Santa Clarita Valley

EXISTING ZONING
RPD-1-20U (Residential Planned Development-One Acre Min Required Lot Area-20 DU per Net Acre)

SIZE	EXISTING LAND USE	SHAPE	TOPOGRAPHY
Approx. 46.2 acres	Residential (condos)	Irregular	Level (existing)

SURROUNDING LAND USES & ZONING

North: Single-family residences, vacant property, Santa Clara River/ A-1-1 (Light Agricultural-1 Ac Min Req Area), City of Santa Clarita

East: Vacant property/M-1½ (Restricted Heavy Manufacturing), SP (Specific Plan)

South: Single-family residences, vacant property and railroad/SP (Specific Plan)

West: Single-family residences, vacant property, Antelope Valley (CA-14) Freeway/R-3-DP (Limited Multiple Residence-Development Program), City of Santa Clarita

GENERAL PLAN	DESIGNATION	MAXIMUM DENSITY	CONSISTENCY
Santa Clarita Valley Area Plan	Urban 4 (15.1 to 40 DU/ac)	Existing - 752 DUs	N/A

ENVIRONMENTAL STATUS

Categorical Exemption - Class 5 (Previous determination was an Environmental Impact Report)

DESCRIPTION OF SITE PLAN

The modified map, dated 2-16-06, depicts the recorded subdivision. Access from existing Lost Canyon to the subject property is depicted as a 36-foot wide private driveway and fire lane from the existing bridge to the south. Gates are proposed within the development, and alternate through access is proposed by a new fire road along the eastern property boundar, from existing Jakes Way. Future Jakes Way and Lost Canyon roads are also depicted. No change in the density or lot layout is proposed.

KEY ISSUES

- The original project was approved by the Regional Planning Commission on May 11, 1994 and approved on appeal by the Board of Supervisors on November 29, 1994. The project was amended five times since its approval, with Amendment No. 5 approved by the Hearing Officer in 2004.
- Amendment No. 5, approved on June 1, 2004, was to modify conditions related to dedication of Jakes Way and Lost Canyon Road. Rather than provide offsite right-of-way and improvements, conditions were changed to require the non-refundable cost of the offsite street improvements. This was required prior to recordation of the last phase of TR 45023.
- The last phase of TR 45023 recorded on July 14, 2004.

(If more space is required, use opposite side)

TO BE COMPLETED ONLY ON CASES TO BE HEARD BY THE BOARD OF SUPERVISORS

STAFF CONTACT PERSON		
RPC HEARING DATE (S)	RPC ACTION DATE	RPC RECOMMENDATION
MEMBERS VOTING AYE	MEMBERS VOTING NO	MEMBERS ABSTAINING
STAFF RECOMMENDATION (PRIOR TO HEARING)		
SPEAKERS* (O) (F)	PETITIONS (O) (F)	LETTERS (O) (F)

*(O) = Opponents (F) = In Favor

Project No. 86-522-(5)

COMMITTEE RECOMMENDATION (Subject to revision based on public hearing)

☐ APPROVAL ☒ DENIAL

☐ No improvements ____20 Acre Lots ____10 Acre Lots ____2½ Acre Lots ____Sect 191.2

☐ Street improvements ____ Paving ____ Curbs and Gutters ____ Street Lights

____ Street Trees ____ Inverted Shoulder ____ Sidewalks ____ Off Site Paving ____ft.

☐ Water Mains and Hydrants

☐ Drainage Facilities

☐ Sewer ☐ Septic Tanks ☐ Other _____

☐ Park Dedication "In-Lieu Fee"

SPECIAL INDIVIDUAL DEPARTMENT CONCERNS

Engineer

Road

Flood

Forester & Fire Warden

Parks & Rec.

Health

Planning

ISSUES AND ANALYSIS

The modification request is recommended for denial as the project fails to meet the findings required for approval of a modification to a recorded map per Section 21.52.030 of the County Code. The original project was required to dedicate offsite right-of-way and construct improvements for Jakes Way and Lost Canyon Road. Due to failed negotiations with adjacent property owner(s), the map was amended in 2004 to require estimates and payment of the non-refundable cost for the improvements to Jakes Way; improvements to Lost Canyon Road were eliminated. The subdivision recorded in 2004 with the applicant's compliance of this condition.

Prepared by: Susan Tae

PROJECT NO. 86-522-(5)
MODIFICATION TO RECORDED TRACT MAP NO. 45023-(5)

STAFF ANALYSIS
January 17, 2007 REGIONAL PLANNING COMMISSION PUBLIC HEARING

PROJECT OVERVIEW

The applicant, G.H. Palmer and Associates, requests a modification to recorded Tract Map No. 45023 to eliminate conditions related to offsite public improvements and dedication of easements, payment in lieu of offsite improvements, and improvements required to Lost Canyon Road (proposed Major Highway) and Jakes Way. The modification also requests addition of conditions to construct connecting fire access between Jakes Way and existing driveway, and dedicate easements over driveways for public use. A modification to a recorded map is permitted under Section 21.52.030 of the Los Angeles County Code ("County Code") (Subdivision Ordinance) and provisions of the State Subdivision Map Act ("Map Act") (Government Code Section 66410-66499.58). A project must meet all of the required findings for approval of a recorded map modification.

Tract Map No. 45023 is an approved and recorded residential development of 23 multi-family lots with 752 new condominiums and one open space lot on approximately 46.2 acres, located easterly of Antelope (CA-14) Freeway, north of Medley Ridge Dr, south of Santa Clara River, westerly of Woodfall Ave in the Sand Canyon Zoned District. The original project included Plan Amendment Case No. 86-522-(5), Zone Change Case No. 86-522-(5), Conditional Use Permit Case No. 86-522-(5), and Oak Tree Permit Case No. 86-522-(5); and was approved by the Los Angeles County Board of Supervisors ("Board of Supervisors") on November 29, 1994. The project has been amended five times for minor changes from 1999 to 2004. The last final map recorded on July 14, 2004.

An Environmental Impact Report ("EIR") was prepared and certified for the original project, and concluded that impacts that can be mitigated to less than significant with implementation of the Mitigation Monitoring Program ("MMP").

DESCRIPTION OF PROJECT PROPERTY

Location: The project site is located easterly of Antelope (CA-14) Freeway, north of Medley Ridge Dr, south of Santa Clara River, westerly of Woodfall Ave in the Sand Canyon Zoned District. The project is generally bounded by Jakes Way to the north, Lost Canyon Road to the east, Medley Ridge Drive to the south and the 14 Freeway to the west.

Physical Features: The subject property is approximately 46.2 acres in size and developed with a gated community of 752 existing residential units in 94 buildings. The property is irregular in shape with level to sloping terrain. The Santa Clara River is north of the subject property.

Access: Jakes Way serves as primary access to the site from the north, with internal access provided by 40-foot private driveway and fire lanes. Lost Canyon Road is partially constructed to the east, including the bridge crossing the MTA railroad. A private driveway and fire lane connects existing Jakes Way to Lost Canyon Road along the eastern edge of the property. Additional regional access is provided by the Antelope Valley (CA-14) Freeway, located immediately to the west of the project.

Services: Domestic water is provided by the Santa Clarita Water Company, and sewer service by Los Angeles County Sanitation District No. 26.

ENTITLEMENT REQUESTED

Modification to Recorded Map: The applicant requests approval of the modification to recorded Tract Map No. 45023 to:

- Eliminate conditions related to offsite public improvements and dedication of easements, payment in lieu of offsite improvements, and improvements required to Lost Canyon Road and Jakes Way; and
- Add conditions to construct connecting fire access between Jakes Way and existing driveway, and dedicate easements over driveways for public use.

EXISTING ZONING

Subject Property: The subject property is zoned RPD-1-20U (Residential Planned Development – One Acre Minimum Required Lot Area – 20 Dwelling Units per Net Acre).

Surrounding Properties: Surrounding zoning is as follows:
North: A-1-1 (Light Agricultural – One Acre Minimum Required Lot Area), City of Santa Clarita;
East: M-1½ (Restricted Heavy Manufacturing) and SP (Specific Plan) (Canyon Park Specific Plan No. 1 – Fair Oaks Ranch);
South: SP; and
West: R-3-DP (Limited Multiple Residence-Development Program) and City of Santa Clarita.

EXISTING LAND USES

Subject Property: The subject property consists of 752 residential units in 94 buildings. Although the project has been approved and recorded for condominiums, the units are currrently for lease and not for sale.

Surrounding Properties: Surrounding uses are as follows:
North: Single-family residences, vacant property and Santa Clara River;
East: Vacant property with single-family residences further east;
South: Single-family residences, vacant property and railroad; and
West: Single-family residences, vacant property, and the 14 Freeway.

PREVIOUS CASE/ZONING HISTORY

The existing RPD-1-20U on the subject property became effective on December 29, 1994, following the adoption of Ordinance No. 940089 which established Zone Change Case No. 86-522-(5).

Tentative Tract Map No. 45023 was filed on November 25, 1986 to create 752 single-family condominium units on 23 multi-family lots. Associated entitlements were:

- Plan Amendment Case No. 86-522-(5) to change the Los Angeles Countywide General Plan land use category from "R" (Non-urban) and Santa Clarita Valley Area Plan land use categories from "M" (Industry) and "W/S" (Floodway/Floodplain/SEA) to "U4" (Urban 4) (15.1 to 40 Dwelling Units per Acre);

- Zone Change Case No. 86-522-(5) to change zoning from A-1-1, A-2-1 (Heavy Agricultural – One Acre Minimum Required Lot Area) and M-1½ to RPD-1-20U;

- Conditional Use Permit Case No. 86-522-(5) to ensure compliance with the requirements of development within a Significant Ecological Area ("SEA") and Residential Planned Development criteria; and

- Oak Tree Permit Case No. 86-522-(5) to authorize removal of three oak trees.

The Los Angeles County Regional Planning Commission ("Commission") approved the project on May 11, 1994, and was approved by the Board of Supervisors on November 29, 1994. After approval of the project and adoption of the plan amendment and zone change, the project was amended five times. The following is a summary of these amendments, beginning in 1999:

- Amendment No. 1 (approved October 5, 1999): Amended map and conditions to establish Jakes Way as primary access; require dedication of right-of-way and full improvements for Jakes Way, including off-site improvements prior to final map approval; establish a maximum of 300 dwelling units before a second means of access via Lost Canyon Road is constructed; construct Canyon Park Boulevard and Lost Canyon Road, including bridge over the railroad right-of-way; and provide that if the offsite access for Jakes Way and Lost Canyon Road is not obtained by the developer by the 301st unit, that a temporary private driveway be constructed with maximum of 444 units with the temporary driveway as the second means of access with any future units requiring proof of permission for offsite improvements.

- Amendment No. 2 (approved August 1, 2000): Amended map and conditions to require recorded covenant and agreement that the offsite access from the private driveway and fire lane must be constructed prior to issuance of building permits within TR 45023-02 (i.e. second phase of development); allow maximum of 304 units to record before requiring Lost Canyon Road as second means of access; require prior to 305th building permit that improvements for Lost Canyon, including bridge, are constructed; and permit a maximum of 608 units may record with the temporary driveway as the second means of access.

- Amendment No. 3 (approved November 20, 2001): Amended map and conditions to realign the private driveway and construct retaining walls to support slopes from private driveway and bridge abutment.

- Amendment No. 4 (approved August 5, 2003): Amended map and conditions to depict design changes of multi-family units, access to units from offsite driveways, inclusion of emergency gates, consolidation of lots, increase in pad elevations, and reduction of previously approved retaining wall height.

- Amendment No. 5 (approved June 1, 2004): Amended map and conditions to eliminate dedication of offsite right-of-way and improvements for Jakes Way and Lost Canyon Road due to unsuccessful negotiations with adjacent property owner(s); require estimation, and payment of nonrefundable cost, for offsite street improvements to Jakes Way, including grading, drainage and flood protection, prior to final map approval; and eliminate requirement for contribution to Jakes Way Ramp Modification related to dedication of Jakes Way and Lost Canyon Road.

The subdivision recorded in three phases, with the last phase recorded on July 14, 2004.

PROJECT DESCRIPTION

A modification to recorded Tract Map No. 43526 has been filed under Section 21.52.030 of the County Code and provisions of the Map Act, which allow for modifications where physical problems associated with the development of the site or where technical problems occur after recordation (see below). A public hearing is required for the proposed modifications, and all of the findings are required for an approval of the recorded map modification.

The applicant requests a recorded map modification to eliminate conditions related to offsite public improvements and dedication of easements, payment in lieu of offsite improvements, and improvements required to Lost Canyon Road and Jakes Way. Requirement for dedication of offsite right-of-way and improvements to Jakes Way and Lost Canyon Road has been eliminated through a previously approved amendment, and the requirement for payment of the nonrefundable cost has already been satisfied prior to recordation in July of 2004.

The applicant also requests to add conditions to construct connecting fire access between Jakes Way and existing driveway, and dedicate easements over driveways for public use; the proposed fire access between Jakes Way and the existing driveway is already existing, and dedication of easements over the driveways could be accommodated with recordation of another final map or by separate instrument.

The modified map, dated February 16, 2006, depicts the existing 752 units in 94 buildings as well as existing internal private driveway and fire lane system and improvements. The project does not propose a change in density or lot layout.

The project design has been reviewed by Los Angeles County Subdivision Committee ("Subdivision Committee") for technical feasibility, and has not recommended approval at this time; reports and conditions are attached.

GENERAL PLAN AND SANTA CLARITA VALLEY AREA PLAN CONSISTENCY

The subject property is depicted within the Urban 4 (15.1 to 40 dwelling units per acre) land use category of the Santa Clarita Valley Area Plan ("Plan"), a component of the Los Angeles Countywide General Plan. The land use category was amended as part of the original project, from Industry and Floodway/Floodplain/SEA to Urban 4.

The project of 752 residential units was approved by the Commission and Board of Supervisors, and its last phase recorded on July 14, 2004.

MODIFICATION TO A RECORDED MAP

Section 66472.1 of the Map Act and Section 21.52.030 of the County Code allow for modifications to a recorded map where physical problems associated with the development of the site, or where technical problems occur after recordation. Pursuant to Section 21.52.030.H of the County Code, all of the findings must be met for the Commission's approval.

The applicant must substantiate the following facts:

A. That there are changes in circumstances which make any or all of the conditions or the design of such a map no longer appropriate or necessary; and

B. That the proposed modifications do not impose any additional burdens on the present fee owner of the property; and

C. That such modifications would not alter any right, title or interest in real property; and

D. That the modifications requested result from either physical problems associated with the development of the site or technical difficulties arising which are not under the control of the developer and which make it impossible to comply with certain conditions; and

E. That the modifications requested do not result in an increased number of dwelling units or a greater density than the recorded map; and

F. That the proposed map and the design and improvements of the proposed subdivision are consistent with applicable general and specific plans; and

G. That the site is physically suitable for the type and proposed density of the development; and

H. That the design of the subdivision or the proposed improvements will not cause substantial enviromental damage or serious public health problems, or conflict with public assessments.

The applicant's responses are attached.

ENVIRONMENTAL DOCUMENTATION

In accordance with State and County CEQA guidelines, a Draft EIR was prepared for the original project, which concluded that certain potentially significant impacts can be reduced to less than significant with implementation of the proposed mitigation measures in the MMP.

Identified potential impacts that were found to be less than significant with project mitigation, included:

- Geotechnical
- Flood Hazard
- Fire
- Noise
- Water Quality
- Biota
- Air Quality
- Traffic
- Cultural Resources
- Mandatory Findings (Cumulative: Sewer service, Education, Library, Water Service, Scenic Qualities, Solid Waste Disposal, Parks)

Mitigation measures required of the project included circulation system improvements, including construction of Jakes Way to Lost Canyon Road, and secured agreement with Public Works for contribution of a pro-rata share of the cost to install traffic signals. The project's MMP has been attached.

COUNTY DEPARTMENT AND AGENCY COMMENTS AND RECOMMENDATIONS

Subdivision Committee, which consists of the Departments of Regional Planning, Public Works, Fire, Parks and Recreation, and Public Health, has reviewed the modified map dated February 16, 2006, and does not recommended approval of the applicant's request.

LEGAL NOTIFICATION/COMMUNITY OUTREACH

On December 15, 2006 approximately 645 notices of public hearing were mailed to property owners within a 1,000-foot radius of the subject property. The public hearing notice was published in The

Signal Newspaper and La Opinion on December 18, 2006. Project materials, including a modified map and draft factual, were received at the Newhall Library on December 16, 2006. Public hearing notices were posted on the subject property fronting Jakes Way and Medley Ridge Road, on December 18, 2006. Public hearing materials were also posted on the Department of Regional Planning's website.

CORRESPONDENCE RECEIVED BEFORE PUBLIC HEARING

Written correspondence has been received from the City of Santa Clarita ("City") indicating their position that these requirements were determined necessary as part of approval, to accommodate and/or alleviate impacts created to traffic, circulation, and public health and safety. The City believes that these requirements should either continue to be required, or contribute its 'fair share' to the requirement improvements.

Correspondence was also received from a nearby property owner indicating their support for staff's recommendation of denial as the required improvements have not yet been provided, and benefits of the project appear to have already been received.

STAFF EVALUATION

The Map Act and County Subdivision Ordinance allow for modifications to recorded maps where physical problems associated with the development of the site or where technical problems occur after recordation. The findings required by Section 21.52.030 of the County Code include finding that the modifications requested result from either physical problems associated with the development or technical difficulties that make it impossible for the developer to comply. Finding that the design of the subdivision or proposed improvements will not cause substantial environmental damage or serious public health problems is also required. All of the findings requires all of the findings to be met, as listed in Section 21.52.030 of the County Code, for approval of the recorded map modification.

The subdivision was originally approved as part of an overall project that included a plan amendment from Industy and Floodway/Floodplain/SEA to Urban 4, a zone change from agricultural and limited manufacturing to residential planned development, a conditional use permit for development within an SEA and the RPD zone, and oak tree permit for removal of three oak trees. An EIR was also certified for the project, which concluded that impacts can be reduced to less than significant with project mitigation, including those addressing traffic. Findings for approval are clear that the applicants agreed to participate in appropriate road improvements that were evaluated as part of the environmental analysis, and required as necessary mitigation measures. Findings were also made as part of the approved zone change that intensive urban uses are located as part of the project to effectively provide services, including adequate transportation facilities; and that valuable public benefits including improvements to area roads have been incorporated into the project design, which are in the interest of public health, safety and general welfare.

The project since its original approval, was amended five times to address minor changes or technical difficulties associated with the project. Most significantly to this request was the series of changes regarding acquiring offsite permission for Jakes Way and Lost Canyon Road. Dedication of right-of-way and full street improvements for these roads were required at the time of project approval, and as the project was developed over time, conditions were amended to address timing concerns with respect to these requirements.

- In 1999, conditions were amended to allow a temporary driveway, instead of public Lost Canyon Road, as a second means of access for up to 444 dwelling units.

- In 2000, this was amended to allow up to 608 dwelling units with the temporary driveway as a second means of access.

- In 2004, after negotiations with adjacent property owners failed for the offsite permission for right-of-way and improvements, conditions were amended to eliminate these requirements and instead, require an estimate and payment of the non-refundable cost for the offsite street improvemets for Jakes Way, including grading, drainage and flood protection. Requirements for improvements to Lost Canyon Road were eliminated from the project, and only a future street offer was required should the right-of-way become available. Entry points and private driveway standards were also required to meet emergency access needs prior to approval of the final map, with completion required by July 15, 2004.

The Los Angeles County Department of Public Works ("Public Works") objects to the elimination of the condition requiring the non-refundable cost for improvements to Jakes Way. Project conditions have been amended over time to accommodate the applicant's difficulty with acquiring offsite permission, and the condition was amended, and satisfied by the applicant, in 2004 prior to recordation of the final phase. While Lost Canyon Road is a proposed Major Highway on the Master Plan of Highways and would be eligible for Bridge and Thoroughfare (B&T) fees, Jakes Way is a local street and would not be so eligible. If the County were ever to proceed with the completion of Jakes Way as a County project, Public Works would rely on these non-refundable funds.

The Los Angeles County Fire Department ("Fire Department") also does not support the elimination of Jakes Way and Lost Canyon Road. Conditions clearly reflect that the private driveway and fire lane could be provided as a second means of access should offsite permission not be in place; however, the conditions state a temporary driveway. There is no indication in the record that the Fire Department, in accepting the private driveway as emergency access, was eliminating the regional access that Jakes Way and Lost Canyon Road would provide.

The mitigation measures in the certified EIR also required that circulation system improvements be completed, including construction of Jakes Way and Lost Canyon Road. The mitigation measures describe a condition for maximum number of units within the project with Lost Canyon Road to Jakes Way plus emergency access; emergency access was contemplated in the mitigation separate from the circulation requirements of the connection of Jakes Way and Lost Canyon Road.

Other mitigation measures, which discuss restriping and lane conversion along Sierra Highway at both intersections of Soledad Canyon Road, and Via Princessa, were included to address traffic impacts from project 1994 area development which would have resulted in operational deficiencies at Sierra Highway and Soledad Canyon as well as Sierra Highway and Via Princessa. These mitigation measure were not intended to address the impacts of single means of access.

The applicant has also requested the elimination of condition for payment of the pro-rata share for the installation of three traffic signals along Jakes Way; the traffic signals would only be installed when actual conditions warrant the signals. Within Public Works, a process is already in place for any developer wishing to receive refund on pro-rata shares for traffic signals. Road Condition No. 1 of Public Works' condition provides that if actual traffic conditions do not warrant signals five years after occupancy of the last unit, a request for refund can be made to Public Works. Therefore, Public Works objects to the elimination of this condition for the subdivision as the time needed to evaluate its need has not elapsed.

Based on the information available, staff does not believe that this request meets all of the findings required for approval of a modification to a recorded map. No technical problems exist that would make it impossible for the developer to meet the conditions. The modification may cause substantial environmental damage, as traffic impacts were analyzed at the time of approval and these were incorporated as mitigation measures in the certified EIR.

STAFF RECOMMENDATION

The following recommendation is subject to change based on oral testimony or documentary evidence submitted during the public hearing process.

Staff recommends that the Commission close the public hearing, and deny Modification to Recorded Tract Map No. 45023 for failure to meet with all of the findings required for approval of the modification, and noncompliance with adopted mitigation measures for the project.

Suggested Motion: " I move that the Regional Planning Commission close the public hearing, indicate its intent to deny Modification to Recorded Tract Map No. 45023, and direct staff to prepare findings for denial."

Attachments:

- Modified Tract Map No. 45023
- Land Use Map
- Photographs
- Draft Conditions
- Applicant's Modification Request
- Copies of project approvals
- Project Mitigation Monitoring Program
- Correspondence

SMT:st
01/11/07

RP

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION

TRACT NO. 45023 (Modification to the Recorded Map) MAP DATED 02-16-2006
EXHIBIT MAP DATED 02-16-2006
LETTER DATED 12-09-2004

It is recommended that this amended final map not be approved at this time. This recommendation is based upon information or lack of information that is available concerning the subject property. The removal of this recommendation is contingent upon the submission and satisfactory review of the following:

1. An approved revised drainage concept/hydrology study and Standard Urban Stormwater Mitigation Plan. The latest revised drainage concept/hydrology study was received on February 23, 2006 and is pending review. Please see attached Hydrology/Drainage/Grading review sheet.

2. As previously requested, a revised tentative map is required to delineate the county adopted floodway/floodplain and FEMA Zone "A". Please see attached Hydrology/Drainage/Grading review sheet.

HW

Prepared by Henry Wong Phone (626) 458-4915 Date 04-24-2006

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION
SUBDIVISION PLAN CHECKING SECTION
HYDROLOGY, DRAINAGE, AND GRADING UNIT

TRACT NO. 45023

AMENDED TENTATIVE MAP DATED 02/16/06
EXHIBIT MAP DATED 02/16/06

1. Portions of the property lying in and adjacent to the natural drainage courses, are subject to flood hazard.
2. A Standard Urban Stormwater Mitigation Plan (as part of the revised drainage concept/hydrology study) is required prior to tentative approval of the map.
3. A revised drainage concept/hydrology study is required prior to tentative approval of the map. The latest revised drainage concept/hydrology study was received on 02/23/06 and is pending review.
4. Delineate the county adopted floodway/floodplain and FEMA Zone "A" on the tentative map.

By _____ Date 04/06/06 Phone (626) 458-4921
GARY GUO

4/24

If this recommendation of disapproval is changed to a recommendation of approval based on additional information, the following reports/conditions would be recommended for inclusion in the conditions of tentative approval:

1. Label the driveways and multiple access strips as "Private Driveway and Fire Lane" and delineate on the final map, including the new off-site fire access driveways/roads and multiple access strips, to the satisfaction of Public Works.

2. Provide reciprocal easements for drainage, ingress/egress, sewer, water, utilities, right to grade, and maintenance purposes, etc., in documents over the common private driveways, including the new off-site common private driveways, to the satisfaction of Public Works.

3. Within 30 days of the approval date of this land use entitlement or at the time of first plan check submittal, the applicant shall deposit the sum of $2,000 (Minor Land Divisions) or $5,000 (Major Land Divisions) with Public Works to defray the cost of verifying conditions of approval for the purpose of issuing final map clearances. This deposit will cover the actual cost of reviewing conditions of approval for Conditional Use Permits, Tentative Tract and Parcel Maps, Vesting Tentative Tract and Parcel Maps, Oak Tree Permits, Specific Plans, General Plan Amendments, Zone Changes, CEQA Mitigation Monitoring Programs and Regulatory Permits from State and Federal Agencies (Fish and Game, USF&W, Army Corps, RWQCB, etc.) as they relate to the various plan check activities and improvement plan designs. In addition, this deposit will be used to conduct site field reviews and attend meetings requested by the applicant and/or his agents for the purpose of resolving technical issues on condition compliance as they relate to improvement plan design, engineering studies, highway alignment studies and tract/parcel map boundary, title and easement issues. When 80% of the deposit is expended, the applicant will be required to provide additional funds to restore the initial deposit. Remaining balances in the deposit account will be refunded upon final map recordation.

4. Comply with any additional drainage/grading conditions as identified in the approved hydrology study/drainage concept to the satisfaction of Public Works.

5. Comply with the attached Road conditions to the satisfaction of Public Works.

HW

We object to the elimination of the following condition (refund of cost): "Provide an estimate with supporting documents and pay the non-refundable cost for the off-site street improvements for Jakes Way including grading, drainage and flood protection from the easterly tract boundary to the future intersection with Lost Canyon Road prior to recordation of the final map for Tract No. 45023-03 to the satisfaction of Public Works."

We object to the elimination of the following condition: "Pay the pro-rata share of the cost to install traffic signals at the following intersections: (a) 1st Private Street west of Lost Canyon Road/Jakes Way, (b) 2nd Private Street west of Lost Canyon Road/Jakes Way, and (c) Lost Canyon Road/Jakes Way. The traffic signals shall only be installed when actual conditions warrant the signals."

The following conditions are recommended for inclusion in the conditions of approval for refund on signal cost contribution and new private paved fire access road construction:

1. If actual traffic conditions do not warrant signals five years after occupancy of the last unit, a request may be made for the refund of pro-rata shares at the following intersections to the satisfaction of Public Works: (a) 1st Private Street west of Lost Canyon Road/Jakes Way, (b) 2nd Private Street west of Lost Canyon Road/Jakes Way, and (c) Lost Canyon Road/Jakes Way.

2. If approved by the Fire Department, construct a new private paved fire access road with a width to the satisfaction of the Fire Department between the existing easterly terminus of Jakes way as established by Tract No. 45023-02, and the existing private driveway and fire lane also established by Tract No. 45023-02, and provide unimpeded access to the existing bridge over the railroad and onto Lost Canyon Road and offer a private driveway and fire lane ingress/egress easement to the satisfaction of Public Works and the Fire Department.

3. Obtain an encroachment permit from our Construction Division on the construction of the portion of the new paved fire access road within the Jakes Way right of way to the satisfaction of Public Works. This portion of the paved fire access road shall be removed when Jakes Way is constructed in the future.

HW

Prepared by Timothy Chen Phone (626) 458-4921 Date 04-24-2006

RP
Susie

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

WATER SYSTEM REQUIREMENTS - UNICORPORATED

Subdivision No. 45023 Tentative Map Date 16-FEB-06

Revised Report yes

☐ The County Forester and Fire Warden is prohibited from setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted. However, water requirements may be necessary at the time of building permit issuance.

☒ The required fire flow for public fire hydrants at this location is **5000** gallons per minute at 20 psi for a duration of 5 hours, over and above maximum daily domestic demand. 3 Hydrant(s) flowing simultaneously may be used to achieve the required fire flow.

☐ The required fire flow for private on-site hydrants is ____ gallons per minute at 20 psi. Each private on-site hydrant must be capable of flowing ____ gallons per minute at 20 psi with two hydrants flowing simultaneously, one of which must be the furthest from the public water source.

☒ Fire hydrant requirements are as follows:

Install 11 public fire hydrant(s). Upgrade / Verify existing ____ public fire hydrant(s).

Install ____ private on-site fire hydrant(s).

☒ All hydrants shall measure 6"x 4"x 2-1/2" 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.
- ☒ Location: As per map on file with the office.
- ☐ Other location: ____

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

☐ The County of Los Angeles Fire Department is not setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted.

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

☐ Hydrants and fire flows are adequate to meet current Fire Department requirements.

☐ Upgrade not necessary, if existing hydrant(s) meet(s) fire flow requirements. Submit original water availability form to our office.

Comments: **The fire flow requirement may be reduced during the architectural plan review process, prior to building permit issuance.**

All hydrants shall be installed in conformance with Title 20, County of Los Angeles Government Code and County of Los Angeles Fire Code, or appropriate city regulations. This shall include minimum six-inch diameter mains. Arrangements to meet these requirements must be made with the water purveyor serving the area.

By Inspector Janna Masi Date 19-Apr-06

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

CONDITIONS OF APPROVAL FOR SUBDIVISION - UNINCORPORATED

Subdivision: 45023 Map Date 16-FEB-06

C.U.P. 86-523 Vicinity Santa Clarita

☐ **FIRE DEPARTMENT HOLD** on the tentative map shall remain until verification from the Los Angeles County Fire Dept. Planning Section is received, stating adequacy of service. Contact (323) 881–2404.

☐ Access shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 902 of the Fire Code, which requires all weather access. All weather access may require paving.

☐ Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.

☐ Where driveways extend further than 300 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 their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.

☐ The private driveways shall be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted. Driveways shall be maintained in accordance with the Fire Code.

☐ 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.

☐ 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. (Contact: Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, Phone (626) 969-5205 for details).

☐ Provide Fire Department or City approved street signs and building access numbers prior to occupancy.

☐ Additional fire protection systems shall be installed in lieu of suitable access and/or fire protection water.

☐ The final concept map, which has been submitted to this department for review, has fulfilled the conditions of approval recommended by this department for access only.

☐ These conditions must be secured by a C.U.P. and/or Covenant and Agreement approved by the County of Los Angeles Fire Department prior to final map clearance.

☒ The Fire Department has no additional requirements for this revision.

Comments: ____

By Inspector: Janna Masi Date 19-Apr-06

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION REPORT

Tentative Map # **45023**	DRP Map Date: **02/16/2006**	SCM Date: **04/24/2006**	Report Date: **04/20/2006**
Park Planning Area # **35E**	**PLACERITA CANYON**		Map Type: **REV. (REV RECD)**

Total Units **752** = Proposed Units **752** + Exempt Units **0**

Sections 21.24.340, 21.24.350, 21.28.120, 21.28.130, and 21.28.140, the County of Los Angeles Code, Title 21, Subdivision Ordinance provide that the County will determine whether the development's park obligation is to be met by:

1) the dedication of land for public or private park purpose or,
2) the payment of in-lieu fees or,
3) the provision of amenities or any combination of the above.

The specific determination of how the park obligation will be satisfied will be based on the conditions of approval by the advisory agency as recommended by the Department of Parks and Recreation.

Park land obligation in acres or in-lieu fees:

ACRES:	**5.37**
IN-LIEU FEES:	**$692,730**

Conditions of the map approval:

The park obligation for this development ~~will be~~ was met ~~by~~: (see comments below)

Trails:

No trails.

Comments:

SUMMARY OF PAYMENTS MADE:

DATE	RECEIPT NO.	AMOUNT
06/03/04	87780E	$136,337
09/23/02	71917E	$280,038
07/13/00	43003E	$276,355
Total In-lieu Fee Paid		**$692,730**

Contact Patrocenia T. Sobrepeña, Departmental Facilities Planner I, Department of Parks and Recreation, 510 South Vermont Avenue, Los Angeles, California, 90020 at (213) 351-5120 for further information or an appointment to make an in-lieu fee payment.

For information on Hiking and Equestrian Trail requirements contact Trail Coordinator at (213) 351-5135.

By: James Barber

James Barber, Advanced Planning Section Head

Supv D 5th
April 19, 2006 10:09:07
QMB02F.FRX

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION WORKSHEET

Tentative Map # **45023**	DRP Map Date:**02/16/2006**	SMC Date:**04/24/2006**	Report Date: **04/20/2006**
Park Planning Area # **35E**	**PLACERITA CANYON**		Map Type:**REV. (REV RECD)**

The formula for calculating the acreage obligation and or In-lieu fee is as follows:

(P)eople x (0.003) Goal x (U)nits = (X) acres obligation

(X) acres obligation x RLV/Acre = In-Lieu Base Fee

Where: P = Estimate of number of People per dwelling unit according to the type of dwelling unit as determined by the 2000 U.S. Census*. Assume * people for detached single-family residences; Assume * people for attached single-family (townhouse) residences, two-family residences, and apartment houses containing fewer than five dwelling units; Assume * people for apartment houses containing five or more dwelling units; Assume * people for mobile homes.

Goal = The subdivision ordinance allows for the goal of 3.0 acres of park land for each 1,000 people generated by the development. This goal is calculated as "0.0030" in the formula.

U = Total approved number of Dwelling Units.

X = Local park space obligation expressed in terms of acres.

RLV/Acre = Representative Land Value per Acre by Park Planning Area.

Total Units **752** = Proposed Units **752** + Exempt Units **0**

	People*	Goal 3.0 Acres / 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	3.60	0.0030	0	0.00
M.F. < 5 Units	2.78	0.0030	0	0.00
M.F. >= 5 Units	**2.38**	**0.0030**	**752**	**5.37**
Mobile Units	1.89	0.0030	0	0.00
Exempt Units			0	
			Total Acre Obligation =	**5.37**

Park Planning Area = **35E PLACERITA CANYON**

Goal	Acre Obligation	RLV / Acre	In-Lieu Base Fee
@(0.0030)	5.37	$129,000	**$692,730**

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit	Land
None					
			Total Provided Acre Credit:	**0.00**	

Acre Obligation	Public Land Crdt.	Priv. Land Crdt.	Net Obligation	RLV / Acre	In-Lieu Fee Due
5.37	0.00	0.00	5.37	$129,000	**$0**

Supv D 5th
April 19, 2006 10:03:18
QMB01F.FRX

COUNTY OF LOS ANGELES
DEPARTMENT OF HEALTH SERVICES
Public Health

BRUCE A. CHERNOF, M.D.
Acting Director and Chief Medical Officer

JONATHAN E. FIELDING, M.D., M.P.H.
Director of Public Health and Health Officer

Environmental Health
ARTURO AGUIRRE, Director

Bureau of Environmental Protection
Mountain & Rural/Water, Sewage & Subdivision Program
5050 Commerce Drive, Baldwin Park, CA 91706-1423
TEL (626)430-5380 · FAX (626)813-3016
www.lapublichealth.org/eh/progs/envirp.htm

BOARD OF SUPERVISORS

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Fifth District

April 20, 2006

RFS No. 06-0005972

Tract Map No. 45023

Vicinity: Newhall

Tentative Map Date: February 16, 2006 (2nd Revision)

The Los Angeles County Department of Health Services' conditions of approval for **Vesting Tentative Tract Map 45023** are unchanged with the submission of the revised map. The following conditions still apply and are in force:

1. Potable water will be supplied by the **Santa Clarita Water Company**, public water system, which guarantees water connection and service to all lots.

2. Sewage disposal will be provided through the public sewer and wastewater treatment facilities of the **Los Angeles County Sanitation District No. 26 Annex** as proposed.

If you have any questions or need additional information, please contact me at (626) 430-5380.

Respectfully,

Becky Valenti, E.H.S. IV
Mountain and Rural/Water, Sewage, and Subdivision Program

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

James E. Hartl, AICP
Director of Planning

PROJECT NUMBER: RENVT200500026
TR45023

EARLIER ANALYSIS

This proposal is substantially similar to an earlier analysis completed under Project Number 86-522/ TR45023 which was reviewed by this section on April 1994. At that time, a(n) **Environmental Impact Report (EIR)** was determined to be appropriate. That analysis has been reviewed for applicability in this new review and is available for examination in the Department of Regional Planning.

☑ Yes ☐ No EIR was approved by decision-makers.
Date of Approval: January 24, 1994

Previous Environmental Factors of Concern
(Check if mitigation required)

- ☑ Geotechnical
- ☑ Flood Hazard
- ☐ Fire
- ☑ Noise
- ☐ Water Quality
- ☑ Biota
- ☑ Air Quality
- ☑ Traffic
- ☐ Cultural Resources
- ☑ General (Cumulative: Sewer service, Education, Library, Water Service, Scenic Qualities, Solid Waste Disposal, Parks)

☑ Yes ☐ No All **mitigation measures** from previous actions are applicable.

Additional Comments/Documentation

Reviewed by: _____ Date: 3 May 2005
Approved by: _____ Date: 3 MAY 2005

G. H. Palmer Associates
Real Estate Development

December 9, 2004

VIA PERSONAL DELIVERY

Department of Regional Planning
Land Division
320 W. Temple Street
Los Angeles, California 90012

Dear Regional Planning,

Request:

Developer, Saugus-Colony Ltd., (hereinafter "Developer") requests that the tentative tract conditions be revised so as to allow for the following:

1.) That regional fire access be provided from the easterly terminus of Jake's Way directly to Lost Canyon Road through a private driveway as shown on the revised Tract Map and to eliminate the condition which exacts Developer to provide for the "cash, nonrefundable deposit" of off-site improvement of Jakes Way.

2.) To eliminate conditions that require the installation of traffic signals at the following locations:
a. Lost Canyon and Jakes Way
b. Signals along the two private driveways known as "1st Private Street (TT 45023) west of Lost Canyon Road /Jakes Way" and "2nd Private Street (TT 45023) west of Lost Canyon Road/Jakes Way"

History:

In May of 1994, the Los Angeles Department of Regional Planning, (hereinafter "Planning") conditionally approved Vesting Tentative Tract Map 45023. The tract was recorded in three units. Amongst other conditions, the Los Angeles County Road Department required the following road improvement as a prerequisite for the recordation of the final map.

5a. Construct a minimum of 32 feet of pavement on Canyon Park Blvd and Lost Canyon Road, including a bridge over the railroad right-of-way, from the existing pavement on Canyon Park Blvd to the intersection of Lost Canyon Road and Jake's Way. Provide such additional pavement and

11740 SAN VICENTE BLVD., SUITE 208 LOS ANGELES, CALIFORNIA 90049 (310) 207-3100 FAX (310) 207-2162

improvements on Lost Canyon Road within the boundaries of the land division as are required by the Department of Public Works.

5b. Construct a minimum of 32 feet of pavement on Jakes Way off-site from Lost Canyon Road to the easterly tract boundary. Construct full street improvements, including width pavement, on-site from the easterly tract boundary to the westerly boundary of Lot 1.

5c. If the right-of-way for the off-site portion of Jake's Way easterly from the tract to Lost Canyon Road and for the off-site portion of Lost Canyon Road northerly from the tract to Jakes Way is not acquired by the developer prior to recordation of the first final map, construct a private driveway, with a minimum paved width of 36 feet, along the alignment shown on the tentative map as "Alternate Access to Lost Canyon Road." The applicant shall bond with the Department of Public Works for the off-site road improvements on Jakes Way and Lost Canyon Road.

The Developer attempted to purchase the land from the neighbor(s), in order to fulfill the conditions, requiring the construction of the off-site improvement of Jakes Way and Lost Canyon. These attempts were rebuffed by neighbor(s) and Developer was not able to purchase the land to satisfy the condition and the Developer requested that the County to exercise its eminent domain rights.

In October 1999, the tentative tract conditions were amended at the request of the Developer so as to alter the project phasing to initially take access from Jake's Way as opposed to the original plan, taking access from Lost Canyon. The revised conditions provided:

2. The first access to this land division will be from west via Jakes Way under the freeway to the easterly boundary of Tract Map No. 43729. The second access will be from the south via Lost Canyon Road and Canyon Park Boulevard.

3. As agreed, provide evidence (easements and CALTRANS approval) of the right to dedicate right-of-way and construct off-site improvements on Jakes Way as described in these conditions prior to the recordation of the first final map.

4. Dedicate right-of-way and construct or bond for full street improvements on Jakes Way, including full-width pavement and an underpass of the Antelope Valley Freeway from the westerly boundary of Lot 1 to the

easterly boundary of Tract Map No. 43729 with the first final map to record to the satisfaction of the Department of Public Works.

In August of 2000, the tentative map conditions were amended to facilitate the secondary means of access for Phase 2 of the tract. The revised conditions provided:

2. Record a covenant and agreement that the off-site access from the temporary driveway on Lost Canyon Road to Canyon Park Boulevard must be constructed to the nearest paved County maintained street to the satisfaction of the Department of Regional Planning, Department of Public Works and Fire Department prior to the issuance of building permits for Tract 45034-02 units #3050-608.

Further, Planning amended its prior conditions, numbers 5-9, 32 to read:

5. A maximum of 304 dwelling units may record within the northerly portion of the project taking access on Jakes Way from the point where it becomes a single means of access, until the second means of public street access is constructed on Canyon Park Boulevard and Lost Canyon Road as provided in these conditions.

6. Prior to issuance of building permits for Phase II (TR 45023-02) or the 305th unit, construct a minimum of 32 feet of pavement on Canyon Park Boulevard and Lost Canyon Road, including a bridge over the railroad right-of-way from the existing pavement on Canyon Park Boulevard to the intersection of Lost Canyon Road and Jakes Way. Provide such additional pavement and improvements on Lost Canyon Road within the boundaries of the land division as are required by the Department of Public Works.

7. Prior to the recordation of Phase II (TR 45023-02) or the 305th unit, construct full street improvements, including full width pavement, on-site from the easterly tract boundary to the westerly boundary of Lot 1. Construct or bond for a minimum of 32 feet of pavement on Jakes Way off-site from Lost Canyon Road to the easterly tract boundary, prior to recordation of Phase III (TR 45023-03) or the 609th unit.

8. If the right-of-way for the off-site portion of Jakes Way easterly from the tract to Lost Canyon Road and for the off-site portion of Lost Canyon Road northerly from the tract o Jakes Way is not acquired by the developer prior

to the issuance of building permits for the 305th unit, construct a temporary private driveway, with a minimum paved width of 36 feet, from the terminus of Lost Canyon Road along the easterly boundary of Lots 3 and 4 as shown on the tentative map to the satisfaction of the Departments of Regional Planning and Public Works and Fire Department.

9. A maximum of 608 dwelling units (i.e., 304 dwelling units in addition to the initial 304 dwelling units) may record in the northerly portion of the project (Lots 1-19) using the temporary private driveway as the second means of access. The remaining dwelling units in the southerly portion of the project may record after evidence is provided of an easement permitting the construction of the off-site road improvements on Jakes Way and Lost Canyon Road (described in Item No. 8 above) and the posting of bonds for such improvements.

32. Prior to the recordation of the last unit final map (TR 45023-03), complete the lot line adjustment conveying the small portion of the property at the southeast corner of the site (southerly of Lost Canyon Road) to the adjacent property owner and conveying to this subdivision the off-site portion of Lot 20 to the satisfaction of the department of Regional Planning.

In light of the continued refusal of the adjacent property owners to sell their property for the required road improvement, on November 20, 2001, the tentative tract conditions were further amended at the Developer's request to realign the private drive and to construct retaining walls to support the fill slopes for the private drive and the northerly abutment of the Lost Canyon Road Bridge.

In June of 2004, as the County concluded that it was not needed nor feasible to condemn the property necessary for the off-site improvements, the tentative tract conditions were again amended to eliminate the off-site dedication of lands needed for Lost Canyon and Jakes Way and to eliminate the construction of Lost Canyon from the bridge to the future intersection with Jakes Way while requiring non-refundasble deposit for the off-site improvement of Jakes Way from the tract boundary to the future intersection of Lost Canyon.

A June 2004 letter from the Road Department stated "It has been determined that the off-site improvements on Jakes Way are not required at this time to serve the residents of presently approved projects and can be postponed to a later date. Modifications to existing roadways will be sufficient to provide adequate access and circulation."

Further, the letter stated "We have no objections to the amendment requests to eliminate the requirements relate (sic) to dedication of off-site rights of ways and improvements on Lost Canyon Road north of the railroad bridge to Jakes Way and on Jakes Way from the eastern terminus established by Tract 45023-02 off-site to the intersection with the future Lost Canyon Road."

Immediately prior to allowing this amendment to proceed that would have allowed the recordation of the final unit of the tract, which was by then already under construction, (grading and installation of public improvements) the Fire Department aired its objections to the contemplated elimination of the intersection of Jakes' Way and Lost Canyon.

The Fire Department's objection was based upon the need for a connection for regional access. During the negotiations with the Fire Department, which were represented by its high level executives, the fire department expressed their preference for a direct access from the existing terminus of Jakes Way to the existing driveway ultimately connecting to the bridge and to Lost Canyon Southward, if the intersection of Lost Canyon and Jakes Way could not be created. However, this solution would have required the acquisition and dedication of off-site easements which would have been impracticable to acquire in time to record the last final tract map.

As a result, the Fire Department agreed to an interim fix that would provide their regional access through the already constructed part of the condominium complex. Since the final tract map has recorded in June of 2004, the Developer approached the owners of the property located easterly of Jakes Way and now believes that Developer can acquire the necessary right-of-way to provide the originally preferred routing for the fire department regional access, as illustrated on the herein proposed revision to the tract map.

Traffic Signals

We do not believe that the signalization requirement for the two private drive intersections known as "1st Private Street (TT 45023) west of Lost Canyon Road/Jakes Way" and "2nd Private Street (TT 45023) west of Lost Canyon Road/Jakes Way," was justified in the original approval and certainly not under the present conditions. Furthermore, as the construction of the Jakes Way and Lost Canyon intersection has been deferred, this makes the signalization of the two private drive intersections unwarranted.

Unreasonable Requirement

The original condition of the tentative map requiring the off-site improvements of Jakes Way and Lost Canyon south of the bridge was unreasonable. Developers are only required to perform mitigation measures in response to the impacts the development produces. Clearly, the condition requires efforts by Developer that extend beyond those impacts that the project itself generated. As such, this provides an additional basis for the request to strike the conditions enumerated below.

Summary Request

In summary, we request the following action:

Elimination of any and all requirements for off-site public improvements and dedication of easements therefore, except those improvements that have been constructed or guaranteed to be constructed in conjunction with the recordation of final Tract 45023-01 and 45023-02.

Elimination the conditions recommended for tentative approval as outlined in LETTER AND MAP DATE 05-01-2001 as shown in attached Exhibit "A."

Eliminate the conditions recommended for tentative approval as outlined in LETTER AND MAP DATED 04-22-2004 as shown in attached Exhibit "B."

Elimination of the condition to contribute to the fees to provide street signalization for 1st Private Street (TT 45023) west of Lost Canyon Road/Jakes Way and 2nd Private Street (TT 45023) west of Lost Canyon Road/Jakes Way.

Addition of a condition proposed as follows:

- Construct a minimum of 24 feet wide paved fire access road between the existing easterly terminus of Jakes Way as established by the final tract No. 45023-02, and the existing private drive also established by the said tract No. 45023-02, and provide unimpeded access to the existing bridge over the railroad, and on to Lost Canyon Road, and dedicate a public easement over the said road to the County, all to the satisfaction of the LACFD.

In light of its history, Developer requests the aforementioned amendments to the tract conditions. If you have any questions, please do not hesitate to contact me.

Very truly yours,

Peter J. Novak

[x] We have no objection to the amendment request to realign the private drive and to construct retaining walls to support the fill slopes from the private drive and the northerly abutment of the Lost Canyon Road Bridge. The following conditions are recommended for inclusion in the conditions of tentative approval:

- The maintenance of the offsite improvements on Lost Canyon Road and Jakes Way shall be assumed by the subdivider or Home Owners Association. The subdivider may dedicate the offsite right of way acquired for Lost Canyon Road and Jakes Way to the County if it meets the minimum right of way width (40 feet or more) determined to be satisfactory by the Department of Public Works and if it is connected to a dedicated street or highway. Dedication of additional easements for slope maintenance purposes may be necessary where highway embankments are located within flood hazard areas or are subject to inundation, to the satisfaction of the Department of Public Works.

DELETE

- The onsite portion of Lost Canyon Road north of the railroad shall be offered as a future street (50 feet from centerline per the latest IEC approved alignment). It may be dedicated if it is connected to a dedicated street and the right of way is not less than 40 feet wide along its entirety. The previously approved condition to dedicate this portion of Lost Canyon Road shall be disregarded unless it meets the above criteria.

- If the subdivider is unable to acquire the right of way or easements for the offsite portion of Jakes Way (easterly tract boundary to Lost Canyon Road) and for the offsite portion of Lost Canyon Road (railroad northerly to Jakes Way) prior to issuance of building permits for Phase II (TR 45023-02), the subdivider shall advise the Department of Public Works of the hardship and provide satisfactory evidence of the hardship prior to construction of the alternate private drive.

- If the offsite easements necessary for the improvements of Lost Canyon Road (from the railroad northerly to Jakes Way) and Jakes Way (from the easterly tract boundary to Lost Canyon Road) are not acquired by the subdivider prior to recordation of Phase II (TR 45023-02), the subdivider shall request the Department of Public Works to initiate right of way acquisitions necessary to satisfy the offsite improvement requirements for Lost Canyon Road and Jakes Way. The applicant may also enter into an agreement to complete the offsite improvements on Lost Canyon Road and Jakes Way at such time as the County acquires the necessary right of way to permit the improvements to be made. The applicant shall be responsible for all costs incurred by the County in securing the necessary offsite right of way and any needed slope easements.

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - ROAD
TRACT NO. 45023 (Amend.)

LETTER AND MAP DATED 04-22-2004

We have no objections to the amendment requests to eliminate the requirements relate to dedication of off-site rights of ways and improvements on Lost Canyon Road north of the railroad bridge to Jakes Way and on Jakes Way from the eastern terminus established by Tract 45023-02 off-site to the intersection with the future Lost Canyon Road. The following conditions are recommended for inclusion in the conditions of tentative approval:

1. ~~Provide an estimate with supporting documents and pay the non-refundable cost for the off-site street improvements for Jakes Way including grading, drainage and flood protection from the easterly tract boundary to the future intersection with Lost Canyon Road prior to recordation of the final map for Tract No. 45023-03 to the satisfaction of Public Works.~~ DELETE

2. The onsite portion of Lost Canyon Road north of the railroad shall be offered as a future street (50 feet from centerline per the latest IEC approved alignment). It may be dedicated if it is connected to a dedicated street and the right of way is not less than 40 feet wide along its entirety. The previously approved condition to dedicate this portion of Lost Canyon Road shall be disregarded unless it meets the above criteria.

3. The previously approved condition to contribute to the Jason Way Ramp Modification (Route 14/ Via Princessa Mini District) is eliminated.

4. Comply with all other previously approved conditions to the satisfaction of Public Works.

HW

Prepared by Henry Wong Phone (626) 458-4915 Date 05-10-2004

MSW/TR45023LR-REV

EXHIBIT "B"

Detailed Description of Modification of Tract No. 45023

Modification of Recorded Map

The requested modifications relate to off-site street improvements and two on-site traffic signals imposed on the subject tract, in anticipation of then impending developments of the immediately adjacent lands.

The anticipated development(s) in fact did not materialize and the County, in recognition of the changing conditions has approved a series of amendments of the subject tract conditions to eliminate most of the off-site street improvements.

However, the requirement to construct easterly extension of Jakes Way off-site, east of this tract boundary, to the future intersection with the future Lost Canyon, together with traffic signal therefore and two traffic signals on Jakes Way are still the requirements of the tract.

There is no scenario under which these improvements could be realized, certainly not as an obligation of the subject tract. For example, the easterly extension of Jakes Way is guaranteed by a $614,000 letter of credit. Since the street bisects some privately owned lands that would benefit from such a construction, it would be illegal and unfair for those funds to be used to improve the said street and thus unjustly enrich the private property owner.

During the final stages of the development, the Fire Department voiced objection to eliminating the contemplated intersection of Jakes Way and Lost Canyon fro the requirement of this tract, as the FD needed a regional vehicular access. Since this involved properties outside of our control, we were able to provide a temporary means of such access, through the tract, which meant that the development could not be secured by gates.

After the tract maps were recorded, we were successful in acquiring a strip of land directly adjacent along the easterly boundary of this tract and were able to provide a more direct and unobstructed regional vehicular access, to the satisfaction of the FD. The provision of this access for emergency vehicles removes any need for the easterly extension of Jakes Way that would be needed for the within development.

With respect to the two traffic signals on Jakes Way, to be installed at each of the two private driveways from the within 608-unit development, which is the only source of traffic in the area is not needed on its face.

Respectfully,

Peter Novak
GH Palmer Associates

Findings to Substantiate Modification of Tract No. 45023

Modification of Recorded Map

1. There are changes in circumstances which make some of the conditions and/or the design of the original tract map no longer appropriate or necessary;

At the time of approval of the subject tentative tract map it was anticipated that the immediate vicinity would be developed with more than 10,000 housing units and incidental retail commercial facilities, and that the lands located easterly and along the Santa Clara River were going to be developed soon for additional thousandth of units.

To provide for such projected growth the subject tract was required, amongst other public improvements, to construct Lost Canyon and Jakes Way - outside of the subdivision and on lands not owned or controlled by the subdevider, and to provide for installation of several traffic signals - on and off-site.

The anticipated developments did not materialize. In fact, the lands planned to encompass 10,000+/- housing units were actually developed with only about 3,000 units, while the lands to the east are bare with no plans for any development in site.

2. The proposed modifications do not impose any additional burdens on the present fee owner of the property;

In fact the proposed modifications seek to eliminate requirements for unneeded and unreasonable exactions.

3. The proposed modifications will not alter any right, title or interest in the real property.

4. The proposed modifications are necessitated by physical problems and technical difficulties associated with the development, which are not under the control of the developer and this makes it impossible to comply with the conditions to be modified;

The requested modifications relate to off-site improvements and accommodation of off-site developments.

5. The requested modifications will not result in an increased number of dwelling units or a greater density than the recorded map(s) allowed;

The development is completed.

6. The proposed map and the design and improvements of the proposed subdivision are consistent with applicable general and specific plans.

The proposed modifications will have no impact on land use within nor outside of the subject development.

7. The site is physically suitable for the type and proposed density of the development;

The development is fully completed and occupied. The proposed modifications will have no physical or material effect on the development or residents therein.

8. The design of the subdivision or the proposed improvements will not cause substantial environmental damage or serious public health problems, or conflict with public easements.

Indeed, the provision of the regional fire access road, will enhance public health and welfare as it will improve upon the response time for fire and other emergency personnel.

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
ZONING CASE NO. 86-522-(5)

WHEREAS, The Regional Planning Commission of the County of Los Angeles has conducted a public hearing in the matter of Zoning Case No. 86-522-(5) on February 9, 1994; and

WHEREAS, The Commission finds as follows:

1. The subject property is a rectangular shaped vacant parcel of approximately 46.2 acres located on the easterly side of the Antelope Valley Freeway at the southwest corner of Jakes Way and Lost Canyon Road in the Canyon Country area of the Newhall Zoned District.

2. The topography of the site consists of level to sloping terrain.

3. The applicant is proposing a Local Plan Amendment, Zone Change, Conditional Use Permit, Oak Tree Permit, and Tentative Tract Map to enable the development of 752 new condominium units on the subject property.

4. The surrounding area is developed with multi family residences west of the Antelope Valley Freeway. Property to the east and south are vacant and the Santa Clarita River is located to the north.

5. The applicant is requesting a change of zone from A-1-1, A-2-1 and M-1 1/2 to RPD-1-20 U (Residential Planned Development-20 units per acre).

6. This zone change request was heard concurrently with Local Plan Amendment Case No. 86-522-(5), Oak Tree Permit Case No. 86-522-(5) and Tentative Tract Map No. 45023.

7. The Santa Clarita Valley Areawide General Plan depicts the subject property as U-3 (Urban 3-6.7 to 15 dwelling units per acre), WS (Flood Plain Management Area and Significant Geological Area) and M (Industrial).

   Therefore, the project, including the recommended change of zone, is consistent with the land use policy map of the applicable general plan;

8. Adequate vehicular and emergency access to the site will be provided by Lost Canyon Road to the south and north and Jakes Way to the west.

9. There were protests to the approval of the project;

10. The proposed project is consistent with the economic portion (Urban Services Analysis) of the Development Monitoring System since adequate water service is assured following capital improvements and acquiring full entitlement due the water company serving the site. Given sewer conditions imposed sewage discharge will not exceed the Sanitation Districts future planned capacity. Cumulative impacts on school, library and fire services were identified during processing. The applicants have agreed to participate in school, library and fire facility financing, thus providing the necessary mitigation measures to reduce potential related impacts. These services and necessary mitigation measures were evaluated as part of the environmental analysis and the resultant environmental document;

11. The proposed project is consistent with the social portion of the Development Monitoring System because adequate road service will be available and commercial and employment facilities are, or will be located in close proximity. Although cumulative impacts on road service were identified during initial processing, the applicants have agreed to participate in appropriate road improvements thus providing the necessary mitigation measures to reduce road service impacts. The road service was evaluated as part of the environmental analysis and the resultant environmental document, and the proximity to commercial and employment facilities evaluated as part of the field investigation and/or general plan evaluation;

12. The proposed project is consistent with the environmental portion of the Development Monitoring System since there are no significant geotechnical, flood hazard, or fire impacts and the project does not affect publicly held or privately dedicated open space, as shown in the County General Plan. Significant air quality impacts were identified during processing. Mitigation measures which include upgrading existing streets, developing new roads, improvements to providing bicycle and pedestrian access to utilizing water based paints and coatings, ground wetting during grading;

13. The proposed project in summary:

    a. avoids premature conversion of undeveloped land to urban uses;

    b. promotes a distribution of population consistent with service system capacity, resource availability, environmental limitations, and accessibility;

c. directs urban development and revitalization efforts to protect natural and man-made amenities and to avoid severe hazard areas, such as flood prone areas, active fault zones, steep hillsides, landslide areas and fire hazard areas;

d. encourages the efficient use of land through a more concentrated pattern of urban development, including the focusing of new urban growth into areas of suitable land;

e. ensures that new development in urban expansion areas will occur in a manner consistent with stated plan polices and will pay marginal public costs that it generates; and

f. focuses intensive urban uses in an inter-dependent system or activity centers located to effectively provide services throughout the urban area, including adequate transportation facilities;

In spite of the design features associated with, and the mitigation measures required for the proposed project, significant environmental impacts with respect to air quality will remain. The Regional Planning Commission has considered them, and on the basis of the evidence presented in the record, determined that the benefits associated with development of the proposed project contribute to the general health and welfare of the community as a whole and outweigh the environmental impacts;

14. Other potential significant effects on the environment will be reduced to insignificant levels by implementation of the mitigation measures described in the FEIR for potential geotechnical, flood, scenic, water service, sewage disposal, noise, biota, traffic/access, and fire-related impacts of the project. The enforcement of these mitigation measures and conditions will be assured through the Mitigation Monitoring Program;

15. The findings of fact with respect to the impacts identified in the Final Environmental Impact Report, the planned mitigation measures, and the statement of overriding considerations appended to the Final Environmental Impact Report are incorporated herein by reference;

16. Conditions necessary to implement the mitigation measures and programs identified in the environmental impact report, a Mitigation Monitoring Program for carrying out these measures, and conditions relative to the requirements of the RPD-1-20 U zone have been imposed upon Conditional Use Permit No. 86-522-(5) and Tentative Tract Map No. 45023;

17. Valuable public benefits including improvements to area roads have been incorporated into the project design, which are in the interest of public health, safety and general welfare;

18. Sewage treatment capacity was considered as a part of the urban services analysis for this project, and, although current projections indicate that sufficient capacity to serve this project may not be available until sometime after 1994, the project has been conditioned through the related tentative tract map and/or conditional use permit to preclude the issuance of building permits until the project site has been annexed to the appropriate sanitation districts or district and adequate capacity is available to serve the project, or alternative sewage disposal facilities acceptable to the Department of Health Services and the Department of Public Works are available to serve the project. The provision of adequate capacity by the Sanitation District sufficient to serve the general plan population projection is reasonable and probable.

19. There is a need for the proposed change of zone to meet the need for addition Multi-Family Residential Units in this area and to implement the applicable general plan for the area;

20. The recommended change of zone is consistent with the goals, policies, and programs of the Los Angeles County General Plan and the Santa Clarita General Plan;

21. Establishment of the proposed zoning classifications at such location is in the interest of public health, safety, and general welfare and in conformity with good planning zoning practice; therefore be it

RESOLVED, That the Regional Planning Commission recommend to the Board of Supervisors of the County of Los Angeles as follows:

A. Adopt the zone from A-1-1 (Light Agriculture-1 acre required area), A-2-1 (Heavy Agriculture-1 acre required area), and M-1 1/2 (Restricted Heavy Manufacturing) to RPD-1-20U (Residential Planned Development-20 units per acre) for the subject property as shown on Study "A" on file with this case in the office of the Department of Regional Planning;

B. Approve the Final Environmental Impact Report prepared for the project and certify that it has independently reviewed and considered the information contained therein;

C. Certify that the Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act, State Guidelines, and County Guidelines;

D. Determine that the conditions of approval and mitigation measures discussed in the Final Environmental Impact Report are the only mitigation measures for this project which are feasible and that the unavoidable significant effects of the project, after adoption of the mitigation measures, are as described in the Final Environmental Impact Report;

E. Determine that the remaining, unavoidable environmental effects of the project, as described in the Final Environmental Impact Report have been reduced to an acceptable level and are outweighed by the specific social, economic and environmental benefits of the project as stated in the Findings and Fact and Statement of Overriding Considerations appended to said Final Environmental Impact Report;

F. Find that the proposed change of zone is consistent with the goals, policies and programs of the Los Angeles County General Plan, including its areawide/community plan elements; and

G. Hold a public hearing to consider the above recommended change of zone.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on 5-11-94

Christine P. Abele, Secretary
County of Los Angeles
Regional Planning Commission

COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL
648 KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012

DE WITT W. CLINTON, COUNTY COUNSEL

TELEPHONE
(213) 974-1823
TELECOPIER
(213) 617-7182

November 15, 1994

Syn. No. 20
9/1/94

Honorable Board of Supervisors
383 Kenneth Hahn Hall of Administration
Los Angeles, California 90012

Re: VESTING TENTATIVE TRACT MAP NUMBER 45023(5)
FIFTH SUPERVISORIAL DISTRICT/3-VOTE MATTER

Dear Supervisors:

Your Board recently conducted a hearing on an appeal relating to the approval of the above-entitled subdivision which proposes 23 multi-family lots for development of 752 condominium units in the Newhall Zoned District.

At the conclusion of the hearing, you rendered a preliminary order to approve the tentative map with conditions and instructed this office to prepare findings and conditions for your review before entry of the final order. Such findings, conditions, and order are attached hereto.

Very truly yours,

DE WITT W. CLINTON
County Counsel

By: Richard D. Weiss
RICHARD D. WEISS
Principal Deputy County Counsel
Public Works Division

APPROVED AND RELEASED:

DE WITT W. CLINTON
County Counsel

RDW:rw
Attachments
TT45023.LTR

APPROVED BY BOARD OF SUPERVISORS ON 11-29-94

FINDINGS OF THE BOARD OF SUPERVISORS
AND ORDER
VESTING TENTATIVE TRACT MAP NUMBER 45023

1. The tentative map proposes to create 23 multi-family lots for development with 752 residential condominium units and 1 open space lot on 46.2 acres located at the easterly side of the Antelope Valley Freeway, at the southwest corner of Jakes Way and Lost Canyon Road in the Canyon Country area in the Newhall Zoned District.

2. The subject property is zoned A-1-1 (Heavy Agriculture - 1 acre minimum lot area), A-2-1 (Heavy Agriculture - 2 acres minimum lot area) and M-1-1/2 (Restricted Heavy Manufacturing). The Board of Supervisors has concurrently approved a change of zone on the property to RPD-1-20U (Residential Planned Development - 20 units per acre) under Zone Change No. 86-522(5). The design of the project conforms with the standards of the newly approved zone classification.

3. Conditional Use Permit No. 86-522(5) has been concurrently approved for this project by the Board of Supervisors to insure compliance with Significant Ecological Area and Residential Planned Development design criteria. The findings of the Board of Supervisors with respect to the conditional use permit are incorporated herein by this reference as if set forth in full.

4. Oak Tree Permit No. 86-522(5) has been concurrently approved for this project by the Board of Supervisors to allow for the removal of 3 oak trees from the project site. The findings of the Board of Supervisors with respect to the oak tree permit are incorporated herein by this reference as if set forth in full.

5. The subject property is depicted within the R (Non-urban) category of the Countywide General Plan and within the Urban 3 (6.7 to 15 dwelling units per acre), the M (Industrial) and the W/S (Floodway/Floodplain/SEA) categories of the Santa Clarita Valley Areawide General Plan. The Board of Supervisors has concurrently approved a

local plan amendment under Local Plan Amendment No. 86-522(5) to re-designate the subject property as Urban 4 (15.1 - 40 du/ac). The project proposes a density of 16.27 dwelling units per acre on the property which is consistent with the densities authorized by the newly approved local plan classification.

6. The proposed subdivision and the provision for its design and improvements are consistent with the goals and policies of the General Plan, in that:

   a. The requested development is designed to be highly compatible with biotic resources present, including the setting aside of appropriate and sufficient undisturbed areas; and
   b. The requested development is designed to maintain water bodies, watercourses, and their tributaries in a natural state; and
   c The requested development is designed so that wildlife movement corridors (migratory paths) are left in an undisturbed and natural state; and
   d. The requested development retains sufficient natural vegetative cover and/or open spaces to buffer critical resource areas from said requested development; and
   e. Where necessary, fences or walls are provided to buffer important habitat areas from development; and
   f. Roads and utilities serving the proposed development are located and designed so as not to conflict with critical resources, habitat areas or migratory paths.

7. The site is physically suitable for the type of development and the density being proposed, since the property has adequate building sites, to be developed in accordance with the Grading Ordinance, has access to a County-maintained street, shall be served by sanitary sewers, shall be provided with water supplies and distribution facilities, with sufficient capacity to meet anticipated domestic and fire protection needs and shall have flood hazards and geologic hazards mitigated in accordance with the requirements of the Department of Public Works.

8. The design of the subdivision and the proposed improvements will not cause substantial environmental damage or

substantial and avoidable injury to fish or wildlife or their habitat, since the Environmental Impact Report and the recommended conditions of approval provide for appropriate mitigation measures.

9. The design of the subdivision and the type of improvements proposed will not cause serious public health problems, since sewage disposal, storm drainage, fire protection, and geological and soils factors are addressed in the recommended conditions of approval.

10. The division and development of the property in the manner set forth on this map will not unreasonably interfere with the free and complete exercise of the public entity and/or public utility rights-of-way and/or easements within this map, since the design and development as set forth in the conditions of the case and on the tentative map provide adequate protection for easements.

11. The design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities therein, since the lots are of sufficient sizes so as to permit orientation of structures in an east-west alignment for southern exposure or to take advantage of shade or prevailing breezes.

12. The proposed subdivision does not contain or front upon any public waterway, river, stream, coastline, shoreline, lake or reservoir.

13. Pursuant to Sections 21.28.060 and 21.24.120 of the Los Angeles County Code (Subdivision Ordinance), Jakes Way and "A" Street are approved as private and future streets. These rights-of-way can be dedicated if they are connected to a dedicated street.

14. Pursuant to Section 21.24.020 of the Subdivision Ordinance, the requirement of street frontage for Lots 3 through 12 and Lots 15 through 19 is waived, since these lots are to be developed as condominium projects and to be served by a private driveway system. The design of the project makes it impractical to comply with said requirement.

15. The subdivider is required to pay the fees established by the Board of Supervisors for the Route 126 Bridge and Major Thoroughfare Construction Fee District as a means of mitigating any traffic impact of this project as identified in the traffic study approved by the Department of Public Works.

16. The housing needs of the region were considered and balanced against the public service needs of local residents and available fiscal and environmental resources when this project was determined to be consistent with the Los Angeles County General Plan.

17. The project is consistent with the social portion of the Development Monitoring System because adequate road service will be available and commercial and employment facilities are, or will be located in close proximity. Although a cumulative impact on road service was identified during initial processing, the applicants have agreed to participate in appropriate road improvements and to provide the necessary mitigation measures to reduce road service impacts. The road service was evaluated as part of the environmental analysis and the resultant environmental document, and the proximity to residential and employment facilities evaluated as part of the field investigation and/or general plan evaluation.

18. The project is consistent with the environmental portion of the Development Monitoring System since the potentially significant impacts of Geotechnical, Flood Hazard, Natural Resources and open space impacts will be reduced to levels of insignificance.

19. The proposed project is consistent with the economic portion (Urban Services Analysis) of the Development Monitoring System since adequate water service is assured following capital improvements and the acquisition of full entitlements due the water company servicing the site. The project will be served by the Santa Clarita Water Company. The DMS analysis indicated that the existing water supply was ample to serve the project and future committed development in the area. Given sewer conditions imposed as part of project approval, sewage discharge will not exceed

the Sanitation Districts' future planned capacity. The project will be serviced jointly by Sanitation Districts 26 and 32. The DMS analysis indicated that the project, as well as future committed demand, could be serviced within the future practical site capacity of the Valencia Treatment Plant. Cumulative impacts on school, library and fire services were identified during processing. The applicant has agreed to participate in school, library and fire facility financing, thus providing the necessary mitigation measures to reduce potential related impacts. These services and necessary mitigation measures were evaluated as part of the environmental analysis and the resultant environmental document.

20. This tract map has been submitted as a "Vesting" Tentative Map. As such, it is subject to the provisions of Section 21.38.010 through 21.38.080 of the Subdivision Ordinance.

21. A Final Environmental Impact Report (EIR) was prepared for the proposed project in accordance with the California Environmental Quality Act (CEQA) and the State and County Guidelines relating thereto. The EIR consists of the Draft EIR, dated December 1993, and the Final EIR, Including Responses to Comments, dated April 1994. In connection with the EIR, a Mitigation Monitoring Program, dated April 1994 and Findings of Fact Regarding the Final EIR, also dated April 1994 were also prepared. The above-mentioned Findings of Fact are incorporated herein by this reference as if set forth in full.

22. The Mitigation Monitoring Program prepared in connection with the EIR for the project will insure timely compliance with project changes, conditions and mitigation measures.

THEREFORE, THE BOARD OF SUPERVISORS approves this vesting tentative tract map, subject to the attached conditions, approves the Final Environmental Impact Report prepared for the project, certifies that it has reviewed and considered the environmental information contained therein, certifies that the Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act and the State and County Guidelines relating thereto and reflects the independent judgment of the Board of Supervisors and adopts the Mitigation Monitoring Program prepared for the project.

CONDITIONS OF APPROVAL
VESTING TENTATIVE TRACT MAP NUMBER 45023

The conditions of approval established for the vesting tentative map dated September 7, 1993, on file at the Department of Regional Planning, are incorporated herein by this reference and made a part hereof as if set forth in full.

DEPARTMENT OF REGIONAL PLANNING
VESTING TENTATIVE TRACT MAP NO. 45023 Map Date: 9-7-93

CONDITIONS:

1. Conform to the requirements of the Los Angeles County Code (Subdivision Ordinance) and the area requirements of the RPD-1-20U zone. Also, conform to the requirements of Conditional Use Permit No. 86-522 and Oak Tree Permit No. 86-522.

2. Recordation of the final map is contingent upon approval of Plan Amendment No. 86-522, amending the land use designation on the property under the Santa Clarita Valley General Plan from M (Industry) and W/S (Floodway/Floodplain/SEA) to U4 (Urban 4, 15.1 to 40 du/ac); and the effectuation of an ordinance changing the zoning of the property from A-2-1 (Heavy Agriculture-1 acre minimum lot area), A-1-1 (Light Agriculture-1 acre minimum lot area) and M-1-1/2 (Restricted Heavy Manufacturing) to RPD-1-20U (Residential Planned Development-1 acre minimum lot area-20 dwelling units per acre) as recommended under Zoning Case No. 86-522.

3. Permission is granted to adjust lot lines to the satisfaction of the Department of Regional Planning.

4. The primary access to this project is to be from the south via Lost Canyon Road and Canyon Park Boulevard. The secondary access is from the west via Jakes Way.

5. As agreed, the following road improvements shall be provided with the first final map to record:

   a. Construct a minimum of 32 feet of pavement on Canyon Park Blvd and Lost Canyon Road, including a bridge over the railroad right-of-way, from the existing pavement on Canyon Park Blvd to the intersection of Lost Canyon Road and Jakes Way. Provide such additional pavement and improvements on Lost Canyon Road within the boundaries of the land division as are required by the Department of Public Works.

   b. Construct a minimum of 32 feet of pavement on Jakes Way off-site from Lost Canyon Road to the easterly tract boundary. Construct full street improvements, including width pavement, on-site from the easterly tract boundary to the westerly boundary of Lot 1.

   c. If the right-of-way for the off-site portion of Jakes Way easterly from the tract to Lost Canyon Road and for the off-site portion of Lost Canyon Road northerly from the tract to Jakes Way is not acquired by the developer prior

CONDITIONS:

to recordation of the first final map, construct a private driveway, with a minimum paved width of 36 feet, along the alignment shown on the tentative map as "Alternate Access to Lost Canyon Road." The applicant shall bond with the Department of Public Works for the off-site road improvements on Jakes Way and Lost Canyon Road.

6. Provide evidence (e.g., an easement) of the right to construct off-site road improvements on Jakes Way and Lost Canyon Road (described in 5c above) prior to the recordation of the 445th dwelling unit.

7. The alternate access driveway shall be removed when the off-site road improvements on Jakes Way and Lost Canyon Road are completed. If the driveway is not already removed, bond with the Department of Public Works for its removal prior to the recordation of the 445th dwelling unit.

8. Construction of the alternate access requires the temporary removal of building No. 9 of Lot 3. This building may be built as shown on the tentative map when the alternate access driveway is removed.

9. Construct or bond for a second means of access on Jakes Way, with full street improvements, including full-width pavement and an underpass of the Antelope Valley Freeway, from the westerly boundary of Lot 1 to the easterly boundary of Tract Map No. 43729.

10. Except as provided herein, a maximum of 300 dwelling units may record until the second means of public street access on Jakes Way under the Antelope Valley Freeway is approved by CALTRANS, constructed to the satisfaction of the Department of Public Works and dedicated to the County. If an interim 36 foot access road under the Antelope Valley Freeway is constructed to the satisfaction of the Fire Department and is open to the public with the authorization of CALTRANS, a maximum of 444 dwelling units within the subdivision may record, provided that no more than 300 of the dwelling units may record on the northerly portion of the project taking access on Jakes Way (Lots 1, 2, 3 and 18), until the dedicated street access described above is provided.

11. Construct or bond for full improvements on A street off-site to Lost Canyon Road with the recordation of the unit final map creating Lots 20-23 to the satisfaction of the Department of Public Works.

CONDITIONS:

12. If Jakes Way and "A" Street are offered as private and future streets (instead of being dedicated), comply with the following:

    a. Grant to all persons holding title to lands within the County of Los Angeles and the Heirs, Successors, and Assigns of said persons, as their interests may now or hereafter appear of record, a non-exclusive easement for ingress and egress, road and utility purposes over the private and future streets to the satisfaction of the Department of Public Works and the Department of Regional Planning;

    b. Show lot lines to the centerline of the private and future streets; and

    c. Provide for the maintenance of the private and future streets by a homeowners associated or create a road maintenance district or agreement. Submit a copy of the agreement or CC&Rs to the Department of Regional Planning for review prior to final map approval.

13. Dedicate complete access rights from this land division directly to Lost Canyon Road, except for an access driveway if the alternative access is used.

14. Construct a free standing masonry wall, or combination chain link fence and retaining wall, not less than five feet high along and within one foot (1') of the rear or sides of lots abutting Lost Canyon Road. The wall shall be constructed to the Department of Public Works Standard Plan 6005-0.

    Prior to submitting final maps, submit to the Regional Planning Department a copy of the approved Grading Plan for final determination of the design of this structure. Alternate structure designs and locations may be accepted if unusual topographic features or subdivision design warrant special treatment. In such cases consideration will be given to maintenance and aesthetics. Where a wall is relocated to the top of a slope, a slough wall may also be required.

    If the wall, or combination chain link fence and retaining wall, is to be constructed subsequent to the recordation of this tract, file a faithful performance bond and agreement with the Department of Public Works, insuring its construction prior to sale of lots or occupance of homes constructed thereon. The penal sum of the bond shall be determined by the Department of Public Works.

CONDITIONS:

15. This tract map is approved as condominium project for 752 residential units, whereby the owners of the units of air space will hold an undivided interest in the common areas which will in turn provide the necessary access and utility easements for the units. Place a note on the final map to this effect.

16. Provide an adequate lighting system along all walkways.

17. Provide in the Covenants, Conditions and Restrictions a method for the continual maintenance of the common areas, including the driveways and lighting system along all walkways. Provide the Department of Regional Planning with a copy of the document to be recorded prior to filing of the final map.

18. Construct or bond with the Department of Public Works for driveway paving in widths of 36 feet, 34 feet and 26 feet as shown on the tentative map.

19. Label the driveways as "Private Driveway and Fire Lane" on the final map.

20. Post all driveways which are less than 36 feet in width "No Parking-Fire Lane," except in designated spaces, and provide for continued enforcement of the restriction in the Covenants, Conditions and Restrictions. Submit a copy of the document to be recorded to the Department of Regional Planning.

21. Show lot lines to the centerline of the driveways.

22. Provide for the maintenance of the driveways by the homeowners' association. Submit a copy of the Covenants, Conditions and Restrictions to be recorded to the Department of Regional Planning.

23. Provide a turnaround in the vicinity of units 77 and 78 to the satisfaction of the Fire Department.

24. Adjust the lot line between Lots 9 and 10 so as not to bisect a parking space.

25. Combine Lots 1 and 19 on the final map.

26. Dedicate residential construction rights over the open space lot (Lot 24).

27. Permission is granted to create additional open space lots to the satisfaction of the Department of Regional Planning.

CONDITIONS:

28. Provide for the ownership and maintenance of the open space lot by the homeowners' association.

29. Note No. 16 on the tentative map requesting to file a separate parcel map on the property is not approved.

30. Provide slope planting and an irrigation system in accordance with the Grading Ordinance. Include conditions in the tract covenants which would require continued maintenance of the plantings for lots having planted slopes. Prior to recordation, submit a copy of the document to be recorded to the Department of Regional Planning.

31. Provide proof of the right to grade off-site for the debris basin or relocate the basin on-site at the alternative location shown on the tentative map.

32. Prior to recordation of the first unit final map, complete lot line adjustments conveying the small portion of the property at the southeast corner of the site (~~southerly~~ of Lost Canyon Road) to the adjacent property owner and conveying to this subdivision the off-site portion of Lot 20 to the satisfaction of the Department of Regional Planning.

33. Permission is granted to record multiple final maps. The boundaries of the unit final maps shall be to the satisfaction of the Department of Public Works and the Department of Regional Planning.

34. The subdivider shall defend, indemnify and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void or annul this tract map approval, which action is brought within the applicable time period of Government Code Section 66499.37 or any other applicable limitation period. The County shall promptly notify the subdivider of any claim, action or proceeding and the County shall cooperate fully in the defense. If the County fails to promptly notify the subdivider of any claim, action or proceeding, or if the County fails to cooperate fully in the defense, the subdivider shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION

TRACT/~~PARCEL MAP~~ NO. 45023 TENTATIVE MAP DATED 9-7-93 REV. 6-26-91 REV.

The following report consisting of 17 pages are the recommendations of the Department of Public Works. The following comments/requirements for this tentative map are indicated by an X in the appropriate box along the left margin of the page.

☒ Details and notes shown on the tentative map are not necessarily approved. Any details or notes which may be inconsistent with requirements of ordinances, general conditions of approval, or Department policies must be specifically approved in other conditions, or ordinance requirements are modified to those shown on the tentative map upon approval by the Advisory agency.

☐ The distances from the proposed lot/parcel lines to the buildings which are to remain must be shown. If such distances will create nonconforming conditions under Building Code Chapters 5, 18, 19 and 21 or Zoning Ordinance requirements, such lot/parcel lines shall be relocated or the non-complying conditions of the buildings shall be corrected prior to the division of land.

☐ The relationship of existing buildings/sewage disposal component to the new lot/parcel lines will create conditions that do not comply with the Building Code/Plumbing Code/Zoning Ordinance. These non-complying conditions shall be corrected or the lot/parcel lines relocated prior to the division of land.

☒ Easements are tentatively required, subject to review by the Director of Public Works to determine the final locations and requirements.

☒ Easements shall not be granted or recorded within areas proposed to be granted, dedicated, or offered for dedication for public streets, highways, access rights, building restriction rights, or other easements until after the final map is filed with the County Recorder. If easements are granted after the date of tentative approval, a subordination must be executed by the easement holder prior to the filing of the final map.

☒ In lieu of establishing the final specific locations of structures on each lot/parcel at this time, the owner, at the time of issuance of a grading or building permit, agrees to develop the property in conformance with the County Code and other appropriate ordinances such as the Building Code, Plumbing Code, Grading Ordinance, Highway Permit Ordinance, Mechanical Code, Zoning Ordinance, Undergrounding of Utilities Ordinance, Water Ordinance, Sanitary Sewer and Industrial Waste Ordinance, Electrical Code, and Fire Code. Improvements and other requirements may be imposed pursuant to such codes and ordinances.

☐ Prior to final approval, arrangements will be made for the County to accept _____ as offered on _____ filed in _____.

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION

TRACT/~~PARCEL MAP~~ NO. 45023 TENTATIVE MAP DATED 9-7-93 REV. 6-26-91 REV.

☒ Adjust, relocate, and/or eliminate lot lines, lots, streets, easements, grading, geotechnical protective devices, and/or physical improvements to comply with ordinances, policies, and standards in effect at the date the County determined the application to be complete all to the satisfaction of this Department.

☐ Additional Comments/Requirements: _____

Name Stan Sunabe Phone (818) 458-4953 Date 10-4-93 S. 7-22-91

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - SUBDIVISION SECTION

TRACT/~~PARCEL MAP~~ NO. 45623 TENTATIVE MAP DATED 6-26-91 REV. 9-7-93 REV.

☐ Thirty days prior to requesting final approval of the tract/parcel map submit gummed mailing labels for each tenant in the structure to be converted, a notarized affidavit signed by all of the owners listing all vacant units, a minimum deposit of twenty-five ($25) dollars for each occupied unit, and recorded copies of all covenants and agreements applicable to this conversion project to the Director of Public Works. Copies of the covenants and agreements must be mailed to all tenants by the applicant at least thirty days prior to final approval.

☒ Prior to final approval of the tract/parcel map submit a notarized affidavit to the Director of Public Works, signed by all owners of record at the time of filing of the map with the County Recorder, stating that any proposed condominium building has not been constructed or that all buildings have not been occupied or rented and that said building will not be occupied or rented until after the filing of the map with the County Recorder.

☒ All easements existing at the time of final map approval must be accounted for on the approved tentative map. This includes the location, owner, purpose, and recording reference for all existing easements. If an easement is blanket or indeterminate in nature, a statement to that effect must be shown on the tentative map in lieu of its location. If all easements have not been accounted for, submit a corrected tentative map to the Department of Regional Planning for approval.

☒ Furnish this Department's Street Name Unit with a list of street names acceptable to the subdivider. These names must not be duplicated within a radius of 20 miles.

☒ A Mapping and Property Management Division house numbering clearance is required prior to approval of the final map.

☐ The following note shall be placed on all tract and parcel maps with lot/parcel sizes of five acres or more: "Further division of this property to lot/parcel sizes below five acres will require standard improvements be completed as a condition of approval . The improvements will include but not be limited to providing access, installation of water mains, appurtenances and fire hydrants, and conformance to Los Angeles County development standards."

☒ Place standard condominium/residential planned development/~~commercial planned development/Landscape Maintenance District~~ notes on the final map to the satisfaction of the Department.

☐ Place standard lease purpose only/division of land for lease purpose only notes on the final map to the satisfaction of the Department.

☒ Label driveways and multiple access strips as "Private Driveway and Fire Lane" and delineate on the final map to the satisfaction of the Department.

☒ If unit filing occurs, reserve reciprocal ingress and egress easements in document over the private driveways and delineate on the final map to the satisfaction of the Department.

☐ Place a note on the final map to the satisfaction of the Department to convey as unit both portions of ownership within lot/parcel _____, separate by _____, and connect said portions with a standard land hook.

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - SUBDIVISION SECTION

TRACT~~/PARCEL MAP~~ NO. 45023 TENTATIVE MAP DATED 9-7-93 REV.

☐ Remove existing structures prior to final approval.

☒ Delineate proof of access to a public highway on the final map.

☐ Quitclaim or relocate easements running through proposed structures.

☒ A final tract ~~or parcel~~ map must be processed through the Director of Public Works prior to being filed with County Recorder.~~, unless the final parcel map is waived by the Advisory Agency~~.

☒ Prior to submitting the tract ~~or parcel~~ map to the Director of Public Works for examination pursuant to Section 66442 ~~or 66450~~ of the Government Code, obtain clearances from all affected Departments and Divisions, including a clearance from the Subdivision Section of the Land Development Division of this Department for the following mapping items; mathematical accuracy; survey analysis; and correctness of certificates, signatures, etc.

☒ If the subdivider intends to file multiple final maps, he must so inform the Advisory Agency at the time the tentative map is filed. The boundaries of the unit final maps shall be designed to the satisfaction of the Director of Public Works and the Department of Regional Planning.

☒ The first unit of this subdivision shall be filed as Tract No. 45023 -01, the second unit, Tract No. 45023 -02, ... and the last unit, Tract No. 45023 .

☐ Show the remainder of the last legally created parcel as "Not a Part" on any final map to the satisfaction of the Director of Public Works.

☒ Extend lot/parcel lines to the center of private and future streets. (IF PVT. & FUT. ARE OFFERED)

☒ If signatures of record title interests appear on the final map, a preliminary guarantee is needed. A final guarantee will be required. If said signatures do not appear on the final map, a title report/guarantee is needed showing all fee owners and interest holders and this account must remain open until the final parcel map is filed with the County Recorder.

☒ Additional Comments/Requirements: COMPLY WITH THE RPD ZONE OPEN SPACE REQUIREMENTS

SHOW OPEN SPACE NOTE ON THE FINAL MAP AND DEDICATE RESIDENTIAL CONSTRUCTION RTS. OVER THE O.S. LOTS.

IF PVT & FUT. STS. ARE OFFERED GRANT INGRESS/EGR & UTILITY ESMTS. TO THE PUBLIC OVER THE PVT. & F STS. — ON THE FINAL MAP.

DEPARTMENT OF PUBLIC WOR
BUILDING AND SAFETY/LAND DEVELOPMENT DIVISION - ROAD UNIT

(LDDR1)

TRACT/~~PARCEL MAP~~ NO. 45023 Rev. TENTATIVE MAP DATED 9-7-93

[X] The subdivider shall prepare signing and striping plans for all multi-lane streets and highways within or abutting this land division to the satisfaction of the Department.

[ ] The centerlines of all local streets shall be aligned without creating jogs of less than 150 feet. A one foot jog may be used where a street changes width from 60 feet to a 58 feet right of way.

[X] The minimum centerline radius is 350 feet on all local streets with 40 feet between curbs and on all streets where grades exceed 10%.

[X] The minimum centerline radius on a local street with an intersecting street on the concave side should comply with design speeds per Road/Sewer/Water Section's "Requirements for Street Plans" and sight distances per the current AASHTO.

[X] Design local streets to have minimum centerline curve radii which will provide centerline curves of 100 feet minimum length. Reversing curves need not exceed a radius of 1,500 feet and any curve need not exceed a radius of 3,000 feet. The length of curve outside of the BCR is used to satisfy the 100 foot minimum requirement.

[X] Compound curves are preferred over broken-back curves. Broken-back curves must be separated by a minimum of 200 feet of tangent (1,000 feet for multi-lane highways).

[X] The central angles of the right of way radius returns shall not differ by more than 10 degrees on local streets.

[X] Provide standard property line return radii of 13 feet at all local street intersections, including intersection of local streets with General Plan Highways, and 27 feet where all General Plan Highways intersect, or to the satisfaction of the Department.

[X] Construct drainage improvements and offer easements needed for street drainage or slopes.

[ ] Driveways to be abandoned shall be replaced with standard curb, gutter, and sidewalk.

[ ] Repair any broken or damaged curb, gutter, sidewalk, and pavement on streets within or abutting the subdivision.

[ ] Construct additional pavement on partially improved highways to provide a striped (left-turn/right-turn) lane at entrance street intersection(s).

[X] Driveways will not be permitted within 25 feet upstream of any catch basins when street grades exceed 6%.

[X] Construct full width sidewalk at all walk returns.

[X] Construct a slough wall outside the street right of way when the height of slope is greater than five feet above the sidewalk and the sidewalk is adjacent to the street right of way.

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - ROAD UNIT

(LDDR2)

TRACT MAP NO. 45023 (REV) TENTATIVE MAP DATED 09-07-93

[X] Prior to final approval, the subdivider shall enter into an agreement with the County franchised cable t.v. operator (if an area served) to permit the installation of cable in a common utility trench.

[X] Whenever there is an offer of a future street or a private and future street, provide a drainage statement/letter.

[ ] Whenever the centerline of the existing pavement does not coincide with the record centerline, provide a new centerline to the satisfaction of the Department of Public Works.

[X] Offsite street improvements are required, it shall be the sole responsibility of the developer to acquire the necessary right of way and/or easements.

[ ] Provide a horizontal and vertical alignment of _____ mph on _____ _____ per the current Caltrans Highway Design Manual.

[ ] Provide a horizontal and vertical alignment of _____ mph on _____ _____ per the current Caltrans Highway Design Manual.

[ ] Provide a horizontal and vertical alignment of _____ mph on _____ _____ per the current Caltrans Highway Design Manual.

[ ] Design the intersections of local streets with General Plan Highways to provide a _____ mph sight distance from the local street. Additional right of way dedication and/or grading may be required.

[ ] Bear the cost of any traffic signal relocation or modification at the intersection of _____ and _____.

[X] Dedicate right of way 50 feet from centerline on LATEST IEC APPROVED LOST CYN. RD.

Dedicate right of way ____ feet _____.

Dedicate right of way ____ feet _____

[X] Make an offer of private and future right of way 32 feet from centerline on "A" St. on an alignment to the satisfaction of this Dept. This street can be dedicated if it is connected to a dedicated street and a minimum of 40 ft. of R/W is also dedicated.

HCW/for TWH Make an offer of private and future right of way 42 feet from

DEPARTMENT OF PUBLIC WORKS
BUILDING AND SAFETY/LAND DEVELOPMENT DIVISION - ROAD UNIT

(LLDR3)

TRACT/ ~~PARCEL MAP~~ NO. 45023 Rev. TENTATIVE MAP DATED 9-7-93

[ ] Offsite improvements are tentatively required.

[ ] Existing trees in dedicated right of way or right of way to be dedicated shall be removed if they are not acceptable as street trees.

[X] All utility lines shall be underground to the satisfaction of the Department of Public Works per Section 21.24.400 of Title 21 of the Los Angeles County Code. Contact Construction Division at (818) 458-3141 for new location of any above ground utility structure in parkway.

[ ] Prior to final approval, enter into a written agreement with the County of Los Angeles, whereby the subdivider agrees to issue a letter of credit to fully guarantee the payment of fee for the proposed _____ Bridge and Major Thoroughfare Construction Fee District The fee is to be based upon the fee rate in effect at the time of recordation. The current fee is $_____ per _____ and is subject to change.

[ ] Postal delivery receptacles shall be located behind the sidewalk and installed in groups to serve two or more residential units.

DEPARTMENT OF PUBLIC WORKS
BUILDING AND SAFETY/LAND DEVELOPMENT DIVISION - ROAD UNIT

LDDR4

TRACT/~~PARCEL MAP~~ NO. 45023 Rev. TENTATIVE MAP DATED 9-7-93

[] Make an offer of future right of way _____ feet from centerline on _____

_____.

Make an offer of future right of way _____ feet from centerline on _____

_____.

Make an offer of future right of way _____ feet from centerline on _____

_____

[] Dedicate slope easements _____ feet wide on _____.

Dedicate slope easements _____ feet wide on _____.

Dedicate slope easements _____ feet wide on _____.

[X] Dedicate slope easements to the satisfaction of the Department of Public Works on Lost Cyn. Rd. & Takes Way w/o Lost Cyn. Rd.

[X] Dedicate the right to restrict vehicular access on Takes Way

_____.

[X] Dedicate vehicular access rights on Lost Cyn. Rd. (except for one temporary driveway access)

unless the Department of Regional Planning requires the construction of a wall. In such cases, complete access rights shall be dedicated.

[] Construct curb and gutter _____ feet from centerline on _____.

Construct curb and gutter _____ feet from centerline on _____.

[] Construct wheelchair ramp at the intersection of _____

and _____.

[] Construct base and pavement on _____.

[] Construct drainage facilities on _____.

[] Construct sidewalks on _____.

[] Construct grading and drainage facilities on _____.

[] Street light(s) is/are required on _____

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION-ROAD UNIT

(LDDR5)

TRACT/[redacted] NO. 45023 (REV) TENTATIVE MAP DATED 09-07-93

[ ] Construct inverted shoulder pavement ____ feet (lane width) and ____ feet.

(shoulder width) _____.

Construct inverted shoulder pavement ____ feet (lane width) and ____ feet

(shoulder width) _____.

[X] Plant street trees on ALL STREETS AND HIGHWAYS.

[X] Construct curb, gutter, base, pavement, sidewalks and street lights on ALL STREETS AND HIGHWAYS.

[ ] Permission granted for street grades up to ____ % as shown on map.

[ ] Permission granted to vacate _____. Easements shall be provided for all utility companies that have facilities remaining within the vacated area.

[X] Prior to final approval, pay the fees established by the Board of Supervisors for the ROUTE 126 Bridge and Major Thoroughfare Construction Fee District in effect at the time of recordation. The current applicable fee is $ 4,600 per FACTORED UNIT and is subject to change.

[X] A traffic study was reviewed by this Department on 01-30-92. Comply with any additional requirements, if any, as a means of mitigating any traffic impacts as identified in the traffic study approved by this Department. If a Bridge and Thoroughfare District is formed and if signals identified in the study are included as facilities specifically identified for inclusion in that approved District, then the amount and eligibility for a credit against your District obligation may be given if approved by the Department of Public Works.

[X] Comments/Additional Requirements: (1) Prior to recordation, the alignment on Last Cyn. Rd. from subject tract NE'ly to Sand Cyn. Rd. must be approved by I.E.C.

(2) PAY A FEE OF $ 615.00 PER FACTORED UNIT TOWARD THE JASON WAY ON-RAMP ASSESSMENT AREA.

(3) CONSTRUCT FULL IMPROVEMENTS ON JAMES WAY (OFFSITE) FROM EASTERLY TRACT BOUNDARY TO TR. 23729 BOUNDARY to the satisfaction of this Dept.

(4) THE WIDTH REDUCTION OF JAMES WAY UNDER THE SR 14 FREEWAY SHALL PROVIDE A MINIMUM 50 FT. ROADWAY AND ONE 6 FT. SIDEWALK ON AN ALIGNMENT TO THE DEPT'S. SATISFACTION.

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – ROAD UNIT

TRACT/PARCEL MAP NO. 45023 (REV) TENTATIVE MAP DATED 09-07-93

☒ Comments/Additional Requirements: cont'd.

(5) Provide offsite easements & construct a minimum of two lanes of offsite pvmt. on JAKES WAY FROM E'LY TRACT BOUNDARY TO LOST CYN. RD. AND ON LOST CANYON RD. INCL. A GRADE SEPARATION OVER THE SOUTHERN PACIFIC RAILROAD TO JOIN improved Canyon Park Blvd. to the south to the satisfaction of this Dept.

(6) In the event that the portions of offsite easements on Jakes Way from E'ly tract boundary to Lost Cyn. Rd. and on Lost Cyn. Rd. from Jakes Way to N'ly tract boundary cannot be acquired to satisfy Item (5) above, a temporary driveway access off Lost Cyn. Rd. may be constructed to the satisfaction of this Dept.

(7) The number of dwelling units recorded on the northerly portion of the project taking access off the temporary driveway on Lost Cyn. Rd. must be approved by the Dept. of Regional Planning and the Forester and Fire Warden.

(8) The temporary driveway off Lost Cyn. Rd. shall be removed when offsite improvements on Lost Cyn. Rd. from tract boundary northerly to Jakes Way, and on Jakes Way from Lost Cyn. Rd westerly to tract boundary are constructed to the satisfaction of this Dept.

(9) Provide sufficient pavement on Jakes Way and Lost Canyon Road to provide a right- and left-turn lane at project entrance streets.

(10) Prepare detailed striping plans for the above mitigation measures to the satisfaction of this

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - ROAD UNIT

TRACT/~~PARCEL MAP~~ NO. 45023 (Rev.) TENTATIVE MAP DATED 09-07-93

☒ Comments/Additional Requirements: cont'd.

(11) Contribute a pro-rata share of the cost to install traffic signals at the following intersections. The developer of this project shall determine his proportionate share of the cost of these signals and submit this information to this Department for review and approval.

- Jakes Way/Second Project Entrance *Driveway* west of Lost Canyon Road.
- Lost Canyon Road/Project Entrance Street *("A" St.)*
- Jakes Way/Canyon Park Boulevard
- Jakes Way/Lost Canyon Road
- Lost Canyon Road/Canyon Park Boulevard.
- Lost Canyon Road/Via Princessa
- Via Princessa/SR 14 Freeway Northbound Ramps
- Via Princessa/SR 14 Freeway Southbound Ramps or Relocation at Jason Drive

(12) PROVIDE PROOF THAT THE *locations of the entrance street on Lost Cyn. Rd and the building sites adjacent to Lost Cyn. Rd. are compatible with the ultimate railroad crossing (a grade separation) on Lost Cyn. Rd.*

(13) THE VERTICAL AND HORIZONTAL ALIGNMENTS AND THE CONSTRUCTION OF LOST CYN. RD. MUST BE COMPATIBLE WITH THE ULTIMATE RAILROAD GRADE SEPARATION.

(14) BUILDING PERMITS SHALL NOT BE ISSUED *until the following offsite improvements* ARE OPERATIONAL UNLESS A TRAFFIC STUDY SHOWS TO THE DEPT. SATISFACTION THAT THERE IS SUFFICIENT CAPACITY ON THE EXISTING ROADWAYS TO ADEQUATELY HANDLE THE TRAFFIC.

- The SR 14 Freeway interchange *modernization* at Via Princessa which includes relocating the southbound off ramp to Jason Drive and constructing a loop on-ramp for westbound Via Princessa traffic to southbound freeway traffic.

Rev 11-01-93

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - ROAD UNIT

TRACT/~~PARCEL~~ MAP NO. 45023 (REV) TENTATIVE MAP DATED 09-07-93

Comments/Additional Requirements: (14) cont'd.

- Lost Canyon Road with a minimum of one lane in each direction from N'ly tract boundary to Canyon Park Boulevard.
- Canyon Park Boulevard with a minimum of one lane in each direction from its present terminus west of SR 14 Freeway to Lost Canyon Road.
- Canyon Park Boulevard from Jakes Way to the present terminus south of the railroad tracks.
- The Via Princessa/Whites Canyon Road project currently underway from Soledad Canyon Road to Sierra Highway.

(15) Provide offsite easement and construct offsite improvements on "A" St. joining Lost Cyn Rd to the satisfaction of this Dept.

(16) The cross section on "A" St. as shown on the map is not approved. A 12-ft parkway is required.

(17) Construct a minimum of 24 ft of pavement on "A" St.

(18) Provide adequate sight distance for 60 mph on Lost Cyn. Rd. from "A" St and 40 mph on Jakes Way from private driveways. Line of sight shall be within R/W or airspace easement be dedicated to the satisfaction of this Dept.

Name Tom Hoagland TWH Phone No. (818) 458-4910 Date Rev. 11-01-93

DEPARTMENT OF PUBLIC WORKS
BUILDING AND SAFETY/LAND DEVELOPMENT DIVISION – SANITARY SEWER UNIT

TRACT/~~PARCEL MAP~~ NO. 45023 Rev. TENTATIVE MAP DATED 9-7-93

[ ] The distances from all sewage disposal components to the proposed lot/parcel lines must be shown. If any such sewage disposal component is not on the same lot/parcel as the building it serves, or if it does not meet the horizontal clearance requirement of the Plumbing Code (Table 11-1), the proposed lot/parcel line shall be relocated to so provide, or a replacement sewage disposal system complying with Plumbing Code requirements shall be provided prior to division of land.

[ ] The subdivider shall install and dedicate main line sewers and serve each lot/parcel with a separate house lateral or have approved and bonded sewer plans on file with the Department of Public Works.

[X] The subdivider shall install separate house laterals to serve each building/lot/parcel in the land division. Installation and dedication of main line sewers may be necessary to meet this requirement.

[X] The subdivider shall submit an area study to the Director of Public Works to determine whether capacity is available in the sewerage system to be used as the outlet for the sewers in this land division. If the system is found to have insufficient capacity, the problem must be resolved to the satisfaction of the Director of Public Works.

[X] The subdivider shall send a print of the land division map to the County Sanitation District, with a request for annexation. Such annexation must be assured in writing.

[ ] Sewer reimbursement charges as determined by the Director of Public Works shall be paid to the County of Los Angeles before the filing of this land division map.

[ ] The subdivider shall determine from the Las Virgenes Municipal Water District where the connection to the trunk sewer system and disposal facilities of the District shall be made, and shall meet the requirements of the Water District for the use of the sewerage facilities. Acceptance by the District must be assured in writing.

[X] Off-site improvements are tentatively required.

[X] Easements are tentatively required, subject to review by the Director of Public Works to determine the final locations and requirements.

[X] A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010(c) of the Subdivision Ordinance.

[X] The discharge of sewage from this land division into the public sewer system will not violate the requirements of the California Regional Water Quality Control Board pursuant to Division 7 (commencing with Section 13000) of the Water Code.

[ ] Approved without conditions.

[ ] Comments/Additional Requirements: _____

Name Tom Hoagland HW/for Phone No. (818) 458-4909 Date: 09-21-93

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - DRAINAGE AND GRADING SECTION
TRACT/~~PARCEL~~ MAP NO. 45023 (REVISED) TENTATIVE MAP DATED 9.7.93

☐ The existing property is reasonably free of flood hazard.

☒ Portions of the existing property lying in and adjacent to the natural drainage course are subject to flood hazard.

☒ Portions of the existing property lying in and adjacent to Santa Clara River are subject to flood hazard because of (~~tidal and wave action~~), (overflow, inundation, and debris flows).

☒ Portions of the existing property are subject to sheet overflow, ~~ponding~~, and high velocity scouring action.

☒ Comply with the following requirements to the satisfaction of the Director of Public Works prior to the filing of the final map:

- ☒ Provide drainage facilities to remove the flood hazard and dedicate and show necessary easements and/or right of way on the final map.
- ☐ Place a note of flood hazard on the final map and delineate the areas subject to flood hazard. Dedicate to the County the right to restrict the erection of buildings in the flood hazard area. This note will be allowed on _____.
- ☐ Place a note of flood hazard on the final map and show and label all natural drainage courses. This note will be allowed on _____.
- ☐ If a Grant of Waiver is allowed, the flood hazard note (and area) shall be shown on (a plat which is made part of) the waiver.
- ☒ Show the County's/Flood Control District's right of way for MTD 378 on the final map. A permit will be required for any construction affecting the right of way or facilities.

☐ Prior to issuance of building permits plans must be approved to:

- ☐ Eliminate the sheet overflow, ponding, and protect the lots from high velocity scouring action.
- ☐ Provide for contributory drainage from adjoining properties.
- ☐ Provide for the proper distribution of drainage.

☐ Prior to approval of the final map, the subdivider shall be required to pay the County a cash fee for the purpose of contributing to the proposed regional drainage improvements in the Antelope Valley. The fee amount shall be determined according to the following schedule: $2,000 per lot (single family residential), $10,000 per acre (commercial, manufacturing, or industrial), and $1,000 per unit (condos and apartments).

☐ Prior to approval of the final map, the subdivider shall be required to enter into an agreement with the County to establish a Drainage Benefit Assessment Area for the maintenance of the drainage facilities.

☒ Notify the State Department of Fish and Game prior to commencement of work within any natural drainage course.

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - DRAINAGE AND GRADING SECTION
TRACT/~~PARCEL~~ MAP NO. 45023 (REVISED) TENTATIVE MAP DATED 9.7.93

☒ Contact the State Water Resources Control Board to determine if a Notice of Intent (NOI) and a Storm Water Pollution Prevention Plan (SWPPP) are required to meet NPDES construction requirements for this site.

☒ Contact the Corps of Engineers to determine if a 404 Permit is required for any proposed work within the major watercourse. Provide a copy of the 404 Permit upon processing of the drainage plans. Conditions of this permit must be compatible with the Department of Public Works maintenance criteria.

☒ This site is located in Zone "A" per the Federal Flood Insurance Rate Map. The department of Public Works, Planning Division (818)458-4322, should be contacted to obtain procedures for revising the flood insurance rate map once the storm drain facilities are constructed.

☒ A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010(c) of the Subdivision Ordinance.

☒ Comply with the requirements of the revised drainage concept approved 11.15.93 to the satisfaction of the Department of Public Works.

☐ Approval of this map pertaining to drainage is recommended.

☐ Comments/Additional Requirements: Delineate the Santa Clara River adopted floodway and floodplain on the final maps. Proposed levee improvements to be designed and constructed to the satisfaction of the L.A.C.D.P.W. per the revised drainage concept approved 11/15/93

==========

☒ A grading plan and soils report must be submitted and approved prior to approval of the final map.

☐ The tentative map shows that proposed slopes will cross lot/parcel lines. For approval of grading plans, these slopes or lot/parcel lines shall be adjusted so that lot/parcel lines are located at the top of the slopes, along the outside edge of the drainage terraces, or at similar locations acceptable for establishment of slope maintenance responsibilities.

☒ A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010(c) of the Subdivision Ordinance.

☐ Approval of this map pertaining to grading is recommended.

☐ Comments/Additional Requirements: _____

Name J.C. Bagnell Date 11/16/93 Phone (818) 458-4921

DISK1:cond

DEPARTMENT OF PUBLIC WORKS
BUILDING AND SAFETY/LAND DEVELOPMENT DIVISION - WATER ORDINANCE SUBUNIT

TRACT/~~PARCEL MAP~~ NO. 45023 TENTATIVE MAP DATED _____

REVISION MAP DATED 9-7-93

[ ] Provide all materials necessary to substantiate that there is an adequate water supply and a firm commitment from the water purveyor that the necessary quantities of water will be available to the proposed development. From the information available to this office, there are only limited water supplies available to the area.

[X] A water system with appurtenant facilities to serve all lots/parcels in the land division must be provided. The system shall include fire hydrants of the type and location as determined by the Forester and Fire Warden. The water mains shall be sized to accommodate the total domestic and fire flows.

[ ] Construct the necessary improvements to the existing water system to accommodate the total domestic and fire flows. According to our records, the water mains serving this proposed land division do not have adequate capacity.

[X] There shall be filed with this Department a statement from the water purveyor indicating that the water system will be operated by the purveyor and that under normal operating conditions, the system will meet the requirements for the land division, and that water service will be provided to each lot/parcel.

[ ] This proposed land division is not within the service area of a water utility. A water utility to provide service to all lots/parcels within the land division must be formed and registered.

[ ] A Water Utility Certificate of Registration shall be filed with this Department.

[ ] A warning note shall be placed on the final map and/or in the CC & R's indicating that the area has a limited ground water supply and water may not be available during periods of severe drought.

[ ] Off-site improvements are tentatively required.

[X] Easements shall be granted to the County, appropriate agency or entity for the purpose of ingress, egress, construction and maintenance of all infrastructure constructed for this land division to the satisfaction of this Department.

[X] A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010(c) of the Subdivision Ordinance.

[ ] Water service to existing building must be within the same lot as the building it serves, otherwise it shall be relocated to same.

[ ] Approved without conditions.

[ ] Comments/Additional Requirements: _____

_____

_____

_____

Name TD/For Tom Hoagland Phone (818) 458-4909 Date 09-21-93

DEPARTMENT OF PUBLIC WORKS
MATERIALS ENGINEERING DIVISION

GEOLOGIC REVIEW

Rev. 9-3-93

TENTATIVE TRACT/PARCEL MAP NO. 45023

TRACT/PARCEL MAP DATED: ~~Rev 6/26/91~~

LOCATION Cyn Co

SUBDIVIDER: Saugus Colony

ENGINEER: Watson

CONSULTANT(s): Seward / Earth Sys

REPORT(s): ~~1/9/87~~ / 12-27-91

☒ TENTATIVE MAP IS APPROVED FOR FEASIBILITY. PRIOR TO FILING THE FINAL LAND DIVISION MAP, THE FOLLOWING CONDITIONS MUST BE FULFILLED:

☒ The final map must be approved by the Geology and Soils Section to assure that all geologic factors have been properly evaluated.

☒ A grading plan must be approved by the Geology and Soils Section. This grading plan must be based on a detailed engineering geology report and/or soils engineering report and must be specifically approved by the geologist and/or geotechnical engineer and show all recommendations submitted by them. It must also agree with the tentative map and conditions as approved by the Planning Commission.

☐ A detailed engineering geologic report and soils engineering report must be approved.

☒ All geologic hazards associated with this proposed development must be eliminated,

or

delineate restricted use areas, approved by the consultant geologist, to the satisfaction of the Geology and Soils Section, and dedicate to the County the right to prohibit the erection of buildings or other structures within the restricted use areas.

☐ Specific recommendations will be required from the consultant(s) regarding the suitability for development of all lots designed essentially as ungraded site lots.

☐ _____

_____

_____

☒ TENTATIVE MAP IS APPROVED FOR FEASIBILITY. THE FOLLOWING INFORMATION IS APPLICABLE TO THIS DIVISION OF LAND

☒ The subdivider is advised that approval of this division of land is contingent upon the installation and use of a sewer system.

☒ A geology and/or soil engineering report may be required prior to approval of building or grading plans

☐ Approved without conditions.

☒ Comply with attached Geotechnical Engineering Review Sheet dated 1/8/92

Reviewer: Robert A Larson Date: 1/9/92

G2:TM2

9-14-93

FORM 267
03/93

LOS ANGELES COUNTY FIRE DEPARTMENT
CONDITIONS OF APPROVAL FOR SUBDIVISIONS
UNINCORPORATED AREAS

TRACT MAP NO. 45023 TENTATIVE MAP DATE 9/7/93

PARCEL MAP NO. _____

VICINITY Newhall

[N] This property is located within the areas described by the Forester and Fire Warden as Fire Zone 4 and future construction must comply with applicable Code requirements.

[N] Brush clearance shall comply with the Los Angeles County Fire Code, Division V, Section 11.501 through Sections 11.529.

[N] Provide water mains, fire hydrants and fire flow as required by the County Forester and Fire Warden for all land shown on the map to be recorded.

[N] All required fire hydrants shall be installed, tested and accepted prior to construction. Vehicular access must be provided and maintained serviceable throughout construction.

[N] If the installation of a fire hydrant is required where grading of natural slopes abut the hydrant, a retaining wall shall be constructed to ensure adequate access to the hydrant.

[ ] The County Forester and Fire Warden is prohibited by the Subdivision Ordinance from setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and submitted

[ ] There are no additional fire hydrants or fire flows required for this division of land. Requirements for fire protection water and access will be determined at the time of building permit issuance.

[ ] Additional fire protection systems shall be installed in lieu of suitable access and/or fire protection water.

[N] Access shall comply with Section 10.207 of the Fire Code which requires all weather access. All weather access may require paving.

[N] Fire Department access shall be extended to within 150 feet distance of any portion of structure to be built.

[N] Where driveways extend further than 300 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 their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways which extend over 150 feet.

[N] The private driveways shall be indicated on the final map as "FIRE LANES" and shall be maintained in accordance with the Los Angeles County Fire Code.

[N] Provide Fire Department and City approved street signs, building address numbers prior to occupancy.

[ ] Prior to recordation of the final map, application shall be made to the Los Angeles County Fire Department requesting annexation into the Fire Protection District.

[ ] The Forester and Fire Warden has no additional requirements for this division of land.

Comments: PROVIDE TURNAROUND SERVING UNITS 77, 78. ALL DRIVEWAY WIDTHS SHOWN ARE CLEAR TO SKY W/NO ENCROACHMENTS. DIVIDED ENTRANCES SHALL BE 20' EACH SIDE—PAVED WIDTH. GATE SHALL COMPLY W/REG.

For further information on the above conditions, please contact the County of Los Angeles Fire Department, Fire Prevention Engineering Section, 5823 Rickenbacker Road, Commerce, CA. 90040-3027 (213) 890-4125

BY: _____ DATE: 10-1/93

FORESTER AND FIRE WARDEN

SUPPLEMENTAL CONDITIONS OF APPROVAL FOR
SUBDIVISIONS IN UNINCORPORATED AREAS

TRACT MAP NO. 45023 TENTATIVE MAP DATE 9-7-93

PARCEL MAP NO. _____ AREA OF BENEFIT A-2

CONDITIONAL USE PERMIT NO. _____

The applicant/permittee shall participate in equitably financing fire service facilities and apparatus to mitigate the cumulative impact created by the development project. Financing measures may include paying the prevailing established Developer Fee or providing equivalent mitigation in land, a completed fire station and/or specialized apparatus.

For further information regarding mitigation, please contact the Planning Division at (213) 881-2404.

NUMBER OF UNITS

_____	Single-Family Residential
752	Multi-Family Residential
_____	Commercial/Industrial

NEAREST FIRE STATION IS APPROXIMATELY 3± MILES FROM THE PROPOSED DEVELOPMENT.

[ ] Development is beyond five miles from the nearest fire station and is consequently an isolated development. Additional mitigation requirements for an isolated development may include, but are not limited to:

- Compliance with Fire Protection Standard requirements and additional measures such as automatic fire sprinklers may be required.
- Provision of fire station structure and site.
- Provision of fire apparatus.
- Offset the cost of service delivery.
- Notification to potential property owners that fire protection is beyond five miles and does not meet urban service standards.

COMMENTS:

_____

_____

_____

For further information on the above conditions, please contact the Forester and Fire Warden, Fire Protection Engineering Section, 5823 Rickenbacker Road, Commerce, CA 90040 (213) 890-4125.

By: _____

Date: 10-1-93

LOS ANGELES COUNTY DEPARTMENT OF PARKS AND RECREATION
PARK OBLIGATION REPORT SCM AGENDA # 1

Tentative Map # 46023 Project # _____ Map Date 9-7-93

Park Planning Area # 35 C Saugus

Units 752 Lots _____

Sections 21.24.340, 21.24.350, 21.28.130, and 21.28.140 ,the County Los Angeles Code, Title 21, Subdivision Ordinance provides that t County will determine whether the development's park obligation is be met by:

1) the dedication of land for public or private park purposes or,
2) the payment of in-lieu fees or,
3) the provision of amenities or any combination of the above.

The specific determination of the how the park obligation will satisfied will be made by the Department of Parks and Recreation.

****

~~ACRES~~ ---- The obligation ranges from the ordinance standa of 5.36 acres to the General Plan standard of 7.15 acres.

~~IN LIEU FEE~~ ---- The obligation ranges from the ordinance standard $691,440 to the General Plan standard of $922,350

****

_____ THE MAP IS DENIED AT THIS TIME.
_____ THE MAP IS DENIED PENDING DEPARTMENTAL REVIEW OF EIR.
_____ REVISED MAP REQUIRED

****

The park obligation for this development will be met by:

_____ The dedication of _____ acres for public/private park purposes.
_✓_ The payment of the in-lieu fee stated above.
_____ The provision of amenities.
_____ PARK SITE OK AS SHOWN ON MAP.

****

_____ This project is exempt from park obligation requirements becaus
_____ The subdivision is not in an unincorporated area of the County. Contact the City of _____.
_____ Other _____

****

_✓_ See also separate trail report. Santa Clarita Trail

****

For further information contact Joan A. Rupert, Department of Par and Recreation, 433 South Vermont Avenue, Los Angeles, Californi 90020, (213) 738-2960.

For information on Hiking and Equestrian Trail requirements conta Cynthia D'Agosta, Landscape Architect Associate at (213) 738-2973.

By: Joan Rupert
Departmental Facilities Planner I

Date 10 - 4 - 19

1/7/93

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

Rodney E. Cooper, Director

OCT / 4 /1993

NOTICE OF TRAIL REQUIREMENT
FOR TRACT MAPS AND PARCEL MAPS

Map #: 45023 Date on Map: 9.28.93

Provide 20' easement for Santa Clarita Riding and Hiking Trail to the satisfaction of the Parks and Recreation Department. Because of the necessity to show the trail alignment as it pertains to topographical lines, all information pertaining to trail requirements must be shown on the Tentative Tract or Tentative Parcel Map.

_____ THE MAP IS DENIED, REVISED MAP REQUIRED.

_____ SEE APPLICANT COPY OF MAP.

****

The exact following language must be shown for trail dedications on the final map.

Title Page: We hereby dedicate to the County of Los Angeles an easement for Riding and Hiking purposes ___(insert name of trail)_____.

Map Sheets: A _____foot wide or variable easement to the County of Los Angeles for Riding and Hiking purposes ___(insert name of trail)_____.

__X__ TRAIL OK AS SHOWN.

__X__ THE MAP IS APPROVED REGARDING TRAIL REQUIREMENTS.

___X___ IF A WAIVER IS FILED, A PLAT MAP DEPICTING THE TRAIL MUST ACCOMPANY THE WAIVER.

For any questions concerning trail alignment or other trail requirements, please contact Cynthia D'Agosta, Landscape Architect Associate at (213) 738-2973.

Cynthia Ruiz for Cynthia D'Agosta
Cynthia D'Agosta, Landscape Architect Associate

trailrpt.c

PARK OBLIGATION WORKSHEET

TRACT # 45023 MAP DATE 9-7-93

The formula for calculating the acreage obligation and or In-lieu fee is as follows:

(P)eople **times** (.003/.004)Goal **times** (D)wellings = (X) acres due

Where:

P = Estimate of number of People per dwelling unit according to the type of dwelling unit as determined by the 1990 U.S. Census*.
Assume * people for detached single-family residences;
Assume * people for attached single-family (townhouse) residences, two-family residences, and apartment houses containing fewer than five dwelling units;
Assume * people for apartment houses containing five or more dwelling units;
Assume * people for mobile homes.

GOAL = The subdivision ordinance allows for the goal of 3 acres of park land for each 1,000 people generated by the development. This goal is calculated as ".003" in the formula. The Los Angeles County General Plan states a goal of 4 acres of park land for each 1,000 people. This goal is calculated as ".004" in the formula.

D = Total approved number of Dwelling Units.

X = Local park space obligation expressed in terms of acres.

People		X	Goal(s)	X	Number of Units	=	Acre Obligation (@.003)	/ (@.004)
____	*	X	.003/.004	X	____	=	____	/ ____
____	*	X	.003/.004	X	____	=	____	/ ____
2.38	*	X	.003/.004	X	752	=	5.36	/ 7.15
____	*	X	.003/.004	X	____	=	____	/ ____
					TOTAL ACRE OBLIGATION	=	____	/ ____

Calculation of Park Fee: Park Planning Area = # 35C

Average Fair Market Value/Acre	X	Acre Obligation	=	In-Lieu Fee Due
$ 129,000	X	5.36 (@.003)	=	$ 691,440
$ 129,000	X	7.15 (@.004)	=	$ 922,350

09/20/93 por.c

LOS ANGELES COUNTY DEPARTMENT OF HEALTH SERVICES

TRACT NO. 45023 TENTATIVE MAP DATE: 6/7/63

LOCATION: Newhall / Canyon Country Revised

X Approved on the condition that sanitary sewers be installed and used as the method of sewage disposal.

X The owner's statement indicates that domestic water will be supplied by Santa Clarita Water District.

____ The Los Angeles County Department of Health Services has no objection to the approval of Proposed Tract No. _____ on condition that the subdivider notify the State of California, Division of Real Estate that:

____ a. Sanitary sewers are not available and the tract will be dependent upon the use of individual, private sewage disposal systems.

____ b. The private sewage disposal systems will be installed in compliance with Los Angeles County Health Codes and Building and Safety Codes.

____ c. If, because of future grading, or for any other reason, it is found that the requirements of the Plumbing Code cannot be met on certain lots, the Los Angeles County Department of Health Services will recommend that no building permit be issued for the construction of homes on such lots.

____ d. The usage of the lots may be limited by the size and type of sewage system that can legally be installed.

____ e. The owner's statement indicates that domestic water will be supplied by _____.

____ The Los Angeles County Department of Health Services has no objection to the approval of the tentative map of this tract. However, it must be understood that the method of sewage disposal has not yet been determined nor approved.

____ Until we have approved the method of sewage disposal, we shall be unable to approve the final tract map.

____ We shall ask Dept. of Public Works to withhold occupancy of buildings within the tract until they have been connected to the sanitary sewer.

____ The owner's statement indicates that a sewage treatment plant will be constructed to serve Proposed Tract No. _____.

____ We have no objection to the approval of the tentative map; however, plans and specifications of the proposed treatment plant and disposal facilities must be submitted to legally interested governmental agencies for approval.

____ We shall be unable to approve the final map until we have evidence that these approvals have been given.

X A legal entity shall be established to assume responsibility and authority to maintain jointly owned facilities in a clean and sanitary manner at all times.

____ Approval of the method of sewage disposal is contingent upon the approval by the California Regional Water Quality Control Board _____ Region.

____ The subdivider shall obtain a permit and approval from the Los Angeles County Department of Health Services for the destruction or construction of any water well on this property. In the event the well is to be maintained for future use, the well shall be protected from flooding or contamination or such protection which the Health Officer determines to be adequate.

____ Comments: _____

Los Angeles County
Department of Regional Planning
Director of Planning James E. Hartl, AICP

October 7, 1999

Land Design Consultants, Inc.
225 South Lake Avenue, Suite 600
Pasadena, California 91101

Gentlemen:

Subject: **VESTING TENTATIVE TRACT MAP NO. 45023**
MAP DATED: JUNE 29, 1999

The Hearing Officer in his action on October 5, 1999, approved amendments to the conditions for filing a final map for Vesting Tentative Tract Map No. 45023, as requested in your letter dated March 9, 1999.

A. Department of Regional Planning conditions 4 through 13 were deleted.

B. The following Department of Regional Planning conditions were added:

1. Permission is granted to design the subdivision in accordance with the Amendment map dated June 29, 1999.

2. The first access to this land division will be from the west via Jakes Way under the freeway to the easterly boundary of Tract Map No. 43729. The second access will be from the south via Lost Canyon Road and Canyon Park Boulevard.

3. As agreed, provide evidence (easements and CALTRANS approval) of the right to dedicate right-of-way and construct off-site street improvements on Jakes Way as described in these conditions prior to the recordation of the first final map.

4. Dedicate right-of-way and construct or bond for full street improvements on Jakes Way, including full-width pavement and an underpass of the Antelope Valley Freeway from the westerly boundary of Lot 1 to the easterly boundary of Tract Map No. 43729 with the first final map to record to the satisfaction of the Department of Public Works.

5. A maximum of 300 dwelling units may record within the northerly portion of the project (Lots 1-19) taking access on Jakes Way from the point where it becomes a single means of access, until the second means of public street access is constructed or bonded for on Canyon Park Blvd. and Lost Canyon Road as provided in these conditions. The unit count shall include any existing dwelling units taking sole access on the single means of access portion of Jakes Way.

6. Construct or bond for a minimum of 32 feet of pavement on Canyon Park Blvd and Lost Canyon Road, including a bridge over the railroad right-of-way, from the existing pavement on Canyon Park Blvd to the intersection of Lost Canyon Road and Jakes Way. Provide such additional pavement and improvements on Lost Canyon Road within the boundaries of the land division as are required by the Department of Public Works.

7. Construct or bond for a minimum of 32 feet of pavement on Jakes Way off-site from Lost Canyon Road to the easterly tract boundary. Construct full street improvements, including width pavement, on-site from the easterly tract boundary to the westerly boundary of Lot 1.

8. If the right-of-way for the off-site portion of Jakes Way easterly from the tract to Lost Canyon Road and for the off-site portion of Lost Canyon Road northerly from the tract to Jakes Way is not acquired by the developer prior to recordation of the 301st unit, construct or bond for a temporary private driveway, with a minimum paved width of 36 feet, from the terminus of Lost Canyon Road along the easterly boundary of Lots 3 and 4 as shown on the tentative map to the satisfaction of the Departments of Regional Planning and Public Works.

9. A maximum of 444 dwelling units (i.e., 144 dwelling units in addition to the initial 300 dwelling units) may record in the northerly portion of the project (Lots 1-19) using the temporary private driveway as the second means of access. The remaining dwelling units in the northerly portion of the project may record after evidence is provided of an easement permitting the construct of the off-site road improvements on Jakes Way and Lost Canyon Road (described in 8 above) and the posting of bonds for such improvements.

10. The use of the temporary private driveway by adjacent property owners for access is not approved at this time and may require an amendment to these conditions.

11. The temporary private driveway shall be removed when the off-site road improvements on Jakes Way and Lost Canyon Road are completed. If the temporary private driveway is not already removed, bond with the Department of Public Works for its removal prior to the recordation of the 445th dwelling unit.

12. Construct or bond for full improvements on A street off-site to Lost Canyon Road with the recordation of the unit final map creating Lots 20-23 to the satisfaction of the Department of Public Works.

13. No units may record on A street until the required street improvements on Canyon Park and Lost Canyon Road are bonded for or constructed.

14. If "A" Street is offered as private and future street (instead of being dedicated), comply with the following:

    a. Grant to all persons holding title to lands within the County of Los Angeles and the Heirs, Successors, and Assigns of said persons, as their interests may now or hereafter appear of record, a non-exclusive easement for ingress and egress, road and utility purposes over the private and future streets to the satisfaction of the Department of Public Works and the Department of Regional Planning;

    b. Show lot lines to the centerline of the private and future streets; and

    c. Provide for the maintenance of the private and future streets by a homeowners associated or create a road maintenance district or agreement. Submit a copy of the agreement or CC&Rs to the Department of Regional Planning for review prior to final map approval.

15. Dedicate complete access rights from this land division directly to Lost Canyon Road, except for an access driveway if the temporary private driveway access is used.

C. The following revised reports were approved:

Department of Public Works
Building and Safety/Land Development Division (7-19-99)
Materials Engineering Division (7-15-99)
Fire Department (9-23-99)
Department Parks and Recreation (9-21-99)
Department of Health Services (9-27-99)

All other applicable conditions shall remain as previously approved.

If you have any questions regarding this matter, please contact the Land Divisions Section of the Department of Regional Planning at (213) 974-6433.

Very truly yours,

DEPARTMENT OF REGIONAL PLANNING
James E. Hartl, AICP
Director of Planning

Donald C. Culbertson

Donald C. Culbertson, Acting Administrator
Current Planning Division

DCC:JH:jc

c: Subdivision Committee
G. H. Palmer Associates

DEPARTMENT OF PUBLIC WORKS
BUILDING AND SAFETY/LAND DEVELOPMENT DIVISION
TRACT NO. 45023 (Amend.) LETTER DATED 06-29-99

We have no objections to the amendment requests to revise interior lot lines and building footprints, and to allow the first 300 units located on the west half of the north portion of the subdivision taking access off Jakes Way as the primary access, if these requests are approved by the Department of Regional Planning and Fire Department.

The following conditions are recommended to be included in the conditions of approval.

- Comply with the attached Geology/Soils conditions.
- The alignment on "A" Street must be compatible with Tract 52938 to the south to the satisfaction of the Department of Public Works.
- Comply with all other previously approved applicable conditions to the satisfaction of the Department of Public Works.

HCW/for

Name Randine M. Ruiz Phone (626) 458-4915 Date 07-19-99

DEPARTMENT OF PUBLIC WORKS
MATERIALS ENGINEERING DIVISION
GEOLOGIC REVIEW

1 Geologist
___ Geotechnical Eng.
1 LDMA/Proc. Ctr.
1 Section
1 Subdivision

ATIVE TRACT/MINOR LAND SUBDIVISION 45023
VIDER G.H. Palmer & Associates
IEER Land Design Consultants
OGIST Allan Seward
ENGINEER Allan Seward

TENTATIVE MAP DATED 6/29/99 (Revision)
LOCATION Canyon Country

REPORT DATE _____
REPORT DATE _____

CONDITIONAL APPROVAL OF TENTATIVE MAP FEASIBILITY IS RECOMMENDED. PRIOR TO FILING THE FINAL LAND DIVISION MAP, THE FOLLOWING CONDITIONS MUST BE FULFILLED:

[X] The final map must be approved by the Geology and Soils Sections to assure that all geotechnical (geology and soils) factors have been properly evaluated.

[X] A grading plan must be geotechnically approved by the Geology and Soils Sections. This grading plan must be based on a detailed engineering geology report and/or soils engineering report and show all recommendations submitted by them. It must also agree with the tentative map and conditions as approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading and completion of soils work, corrective grading will be required.

[X] All geologic hazards associated with this proposed development must be eliminated,

or

delineate restricted use areas, approved by the consultant geologist and/or soils engineer, to the satisfaction of the Geology and Soils Sections, and dedicate to the County the right to prohibit the erection of buildings or other structures within the restricted use areas.

[X] The Soils Engineering Unit's review dated 7/15/99 is attached.

TENTATIVE MAP IS APPROVED FOR FEASIBILITY. THE FOLLOWING INFORMATION IS APPLICABLE TO THIS DIVISION OF LAND:

[ ] This project may not qualify for a waiver of final map under section 21.48.140 of the Los Angeles County Title 21 Subdivision Code.

[ ] The subdivider is advised that approval of this division of land is contingent upon the installation and use of a sewer system.

[X] A geology and/or soils engineering report may be required prior to approval of building or grading plans.

[X] Geotechnical Recordation Map verification deposit estimate 6 hours.

[ ] Groundwater is less than 10 feet from the ground surface on lots _____

red by _____ Reviewed by _____ Date 7/15/99
Charles Nestle

M.2

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
MATERIALS ENGINEERING DIVISION

SOILS ENGINEERING REVIEW SHEET

District Office 8.2

Sheet 1 of 1

Address: 900 S. Fremont Ave.
Alhambra, CA 91803
Telephone: (626) 458-4925
Fax: (626) 458-4913
Calling hours - Monday through Thursday 8-9 a.m. & 3-4 p.m.

Tentative Map (Tract) 45023
Location Santa Clarita
Developer/Owner G. H. Palmer & Associates
Engineer/Architect Land Design Consultants
Soils Engineer Allan Seward
Geologist Same as above

Review of:

Revised Tentative Map (Tract) Dated By Regional Planning 6/29/99

Previous review sheet dated 1/8/92

ACTION:

Tentative Map feasibility is recommended for approval, subject to conditions below:

REMARKS:

Submit two sets of grading plans to the Soils Section for verification of compliance with County codes and policies.

REGISTERED PROFESSIONAL ENGINEER
AMIR M. ALAM
No. C48738
Exp. 9-30-00
CIVIL
STATE OF CALIFORNIA

Prepared by _____ Date 7/15/99
Amir M. Alam

NOTICE: Public safety, relative to geotechnical subsurface exploration, shall be provided in accordance with current codes for excavations, inclusive of the Los Angeles County Code, Chapter 11.48, and the State of California, Title 8, Construction Safety Orders.
Amir:45023

K.P.

FORM 267
3/98

COUNTY OF LOS ANGELES FIRE DEPARTMENT
CONDITIONS OF APPROVAL FOR SUBDIVISION - UNINCORPORATED

Subdivision 45023 Map Date 6-29-99

C.U.P. _____ Vicinity SANTA CLARITA

[X] Access shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 902 of the Fire Code which requires all weather access. All weather access may require paving.

[X] Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.

[X] Where driveways extend further than 300 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 their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways shish extend over 150 feet in length.

[X] The 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.

[X] 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.

[X] 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. (Contact Brush Clearance Office, Fire Station #181, 590 South Park Avenue, Pomona, CA 91766-3038, Phone (909) 622-8342 for details).

[X] Provide Fire Department or City Approved street signs and building access numbers prior to occupancy.

[ ] Additional fire protection systems shall be installed in lieu of suitable access and/or fire protection water.

[ ] The final concept may which has been submitted to this department for review has fulfilled the conditions of approval recommended bay this department for access only.

[ ] These conditions must be secured by a C.U.P. and/or Covenant and Agreement approved by the County of Los Angeles Fire Department prior to final map clearance.

[ ] The Fire Department has no additional requirements for this division of land.

Comments: MINOR CHANGES FROM APPROVED TENTATIVE MAP DATED 9/7/93. MEETS FIRE DEPARTMENT ACCESS REQUIREMENTS ALLOWING A TOTAL OF 300 UNITS TO RECORD USING JAKES WAY AS THE PRIMARY ACCESS.

REVIEWED BY Steven Stokes DATE 9/23/99

Inspector ~~Janna Masi~~

Water, Subdivision & Access Unit - Fire Prevention Division - (213) 890 - 4243, Fax (213) - 890-4129

FORM 265
05/95

COUNTY OF LOS ANGELES FIRE DEPARTMENT
FIRE PROTECTION CONDITIONS - UNINCORPORATED AREAS

SUBDIVISION # 45023 TENTATIVE MAP DATE 6-29-99

VICINITY SANTA CLARITA REVISED REPORT YES

WATER SYSTEM REQUIREMENTS

[✓] Provide water mains, fire hydrants, and fire flows as required by the County of Los Angeles Fire Departme for all land shown on map to be recorded.

[✓] The required fire flow for public fire hydrants at this location is 2500 gallons per minute at 20 psi fo duration of 2 hours, over and above maximum daily domestic demand. 2 hydrant(s) flowi simultaneously may be used to achieve the required fire flow.

[✓] The required on-site fire flow for private on-site hydrants is 2500 gallons per minute at 20 psi. Ea private on-site hydrant must be capable of flowing 2500 gallons per minute at 20 psi with two hydrar flowing simultaneously, one of which must be the furthest from the public water source.

[✓] Fire hydrant requirements are as follows:
Install 15 public fire hydrant(s). Upgrade _____ public fire hydrant(s).
Install 25 private on-site fire hydrant(s).

[✓] All hydrants shall measure 6" x 4" x 2-1/2" brass or bronze, conforming to current AWWA standard C503 approved equal. All hydrants shall be installed a minimum of 25' from a structure or protected by a two (hour fire wall.

[✓] Location: As per map on file with this office.

[ ] Other location: _____

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

[ ] The County of Los Angeles Fire Department is not setting requirements for water mains, fire hydrants and fi flows as a condition of approval for this division of land as presently zoned and/or submitted.

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

[ ] Hydrants and fire flow are adequate to meet current Fire Department requirements.

[ ] Upgrade not necessary, if existing hydrant(s) meet(s) fire flow requirements.

SUBMIT COMPLETED (ORIGINAL ONLY) FIRE FLOW AVAILABILITY FORM TO THIS OFFICE FOR REVIEW.

COMMENTS: _____

_____

All hydrants shall be installed in conformance with Title 20, County of Los Angeles Government Code and County c Los Angeles Fire Code, or appropriate city-regulations. This shall include minimum six-inch diameter mains Arrangements to meet these requirements must be made with the water purveyor serving the area.

BY: Steven Stice DATE: 9/24/99

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION REPORT

Tentative Map #	45023	DRP Map Date: 06/29/1999	SMC Date: / /	Report Date: 09/21/1999
Park Planning Area #	35E	PLACERITA CANYON		

Total Units [752] = Proposed Units [752] + Exempt Units [0]

Sections 21.24.340, 21.24.350, 21.28.130, and 21.28.140, the County of Los Angeles Code, Title 21, Subdivision Ordinance provides that the County will determine whether the development's park obligation is to be met by:

1) the dedication of land for public or private park purpose or,

2) the payment of in-lieu fees or,

3) the provision of amenities or any combination of the above.

The specific determination of how the park obligation will be satisfied will be made by the Department of Parks and Recreation.

Park land obligation in acres or in-lieu fees:

ACRES:	5.37
IN-LIEU FEES:	$892,730

Conditions of the map approval:

The park obligation for this development will be met by:
The payment of $892,730 in-lieu fees.

Trails:
See also attached Trail Report. SANTA CLARITA RIDING AND HIKING TRAIL

For further information contact Pat Sobrepena, Department of Parks and Recreation, 433 South Vermont Avenue, Los Angeles, California, 90020, (213) 738-2986.

For information on Hiking and Equestrian Trail requirements contact Jim McCarthy, Trail Coordinator at (213) 738-2972.

By: _____
James Barber, Advanced Planning Section Head

September 21, 1999 08:26:22
QMB02F.FRX

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION WORKSHEET

entative Map # **45023** DRP Map Date:**06/29/1999** SMC Date: / / Report Date: **09/21/1999**

ark Planning Area # **35E** **PLACERITA CANYON**

ıe formula for calculating the acreage obligation and or in-lieu fee is as follows:

(P)eople x (0.003) Goal x (D)welling = (X) acres obligation

(X) acres obligation x AFMV/Acre = In-Lieu Base Fee

Where:
- P = Estimate of number of People per dwelling unit according to the type of dwelling unit as determined by the 1990 U.S. Census*. Assume * people for detached single-family residences; Assume * people for attached single-family (townhouse) residences, two-family residences, and apartment houses containing fewer than five dwelling units; Assume * people for apartment houses containing five or more dwelling units; Assume * people for mobile homes.
- Goal = The subdivision ordinance allows for the goal of 3.0 acres of park land for each 1,000 people generated by the development. This goal is calculated as "0.0030" in the formula.
- D = Total approved number of Dwelling Units.
- X = Local park space obligation expressed in terms of acres.
- AFMV/Acre = Average Fair Marked Value per Acre by Park Planning Area.

Total Units **752** = Proposed Units **752** + Exempt Units **0**

	People*	Goal 3.0 Acres / 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	3.17	0.0030	0	0.00
M.F. < 5 Units	2.73	0.0030	0	0.00
M.F. >= 5 Units	2.38	0.0030	752	5.37
Mobile Units	2.55	0.0030	0	0.00
Exempt Units			0	
			Total Acre Obligation =	5.37

Park Planning Area = **35E PLACERITA CANYON**

Goal	Acre Obligation	AFMV / Acre	In-Lieu Base Fee
@(0.0030)	5.37	$129,000	$692,730

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit	Land
None					
			Total Provided Acre Credit=	0.00	

Acre Obligation	Public Land Crdt.	Pvt. Land Crdt.	Net Obligation	AFMV / Acre	In-Lieu Fee Due
5.37	0.00	0.00	5.37	$129,000	$692,730

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

Rodney E. Cooper, Director

09/21/1999

NOTICE OF TRAIL REQUIREMENT FOR TRACT MAPS AND PARCEL MAPS

Map #: **TR - 45023** Date on Map: June 29, 1999

Provide a **20** foot easement for the **Santa Clarita Riding & Hiking Trail** to the satisfaction of the Department of Parks and Recreations' Standards. Because of the necessity to show the trail alignment as it pertains to topographical lines, **all information pertaining to trail requirements must be shown on the Tentative Parcel Map**.

X TRAIL OK AS SHOWN.

The exact following language must be shown for trail dedications on the final map.

Title Page: We hereby dedicate to the County of Los Angeles a **20** foot easement for Riding and Hiking purposes for the **Santa Clarita Riding & Hiking Trail**.

X TRAIL DEDICATIONS MUST BE SHOWN ON MAP.

X IF A WAIVER IS FILED, A PLAT MAP DEPICTING THE TRAIL MUST ACCOMPANY THE WAIVER.

For any questions concerning trail alignment or other trail requirements, please contact James A. McCarthy, Park Project Coordinator at (213) 738-2972.

James A. McCarthy, Park Project Coordinator

TRACT NO. 45023 TENTATIVE MAP DATE 6/29/99

VICINITY Newhall

X Approved on the condition that sanitary sewers be installed and used as the method of sewage disposal.

X The owner's statement indicates that domestic water will be supplied by Santa Clarita Water District.

___ The Los Angeles County Department of Health Services has no objection to the approval of Proposed Tract No. _____ on condition that the subdivider notify the State of California, Division of Real Estate that:

___a. Sanitary sewers are not available and the tract will be dependent upon the use of individual, private sewage disposal systems.

___b. The private sewage disposal systems will be installed in compliance with Los Angeles County Health Codes and Building and Safety Codes.

___c. If, because of future grading, or for any other reason, it is found that the requirements of the Plumbing Code cannot be met on certain lots, the Los Angeles County Department of Health Services will recommend that no building permit be issued for the construction of homes on such lots.

___d. The usage of the lots may be limited by the size and type of sewage systems that can legally be installed.

___e. The owner's statement indicates that domestic water will be supplied by _____.

___ The Los Angeles County Department of Health Services has no objection to the approval of the tentative map of this tract. However, it must be understood that the method of sewage disposal has not yet been determined nor approved.

___ Until we have approved the method of sewage disposal, we shall be unable to approve the final tract map.

___ We shall ask Department of Public Works to withhold occupancy of buildings within the tract until they have been connected to the sanitary sewer.

___ The owner's statement indicates that a sewage treatment plant will be constructed to serve Proposed Tract No. _____.

___ We have no objection to the approval of the tentative map; however, plans and specifications of the proposed treatment plant and disposal facilities must be submitted to legally interested governmental agencies for approval.

___ We shall be unable to approve the final map until we have evidence that these approvals have been given.

X A legal entity shall be established to assume responsibility and authority to maintain jointly owned facilities in a clean and sanitary manner at all times.

___ Approval of the method of sewage disposal is contingent upon the approval by the California Regional Water Quality Control Board _____ Region.

___ The subdivider shall obtain a permit and approval from the Los Angeles County Department of Health Services for the destruction or construction of any water well on this property. In the event the well is to be maintained for future use, the well shall be protected from flooding or contamination or such protection which the Health Officer determines to be adequate.

___ Comments:

BY: [illegible] (323) 881-4186 DATE: 9/29/99

Los Angeles County
Department of Regional Planning
Director of Planning James E. Hartl, AICP

August 3, 2000

Land Design Consultants, Inc.
225 South Lake Avenue, Suite 600
Pasadena, California 91101

Gentlemen:

Subject: **VESTING TENTATIVE TRACT MAP NO. 45023**
MAP DATED: JULY 12, 2000

The Hearing Officer in his action on August 1, 2000, approved amendments to the conditions for filing a final map for Vesting Tentative Tract Map No. 45023, as requested in your letters dated June 7, 2000 and July 11, 2000.

A. The following Department of Regional Planning conditions were added:

1. Permission is granted to design the subdivision in accordance with the Amendment map dated July 12, 2000.

2. Record a covenant and agreement that the off-site access from the temporary driveway on Lost Canyon Road to Canyon Park Boulevard must be constructed to the nearest paved County maintained street to the satisfaction of the Department of Regional Planning, Department of Public Works and Fire Department prior to the issuance of building permits for Tract 45023-02 units #305-608.

B. Department of Regional Planning Condition Nos. 5, 6, 7, 8, 9 and 32 were amended to read:

5. A maximum of 304 dwelling units may record within the northerly portion of the project taking access on Jakes Way from the point where it becomes a single means of access, until the second means of public street access is contructed on Canyon Park Boulevard and Lost Canyon Road as provided in these conditions.

6. Prior to issuance of building permits for Phase II (TR 45023-02) or the 305th unit, construct a minimum of 32 feet of pavement on Canyon Park Boulevard and Lost Canyon Road, including a bridge over the railroad right-of-way, from the existing pavement on Canyon Park Boulevard to the intersection of Lost Canyon Road and Jakes Way. Provide such additional pavement and improvements on Lost Canyon Road within the boundaries of the land division as are required by the Department of Public Works.

7. Prior to recordation of Phase II (TR 45023-02) or the 305th unit, construct full street improvements, including full width pavement, on-site from the easterly tract boundary to the westerly boundary of Lot 1. Construct or bond for a minimum of 32 feet of pavement on Jakes Way off-site from Lost Canyon Road to the easterly tract boundary, prior to recordation of Phase III (TR 45023-03) or the 609th unit.

8. If the right-of-way for the off-site portion of Jakes Way easterly from the tract to Lost Canyon Road and for the off-site portion of Lost Canyon Road northerly from the tract to Jakes Way is not acquired by the developer prior to the issuance of building permits for the 305th unit, construct a temporary private driveway, with a minimum paved width of 36 feet, from the terminus of Lost Canyon Road along the easterly boundary of Lots 3 and 4 as shown on the tentative map to the satisfaction of the Departments of Regional Planning and Public Works and Fire Department.

9. A maximum of 608 dwelling units (i.e., 304 dwelling units in addition to the initial 304 dwelling units) may record in the northerly portion of the project (Lots 1-19) using the temporary private driveway as the second means of access. The remaining dwelling units in the southerly portion of the project may record after evidence is provided of an easement permitting the construction of the off-site road improvements on Jakes Way and Lost Canyon Road (described in Item No. 8 above) and the posting of bonds for such improvements.

32. Prior to the recordation of the last unit final map (TR 45023-03), complete the lot line adjustment conveying the small portion of the property at the southeast corner of the site (southerly of Lost Canyon Road) to the adjacent property owner and conveying to this subdivision the off-site portion of Lot 20 to the satisfaction of the Department of Regional Planning.

C. The following revised reports were approved:

Department of Public Works		
Land Development Division	-	7-24-00
Drainage Unit	-	7-13-00
Geology	-	7-25-00
Soils	-	7-25-00
Fire Department	-	7-21-00
Department of Parks & Recreation	-	7-13-00
Department of Health Services	-	7-25-00

All other applicable conditions shall remain as previously approved.

If you have any questions regarding this matter, please contact the Land Divisions Section of the Department of Regional Planning at (213) 974-6433.

Very truly yours,

DEPARTMENT OF REGIONAL PLANNING
James E. Hartl, AICP
Director of Planning

Donald C. Culbertson

Donald C. Culbertson, Acting Administrator
Current Planning Division

DCC:PMC:jc

cc: Subdivision Committee
G. H. Palmer Associates

RP

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION
TRACT MAP NO. 45023 (Amend.)

LETTER AND MAP DATED 07-12-2000

[1] We have no objection to the amendment request to change Condition Number 5 to allow a maximum of 304 dwelling units to record within the northerly portion of the property in lieu of 300 units, subject to the approval of the Department of Regional Planning and Fire Department.

[2] We have no objection to the amendment request to change Condition Number 7 to require the applicant to construct or post bonds for the improvement of Jakes Way prior to the recordation of Phase 2 (TR 435023-02), subject to the approval of the Department of Regional Planning and Fire Department. The improvements shall include a minimum of 32 feet of pavement on Jakes Way offsite from Lost Canyon Road to the easterly tract boundary and full street improvements, including full width pavement, onsite from the easterly tract boundary to the westerly boundary of lot 1. This condition shall be considered subordinate to any other condition which may require the construction or posting of bonds for the improvement of the offsite portion of Jakes Way and Lost Canyon Road as a prerequisite to recording a specified number of units in the northerly portion of the project. Please refer to approved Condition Number 9.

[3] We have no objection to the amendment request to change Condition Number 32 to allow the proposed lot line adjustments and conveyances to be completed prior to the recordation of the last unit of the final map, TR 45023-03, subject to the approval of the Department of Regional Planning.

[4] The following conditions are recommended for inclusion in the conditions of tentative approval:

– Conform with the following street lighting requirements:

- Provide street lights on concrete poles with underground wiring on all streets and highways to the satisfaction of the Department of Public Works.

- Obtain Street Lighting Section's approval of the street light layout prior to project.

- The proposed development, or portions thereof, are not within an existing Lighting District. Annexation and assessment balloting is required. Upon tentative map approval, the applicant shall comply with conditions 1, 2, and 3 below in order for the Lighting District to pay for the future operation and maintenance of street lights. The Board of Supervisors must approve the annexation and levy of assessment prior to filing of the final subdivision maps for each area with the Registrar-Recorder/County Clerk.

(1) Request Street Lighting Section to commence annexation and/or levy of assessment proceedings.

(2) Provide business/property owner's names, mailing addresses, site address, and Assessor Parcel Number(s) of territory to be developed to the Street Lighting Section.

(3) Submit legal description and/or map of the proposed development including any roadways conditioned for street lights that are outside the proposed development area to Street Lighting Section. Contact the Street Lighting Section for legal description and/or map requirements at (626) 458-5926.

- For acceptance of street light transfer billing, all street lights in the development, or the current phase of the development, must be constructed according to public Works approved plans and energized for at least one year as of July 1st of the current year.

Note that the annexation and/or assessment balloting process takes approximately three to four months to complete once the above information is received and approved. Therefore, untimely compliance with the above will result in a delay in receiving approval of the street lighting plans or in filing the final subdivision map for recordation.

Please contact Street Lighting Section at (626) 458-5926 for information on the annexation and levy of assessment process or for questions regarding any of the above.

- Comply with the attached one page Drainage/Grading conditions.
- Comply with the attached two pages Geology/Soils conditions.
- Comply with all other previously approved conditions to the satisfaction of the Department of Public Works.

HCW/for

Name Randine M. Ruiz Phone (626) 458-4915 Date 07-24-2000

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION
SUBDIVISION PLAN CHECKING SECTION - DRAINAGE UNIT

TRACT NO. 45023

REVISED AMENDED TENTATIVE MAP DATED July 12, 2000

DRAINAGE CONDITIONS

[X] Portions of the existing property lying in and adjacent to the natural drainage courses are subject to flood hazard.

[X] Portions of the existing property lying in and adjacent to the Santa Clarita River are subject to flood hazard because of overflown, inundation, and debris flows.

[X] Portions of the existing property are subject to sheet overflow, ponding, and high velocity scouring action.

[X] Comply with the following requirements to the satisfaction of Director of Public Works prior to the filing of the final map:

- [X] Provide drainage facilities to remove the flood hazard and dedicate and show necessary easements and/or right of way on the final map.
- [X] Show the County's Flood Control District's right of way for MTD No. 378 on the final map. A permit will be required for any construction affecting the right of way or facilities.

[X] Notify the State Department of Fish and Game prior to commencement of work within any natural drainage course.

[X] Contact the State Water Resources Control Board to determine if a Notice of Intent (NOI) and a Storm Water Pollution Prevention Plan (SWPPP) are required to meet National Pollution Discharge Elimination System (NPDES) construction requirements for this site.

[X] Contact the Corps of Engineers to determine if a 404 Permit is required for any proposed work within the major watercourse. Provide a copy of the 404 Permit upon processing of the drainage plans. Conditions of this permit must be compatible with Department of Public Works maintenance criteria.

[X] This site is located in Zone "A" per the Federal Flood Insurance Rate Map. The Department of Public Works, Planning Division (626) 458-4322, should be contacted to obtain procedures for revising the flood insurance rate map once the storm drain facilities are constructed. Encroachment into FEMA Zone "A" is not permitted prior to obtaining a Conditional Letter of Map Revision (CLOMR) from FEMA.

[X] A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010 of the Subdivision Ordinance.

[X] Comply with the requirements of the drainage concept / Standard Urban Stormwater Mitigation Plan (SUSMP) plan which was conceptually approved on November 15, 1993 to the satisfaction of the Department of Public Works.

[X] Comments/Additional Requirements: Delineate the Santa Clara River adopted floodway and flood plain on the final. Proposed levee improvements to be designated and constructed to the satisfaction of the Los Angeles County Department of Public Works per the revised drainage concept approve November 15, 1993.

==========

GRADING CONDITIONS

[X] A grading plan and soils report must be submitted and approved prior to approval of the final map.

[X] A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010(c) of the Subdivision Ordinance.

Name P. M. TOBIAS, JR. Date 7/13/00 Phone (626) 458-4921

Sheet 1 of 1

REVIEWER CALLING HOURS
8-9 a.m. & 3-4 p.m. Mon.-Thurs.

County of Los Angeles Department of Public Works
LAND DEVELOPMENT DIVISION
GEOLOGIC REVIEW SHEET
900 S. Fremont Ave., Alhambra, CA 91803
TEL. (626) 458-4925

DISTRIBUTION
1 Geologist
__ Soils Engineer
1 LDMA/Proc. Center
1 Section File
1 Subdivision

TENTATIVE TRACT/MINOR LAND SUBDIVISION 45023
SUBDIVIDER G.H. Palmer & Associates
ENGINEER Land Design Consultants
GEOLOGIST Jerry Kovacs & Associates
SOILS ENGINEER Jerry Kovacs & Associates

TENTATIVE MAP DATED 7/12/00 ~~6/12/00~~ (Revision)
LOCATION Canyon Country

REPORT DATE ----------
REPORT DATE ----------

[X] **TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL. PRIOR TO FILING THE FINAL LAND DIVISION MAP, THE FOLLOWING CONDITIONS MUST BE FULFILLED:**

[X] The final map must be approved by the Geology and Soils Sections to assure that all geotechnical (geology and soils) factors have been properly evaluated.

[X] A grading plan must be geotechnically approved by the Geology and Soils Sections. This grading plan must be based on a detailed engineering geology report and/or soils engineering report and show all recommendations submitted by them. It must also agree with the tentative map and conditions as approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading and completion of soils work, corrective grading will be required.

[X] All geologic hazards associated with this proposed development must be eliminated,

or

delineate restricted use areas, approved by the consultant geologist and/or soils engineer, to the satisfaction of the Geology and Soils Sections, and dedicate to the County the right to prohibit the erection of buildings or other structures within the restricted use areas.

[X] The Soils Engineering review dated 6/29/00 is attached.

[X] **TENTATIVE MAP IS APPROVED FOR FEASIBILITY. THE FOLLOWING INFORMATION IS APPLICABLE TO THIS DIVISION OF LAND:**

[ ] This project may not qualify for a waiver of final map under section 21.48.140 of the Los Angeles County Title 21 Subdivision Code.

[ ] The subdivider is advised that approval of this division of land is contingent upon the installation and use of a sewer system.

[ ] A geology and/or soils engineering report may be required prior to approval of building or grading plans.

[X] Geotechnical Recordation Map verification deposit estimate 6 hours.

[ ] Groundwater is less than 10 feet from the ground surface on lots _____

Prepared by _____ Reviewed by _____ Date ~~6/22/00~~ 7/25/00
Charles Nestle

The "Manual for Preparation of Geotechnical Reports" prepared by County of Los Angeles, Department of Public Works is available on the Internet at the following address:
http://dpw.co.la.ca.us/med/manual.pdf

p:\mepubnew\geology review\forms\Form_2
11/23/99

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION

SOILS ENGINEERING REVIEW SHEET

Address: 900 S. Fremont Ave.
Alhambra, CA 91803
Telephone: (626) 458-4925
Fax: (626) 458-4913
Calling hours - Monday through Thursday 8-9 a.m. & 3-4 p.m.

District Office 8.2

Sheet 1 of 2

DISTRIBUTION:

Tentative Tract 45023
Location Canyon Country
Developer/Owner Palmer
Engineer/Architect LDC
Soils Engineer Jerry Kovacs & Associates
Geologist Same as above

__ Grading
__ Geo/Soils Central File
__ District Engineer
__ Geologist
__ Soils Engineer
__ Engineer/Architect

Review of:

Revised Tentative Tract Map Dated by Regional Planning ~~6/12/00~~ 7/12/00

ACTION:

Tentative Map feasibility is recommended for approval.

REGISTERED PROFESSIONAL ENGINEER
MARK ANDREW STEUER
No. C053672
Exp. 6-30-03
CIVIL
STATE OF CALIFORNIA

Prepared by Mark A. Steuer Date ~~6/29/00~~ 7/25/00

NOTICE: Public safety, relative to geotechnical subsurface exploration, shall be provided in accordance with current codes for excavations, inclusive of the Los Angeles County Code, Chapter 11.48, and the State of California, Title 8, Construction Safety Orders.

Mark:45023t

DRP

)UNTY OF LOS ANGELES

FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

WATER SYSTEM REQUIREMENTS - UNINCORPORATED

Subdivision No. 45023 Tentative Map Date June 12, 2000

Revised Report _____

☐ The County Forester and Fire Warden is prohibited from setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted. However, water requirements may be necessary at the time of building permit issuance.

☒ The required fire flow for public fire hydrants at this location is **3000** 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.

☐ The required fire flow for private on-site hydrants is ____ gallons per minute at 20 psi. Each private on-site hydrant must be capable of flowing ____ gallons per minute at 20 psi with two hydrants flowing simultaneously, one of which must be the furthest from the public water source.

☒ Fire hydrant requirements are as follows:

Install **40** public fire hydrant(s). Upgrade / Verify existing ___ public fire hydrant(s).

Install ___ private on-site fire hydrant(s).

☒ All hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal. All
☒ Location: As per map on file with the office.
☒ Other location: **As previously established.**

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

☐ The County of Los Angeles Fire Department is not setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted.

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

☐ Hydrants and fire flows are adequate to meet current Fire Department requirements.

☐ Upgrade not necessary, if existing hydrant(s) meet(s) fire flow requirements. Submit original water availability form to our office.

Comments:

All hydrants shall be installed in conformance with Title 20, County of Los Angeles Government Code and County of Los Angeles Fire Code, or appropriate city regulations. This shall include minimum six-inch diameter mains. Arrangements to meet these requirements must be made with the water purveyor serving the area.

By Inspector Janna Masi Date July 21, 2000

Water, Subdivision and Access Unit - Fire Prevention Division - (323) 890-4243, Fax (323) 890-4129

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

CONDITIONS OF APPROVAL FOR SUBDIVISION - UNINCORPORATED

Subdivision: 45023 Map Date June 12, 2000

C.U.P. Vicinity Santa Clarita

Access shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 902 of the Fire Code, which requires all weather access. All weather access may require paving.

Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.

Where driveways extend further than 300 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 their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.

The private driveways shall be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted. Driveways shall be maintained in accordance with the Fire Code.

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.

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. (Contact: Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, Phone (626) 969-5205 for details).

Provide Fire Department or City approved street signs and building access numbers prior to occupancy.

Additional fire protection systems shall be installed in lieu of suitable access and/or fire protection water.

The final concept map, which has been submitted to this department for review, has fulfilled the conditions of approval recommended by this department for access only.

These conditions must be secured by a C.U.P. and/or Covenant and Agreement approved by the County of Los Angeles Fire Department prior to final map clearance.

The Fire Department has no additional requirements for this division of land.

Contact the Planning Section within the Fire Department to verify if a Fire Station will be required to adequately serve the proposed development. Contact (323) 881–2404.

Comments: **See additional comments on attached sheet.**

Inspector: Janna Masi Date July 21, 2000

Water, Subdivision & Access Unit - Fire Prevention Division - (323) 890-4243, Fax (323) 890-4129

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

SUBDIVISION, WATER AND ACCESS REQUIREMENTS

ADDITIONAL PAGE

SUBDIVISION NO. 45023 **PAGE NO. 1**

A Provide an approved fire department turnaround at buildings 77 & 78, indicate compliance on final map. The tentative map was previously conditioned on 10-1-93

Per your current request the following items have been revised.

B On the single means of existing access (Jakes Way), leading westerly towards Sierra Hwy a maximum unit count within this proposed development shall be 304 units.

C Prior to the 305 unit being approved on the final map, the accepted 36' wide temporary access road leading from the easterly tract boundary and continues southerly to connect into an existing County maintained road shall be constructed and approved by the fire department prior to the final map approval of the above mentioned 305 unit.

D Upon completion of the temporary access road as required by the fire department, the total number of units allowed for final map approval will be 608 units within this development.

E Prior to the final map approval of the 609 unit (the remaining 144 units), full construction as required by Public Works shall be completed for the connection of Jakes Way easterly of said property to the intersection at Lost Canyon and continued to the southerly tract boundary.

F Condition #8 of the amended conditions dated 10-7-99 shall eliminated the opportunity to bond for improvements, said improvements shall be constructed.

By Inspector: Janna Masi Date: July 21, 2000

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION REPORT

Tentative Map # **45023**	DRP Map Date: **07/12/2000**	SMC Date: **07/17/2000**	Report Date: **07/13/2000**
Park Planning Area # **35E**	**PLACERITA CANYON**		

Total Units **752** = Proposed Units **752** + Exempt Units **0**

Sections 21.24.340, 21.24.350, 21.28.130, and 21.28.140, the County of Los Angeles Code, Title 21, Subdivision Ordinance provides that the County will determine whether the development's park obligation is to be met by:

1) the dedication of land for public or private park purpose or,

2) the payment of in-lieu fees or,

3) the provision of amenities or any combination of the above.

The specific determination of how the park obligation will be satisfied will be made by the Department of Parks and Recreation.

Park land obligation in acres or in-lieu fees:

ACRES:	**5.37**
IN-LIEU FEES:	**$692,730**

Conditions of the map approval:

The park obligation for this development will be met by:

The payment of $692,730 in-lieu fees.

Trails:

See also attached Trail Report. SANTA CLARITA RIDING AND HIKING TRAIL

For further information contact Patrocenia T. Sobrepena, Department of Parks and Recreation, 433 South Vermont Avenue, Los Angeles, California, 90020, (213) 738-2986.

For information on Hiking and Equestrian Trail requirements contact Jim McCarthy, Trail Coordinator at (213) 738-2972.

By: _____
James Barber, Advanced Planning Section Head

July 17, 2000 06:56:39
QMB02F.FRX

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION WORKSHEET

Tentative Map # **45023** DRP Map Date: **07/12/2000** SMC Date: **07/17/2000** Report Date: **07/13/2000**

Park Planning Area # **35E** **PLACERITA CANYON**

The formula for calculating the acreage obligation and or In-lieu fee is as follows:

(P)eople x (0.003) Goal x (D)welling = (X) acres obligation

(X) acres obligation x AFMV/Acre = In-Lieu Base Fee

Where: P = Estimate of number of People per dwelling unit according to the type of dwelling unit as determined by the 1990 U.S. Census*. Assume * people for detached single-family residences; Assume * people for attached single-family (townhouse) residences, two-family residences, and apartment houses containing fewer than five dwelling units; Assume * people for apartment houses containing five or more dwelling units; Assume * people for mobile homes.

Goal = The subdivision ordinance allows for the goal of 3.0 acres of park land for each 1,000 people generated by the development. This goal is calculated as "0.0030" in the formula.

D = Total approved number of Dwelling Units.

X = Local park space obligation expressed in terms of acres.

AFMV/Acre = Average Fair Marked Value per Acre by Park Planning Area.

Total Units **752** = Proposed Units **752** + Exempt Units **0**

	People*	Goal 3.0 Acres / 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	3.17	0.0030	0	0.00
M.F. < 5 Units	2.73	0.0030	0	0.00
M.F. >= 5 Units	**2.38**	**0.0030**	**752**	**5.37**
Mobile Units	2.55	0.0030	0	0.00
Exempt Units			0	
			Total Acre Obligation =	**5.37**

Park Planning Area = **35E PLACERITA CANYON**

Goal	Acre Obligation	AFMV / Acre	In-Lieu Base Fee
@(0.0030)	5.37	$129,000	**$692,730**

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit	Land
None					
			Total Provided Acre Credit:	**0.00**	

Acre Obligation	Public Land Crdt.	Priv. Land Crdt.	Net Obligation	AFMV / Acre	In-Lieu Fee Due
5.37	0.00	0.00	5.37	$129,000	**$692,730**

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

Rodney E. Cooper, Director

07/13/2000

NOTICE OF TRAIL REQUIREMENT FOR TRACT MAPS AND PARCEL MAPS

Map #: **TR - 45023** Date on Map: July 12, 2000

Provide a **20** foot easement for the **Santa Clarita Riding & Hiking Trail** to the satisfaction of the Department of Parks and Recreations' Standards. Because of the necessity to show the trail alignment as it pertains to topographical lines, **all information pertaining to trail requirements must be shown on the Tentative Parcel Map**.

X TRAIL OK AS SHOWN.

The exact following language must be shown for trail dedications on the final map.

Title Page: We hereby dedicate to the County of Los Angeles a **20** foot easement for Riding and Hiking purposes for the **Santa Clarita Riding & Hiking Trail**.

X TRAIL DEDICATIONS MUST BE SHOWN ON MAP.

X IF A WAIVER IS FILED, A PLAT MAP DEPICTING THE TRAIL MUST ACCOMPANY THE WAIVER.

For any questions concerning trail alignment or other trail requirements, please contact James A. McCarthy, Park Project Coordinator at (213) 738-2972.

James A. McCarthy, Park Project Coordinator

COUNTY LOS ANGELES - DEPARTMENT OF HEALTH SERVICES
ENVIRONMENTAL HEALTH
MOUNTAIN & RURAL/WATER, SEWERAGE & SUBDIVISION PROGRAMS
2525 Corporate Place, Room 150, Monterey Park, CA 91754 (323) 881-4147/4158

DHS

TRACT NO. 45023 TENTATIVE MAP DATE: 7/12/00

VICINITY Winnetka

X Approved on the condition that sanitary sewers be installed and used as the method of sewage disposal.

X The owner's statement indicates that domestic water will be supplied by _____ South Choice water Co.

___ The Los Angeles County Department of Health Services has no objection to the approval of Proposed Tract No._____ on condition that the subdivider notify the State of California, Division of Real Estate that:

___a. Sanitary sewers are not available and the tract will be dependent upon the use of individual, private sewage disposal systems.

___b. The subdivider demonstrates the feasibility of installing private sewage disposal systems in compliance with Los Angeles County Health Codes and Building and Safety Codes on all lots.

___c. If, because of future grading, or for any other reason, it is found that the requirements of the Plumbing Code cannot be met on certain lots, the Los Angeles County Department of Health Services will recommend that no building permit be issued for the construction of homes on such lots.

___d. The usage of the lots may be limited by the size and type of sewage systems that can legally be installed.

___e. The owner's statement indicates that domestic water will be supplied by _____.

___ The Los Angeles County Department of Health Services has no objection to the approval of the tentative map of this tract. However, it must be understood that the method of sewage disposal has not yet been determined nor approved.

___ Until we have approved the method of sewage disposal, we shall be unable to approve the final tract map.

___ We shall ask Department of Public Works to withhold occupancy of buildings within the tract until they have been connected to the sanitary sewer.

___ The owner's statement indicates that a sewage treatment plant will be constructed to serve Proposed Tract No._____.

___ We have no objection to the approval of the tentative map; however, plans and specifications of the proposed treatment plant and disposal facilities must be submitted to legally interested governmental agencies for approval.

___ We shall be unable to approve the final map until we have evidence that these approvals have been given.

X A legal entity shall be established to assume responsibility and authority to maintain jointly owned facilities in a clean and sanitary manner at all times.

___ Approval of the method of sewage disposal is contingent upon the approval by the California Regional Water Quality Control Board _____ Region.

___ The subdivider shall obtain a permit and approval from the Los Angeles County Department of Health Services for the destruction or construction of any water well on this property. In the event the well is to be maintained for future use, the well shall be protected from flooding or contamination or such protection which the Health Officer determines to be adequate.

X Comments: A Legal entity shall be established to maintain the open space lot

BY: _____ DATE: 7/25/00

(323) 881-4146

Los Angeles County
Department of Regional Planning
Director of Planning James E. Hartl, AICP

November 20, 2001

Land Design Consultants, Inc.
225 South Lake Avenue, Suite 600
Pasadena, California 91101

Gentlemen:

Subject: **VESTING TENTATIVE TRACT MAP NO. 45023**
MAP DATED: MAY 1, 2001

The Hearing Officer in her action on November 20, 2001, approved amendments to the conditions for filing a final map for Vesting Tentative Tract Map No. 45023, as requested in your letter dated March 7, 2001.

A. The following Department of Regional Planning condition was added:

1. Permission is granted to design the subdivision in accordance with the Amendment map dated May 1, 2001.

B. The following revised reports were approved:

Department of Public Works
- Grading and Drainage (6-6-01)
- Geology (7-19-01)
- Soils (7-19-01)
- Road (5-01-01)

Fire Department (7-5-01)
Department Parks and Recreation (11-15-01)
Department of Health Services (11-15-01)

All other applicable conditions shall remain as previously approved.

If you have any questions regarding this matter, please contact the Land Divisions Section of the Department of Regional Planning at (213) 974-6433.

Very truly yours,

DEPARTMENT OF REGIONAL PLANNING
James E. Hartl, AICP
Director of Planning

Donald C. Culbertson, Administrator
Current Planning Division

DCC:MJL:sd

c: Subdivision Committee
G. H. Palmer Associates

RP

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION
TRACT MAP NO. 45023 (Amend.)

LETTER AND MAP DATED 05-01-2001

We have no objection to the amendment request to realign the private drive and to construct retaining walls to support the fill slopes from the private drive and the northerly abutment of the Lost Canyon Road Bridge. The following conditions are recommended for inclusion in the conditions of tentative approval:

- Comply with the attached one page Drainage/Grading conditions.
- Comply with the attached two pages Geology/Soils conditions.
- Comply with the attached two pages Road conditions.
- Comply with all other previously approved conditions to the satisfaction of the Department of Public Works.

+lcw/for

Name Randine M. Ruiz Phone (626) 458-4915 Date 07-23-2001

LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION
SUBDIVISION PLAN CHECKING SECTION - GRADING AND DRAINAGE UNIT

REVISED TENTATIVE MAP DATED 05/01/2001

45023

RAINAGE CONDITIONS

Portions of the existing property lying in and adjacent to the natural drainage courses are subject to flood hazard.

Portions of the existing property lying in and adjacent to the City Clarita River are subject to flood hazard because of overflow, inundation, and debris flows.

Portions of the existing property are subject to sheet overflow, ponding, and high velocity scouring action.

Comply with the following requirements to the satisfaction of Director of Public Works prior to the filing of the final map:

[X] Provide drainage facilities to remove the flood hazard and dedicate and show necessary easements and/or right of way on the final map.

[X] Show the County's Flood Control District's right of way for MTD no. 378 on the final map. A permit will be required for any construction affecting the right of way or facilities.

] Notify the State Department of Fish and Game prior to commencement of work within any natural drainage course.

] Contact the State Water Resources Control Board to determine if a Notice of Intent (NOI) and a Storm Water Pollution Prevention Plan (SWPPP) are required to meet National Pollution Discharge Elimination System (NPDES) construction requirements for this site.

] Contact the Corps of Engineers to determine if a 404 Permit is required for any proposed work within the major watercourse. Provide a copy of the 404 Permit upon processing of the drainage plans. Conditions of this permit must be compatible with Department of Public Works maintenance criteria.

] This site is located in Zone "A" per the Federal Flood Insurance Rate Map. The Department of Public Works, Watershed Management Division (626) 458-4322, should be contacted to obtain procedures for revising the flood insurance rate map once the storm drain facilities are constructed. Encroachment into FEMA Zone "A" is not permitted prior to obtaining a Conditional Letter of Map Revision (CLOMR) from FEMA.

] A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010 of the Subdivision Ordinance.

] Comply with the requirements of the drainage concept / Standard Urban Stormwater Mitigation Plan (SUSMP) plan which was conceptually approved on November 15, 1993 to the satisfaction of the Department of Public Works.

] Comments/Additional Requirements: Delineate the Santa Clara River adopted floodway and flood plain on the final. Proposed levee improvements to be designated and constructed to the satisfaction of the Los Angeles County Department of Public Works per the revised drainage concept approve November 15, 1993.

==========

GRADING CONDITIONS

X] A grading plan and soils report must be submitted and approved prior to approval of the final map.

X] A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010(c) of the Subdivision Ordinance.

Date _____ P. M. TOBIAS, JR. Date 6/6/01 Phone (626) 458-4921

Sheet 1 of 1

REVIEWER CALLING HOURS
8-9 a.m. & 3-4 p.m. Mon.-Thurs.

County of Los Angeles Department of Public Works
LAND DEVELOPMENT DIVISION
GEOLOGIC REVIEW SHEET
900 S. Fremont Ave., Alhambra, CA 91803
TEL. (626) 458-4925

DISTRIBUTION
1 Geologist
__ Soils Engineer
1 LDMA/Proc. Center
1 Section File
1 Subdivision

TENTATIVE TRACT/MINOR LAND SUBDIVISION 45023 TENTATIVE MAP DATED 5/1/01 (Amendment)
SUBDIVIDER G.H. Palmer & Associates LOCATION Canyon Country
ENGINEER Land Design Consultants
GEOLOGIST Jerry Kovacs & Associates REPORT DATE ----------
SOILS ENGINEER Jerry Kovacs & Associates REPORT DATE ----------

[X] **TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL. PRIOR TO FILING THE FINAL LAND DIVISION MAP, THE FOLLOWING CONDITIONS MUST BE FULFILLED:**

[X] The final map must be approved by the Geology and Soils Sections to assure that all geotechnical (geology and soils) factors have been properly evaluated.

[X] A grading plan must be geotechnically approved by the Geology and Soils Sections. This grading plan must be based on a detailed engineering geology report and/or soils engineering report and show all recommendations submitted by them. It must also agree with the tentative map and conditions as approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading and completion of soils work, corrective grading will be required.

[X] All geologic hazards associated with this proposed development must be eliminated,

or

delineate restricted use areas, approved by the consultant geologist and/or soils engineer, to the satisfaction of the Geology and Soils Sections, and dedicate to the County the right to prohibit the erection of buildings or other structures within the restricted use areas.

[X] The Soils Engineering review dated 7/19/01 is attached.

[X] **TENTATIVE MAP IS APPROVED FOR FEASIBILITY. THE FOLLOWING INFORMATION IS APPLICABLE TO THIS DIVISION OF LAND:**

[ ] This project may not qualify for a waiver of final map under section 21.48.140 of the Los Angeles County Title 21 Subdivision Code.

[ ] The subdivider is advised that approval of this division of land is contingent upon the installation and use of a sewer system.

[ ] A geology and/or soils engineering report may be required prior to approval of building or grading plans.

[X] Geotechnical Recordation Map verification deposit estimate 6 hours.

[ ] Groundwater is less than 10 feet from the ground surface on lots _____

Prepared by _____ Reviewed by _____ Date 7/19/01
Charles Nestle

The "Manual for Preparation of Geotechnical Reports" prepared by County of Los Angeles, Department of Public Works is available on the Internet at the following address:
http://dpw.co.la.ca.us/med/manual.pdf

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION

SOILS ENGINEERING REVIEW SHEET

Address: 900 S. Fremont Ave.
Alhambra, CA 91803
Telephone: (626) 458-4925
Fax: (626) 458-4913
Calling hours - Monday through Thursday 8-9 a.m. & 3-4 p.m.

District Office 8.2

Sheet 1 of 2

DISTRIBUTION:

Tentative Tract 45023
Location Canyon Country
Developer/Owner Palmer
Engineer/Architect LDC
Soils Engineer Jerry Kovacs & Associates
Geologist Same as above

Review of:

Amended Tentative Tract Map Dated by Regional Planning 5/1/01

Previous review sheet dated 4/5/01

ACTION:

Tentative Map feasibility is recommended for approval.

REGISTERED PROFESSIONAL ENGINEER
MARK ANDREW STEUER
No. C053672
Exp 6-30-03
CIVIL
STATE OF CALIFORNIA

Prepared by _____ Date 7/19/01

Mark A. Steuer

NOTICE: Public safety, relative to geotechnical subsurface exploration, shall be provided in accordance with current codes for excavations, inclusive of the Los Angeles County Code, Chapter 11.48, and the State of California, Title 8, Construction Safety Orders.

Mark:45023tt

[x] We have no objection to the amendment request to realign the private drive and to construct retaining walls to support the fill slopes from the private drive and the northerly abutment of the Lost Canyon Road Bridge. The following conditions are recommended for inclusion in the conditions of tentative approval:

- The maintenance of the offsite improvements on Lost Canyon Road and Jakes Way shall be assumed by the subdivider or Home Owners Association. The subdivider may dedicate the offsite right of way acquired for Lost Canyon Road and Jakes Way to the County if it meets the minimum right of way width (40 feet or more) determined to be satisfactory by the Department of Public Works and if it is connected to a dedicated street or highway. Dedication of additional easements for slope maintenance purposes may be necessary where highway embankments are located within flood hazard areas or are subject to inundation, to the satisfaction of the Department of Public Works.

- The onsite portion of Lost Canyon Road north of the railroad shall be offered as a future street (50 feet from centerline per the latest IEC approved alignment). It may be dedicated if it is connected to a dedicated street and the right of way is not less than 40 feet wide along its entirety. The previously approved condition to dedicate this portion of Lost Canyon Road shall be disregarded unless it meets the above criteria.

- If the subdivider is unable to acquire the right of way or easements for the offsite portion of Jakes Way (easterly tract boundary to Lost Canyon Road) and for the offsite portion of Lost Canyon Road (railroad northerly to Jakes Way) prior to issuance of building permits for Phase II (TR 45023-02), the subdivider shall advise the Department of Public Works of the hardship and provide satisfactory evidence of the hardship prior to construction of the alternate private drive.

- If the offsite easements necessary for the improvements of Lost Canyon Road (from the railroad northerly to Jakes Way) and Jakes Way (from the easterly tract boundary to Lost Canyon Road) are not acquired by the subdivider prior to recordation of Phase II (TR 45023-02), the subdivider shall request the Department of Public Works to initiate right of way acquisitions necessary to satisfy the offsite improvement requirements for Lost Canyon Road and Jakes Way. The applicant may also enter into an agreement to complete the offsite improvements on Lost Canyon Road and Jakes Way at such time as the County acquires the necessary right of way to permit the improvements to be made. The applicant shall be responsible for all costs incurred by the County in securing the necessary offsite right of way and any needed slope easements.

- The subdivider shall remove any structures and/or retaining walls erected within the proposed right of way of Lost Canyon Road upon initiation of street improvements on Lost Canyon Road north of the railroad tracks. The subdivider may also satisfy this condition by posting bonds for the removal of the structures to the satisfaction of the Department of Public Works.

- Comply with all other previously approved conditions.

HCW/for

Name Randine M. Ruiz Phone (626) 458-4915 Date Rev. 07-19-2001

RP

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

WATER SYSTEM REQUIREMENTS - UNINCORPORATED

Subdivision No. 45023 Tentative Map Date May 01, 2001

Revised Report _____

☐ The County Forester and Fire Warden is prohibited from setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted. However, water requirements may be necessary at the time of building permit issuance.

☒ The required fire flow for public fire hydrants at this location is **3000** 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.

☐ The required fire flow for private on-site hydrants is ____ gallons per minute at 20 psi. Each private on-site hydrant must be capable of flowing ____ gallons per minute at 20 psi with two hydrants flowing simultaneously, one of which must be the furthest from the public water source.

☒ Fire hydrant requirements are as follows:

Install **40** public fire hydrant(s). Upgrade / Verify existing ___ public fire hydrant(s).

Install ___ private on-site fire hydrant(s).

☒ All hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal. All
☒ Location: As per map on file with the office.
☒ Other location: **As previously required.**

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

☐ The County of Los Angeles Fire Department is not setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted.

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

☐ Hydrants and fire flows are adequate to meet current Fire Department requirements.

☐ Upgrade not necessary, if existing hydrant(s) meet(s) fire flow requirements. Submit original water availability form to our office.

Comments:

All hydrants shall be installed in conformance with Title 20, County of Los Angeles Government Code and County of Los Angeles Fire Code, or appropriate city regulations. This shall include minimum six-inch diameter mains. Arrangements to meet these requirements must be made with the water purveyor serving the area.

By Inspector Janna Masi Date July 5, 2001

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

CONDITIONS OF APPROVAL FOR SUBDIVISION - UNINCORPORATED

)division: 45023 Map Date May 1, 2001

J.P. _____ Vicinity Santa Clarita

Access shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 902 of the Fire Code, which requires all weather access. All weather access may require paving.

Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.

Where driveways extend further than 300 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 their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.

The private driveways shall be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted. Driveways shall be maintained in accordance with the Fire Code.

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.

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. (Contact: Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, Phone (626) 969-5205 for details).

Provide Fire Department or City approved street signs and building access numbers prior to occupancy.

Additional fire protection systems shall be installed in lieu of suitable access and/or fire protection water.

The final concept map, which has been submitted to this department for review, has fulfilled the conditions of approval recommended by this department for access only.

These conditions must be secured by a C.U.P. and/or Covenant and Agreement approved by the County of Los Angeles Fire Department prior to final map clearance.

The Fire Department has no additional requirements for this division of land.

Contact the Planning Section within the Fire Department to verify if a Fire Station will be required to adequately serve the proposed development. Contact (323) 881–2404.

)mments: **See additional comments on attached sheet.**

/ Inspector: Janna Masi Date July 5, 2001

Water, Subdivision & Access Unit - Fire Prevention Division - (323) 890-4243, Fax (323) 890-4129

rm 267

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

5823 Rickenbacker Street
Commerce, California 90040

SUBDIVISION, WATER AND ACCESS REQUIREMENTS

ADDITIONAL PAGE

SUBDIVISION NO. 45023 **PAGE NO.** 1

A Access drive located adjacent to buildings 77 & 78 shall provide a fire department turnaround, indicate compliance on final map. This condition was previously issued on 10-1-93

The following items are in response to your request of July 11, 2000.

B The maximum alllowable units to record on an improved single point of access (Jakes Way) shall not exceed 304 units

C Prior to the 305 unit receiving building permit issuance the previously approved temporary access of 36' shall be constructed and inspected for installation. Said access shall be installed from the Easterly tract boundary as shown on the submitted exhibit and connected into an existing paved County improved/maintained road

D The total number of allowed units prior to the full improvements for the connection of Jakes Way and Lost Cyn. shall not exceed 608.

E Prior to the final map clearance of unit 305, G.H. Palmer shall submit a recorded covenant and agreement stating that prior to building permit issuance of said unit 305, the previously approved temporary access shall be completed, inspected and accepted by the L.A. Co. Fire Department.

By Inspector: Janna Masi Date: July 5, 2001

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION REPORT

Tentative Map # **45023**	DRP Map Date:**05/01/2001**	SMC Date: / /	Report Date: **11/15/2001**
Park Planning Area # **35E**	**PLACERITA CANYON**		Map Type:**REV. (REV RECD)**

Total Units **752** = Proposed Units **752** + Exempt Units **0**

Sections 21.24.340, 21.24.350, 21.28.130, and 21.28.140, the County of Los Angeles Code, Title 21, Subdivision Ordinance provides that the County will determine whether the development's park obligation is to be met by:

1) the dedication of land for public or private park purpose or,

2) the payment of in-lieu fees or,

3) the provision of amenities or any combination of the above.

The specific determination of how the park obligation will be satisfied will be made by the Department of Parks and Recreation.

Park land obligation in acres or in-lieu fees:

ACRES:	**5.37**
IN-LIEU FEES:	**$692,730**

Conditions of the map approval:

The park obligation for this development will be met by:

The payment of $692,730 in-lieu fees.

Trails:

See also attached Trail Report. SANTA CLARA RIDING AND HIKING TRAIL- The 20 foot trail easement must be called out " Los Angeles County Riding and Hiking Trail" on the final map.

Comments:

In-lieu fee in the amount of $276,355 (300 units, in unit tract 45023-01) was paid on July 13, 2000, receipt number 43003E, leaving a balance of the park obligation in the amount of $416,375.

Contact Patrocenia T. Sobrepeña, Acting Park Planner, Department of Parks and Recreation, 433 South Vermont Avenue, Los Angeles, California, 90020 at (213) 738-2972 for further information or an appointment to make an in-lieu fee payment.

For information on Hiking and Equestrian Trail requirements contact Tom Dittmar, Design Section Head at (213) 738-2974.

By: _____
James Barber, Advanced Planning Section Head

Supv D 5th
November 15, 2001 08:11:26
QMB02F.FRX

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION WORKSHEET

Tentative Map # **45023** DRP Map Date: **05/01/2001** SMC Date: / / Report Date: **11/15/2001**

Park Planning Area # **35E** **PLACERITA CANYON** Map Type: **REV. (REV RECD)**

The formula for calculating the acreage obligation and or In-lieu fee is as follows:

(P)eople x (0.003) Goal x (D)welling = (X) acres obligation

(X) acres obligation x AFMV/Acre = In-Lieu Base Fee

Where: P = Estimate of number of People per dwelling unit according to the type of dwelling unit as determined by the 1990 U.S. Census*. Assume * people for detached single-family residences; Assume * people for attached single-family (townhouse) residences, two-family residences, and apartment houses containing fewer than five dwelling units; Assume * people for apartment houses containing five or more dwelling units; Assume * people for mobile homes.

Goal = The subdivision ordinance allows for the goal of 3.0 acres of park land for each 1,000 people generated by the development. This goal is calculated as "0.0030" in the formula.

D = Total approved number of Dwelling Units.

X = Local park space obligation expressed in terms of acres.

AFMV/Acre = Average Fair Marked Value per Acre by Park Planning Area.

Total Units **752** = Proposed Units **752** + Exempt Units **0**

	People*	Goal 3.0 Acres / 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	3.17	0.0030	0	0.00
M.F. < 5 Units	2.73	0.0030	0	0.00
M.F. >= 5 Units	**2.38**	**0.0030**	**752**	**5.37**
Mobile Units	2.55	0.0030	0	0.00
Exempt Units			0	
			Total Acre Obligation =	**5.37**

Park Planning Area = **35E PLACERITA CANYON**

Goal	Acre Obligation	AFMV / Acre	In-Lieu Base Fee
@(0.0030)	5.37	$129,000	**$692,730**

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit	Land
None					
			Total Provided Acre Credit:	**0.00**	

Acre Obligation	Public Land Crdt.	Priv. Land Crdt.	Net Obligation	AFMV / Acre	In-Lieu Fee Due
5.37	0.00	0.00	5.37	$129,000	**$692,730**

Supv D 5th
November 15, 2001 08:01:22
QMB01F.FRX

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

Rodney E. Cooper, Director

11/15/2001

NOTICE OF TRAIL REQUIREMENT FOR TRACT MAPS AND PARCEL MAPS

Map #: **TR - 45023** Date on Map: **May 1, 2001**

Provide a **20** foot easement for the **Santa Clara Riding & Hiking Trail** to the satisfaction of the Department of Parks and Recreations' Standards. Because of the necessity to show the trail alignment as it pertains to topographical lines, **all information pertaining to trail requirements must be shown on the Tentative Tract Map**.

X TRAIL EASEMENT HAS NOT BEEN CALLED OUT ON THE TENTATIVE MAP. THE TRAIL EASEMENT MUST BE IDENTIFIED; CALLED OUT "L.A. COUNTY RIDING AND HIKING TRAIL EASEMENT" ON THE FINAL MAP.

The exact following language must be shown for trail dedications on the final map.

Title Page: We hereby dedicate to the County of Los Angeles a **20** foot easement for Riding and Hiking purposes for the **Santa Clara Riding & Hiking Trail**.

X TRAIL DEDICATIONS MUST BE SHOWN ON MAP.

X IF A WAIVER IS FILED, A PLAT MAP DEPICTING THE TRAIL MUST ACCOMPANY THE WAIVER.

For any questions concerning trail alignment or other trail requirements, please contact Tonda Lay, Trails Coordinator at (213) 738-2118.

Tonda Lay, Trails Coordinator
trlrpt45923-01a

COUNTY LOS ANGELES - DEPARTMENT OF HEALTH SERVICES
ENVIRONMENTAL HEALTH
MOUNTAIN & RURAL/WATER, SEWERAGE & SUBDIVISION PROGRAMS
2525 Corporate Place, Room 150, Monterey Park, CA 91754 (323) 881-4147/4158

PARCEL MAP NO. 45023 TENTATIVE MAP DATE: May 1, 2001

VICINITY Newhall

X ~~The Los Angeles County Department of Health Services recommends that sanitary sewers be~~ installed to serve proposed Parcel Map No. 45023.

X The owner's statement indicates that domestic water will be supplied by Santa Clarita Water Co

— Sanitary sewers are not available and the lots will be dependent upon the use of individual sewage disposal systems for Parcel Map No. [redacted].

— The subdivider demonstrates the feasibility of installing private sewage disposal systems in compliance with Los Angeles County Health Codes and Building and Safety Codes on all lots. To include percolation test and geology report on ground water and soil profile for all lots. (See feasibility guidance)

— If, because of future grading, or for any other reason, it is found that the requirements of the Plumbing Code cannot be met on any of the proposed lots, the Department of Health Services will recommend that no building permit be issued for the construction of homes on such lots.

— The usage of the lots may be limited by the size and type of sewage systems that can legally be installed.

— Domestic water will be supplied by_____.

— The installation and location of private sewage disposal systems will be contingent on the requirements of the Engineering Geology Division of the Los Angeles County Department of Public Works.

— The Los Angeles County Department of Health Services will approve and permit the installation of septic tanks with the effluent discharging into seepage pits or leaching lines to be used as the method of sewage disposal on all lots of Parcel Map No._____.

— We have been advised by County Public Works Sanitary Sewer Unit that sanitary sewers are available and that their use will be required for this Parcel Map.

— Domestic water will not be supplied, but will be developed by the individual buyers of the lots.

— This report will not necessarily be applicable to any smaller parcels which may be created by future subdivision of the lots shown on the tentative map under consideration at this time.

— The Los Angeles County Department of Health Services has no objection to the tentative approval of this Parcel Map. However, it must be understood that the method of sewage disposal has not yet been determined or approved.

— Until we have approved the method of sewage disposal, we shall be unable to approve the final Parcel Map.

X Approval of the method of sewage disposal is contingent upon the approval by the California Regional Water Quality Control Board, _____ Region.

— The subdivider shall obtain a permit and approval from the Los Angeles County Department of Health Services for the destruction or construction of any water well on this property. In the event the well is to be maintained for future use, the well shall be protected from flooding or contamination or such protection which the Health Officer determines to be adequate.

X Comments:
1. Applicant needs to obtain a letter from the water purveyor which guarantees water connection and service.
2. A legal entity shall be established to assume responsibility and authority to maintain jointly owned facilities in a clean and sanitary manner at all times

BY: Anthony Lawrence, REHS III DATE: Nov 15, 2001

323-881-4147

LDC

LAND DESIGN CONSULTANTS, INC.
Land Planning, Civil Engineering, Surveying & Environmental Services

Memo Amendment 3-13-01 TR45023

March 7, 2001

Mr. Paul McCarthy
County of Los Angeles
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

RE: Vesting Tentative Tract 45023, CUP No. 86-522
Oak Tree Permit No. 86-522
Our Project No. 93021-002

Dear Paul:

On August 1, 2000, the hearing officer approved amendments to the conditions of approval for filing a final map for the above Vesting Tentative Tract Map and Conditional Use Permit.

During the last two years we have attempted to obtain easements from the owners of the off-site property, which is adjacent to our northeasterly boundary to obtain the right-of-way for the off-site portion of Jakes Way easterly from our Tract to Lost Canyon Road and for the off-site portion of Lost Canyon Road northerly from our Tract to Jakes Way. Despite all the costly attempts by Saugus (the developer) to obtain such easements, the off-site property owners have not agreed to grant the easements. Therefore as per condition **No. 8** we will construct a temporary private driveway with 36 feet of pavement, from the terminus of Lost Canyon Road along the easterly boundary of lots 3 and 4.

We would like to request to amend the approved Tentative map to eliminate the off site slope easement which is supporting the construction of the 36 foot private driveway. We would like to construct a retaining wall in place of the slope. Originally the slope was 30' high. The new retaining wall will vary in height from 1' to 19'. The 19' high wall is only proposed at the Southeast corner of Tract 45023-02's boundary.

Please approve this requested change. If you have any questions, please call me at (661) 775-3940. Thank you in advance for your help.

Sincerely,

LAND DESIGN CONSULTANTS, INC.

May Mikhail, P.E.
Sr. Project Manager

c: Peter Novak/G.H. Palmer Associates

225 South Lake Avenue, Suite 600, Pasadena, California 91101 / 626•578•7000 Fax 626•578•7373
25570 Rye Canyon Road, Suite I, Valencia, California 91355 / 661•775•3940 Fax 661•775•3942

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

James E. Hartl, AICP
Director of Planning

August 6, 2003

Bob Sims
Land Design Consultants
225 S. Lake Avenue
Pasadena, California 91101

Dear Mr. Sims:

SUBJECT: TENTATIVE TRACT MAP NO. 45023
MAP DATED: June 16, 2003

The Hearing Officer in his action on August 5, 2003, approved an amendment to Tentative Tract Map No. 45023 as requested in the applicant's letter dated April 30, 2003.

A. The following Department of Regional Planning conditions were added:

1. Permission is granted to design the subdivision in accordance with the amendment map dated May 8, 2003.

2. Construct or bond with the Department of Public Works for paving of the off-site driveway.

3. Provide in the covenants, conditions and restrictions (CC&Rs) for the maintenance of the common driveways.

4. Provide 3 walkways, one westerly of the main driveway and two equally spaced easterly of the main driveway to Medley Ridge Drive, to provide easy pedestrian access to the residential units in the event residents or guests park on Medley Ridge Drive to the satisfaction of the Fire Department and Director of Planning.

5. Concurrent with final map recordation, record a grant deed conveying the portion of the adjacent property, within the same ownership, where the access driveway is located so that the driveway becomes part of Lot 20, as approved through the lot line adjustment process.

B. The following revised reports were also approved:

Department of Public Works:

Drainage and Grading Unit (6/17/03)
Geology Section (5/27/03)
Soils Section (5/22/03)
Road/Sewer/Water Sections (6/23/03)

Fire Department (6/19/03)
Department of Parks and Recreation (6/23/03)
Department of Health Services (6/11/03)

All other applicable conditions shall remain as previously approved.

The revised Exhibit "A" for Conditional Use Permit No. 86-522-(5) is also approved.

If you have any questions regarding this matter, please contact the Land Divisions Section of the Department of Regional Planning at (213) 974-6433.

Very truly yours,

DEPARTMENT OF REGIONAL PLANNING
James E. Hartl, AICP
Director of Planning

Frank Meneses
Current Planning Division
Acting Administator

JEH:FM:ef

c: Subdivision Committee

Hearing Officer Meeting: 08-05-03
Agenda Item No.: 11

AMENDMENT TO VESTING TENTATIVE TRACT MAP NO. 45023 – (5)
CONDITIONAL USE PERMIT NO. 86-522–(5)

Project:	Tentative Tract Map No 45023 was approved by the Board of Supervisors on November 29, 1996. The approval authorized the creation of 752 condominiums on 23 multi-family lots on a project site of 46.2 acres. Conditional Use Permit No.86-522 was approved concurrently with Tract Map No. 45023 to ensure compliance with Hillside Management Design Criteria. Oak Tree Permit No. 86-522, Local Plan Amendment 86-522 and Zone Change 86-522 were also approved concurrently with Tract Map No. 45023.
Location:	Easterly of the Antelope Valley Freeway, north of Medley Ridge Drive.
Zone:	RPD-1-20U (Residential Planned Development, 20 dwelling units per acre)
Zoned District:	Sand Canyon
Approval Date:	November 29, 1994
Map Date:	(Tentative) May 8, 2003 (Amendment)
Exhibit Map Date:	February 20, 1997 June 16, 2003 (Revised)

CURRENT REQUEST:

The applicant requests approval of an amendment to Vesting Tentative Tract Map No.

45023 and concurrent approval of the revised Exhibit "A" to Conditional Use Permit Case No. 86-522. The amendment map and revised Exhibit "A" show design changes to the multi-family units previously approved. Access to the units is proposed from driveways accessed from outside the tract boundary, on property within the same ownership, via one main driveway from Medley Ridge Road. Two emergency gates are also provided to Medley Ridge. The previous design depicted multiple driveways from Medley Ridge. A total of 144 units in 18 buildings is shown. Lots have been consolidated to just one shown, Lot 20. Pad elevations have increased, but a previously depicted retaining wall has been reduced to 6'.

RECOMMENDATION:

- Approve the amendment and revised Exhibit "A" to this previously approved project. This action is Categorically Exempt pursuant to Class 5 of the County Environmental Reporting Guidelines.

- Add the following Department of Regional Planning conditions for Vesting Tentative Tract Map No. 45023.

  1. Permission is granted to design the subdivision in accordance with the amendment map dated May 8, 2003.

  2. Construct or bond with the Department of Public Works for paving of the off-site driveway.

  3. Provide in the covenants, conditions and restrictions (CC&Rs) for the maintenance of the common driveways.

  4. Provide 3 walkways, one westerly of the main driveway and two equally spaced easterly of the main driveway to Medley Ridge Drive, to provide easy pedestrian access to the residential units in the event residents or guests park on Medley Ridge Drive.

  5. Concurrent with final map recordation, record a grant deed conveying the portion of the adjacent property, within the same ownership, where the access driveway is located so that the driveway becomes part of Lot 20 as approved through the lot line adjustment process.

- Approve the following revised reports:

Department of Public Works	Drainage and Grading Unit (6/17/03) Geology Section (5/27/03) Soils Section (5/22/03) Road/Sewer/Water Sections (6/23/03)

Fire Department (6/19/03)
Department of Parks and Recreation (6/23/03)
Department of Health Services (6/11/03)

All other conditions applicable to the area covered by this amendment map and revised Exhibit "A" shall remain as previously approved.

RP

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION
TRACT NO. 45023 (Amend.)

LETTER AND MAP DATED 05-08-2003

We have no objection to the proposed amendment to revise the location of the buildings and private driveways and fire lanes on lots 20 to 23. The following conditions are recommended for inclusion in the conditions of tentative approval:

1. Provide off-site easements for drainage, grading, ingress/egress, utilities, sewer, water, and maintenance purposes, etc. in the vicinity along the northerly property line of Phase 3 development to the satisfaction of Public Works.

2. Comply with the attached two-page Drainage/Grading conditions.

3. Comply with the attached two-page Geologic/Soils conditions.

5. Comply with the attached one-page Road conditions.

5. Comply with the attached one-page Sewer conditions.

6. Comply with the attached one-page Water conditions.

7. Comply with all other previously approved conditions to the satisfaction of Public Works.

HCW/for

Name Barry S. Witler Phone (626) 458-4915 Date 06-23-2003

MSW

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION
SUBDIVISION PLAN CHECKING SECTION
DRAINAGE AND GRADING UNIT

TRACT NO. 45023

REVISED TENTATIVE MAP DATED 05/08/03
EXHIBIT "A" MAP DATED 05/08/03

DRAINAGE CONDITIONS

[X] Portions of the existing property lying in and adjacent to the natural drainage courses are subject to flood hazard.

[X] Portions of the existing property lying in and adjacent to the Santa Clarita River are subject to flood hazard because of overflow, inundation, and debris flows.

[X] Portions of the existing property are subject to sheet overflow, ponding, and high velocity scouring action.

[X] Comply with the following requirements to the satisfaction of Director of Public Works prior to the filing of the final map:

- [X] Provide drainage facilities to remove the flood hazard and dedicate and show necessary easements and/or right of way on the final map.
- [X] A hydrology study for design of drainage facilities/delineation of flood hazard is required. Hydrology study shall be approved prior to submittal of improvement plans.
- [X] Show the County's Flood Control District's right of way for MTD 378 on the final map. A permit will be required for any construction affecting the right of way or facilities.

[X] Notify the State Department of Fish and Game prior to commencement of work within any natural drainage course.

[X] Contact the State Water Resources Control Board to determine if a Notice of Intent (NOI) and a Storm Water Pollution Prevention Plan (SWPPP) are required to meet National Pollution Discharge Elimination System (NPDES) construction requirements for this site.

[X] Contact the Corps of Engineers to determine if a 404 Permit is required for any proposed work within the major watercourse. Provide a copy of the 404 Permit upon processing of the drainage plans. Conditions of this permit must be compatible with Public Works maintenance criteria.

[X] This site is located in Zone "A" per the Federal Flood Insurance Rate Map. Public Works, Watershed Management Division (626) 458-4322, should be contacted to obtain procedures for revising the flood insurance rate map once the storm drain facilities are constructed. Encroachment into FEMA Zone "A" is not permitted prior to obtaining a Conditional Letter of Map Revision (CLOMR) from FEMA.

[X] A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010 of the Subdivision Ordinance.

[X] Comply with the requirements of the drainage concept / Standard Urban Stormwater Mitigation Plan (SUSMP) plan which was conceptually approved on November 15, 1993 to the satisfaction of Public Works.

[X] Comments/Additional Requirements: Delineate the Santa Clara River adopted floodway and flood plain on the final map. Proposed levee improvements to be designated and constructed to the satisfaction of the Department of Public Works per the drainage concept approved November 15, 1993.

==========

TRACT NO. 45023

REVISED TENTATIVE MAP DATED 05/08/03
EXHIBIT "A" MAP DATED 05/08/03

GRADING CONDITIONS

[X] A grading plan and soils report must be submitted and approved prior to approval of the final map.

[X] A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010(c) of the Subdivision Ordinance.

Name _____ Date 6/17/03 Phone (626) 458-4921
TIMOTHY CHEN

County of Los Angeles Department of Public Works
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION
GEOLOGIC REVIEW SHEET
900 So. Fremont Ave., Alhambra, CA 91803
TEL. (626) 458-4925

DISTRIBUTION
__ Geologist
__ Soils Engineer
1 GMED File
1 Subdivision

ITATIVE TRACT / PARCEL MAP 45023
3DIVIDER G.H. Palmer & Associates
GINEER Land Design Consultants
OLOGIST Jerry Kovacs & Associates
ILS ENGINEER Jerry Kovacs & Associates

TENTATIVE MAP DATED 5/8/03 (Revision)
LOCATION Canyon Country

REPORT DATE 1/9/87, 8/4/89
REPORT DATE Same as above

TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL. PRIOR TO FILING THE FINAL LAND DIVISION MAP, THE FOLLOWING CONDITIONS MUST BE FULFILLED:

[X] The final map must be approved by the Geology and Soils Sections to assure that all geotechnical (geology and soils) factors have been properly evaluated.

[X] A grading plan must be geotechnically approved by the Geology and Soils Sections. This grading plan must be based on a detailed engineering geology report and/or soils engineering report and show all recommendations submitted by them. It must also agree with the tentative map and conditions as approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading, corrective geologic bonds will be required.

[X] All geologic hazards associated with this proposed development must be eliminated,
or
delineate restricted use areas, approved by the consultant geologist and/or soils engineer, to the satisfaction of the Geology and Soils Sections, and dedicate to the County the right to prohibit the erection of buildings or other structures within the restricted use areas.

[ ] A statement entitled: "Geotechnical Note(s), Potential Building Site: For grading and corrective work requirements for access and building areas for Lot(s) No(s). _____ refer to the Soils Report(s) by _____ ,dated _____ ."

[X] The Soils Engineering review dated 5/22/03 is attached.

] TENTATIVE MAP IS APPROVED FOR FEASIBILITY. THE FOLLOWING INFORMATION IS APPLICABLE TO THIS DIVISION OF LAND:

[ ] This project may not qualify for a waiver of final map under section 21.48.140 of the Los Angeles County Title 21 Subdivision Code.

[ ] The subdivider is advised that approval of this division of land is contingent upon the installation and use of a sewer system.

[ ] A geology and/or soils engineering report may be required prior to approval of building or grading plans.

[X] Geotechnical Recordation Map verification deposit estimate 6 hours.

[ ] Groundwater is less than 10 feet from the ground surface on lots _____

Prepared by _____ Geir R. Mathisen Reviewed by _____ Charles T. Nestle Date 5/27/03

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION

SOILS ENGINEERING REVIEW SHEET

Address: 900 S. Fremont Ave., Alhambra, CA 91803
Telephone: (626) 458-4925
Fax: (626) 458-4913

District Office 8.2
Job Number LX001129
Sheet 1 of 1

DISTRIBUTION:
___ Drainage
___ Grading
___ Geo/Soils Central File
___ District Engineer
___ Geologist
___ Soils Engineer
___ Engineer/Architect

Tentative Tract	45023
Location	Canyon Country
Developer/Owner	G.H. Palmer & Associates
Engineer/Architect	Land Design Consultants
Soils Engineer	Jerry Kovacs & Associates
Geologist	Same as above

Review of:

Revised Tentative Tract Map Dated by Regional Planning 5/8/03

Previous review sheet dated 3/24/03

ACTION:

Tentative Map feasibility is recommended for approval, subject to conditions below:

REMARKS:

Submit two sets of grading plans to the Soils Section for verification of compliance with County codes and policies.

NOTE(S) TO THE PLAN CHECKER/BUILDING AND SAFETY ENGINEER:

A. THE ON-SITE SOILS ARE SEVERELY CORROSIVE TO FERROUS METALS.
B. THE ON-SITE SOILS ARE DELERTERIOUS TO CONCRETE.

REGISTERED PROFESSIONAL ENGINEER
GAN N LEM
NO 2328
EXP 6/30/0?
GEOTECHNICAL
STATE OF CALIFORNIA

Prepared by Yoshiya Morisaku Reviewed by Gan Lem Date 5/22/03

NOTICE: Public safety, relative to geotechnical subsurface exploration, shall be provided in accordance with current codes for excavations, inclusive of the Los Angeles County Code, Chapter 11.48, and the State of California, Title 8, Construction Safety Orders.
P:\Yosh\45023TentT

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - ROAD
TRACT MAP NO. 45023 (Amend.)

TENTATIVE MAP DATED 05-08-2003

We have no objection to the proposed amendment requests. The following conditions are recommended for inclusion in the conditions of tentative approval:

1. Locate the entry gate a minimum of 50 feet beyond the right of way of Medley Ridge Road and construct a minimum 32 foot radius turnaround preceding the gated entrance to the satisfaction of Public Works. The minimum gate setback shall be increased, if necessary, to accommodate adequate stacking distance as determined in each case by the traffic engineering consultant at final engineering to the satisfaction of Public Works.

2. Comply with all previously approved conditions to the satisfaction of Public Works.

HCW/for

Name Barry S. Witler Phone (626) 458-4915 Date 06-23-2003

MSW

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - SEWER
TRACT MAP NO. 45023 (Amend.)

LETTER AND MAP DATED 05-08-2003

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. The subdivider shall install and dedicate main line sewers and serve each building with a separate house lateral or have approved and bonded sewer plans on file with Public Works.

2. The subdivider shall submit an area study to Public Works to determine if capacity is available in the sewerage system to be used as the outlet for the sewers in this land division. If the system is found to have insufficient capacity, upgrade of the existing system is required to the satisfaction of Public Works.

3. The subdivider shall send a print of the land division map to the County Sanitation District, with a request for annexation. The request for annexation must be approved prior to final map approval.

4. Off-site improvements are required.

5. On-site and off-site easements are required, subject to review by Public Works to determine the final locations and requirements.

6. A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010(c) of the Subdivision Ordinance.

+lw/for

Name Barry S. Witler Phone (626) 458-4915 Date 06-23-2003

MSW

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - WATER
TRACT MAP NO. 45023 (Amend.) LETTER AND MAP DATED 05-08-2003

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. A water system maintained by the water purveyor, with appurtenant facilities to serve all buildings in the land division, must be provided. The system shall include fire hydrants of the type and location as determined by the Fire Department. The water mains shall be sized to accommodate the total domestic and fire flows.

2. There shall be filed with Public Works a statement from the water purveyor indicating that the water system will be operated by the purveyor, and that under normal conditions, the system will meet the requirements for the land division, and that water service will be provided to each building.

3. Off-site improvements are tentatively required.

4. On-site and off-site easements shall be granted to the County, appropriate agency or entity for the purpose of ingress, egress, construction and maintenance of all infrastructure constructed for this land division to the satisfaction of Public Works.

5. Submit landscape and irrigation plans for each lot in the land division, with landscape area greater than 2,500 square feet, in accordance with the Water Efficient Landscape Ordinance.

6. A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010(c) of the Subdivision Ordinance.

Name Barry S. Witler HCW/for Phone (626) 458-4915 Date 06-23-2003
MSW

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

WATER SYSTEM REQUIREMENTS - UNINCORPORATED

Subdivision No. 45023 Tentative Map Date May 8, 2003

Revised Report yes

☐ The County Forester and Fire Warden is prohibited from setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted. However, water requirements may be necessary at the time of building permit issuance.

☒ The required fire flow for public fire hydrants at this location is **5000** gallons per minute at 20 psi for a duration of 5 hours, over and above maximum daily domestic demand. 3 Hydrant(s) flowing simultaneously may be used to achieve the required fire flow.

☐ The required fire flow for private on-site hydrants is ____ gallons per minute at 20 psi. Each private on-site hydrant must be capable of flowing ____ gallons per minute at 20 psi with two hydrants flowing simultaneously, one of which must be the furthest from the public water source.

☒ Fire hydrant requirements are as follows:

Install 11 public fire hydrant(s). Upgrade / Verify existing ____ public fire hydrant(s).

Install ____ private on-site fire hydrant(s).

☒ All hydrants shall measure 6"x 4"x 2-1/2" 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.
- ☒ Location: As per map on file with the office.
- ☐ Other location: _____

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

☐ The County of Los Angeles Fire Department is not setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted.

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

☐ Hydrants and fire flows are adequate to meet current Fire Department requirements.

☐ Upgrade not necessary, if existing hydrant(s) meet(s) fire flow requirements. Submit original water availability form to our office.

Comments:

All hydrants shall be installed in conformance with Title 20, County of Los Angeles Government Code and County of Los Angeles Fire Code, or appropriate city regulations. This shall include minimum six-inch diameter mains. Arrangements to meet these requirements must be made with the water purveyor serving the area.

By Inspector *Janna Masi* Date June 19, 2003

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

CONDITIONS OF APPROVAL FOR SUBDIVISION - UNINCORPORATED

division: 45023 Map Date May 8, 2003

I.P. 86-523 Vicinity Santa Clarita

FIRE DEPARTMENT HOLD on the tentative map shall remain until verification from the Los Angeles County Fire Dept. Planning Section is received, stating adequacy of service. Contact (323) 881–2404.

Access shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 902 of the Fire Code, which requires all weather access. All weather access may require paving.

Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.

Where driveways extend further than 300 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 their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.

The private driveways shall be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted. Driveways shall be maintained in accordance with the Fire Code.

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.

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. (Contact: Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, Phone (626) 969-5205 for details).

[ ] Provide Fire Department or City approved street signs and building access numbers prior to occupancy.

[ ] Additional fire protection systems shall be installed in lieu of suitable access and/or fire protection water.

[ ] The final concept map, which has been submitted to this department for review, has fulfilled the conditions of approval recommended by this department for access only.

[ ] These conditions must be secured by a C.U.P. and/or Covenant and Agreement approved by the County of Los Angeles Fire Department prior to final map clearance.

[ ] The Fire Department has no additional requirements for this division of land.

omments: Turning radii on firelanes shall not be less than 32' on the centerline. Indicate compliance on the Ex. "A"
All previous conditions still apply to the development.

y Inspector: Janna Masi Date June 19, 2003

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION REPORT

Tentative Map # **45023**	DRP Map Date: **05/08/2003**	SCM Date: **06/23/2003**	Report Date: **06/23/2003**
Park Planning Area # **35E**	**PLACERITA CANYON**		Map Type: **REV. (REV RECD)**

Total Units **752** = Proposed Units **752** + Exempt Units **0**

Sections 21.24.340, 21.24.350, 21.28.120, 21.28.130, and 21.28.140, the County of Los Angeles Code, Title 21, Subdivision Ordinance provide that the County will determine whether the development's park obligation is to be met by:

1) the dedication of land for public or private park purpose or,
2) the payment of in-lieu fees or,
3) the provision of amenities or any combination of the above.

The specific determination of how the park obligation will be satisfied will be based on the conditions of approval by the advisory agency as recommended by the Department of Parks and Recreation.

Park land obligation in acres or in-lieu fees:

ACRES:	**5.37**
IN-LIEU FEES:	**$692,730**

Conditions of the map approval:

The park obligation for this development will be met by:

The payment of $692,730 in-lieu fees.

Trails:

See also attached Trail Report. SANTA CLARA RIDING AND HIKING TRAIL

Comments:

Balance of in-lieu fee as of April 7, 2003 is $136,337.

Contact Patrocenia T. Sobrepeña, Acting Park Planner, Department of Parks and Recreation, 433 South Vermont Avenue, Los Angeles, California, 90020 at (213) 738-2972 for further information or an appointment to make an in-lieu fee payment.

For information on Hiking and Equestrian Trail requirements contact Tonda Lay, Trail Coordinator at (213) 738-2118.

By: _____
James Barber, Advanced Planning Section Head

Supv D 5th
June 23, 2003 08:41:12
QMB02F.FRX

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION WORKSHEET

ɜntative Map #	**45023**	DRP Map Date:**05/08/2003**	SMC Date:**06/23/2003**	Report Date: **06/23/2003**
ark Planning Area #	**35E**	**PLACERITA CANYON**		Map Type:**REV. (REV RECD)**

ıe formula for calculating the acreage obligation and or In-lieu fee is as follows:

(P)eople x (0.003) Goal x (U)nits = (X) acres obligation

(X) acres obligation x AFMV/Acre = In-Lieu Base Fee

Where: P = Estimate of number of People per dwelling unit according to the type of dwelling unit as determined by the 1990 U.S. Census*. Assume * people for detached single-family residences; Assume * people for attached single-family (townhouse) residences, two-family residences, and apartment houses containing fewer than five dwelling units; Assume * people for apartment houses containing five or more dwelling units; Assume * people for mobile homes.

Goal = The subdivision ordinance allows for the goal of 3.0 acres of park land for each 1,000 people generated by the development. This goal is calculated as "0.0030" in the formula.

U = Total approved number of Dwelling Units.

X = Local park space obligation expressed in terms of acres.

AFMV/Acre = Average Fair Marked Value per Acre by Park Planning Area.

Total Units **752** = Proposed Units **752** + Exempt Units **0**

	People*	Goal 3.0 Acres/1000 People	Number of Units	Acre Obligation
Detached S.F. Units	3.17	0.0030	0	0.00
M.F. < 5 Units	2.73	0.0030	0	0.00
M.F. >= 5 Units	**2.38**	**0.0030**	**752**	**5.37**
Mobile Units	2.55	0.0030	0	0.00
Exempt Units			0	
			Total Acre Obligation =	**5.37**

Park Planning Area = **35E PLACERITA CANYON**

Goal	Acre Obligation	AFMV / Acre	In-Lieu Base Fee
@(0.0030)	5.37	$129,000	**$692,730**

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit	Land
None					
			Total Provided Acre Credit:	**0.00**	

Acre Obligation	Public Land Crdt.	Priv. Land Crdt.	Net Obligation	AFMV / Acre	In-Lieu Fee Due
5.37	0.00	0.00	5.37	$129,000	**$692,730**

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June 23, 2003 08:41:16
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COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"

Tim Gallagher, Director

June 23, 2003

NOTICE OF TRAIL REQUIREMENT FOR TRACT MAPS AND PARCEL MAPS

Map #: **TR – 45023** Date on Map: **May 08, 2003**

Provide a **20**' foot easement for the **Santa Clarita Riding & Hiking Trail** to the satisfaction of the Department of Parks and Recreations' Standards. Because of the necessity to show the trail alignment as it pertains to topographical lines, **all information pertaining to trail requirements must be shown on the Final Map**.

X TRAIL OK AS SHOWN.

X TRAIL EASEMENT MUST BE CALLED OUT ON TENTATIVE MAP "LOS ANGELES COUNTY RIDING AND HIKING TRAIL EASEMENT" ON THE FINAL MAP.

The exact following language must be shown for trail dedications on the final map.

Title Page: We hereby dedicate to the County of Los Angeles a **20** foot easement for Riding and Hiking purposes for the **Santa Clarita Riding & Hiking Trail**.

X TRAIL DEDICATIONS MUST BE SHOWN ON MAP.

X IF A WAIVER IS FILED, A PLAT MAP DEPICTING THE TRAIL MUST ACCOMPANY THE WAIVER.

For any questions concerning trail alignment or other trail requirements, please contact Tonda Lay, Trail Coordinator at (213) 738-2118.

Tonda Lay, Trail Coordinator

COUNTY OF LOS ANGELES
DEPARTMENT OF HEALTH SERVICES
Public Health

THOMAS L. GARTHWAITE, M.D.
DIRECTOR and CHIEF MEDICAL OFFICER

FRED LEAF
CHIEF OPERATING OFFICER

JONATHAN E. FIELDING, M.D., M.P.H.
Director of Public Health and Health Officer

Environmental Health
ARTURO AGUIRRE, Director

Bureau of Environmental Protection
Mountain & Rural/Water, Sewage & Subdivision Program
5050 Commerce Drive, Baldwin Park, CA 91706-1423
TEL (626)430-5380 • FAX (626)813-3016
www.lapublichealth.org/eh/progs/envirp.htm

BOARD OF SUPERVISORS
Gloria Molina
First District

Yvonne Brathwaite Burke
Second District

Zev Yaroslavsky
Third District

Don Knabe
Fourth District

Michael D. Antonovich
Fifth District

June 11, 2003

Tract Map No. 45023

Vicinity: Newhall

Vesting Tentative Map Date: May 7, 2003 (Revised)

The Los Angeles County Department of Health Services has no objection to the approval of **Amended Vesting Tentative Tract Map 45023**, with the understanding that potable water needs will be supplied through the **Santa Clarita Water Company**, public water system, which guarantees water connection and service to all lots. Furthermore, that wastewater treatment demands will be accommodated through the public sewer and public wastewater treatment facilities of the **Los Angeles County Sanitation District No. 26** as proposed.

If you have any questions or need additional information, please contact Becky Valenti at (626) 430-5380.

Respectfully,

Patrick Nejadian, Chief E.H.S.
Mountain & Rural/Water, Sewage & Subdivision Program

Hearing Officer Meeting: 06-01-04
Agenda Item No.:

AMENDMENT TO VESTING TENTATIVE TRACT MAP NO. 45023(5)
CONDITIONAL USE PERMIT 86-522-(5)

Project:	Tentative Tract Map No.45023 was approved by the Board of Supervisors on November 29, 1994. The approval authorized 752 new condominium units on 23 multiple-family lots and one open space lot on 46.2 acres. Conditional Use Permit No. 86-522-(5) was approved concurrently with Tract Map No. 45023 to authorize development in compliance with hillside management criteria.
Location:	The project site is located easterly of the Antelope Valley Freeway, westerly of Woodfall Avenue and south of the Santa Clara River
Zone:	RPD-1-20U
Zoned District:	Sand Canyon
Approval Date:	November 29, 1994 Tentative Map dated: April 22, 2004(Amendment)

CURRENT REQUEST:

The applicant requests approval of an amendment to the conditions of approval of the project related to the requirement to provide off-site road improvements on Jake's Way. The conditions of approval require construction of improvements on Jake's Way on property not owned by the project applicant and negotiations to obtain the right to construct the improvements have been unsuccessful.

RECOMMENDATION:

It has been determined that the off-site improvements on Jake's Way are not required at this time to serve the residents of presently approved projects and can be postponed to a later date. Modifications

to existing roadways will be sufficient to provide adequate access and circulation. Therefore the subdivision committee recommends approval of this amendment to this previously approved project. This action is Categorically Exempt pursuant to Class 5 of the County EIR Guidelines.

Add the following Department of Regional Planning Condition:

- Permission is granted to design the subdivision in compliance with the amendment map dated April 22, 2004.

Approve the following revised reports: Department of Public Works--Land Development Division (5/10/04), Fire Department (5/25/04) Department of Parks and Recreation (5/6/04) Department of Health Services (5/5/04).

Conditions related to alternative requirements are provided in the conditions of the Department of Public Works, Road Division and Fire Department. Specifically, per the Fire Department, alternate improvements must be in place no later than July 15, 2004.

All other conditions applicable to the area covered by this amendment map shall remain as previously approved.

RP

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION
TRACT NO. 45023 (Amend.)

LETTER AND MAP DATED 04-22-2004

We have no objections to the amendment requests to eliminate the requirements relate to dedication of off-site rights of ways and improvements on Lost Canyon Road north of the railroad bridge to Jakes Way and on Jakes Way from the eastern terminus established by Tract 45023-02 off-site to the intersection with the future Lost Canyon Road. The following reports/conditions are recommended for inclusion in the conditions of tentative approval:

1. Comply with the attached two-page Drainage/Grading conditions.

2. Comply with the attached two-page Geologic/Soils conditions.

3. Comply with the attached one-page Road conditions.

4. Comply with all other previously approved conditions to the satisfaction of Public Works.

HW

Prepared by Henry Wong Phone (626) 458-4915 Date 05-10-2004

MSW/TR45023LA-REV

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION
SUBDIVISION PLAN CHECKING SECTION
DRAINAGE AND GRADING UNIT

TRACT NO. 45023

REVISED TENTATIVE MAP DATED 04/22/04
EXHIBIT MAP 04/22/04

DRAINAGE CONDITIONS

[X] Provide drainage facilities to remove the flood hazard and dedicate and show necessary easements and/or right of way on the final map. This is required to the satisfaction of the Department of Public Works prior to the filing of the final map.

[X] A hydrology study for design of drainage facilities/delineation of flood hazard is required. Hydrology study must be submitted and approved prior to submittal of improvement plans. This is required to the satisfaction of the Department of Public Works prior to the filing of the final map.

[X] Show the Los Angeles County Flood Control District (LACFCD) right of way for MTD378 on the final map. A permit will be required for any construction affecting the right of way or facilities. This is required to the satisfaction of the Department of Public Works prior to the filing of the final map.

[X] Notify the State Department of Fish and Game prior to commencement of work within any natural drainage course. If non-jurisdiction is established by the Department of Fish and Game, submit a letter of non-jurisdiction to Public Works (Land Development Division).

[X] Contact the State Water Resources Control Board to determine if a Notice of Intent (NOI) and a Storm Water Pollution Prevention Plan (SWPPP) are required to meet National Pollution Discharge Elimination System (NPDES) construction requirements for this site.

[X] Contact the Corps of Engineers to determine if a 404 Permit is required for any proposed work within the major watercourse. Provide a copy of the 404 Permit upon processing of the drainage plans. If non-jurisdiction is established by the Corps of Engineers, submit a letter of non-jurisdiction to Public Works (Land Development Division).

[X] This site is located in Zone "A" per the Federal Flood Insurance Rate Map. Public Works, Watershed Management Division (626) 458-4322, should be contacted to obtain procedures for revising the flood insurance rate map once the storm drain facilities are constructed. Encroachment into FEMA Zone "A" is not permitted prior to obtaining a Conditional Letter of Map Revision (CLOMR) from FEMA.

[X] A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010 of the Subdivision Ordinance.

[X] Comply with the requirements of the drainage concept / Standard Urban Stormwater Mitigation Plan (SUSMP) plan which was conceptually approved on November 15, 1993 to the satisfaction of Public Works.

[X] Comments/Additional Requirements: Delineate the Santa Clara River adopted floodway and flood plain on the final map. Proposed levee improvements to be designated and constructed to the satisfaction of the Department of Public Works per the drainage concept approved November 15, 1993.

==========

TRACT NO. 45023

REVISED TENTATIVE MAP DATED 04/22/04
EXHIBIT MAP 04/22/04

GRADING CONDITIONS:

[X] A grading plan and soil and geology report must be submitted and approved prior to approval of the final map. The grading plans must show and call out the construction of at least all the drainage devices and details, the paved driveways, the elevation and drainage of all pads, and the SUSMP devices. The applicant is required to show and call out all existing easements on the grading plans and obtain the easement holder approvals prior to the grading plans approval.

[X] A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010(c) of the Subdivision Ordinance.

Name ABW Curtis Page CURTIS PAGE Date 05/05/2004 Phone (626) 458-4921

County of Los Angeles Department of Public Works
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION
GEOLOGIC REVIEW SHEET
900 So. Fremont Ave., Alhambra, CA 91803
TEL. (626) 458-4925

DISTRIBUTION
1 Geologist
_ Soils Engineer
1 GMED File
1 Subdivision

TENTATIVE TRACT / PARCEL MAP 45023
SUBDIVIDER G.H. Palmer & Associates
ENGINEER Land Design Consultants
GEOLOGIST Jerry Kovacs & Associates
SOILS ENGINEER Jerry Kovacs & Associates

TENTATIVE MAP DATED 4/22/04 (Amendment)
LOCATION Canyon Country

REPORT DATE 1/9/87, 8/4/89
REPORT DATE Same as above

[X] **TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL. PRIOR TO FILING THE FINAL LAND DIVISION MAP, THE FOLLOWING CONDITIONS MUST BE FULFILLED:**

[X] The final map must be approved by the Geology and Soils Sections to assure that all geotechnical (geology and soils) factors have been properly evaluated.

[X] A grading plan must be geotechnically approved by the Geology and Soils Sections. This grading plan must be based on a detailed engineering geology report and/or soils engineering report and show all recommendations submitted by them. It must also agree with the tentative map and conditions as approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading, corrective geologic bonds will be required.

[X] All geologic hazards associated with this proposed development must be eliminated,
or
delineate restricted use areas, approved by the consultant geologist and/or soils engineer, to the satisfaction of the Geology and Soils Sections, and dedicate to the County the right to prohibit the erection of buildings or other structures within the restricted use areas.

[ ] A statement entitled: "Geotechnical Note(s), Potential Building Site: For grading and corrective work requirements for access and building areas for Lot(s) No(s). _____ refer to the Soils Report(s) by _____ ,dated _____ ."

[X] The Soils Engineering review dated 5/6/04 is attached.

[X] **TENTATIVE MAP IS APPROVED FOR FEASIBILITY. THE FOLLOWING INFORMATION IS APPLICABLE TO THIS DIVISION OF LAND:**

[ ] This project may not qualify for a waiver of final map under section 21.48.140 of the Los Angeles County Title 21 Subdivision Code.

[ ] The subdivider is advised that approval of this division of land is contingent upon the installation and use of a sewer system.

[ ] A geology and/or soils engineering report may be required prior to approval of building or grading plans.

[X] Geotechnical Recordation Map verification deposit estimate 6 hours.

[ ] Groundwater is less than 10 feet from the ground surface on lots _____

Prepared by _____ Reviewed by _____ Date 5/6/04
Geir R. Mathisen
Charles T. Nestle

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION

SOILS ENGINEERING REVIEW SHEET

Address: 900 S. Fremont Ave., Alhambra, CA 91803
Telephone: (626) 458-4925
Fax: (626) 458-4913

District Office 8.2
Job Number LX001129
Sheet 1 of 1

DISTRIBUTION:
___ Drainage
___ Grading
___ Geo/Soils Central File
___ District Engineer
___ Geologist
___ Soils Engineer
___ Engineer/Architect

Tentative Tract 45023
Location Canyon Country
Developer/Owner G.H. Palmer & Associates
Engineer/Architect Land Design Consultants
Soils Engineer Jerry Kovacs & Associates
Geologist Same as above

Review of:

Amended Tentative Tract Map Dated by Regional Planning 4/22/04

Previous review sheet dated 5/22/03

ACTION:

Tentative Map feasibility is recommended for approval, subject to conditions below:

REMARKS:

Submit two sets of grading plans to the Soils Section for verification of compliance with County codes and policies.

NOTE(S) TO THE PLAN CHECKER/BUILDING AND SAFETY ENGINEER:

A. THE ON-SITE SOILS ARE SEVERELY CORROSIVE TO FERROUS METALS.
B. THE ON-SITE SOILS ARE DELERTERIOUS TO CONCRETE.

Prepared by Yoshiya Morisaku Reviewed by Gan Lem Date 5/6/04

Yoshiya Morisaku

NOTICE: Public safety, relative to geotechnical subsurface exploration, shall be provided in accordance with current codes for excavations, inclusive of the Los Angeles County Code, Chapter 11.48, and the State of California, Title 8, Construction Safety Orders.

P:\Yosh\

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - ROAD
TRACT NO. 45023 (Amend.)

LETTER AND MAP DATED 04-22-2004

We have no objections to the amendment requests to eliminate the requirements relate to dedication of off-site rights of ways and improvements on Lost Canyon Road north of the railroad bridge to Jakes Way and on Jakes Way from the eastern terminus established by Tract 45023-02 off-site to the intersection with the future Lost Canyon Road. The following conditions are recommended for inclusion in the conditions of tentative approval:

1. Provide an estimate with supporting documents and pay the non-refundable cost for the off-site street improvements for Jakes Way including grading, drainage and flood protection from the easterly tract boundary to the future intersection with Lost Canyon Road prior to recordation of the final map for Tract No. 45023-03 to the satisfaction of Public Works.

2. The onsite portion of Lost Canyon Road north of the railroad shall be offered as a future street (50 feet from centerline per the latest IEC approved alignment). It may be dedicated if it is connected to a dedicated street and the right of way is not less than 40 feet wide along its entirety. The previously approved condition to dedicate this portion of Lost Canyon Road shall be disregarded unless it meets the above criteria.

3. The previously approved condition to contribute to the Jason Way Ramp Modification (Route 14/ Via Princessa Mini District) is eliminated.

4. Comply with all other previously approved conditions to the satisfaction of Public Works.

HW

Prepared by Henry Wong Phone (626) 458-4915 Date 05-10-2004

MSW/TR45023LR-REV

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

CONDITIONS OF APPROVAL FOR SUBDIVISION - UNINCORPORATED

Subdivision: 45023 Map Date April 22, 2004

C.U.P. 86-523 Vicinity Santa Clarita

☐ **FIRE DEPARTMENT HOLD** on the tentative map shall remain until verification from the Los Angeles County Fire Dept. Planning Section is received, stating adequacy of service. Contact (323) 881–2404.

☒ Access shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 902 of the Fire Code, which requires all weather access. All weather access may require paving.

☒ Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.

☐ Where driveways extend further than 300 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 their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.

☒ The private driveways shall be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted. Driveways shall be maintained in accordance with the Fire Code.

☒ 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.

☒ 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. (Contact: Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, Phone (626) 969-5205 for details).

☐ Provide Fire Department or City approved street signs and building access numbers prior to occupancy.

☐ Additional fire protection systems shall be installed in lieu of suitable access and/or fire protection water.

☐ The final concept map, which has been submitted to this department for review, has fulfilled the conditions of approval recommended by this department for access only.

☐ These conditions must be secured by a C.U.P. and/or Covenant and Agreement approved by the County of Los Angeles Fire Department prior to final map clearance.

☐ The Fire Department has no additional requirements for this division of land.

Comments: **All turning radii associated with fire department access shall be not less than 32' on the centerline. The proposed gates shall be equipped with approved override devices such as knox system for emergency access.**

By Inspector: *Janna Masi* Date May 25, 2004

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

WATER SYSTEM REQUIREMENTS - UNICORPORATED

Subdivision No. 45023 Tentative Map Date April 22, 2004

Revised Report yes

☐ The County Forester and Fire Warden is prohibited from setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted. However, water requirements may be necessary at the time of building permit issuance.

☒ The required fire flow for public fire hydrants at this location is **5000** gallons per minute at 20 psi for a duration of 5 hours, over and above maximum daily domestic demand. 3 Hydrant(s) flowing simultaneously may be used to achieve the required fire flow.

☐ The required fire flow for private on-site hydrants is ____ gallons per minute at 20 psi. Each private on-site hydrant must be capable of flowing ____ gallons per minute at 20 psi with two hydrants flowing simultaneously, one of which must be the furthest from the public water source.

☒ Fire hydrant requirements are as follows:

Install 11 public fire hydrant(s). Upgrade / Verify existing ____ public fire hydrant(s).

Install ____ private on-site fire hydrant(s).

☒ All hydrants shall measure 6"x 4"x 2-1/2" 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.
- ☒ Location: As per map on file with the office.
- ☐ Other location: ____

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

☐ The County of Los Angeles Fire Department is not setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted.

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

☐ Hydrants and fire flows are adequate to meet current Fire Department requirements.

☐ Upgrade not necessary, if existing hydrant(s) meet(s) fire flow requirements. Submit original water availability form to our office.

Comments: **The fire flow requirement may be reduced during the architectural plan review process, prior to building permit issuance.**
****See the attachment for additional requirements.**

All hydrants shall be installed in conformance with Title 20, County of Los Angeles Government Code and County of Los Angeles Fire Code, or appropriate city regulations. This shall include minimum six-inch diameter mains. Arrangements to meet these requirements must be made with the water purveyor serving the area.

By Inspector *Janna Masi* Date May 25, 2004

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

LAND DEVELOPMENT UNIT REQUIREMENTS

ADDITIONAL PAGE

SUBDIVISION NO. 45023 **PAGE NO. 1**

1. Modify and maintain the entry access point at Lost Canyon Road and West Shauna Way to (Move the two curbs of the widest median in four feet on either side) provide emergency vehicles twenty feet of clear vehicular access on both sides of the two raised medians.

2. Modify and maintain the entry access point at Jakes Way and Eleanor Circle to (Move the two curbs of the widest median in four feet on either side) provide emergency vehicles twenty feet of clear vehicular access on both sides of the two raised median.

3. No type of roadway gating of any kind will be permitted on either Eleanor Circle or West Shauna Way.

4. Paint and maintain the curbs as NO PARKING - FIRE LANES on both sides of Eleanor Circle and West Shauna Way.

5. No traffic calming devices shall be permitted on Jakes Way, Lost Canyon Road, Eleanor Circle or West Shauna Way.

6. Provide and maintain all street name signs in compliance with the Department of Public Works Standards.

7. Provide signs at the entrance of Eleanor Circle to direct traffic to Lost Canyon Road and at the entrance to West Shauna Way to direct traffic to Jakes Way, in compliance with the Department of Public Works Standards.

8. Provide signs at the intersection of Eleanor Circle and W. Shauna Way to direct traffic to Jakes Way and Lost Canyon Road, in compliance with the Department of Public Works Standards.

9. Provide No Parking – Fire Lane signs (California Vehicle Code Section 22500.1) and Uniform Fire Code 902.2.4.1 along the entire lengths of Eleanor Circle and W. Shauna Way, in compliance with the Department of Public Works Standards for street signage.

10. Provide signs at the intersections of all driveways that connect to Eleanor Circle and W. Shauna Way that warns traffic to watch out for Emergency Vehicle Traffic, in compliance with the Department of Public Works Standards.

11. These requirements shall be bonded for with the department of public works with the recordation with the final map for Tract 45023.

12. Said improvements shall be completed and approved by field inspection prior to, or, no later than July 15, 2004.

13. Said agreement shall have a recorded Covenant and Agreement between the Los Angeles County Fire Dept. and Palmer Development. This shall be approved prior to the clearance of the final map.

14. For maintenance purposes, simi-annual inspections, shall be completed by the Los Angeles County Fire Dept. shall be conducted to insure that the above mentioned requirements are being fulfilled during the time for temporary emergency access.

By Inspector: Janna Masi Date: May 25, 2004

Land Development Unit – Fire Prevention Division – (323) 890-4243, Fax (323) 890-9783

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION REPORT

Tentative Map # **45023**	DRP Map Date: **04/22/2004**	SCM Date: **05/10/2004**	Report Date: **05/06/2004**
Park Planning Area # **35E**	**PLACERITA CANYON**		Map Type: **AMENDMENT**

Total Units **752** = Proposed Units **752** + Exempt Units **0**

Sections 21.24.340, 21.24.350, 21.28.120, 21.28.130, and 21.28.140, the County of Los Angeles Code, Title 21, Subdivision Ordinance provide that the County will determine whether the development's park obligation is to be met by:

1) the dedication of land for public or private park purpose or,
2) the payment of in-lieu fees or,
3) the provision of amenities or any combination of the above.

The specific determination of how the park obligation will be satisfied will be based on the conditions of approval by the advisory agency as recommended by the Department of Parks and Recreation.

Park land obligation in acres or in-lieu fees:

ACRES:	**5.37**
IN-LIEU FEES:	**$692,730**

Conditions of the map approval:

The park obligation for this development will be met by:

The payment of $692,730 in-lieu fees.

Trails:

See also attached Trail Report. SANTA CLARA RIDING AND HIKING TRAIL

Comments:

	Number of Units	In-lieu Fee
Total No. of Units/In-lieu Fee	**752**	**$692,730**
Less: No. of Units Cleared/Paid	**604**	**$556,393**
Balance No.Units/In-lieu Fee Due	**148**	**$136,337**

Contact Patrocenia T. Sobrepeña, Acting Departmental Facilities Planner I, Department of Parks and Recreation, 510 South Vermont Avenue, Los Angeles, California, 90020 at (213) 351-5120 for further information or an appointment to make an in-lieu fee payment.

For information on Hiking and Equestrian Trail requirements contact Tonda Lay, Trail Coordinator at (213) 351-5135.

By: James Barber

James Barber, Advanced Planning Section Head

Supv D 5th
May 06, 2004 08:47:07
QMB02F.FRX

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION WORKSHEET

Tentative Map # **45023**	DRP Map Date:**04/22/2004**	SMC Date:**05/10/2004**	Report Date: **05/06/2004**
Park Planning Area # **35E**	**PLACERITA CANYON**		Map Type:**AMENDMENT**

The formula for calculating the acreage obligation and or In-lieu fee is as follows:

(P)eople x (0.003) Goal x (U)nits = (X) acres obligation

(X) acres obligation x AFMV/Acre = In-Lieu Base Fee

Where: P = Estimate of number of People per dwelling unit according to the type of dwelling unit as determined by the 1990 U.S. Census*. Assume * people for detached single-family residences; Assume * people for attached single-family (townhouse) residences, two-family residences, and apartment houses containing fewer than five dwelling units; Assume * people for apartment houses containing five or more dwelling units; Assume * people for mobile homes.

Goal = The subdivision ordinance allows for the goal of 3.0 acres of park land for each 1,000 people generated by the development. This goal is calculated as "0.0030" in the formula.

U = Total approved number of Dwelling Units.

X = Local park space obligation expressed in terms of acres.

AFMV/Acre = Average Fair Marked Value per Acre by Park Planning Area.

Total Units **752** = Proposed Units **752** + Exempt Units **0**

	People*	Goal 3.0 Acres / 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	3.17	0.0030	0	0.00
M.F. < 5 Units	2.73	0.0030	0	0.00
M.F. >= 5 Units	**2.38**	**0.0030**	**752**	**5.37**
Mobile Units	2.55	0.0030	0	0.00
Exempt Units			0	
			Total Acre Obligation =	**5.37**

Park Planning Area = **35E PLACERITA CANYON**

Goal	Acre Obligation	AFMV / Acre	In-Lieu Base Fee
@(0.0030)	5.37	$129,000	**$692,730**

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit	Land
None					
			Total Provided Acre Credit:	**0.00**	

Acre Obligation	Public Land Crdt.	Priv. Land Crdt.	Net Obligation	AFMV / Acre	In-Lieu Fee Due
5.37	0.00	0.00	5.37	$129,000	**$692,730**

Supv D 5th
May 06, 2004 08:49:26
QMB01F.FRX

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"

Tim Gallagher, Director

April 10, 2004

NOTICE OF TRAIL REQUIREMENT FOR TRACT MAPS AND PARCEL MAPS

Map #: **TR – 45023** Date on Map: **April 22, 2004**

Provide a **20**' foot easement for the **Santa Clarita Riding & Hiking Trail** to the satisfaction of the Department of Parks and Recreations' Standards. Because of the necessity to show the trail alignment as it pertains to topographical lines, **all information pertaining to trail requirements must be shown on the Final Map**.

X TRAIL OK AS SHOWN.

X TRAIL EASEMENT MUST BE CALLED OUT ON TENTATIVE MAP "LOS ANGELES COUNTY RIDING AND HIKING TRAIL EASEMENT" ON THE FINAL MAP.

****

The exact following language must be shown for trail dedications on the final map.

Title Page: We hereby dedicate to the County of Los Angeles a **20** foot easement for Riding and Hiking purposes for the **Santa Clarita Riding & Hiking Trail**.

X TRAIL DEDICATIONS MUST BE SHOWN ON MAP.

X IF A WAIVER IS FILED, A PLAT MAP DEPICTING THE TRAIL MUST ACCOMPANY THE WAIVER.

For any questions concerning trail alignment or other trail requirements, please contact Tonda Lay, Trail Coordinator at (213) 351-5135.

Tonda Lay, Trail Coordinator

COUNTY OF LOS ANGELES
DEPARTMENT OF HEALTH SERVICES
Public Health

THOMAS L. GARTHWAITE, M.D.
DIRECTOR and CHIEF MEDICAL OFFICER

FRED LEAF
CHIEF OPERATING OFFICER

JONATHAN E. FIELDING, M.D., M.P.H.
Director of Public Health and Health Officer

Environmental Health
ARTURO AGUIRRE, Director

Bureau of Environmental Protection
Mountain & Rural/Water, Sewage & Subdivision Program
5050 Commerce Drive, Baldwin Park, CA 91706-1423
TEL (626)430-5380 • FAX (626)813-3016
www.lapublichealth.org/eh/progs/envirp.htm

BOARD OF SUPERVISORS
Gloria Molina
First District

Yvonne Brathwaite Burke
Second District

Zev Yaroslavsky
Third District

Don Knabe
Fourth District

Michael D. Antonovich
Fifth District

May 5, 2004

Tract Map No. 45023

Vicinity: Newhall

Tentative Map Date: April 22, 2004 (Amendment)

The Los Angeles County Department of Health Services' approval for **Vesting Tentative Tract Map 45023** is unchanged with the submission of the amended map. The following conditions still apply and are in force:

1. Potable water will be supplied by the **Santa Clarita Water Company**, public water system, which guarantees water connection and service to all lots.

2. Sewage disposal will be provided through the public sewer and wastewater treatment facilities of the **Los Angeles County Sanitation District No. 26 Annex** as proposed.

If you have any questions or need additional information, please contact Becky Valenti at (626) 430-5380.

Respectfully,

Patrick Nejadian, Chief E.H.S.
Mountain and Rural/Water, Sewage, and Subdivision Program

MITIGATION MONITORING PROGRAM FOR THE COLONY

Vesting Tentative Tract	45023
Local Plan Amendment	86-522-(5)
Zone Change	86-522-(5)
Conditional Use Permit	86-522-(5)
Oak Tree Permit	86-522-(5)

State Clearinghouse No. 87021804

DEPARTMENT OF REGIONAL PLANNING
County of Los Angeles
320 West Temple Street
Los Angeles, California 90012

April 1994

FINDINGS REGARDING MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires that when a public agency is making the findings required by State CEQA Guidelines Section 15091 (a)(1), codified as Section 21081 (a) of the Public Resources Code, the public agency shall adopt a reporting or monitoring program for the changes to the proposed project when it has adopted or made a condition of approval, in order to mitigate or avoid significant effects on the environment.

The County hereby finds that this Mitigation Monitoring Program, which is a part of the Final EIR for the referenced project, meets the requirements of Section 21081.6 of the Public Resources Code by providing for the implementation and monitoring of project conditions intended to mitigate potential environmental effects.

The following table presents all significant environmental impacts and associated mitigation, and comprises the "Mitigation Monitoring Program" (per CEQA Section 21081.6) for the proposed 752-unit project. All significant environmental impacts are reduced to less than significant levels by project design accommodations (including avoidance measures) or mitigation measures provided by the applicant.

MITIGATION MONITORING PROGRAM
For
The Colony, Vesting Tentative Tract 45023

Impacts	Mitigation Measures	Monitoring Action	Responsible Party	Implementation/ Enforcement Agency
1. Geotechnical Hazard a. Residences in potential seismic activity area b. Project development will require 252,000 yd.^{3} excavation and 387,000 yd.^{3} of fill grading, a potentially significant impact	a. Uniform Building Code compliance and state-of-the-art construction practices. Remedial grading per Geo Report. b. Graded volumes will be balanced and recompacted, slopes no greater than 2:1	a. County Department of Public Works standards compliance and inspections b. Approval of grading plan and certification of building pads	a. Los Angeles County Department of Public Works b. Los Angeles County Department of Public Works	a. Prior to tentative map approval. During site construction; subject to inspection b. Prior to issuance of grading and building permits.
2. Flood Hazard a. Improvement and extension of Santa Clara River levee b. Site surface and sub-drain improvements with discharge to Santa Clara River c. Increase in off-site drainage volumes to Santa Clara River, potentially significant cumulative impact	a. Riprap and eroded bank will be replaced with riprap levee. Avoidance of "US Waters" b. and c. Drainage facilities designed for approval by County Department of Public Works - Flood Control Division. Building pads above capital flood elevation. Energy dissipators and sediment traps prior to discharge. Slopes landscaped and erosion controls during construction.	a. Approval of Drainage Plan, and US Army Corps of Engineers Permit No. 88-282-WV b. and c. Drainage Concept Plan, Site Plan	a. Los Angeles County Department of Public Works and Army Corps of Engineers b. and c. Project Applicant/ Department of Public Works	a. Prior to tentative map approval. Site construction subject to inspection by Corps of Engineers b. and c. Pre-Construction
3. Noise a. Antelope Valley Freeway traffic noise intrusion into housing units b. Single event impact of Southern Pacific Railroad noise intrusion into housing units c. Temporary noise from the construction activity	a. Upgraded second story windows and construction materials will reduce freeway noise to acceptable CNEL standard. b. Sound walls, bridge over Lost Canyon Road and up-graded second story windows will reduce railroad noise to acceptable CNEL standard. c. Construction equipment will be properly maintained, and operated only during daylight hours	a., b., and c. Mitigation measures will become conditions of CUP approval as code compliance	a., b., and c. Los Angeles County Department of Regional Planning and Department of Health Services	a., b., and c. Prior to Construction

11/20/02 WED 10:34 FAX 004

MITIGATION MONITORING PROGRAM (continued)

Impacts	Mitigation Measures	Monitoring Action	Responsible Party	Implementation/ Enforcement Agency
4. Air Quality a. Temporary pollutant emissions from project construction b. Long term mobile emissions from project traffic, and stationary emissions from power production and natural gas consumption	a. Construction equipment will be properly maintained, and fugitive dust from grading activities will be suppressed by watering to minimize air pollutant emissions per Rule 403. b. Project is consistent with population projections, within SCAQMD thresholds, and includes traffic flow and access improvements	a. Compliance with grading ordinance, construction equipment emissions regulations, field inspection b. Approval of tentative map, and CUP	a. South Coast Air Quality Management District (SCAQMD) b. SCAQMD, and Los Angeles County Department of Public Works	a. During site construction; subject to inspection b. Prior to tentative approval, and final map recordation
5. Biota a. Project development will remove three oak trees. b. Project development will disturb and displace biotic resources at the project site. c. Project development will potentially impact an SEA.	a. Oaks removed will be replaced and maintained per Oak Tree Ordinance. b. 4.7 acres of "natural" open space will be unaltered; landscape plan will revegetate with native and non-native species. c. Development will not encroach into Santa Clara River floodplain – Corps of Engineers Permit No. 88-282-WV, drainage discharge per Drainage Concept Plan	a. Approval of Oak Tree Permit and replacement plan. b. Approval of landscape plan, and site plan as conditions of CUP c. Review of proposed project by Corps of Engineers, and County Department of Public Works	a. LA County Forester and Fire Warden b. LA County Department of Regional Planning (DRP) c. DRP, Corps of Engineers, and Department of Public Works	a. Prior to oak removal and tentative map approval. b. Prior to issuance of building permits. c. Prior to DRP Environmental Analysis Section acceptance of CEQA documents During site construction; subject to inspection
6. Visual/Scenic a. Project development will alter views from the adjacent Antelope Valley Freeway b. 41.5 acres of vacant land will be converted to residential use. c. Three oaks removed	a. Architectural design, including building modulation and material colors, and extensive landscaping minimize impacts to the viewshed b. 60% of the developed site will be open space with extensive landscaping. 10% will be "natural" open space c. Oak replacement per Oak Tree Permit	a. and b. Approval of architectural design, landscaping plan, and project site plan as condition of CUP c. County Forester	a. and b. Los Angeles County Department of Regional Planning c. County Forester	a. and b. Prior to tentative map, final map recordation, and issuance of building permit. c. Oak Tree Permit approval

Impacts	Mitigation Measures	Monitoring Action	Responsible Party	Implementation/ Enforcement Agency
7. Traffic/Access a. Traffic from projected 1994 area development would result in operational deficiencies at the following intersections: • Sierra Highway at Soledad Canyon Road • Sierra Highway at Via Princessa b. Phased single access via Lost Canyon Road to Jakes Way	a. Sierra Highway at Soledad Canyon Road: • Convert the northbound through/left lane to a through lane • Add a third eastbound through lane • Convert southbound through/left lane to a left-turn lane • Add a southbound through lane. Sierra Highway at Via Princessa: • Convert outside eastbound through land to a shared through/right turn lane • Convert inside southbound through lane to shared through/left-turn lane. b. Conditioned to 300-unit phase with Lost Canyon Road to Jakes Way plus emergency access c. Circulation System Improvements: • Construct Jakes Way with a minimum of one lane in each direction from its present terminus west of the SR 14 Freeway to Lost Canyon Road. • Construct Lost Canyon Road with a minimum of one lane in each direction from Jakes Way to Canyon Park Boulevard. • Construct Canyon Park Boulevard with a minimum of one lane in each direction from its present terminus west of SR 14 Freeway to Lost Canyon Road. • Construct Canyon Park Boulevard from Jakes Way to the present terminus south of the railroad tracks. • Completion of the Via Princessa/ Whites Canyon Road project currently underway from Soledad Canyon Road to Sierra Highway.	a. Review traffic reports and existing data to determine the roadway improvements required. Review final plans for road improvements. Review traffic warrant reports for signalization Roadway improvement inspection. b. Multiple tract map recording and approval of CUP site plans.	a. Department of Public Works/Cal Trans b. Los Angeles County Department of Regional Planning	a. and b. Prior to tentative map approval Prior to final map recordation On-going basis Prior to issuance of Certificate of Occupancy.

11/20/02 WED 10:35 FAX 006

MITIGATION MONITORING PROGRAM (continued)

Impacts	Mitigation Measures	Monitoring Action	Responsible Party	Implementation/ Enforcement Agency
	• Provide sufficient pavement on Jakes Way and Lost Canyon Road to provide a right- and left-turn lane at project entrance streets. • Prepare detailed striping plans for the above mitigation measures to the satisfaction of the Department of Public Works. • Enter into a secured agreement with the Department of Public Works to contribute a pro-rate share of the cost to install traffic signals when needed at the following intersections. • Improve Jakes Way/First Project Entrance Street west of Lost Canyon Road. • Improve Jakes Way/Second Project Entrance Street west of Lost Canyon Road. • Improve Lost Canyon Road/Project Entrance Street. • Improve Jakes Way/Canyon Park Boulevard. • Improve Jakes Way/Lost Canyon Road. • Improve Lost Canyon Road/Canyon Park Boulevard. • Improve Lost Canyon Road/Via Princessa. • Improve Via Princessa/SR 14 Freeway Northbound Ramps. • Improve Via Princessa/SR 14 Freeway Southbound Ramps or Relocation at Jason Drive.			

MITIGATION MONITORING PROGRAM (concluded)

Impacts	Mitigation Measures	Monitoring Action	Responsible Party	Implementation/ Enforcement Agency
8. Sewage Disposal a. The proposed project is located within the sewer service area of Sanitation Districts No. 26 and 32. Upon project build-out, sewage treatment capacity will be sufficient to accommodate the proposed project plus existing demand. However, related projects demand will exceed contemplated capacities.	a. Expansions to the Valencia sewage treatment plant will accommodate future sewage flows. Connection fees will finance needed facility expansions.	a. Los Angeles County DMS must demonstrate the availability of sewage treatment capacity.	a. DRP and Los Angeles County Department of Public Works and Sanitation Districts	a. Issuance of building permits and collection of sewer connection fees will fund sewer plant expansions.
9. Solid Waste Disposal a. The proposed project is located within the solid waste disposal service area of Sanitation Districts No. 26 and 32. Upon project build-out, solid waste disposal capacity will be sufficient to accommodate the proposed project plus existing demands. However, related project demand will exceed contemplated disposal capacities.	a. Expansions to area landfills will accommodate future solid waste disposal demands. Subscriber fees will finance additional facilities and equipment	a. Approval of tentative map	a. DRP and Sanitation Districts	a. Upon occupancy, subscriber fees will be assessed by solid waste disposal contractors serving the project area.

City of
SANTA CLARITA

23920 Valencia Blvd.
Suite 300
Santa Clarita
California 91355-2196
Website: www.santa-clarita.com

Phone
(661) 259-2489
Fax
(661) 259-8125

1987-2007
Celebrating 20 Years of Success

January 11, 2007

Ms. Susan Tae
Los Angeles County Regional Planning
320 West Temple Street, 13th Floor
Los Angeles, CA 90012

Subject: Modifications to Recorded Tract Map 45023

Dear Ms. Tae:

The applicant is requesting to amend this recorded tract map in order to eliminate conditions related to offsite public improvements and dedication of easements, payment for offsite improvements, improvements to Jakes Way and Lost Canyon Road and add conditions to construct fire access.

These requirements were determined to be necessary as part of the project's approval in order to accommodate and/or alleviate impacts created to traffic, circulation, and public health and safety. It was determined at the time of approval that these improvements were this development's "fair share" contribution to the public infrastructure.

Though circumstances may have changed since the project's approval, the City believes that this project should either be required to fulfill its existing conditions and obligations or make a fair share contribution in the amount equal to these required improvements and obligations.

If you have any questions or would like to discuss this further, please feel free to contact me at (661) 255-4330.

Sincerely,

Kai Luoma, AICP
Senior Planner

KL:lep
S:\CD\CURRENT\County Monitoring\TM 45023 modifications\1-07 comments.doc

cc: Kenneth R. Pulskamp, City Manager
Ken Striplin, Assistant City Manager
Paul D. Brotzman, Director of Community Development
Michael Murphy, Intergovernmental Relations Officer

PRINTED ON 100% RECYCLED PAPER

VISTA CANYON RANCH, LLC
27441 Tourney Road, Suite 260
Santa Clarita, CA 91355
661-255-3275

January 11, 2007

By e-mail to stae@planning.lacounty.gov

Ms. Susie Tae, AICP
Land Divisions Section
County of Los Angeles
320 W. Temple Street
Los Angeles, California 90012

RE: **Requested Modification to Recorded Map TR 45023**
Public Hearing on Wednesday, January 17, 2007

Dear Susie,

We received the notice for the above-referenced request because we are the owners of undeveloped land located to the east of the subject property. After reviewing the report, we support Staff's recommendation to deny the application for the following reasons:

1) Lost Canyon Road has not been extended to Jake's Way
2) Jake's Way has not been completed to meet Lost Canyon Road.
3) Obligations tied to the parcel map should be completed since the Applicant appears to have received the benefit of his approvals to complete the entire project.
4) Our community is growing and the need for improvements remains high to meet the infrastructure needs of this growth.

We support staff's recommendation to deny this request at the present time. Please call me if you have any questions.

Very truly yours,

James S. Backer

REGIONAL PLANNING COMMISSION
JANUARY 17, 2007
AGENDA ITEM NO. 10

MODIFICATION TO RECORDED TR 45023

ADDITIONAL

CORRESPONDENCE

City of
SANTA CLARITA

23920 Valencia Blvd.
Suite 300
Santa Clarita
California 91355-2196
Website: www.santa-clarita.com

Phone
(661) 259-2489
Fax
(661) 259-8125

1987-2007
Celebrating 20 Years of Success

January 11, 2007

RECEIVED
JAN 16 2007

Ms. Susan Tae
Los Angeles County Regional Planning
320 West Temple Street, 13th Floor
Los Angeles, CA 90012

Subject: Modifications to Recorded Tract Map 45023

Dear Ms. Tae:

The applicant is requesting to amend this recorded tract map in order to eliminate conditions related to offsite public improvements and dedication of easements, payment for offsite improvements, improvements to Jakes Way and Lost Canyon Road and add conditions to construct fire access.

These requirements were determined to be necessary as part of the project's approval in order to accommodate and/or alleviate impacts created to traffic, circulation, and public health and safety. It was determined at the time of approval that these improvements were this development's "fair share" contribution to the public infrastructure.

Though circumstances may have changed since the project's approval, the City believes that this project should either be required to fulfill its existing conditions and obligations or make a fair share contribution in the amount equal to these required improvements and obligations.

If you have any questions or would like to discuss this further, please feel free to contact me at (661) 255-4330.

Sincerely,

Kai Luoma, AICP
Senior Planner

KL:lep
S:\CD\CURRENT\County Monitoring\TM 45023 modifications\1-07 comments.doc

cc: Kenneth R. Pulskamp, City Manager
Ken Striplin, Assistant City Manager
Paul D. Brotzman, Director of Community Development
Michael Murphy, Intergovernmental Relations Officer

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G. H. Palmer Associates
Real Estate Development

January 16, 2007

Via e-mail to: Susie Tae, AICP
Land Divisions Section
(stae@planning.lacounty.gov)

Regional Planning Commission
County of Los Angeles
c/o: Susie Tae, AICP, Land Divisions Section

RE: Item 10 - January 17th Hearing
Tract No. 45023

Subj.: Request for Two-week Continuance

Honorable members of the Commission:

You are hereby respectfully requested to continue the subject matter for two weeks.

We have been working with the staff to resolve the impasse but based upon the recently released 113-page report it is evident that there is a need for additional time to properly address the matter.

Your understanding and cooperation in this matter will be appreciated.

Yours truly,

Peter Novak

cc: Robert Sims, RCE
Benjamin Reznik, Esq.

11740 SAN VICENTE BLVD., SUITE 208 LOS ANGELES, CALIFORNIA 90049 (310) 207-3100 FAX (310) 207-2162

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Bruce W. McClendon FAICP
Director of Planning

February 15, 2007

TO: Esther L. Valadez, Chair
Harold V. Helsley, Chair
Leslie G. Bellamy, Commissioner
Wayne Rew, Commissioner
Pat Modugno, Commissioner

FROM: Susan Tae, AICP, Section Head
Land Divisions Section

SUBJECT: MODIFICATION TO RECORDED TRACT MAP NO. 45023 – (5)
AGENDA ITEM NO. 6x; FEBRUARY 21, 2007

PROJECT BACKGROUND

As you may recall, Modification to Recorded Tract Map No. 45023 ("TR 45023") is a request to eliminate conditions related to offsite public improvements and dedication of easements, payment in lieu of offsite improvements, and improvements required to Lost Canyon Road (proposed Major Highway) and Jakes Way. The modification also requests addition of conditions to construct connecting fire access between Jakes Way and existing driveway, and dedicate easements over driveways for public use. The project is located easterly of the Antelope Valley (CA-14) Freeway, north of Medley Ridge Drive, south of the Santa Clara River and westerly of Woodfall Avenue in the Sand Canyon Zoned District.

The project was originally approved by the Los Angeles County Board of Supervisors ("Board") in 1994 for a condominium project of 752 attached condominiums on 23 multi-family lots, along with a plan amendment, zone change, conditional use permit and oak tree permit. After tentative approval, five amendments have been processed for the subdivision, with the last amendment approved on June 1, 2004. The subdivision recorded in three phases, with the last phase recorded on July 14, 2004. The project is now fully constructed, and occupied as for lease only.

Your Commission opened the public hearing on January 17, 2007, and after taking brief testimony from the applicant and testimony from one person in opposition, your Commission continued the public hearing to February 21, 2007 to allow time for further evaluation of the legal issues raised by the applicant since release of the staff report. The applicant had also requested a continuance for additional time to address the issues.

PROJECT ISSUES

The project was originally approved with requirements for the connection Lost Canyon Road and Jakes Way, which would be offsite. The project was also allowed for phasing, so that a maximum of 300 units could record until a second means of access was provided. Originally the second means of access was to be Jakes Way under the Antelope Valley Freeway, but was amended as part of Amendment No. 1 in 1999 for Jakes Way to be the project's primary access, and Lost Canyon Road from the south as its secondary means.

Over the course of five years, the project was amended five times that incrementally increased the maximum number of units that may record on a single means of access. The maximum number of units was also permitted to increase to a much higher threshold with construction of a

temporary private driveway as the temporary second means.

Due to difficulty in negotiations with the adjacent property owner(s), the project's last amendment in 2004 ultimately requested, and was approved, that in lieu of required dedication for offsite Jakes Way and Lost Canyon Road, that a nonrefundable payment of the cost for those offsite street improvements to Jakes Way be required. Dedication and improvements to Lost Canyon Road was no longer required by this project as Bridge and Thoroughfare ("B&T") fees could be used for any future improvements to Lost Canyon Road.

The project was also required to provide its pro-rata share of signalization for three traffic signals along Jakes Way; the signals would be installed when actual conditions warrant the signals. The applicant is requesting that they be refunded on their pro-rata share.

STAFF EVALUATION

After the January 17 public hearing, staff continued to research the issues raised with respect to the applicant's position that these conditions are no longer required for the project, and provides its evaluation below.

- Improvement of Jakes Way was cited as part of the findings for the original approval of the project, and required as mitigation measures

The subdivision was approved by the Board along with a plan amendment, zone change, conditional use permit and oak tree permit. Findings for approval are clear that the proposed project was located to "effectively provide services throughout the urban area, including adequate transportation facilities" (Finding No. 13.f, Commission Resolution for Zone Change Case No. 86-522-(5)).

Findings are also clear that the applicant agreed to participate in appropriate road improvements that were evaluated as part of the project in the Environmental Impact Report, as necessary mitigation measures to reduce road service impacts (Findings No. 11 and 13, Commission Resolution for Zone Change Case No. 86-522-(5), Board findings of approval for TR 45023). These were incorporated into the project's Mitigation Monitoring Program ("MMP"), and were part of the Statement of Overriding Considerations for approval of the project despite significant impacts to air quality that could not be mitigated to less than significant.

The MMP also describes separate impacts to traffic and access: traffic from projected 1994 area development, and impacts from phased single access. As mitigation for these impacts, measures included that reference to conditions that limited the project's phase to 300 units with one means of access and emergency access.

- Five amendments were processed to accommodate technical difficulties or minor changes associated with the project

After tentative map approval, the project was amended five times, most pertinent with respect to acquiring offsite permission and dedication for Jakes Way and Lost Canyon Road. Key amendments are summarized below:

- 1999 (Amendment No. 1): Conditions were amended to allow a temporary driveway as a second means of access for up to 444 dwelling units.

- 2000 (Amendment No. 2): Conditions were amended to allow a temporary driveway as a second means of access for up to 608 dwelling units.

- 2004 (Amendment No. 5): After negotiations failed with adjacent property owners, conditions were amended to eliminate the offsite requirements for Lost Canyon Road, and require nonrefundable payment of the cost for improvement to Jakes Way.

The applicant subsequently submitted the required study for estimation of the costs, and fulfilled the amended condition by submitting the required fees. The last phase of TR 45023 recorded on July 14, 2004.

- Los Angeles County Departments of Public Works and Fire object to the elimination of Jakes Way for TR 45023

Los Angeles County Department of Public Works ("Public Works") objects to the elimination of the condtion requiring the nonrefundable cost for improvements to Jakes Way. Conditions have already been eliminated requiring offsite dedication through amendments processed to accommodate the applicant's difficulty with acquiring the offsite permission. The applicant satisfied this condition by payment of the fees, and was allowed to record its last phase in 2004.

Los Angeles County Fire Department ("Fire") also objects to the elimination of Jakes Way. The private driveway that currently provides the project's second means of access was intended to be temporary. Conditions were specific that only a certain number of homes were being permitted with the temporary driveway as a second means of access, and there is no indication in the record that Fire's acceptance of the private driveway as access, was eliminating the regional access and circulation and Jakes Way and Lost Canyon Road would provide.

- Traffic signals

Procedures already exist within Public Works that allow any developer wishing to receive refund on pro-rata shares for traffic signals, and include evidence that after five years after occupancy that the need for signalization no longer exists, that request for refund can be made. Therefore, staff does not agree that the requirement should be eliminated without evidence that conditions no longer warrant signals and after the time period specified for such evaluation.s

STAFF RECOMMENDATION

The following recommendation is subject to change based on oral testimony or documentary evidence submitted during the public hearing process.

If the Regional Planning Commission agrees with staff's evaluation, staff recommends that the Commission deny Modification to Recorded Tract Map No. 45023, and direct staff to return with findings for denial.

Suggested Motion: "I move that the Regional Planning Commission close the public hearing; indicate its intent to deny Modification to Recorded Tentative Tract Map No. 45023; and direct staff to return with findings for denial.

SMT:st
02/21/07

MODIFICATION TO RECORDED TR 45023

ADDITIONAL CORRESPONDENCE RECEIVED

William C. Cloyd
and
Robert Goldman

15656 Iron Canyon Road
Santa Clarita, California 91387

Subject: TR 45023

Date: 01-17-07

Ms Tae / Armenta

January 17, 2007

Los Angeles County Regional Planning Commission
Department of Regional Planning
Hall of Records
320 West Temple Street
Los Angeles, California 90012

Dear Commissioners:

RE: Requested Modification to Recorded Map TR. 45023
Public Hearing, January 17, 2007

We have received the notice of the above-referenced request. We are the owners of 20+ acres of undeveloped property adjoining the east property line of TR. 45023. We have owned this property since 1978. (Assessor's ID. No. 2840-004-009 and 010)

The approval of TR. 45023 was based on the road system of Lost Canyon Road to Jakes Way, going through our property. We gave to the County of Los Angeles easements for the construction of Lost Canyon Road with assurance that these roads would be constructed or bonded for by the approval of TR. 45023. We are in the design phase on our property with "VISTA CANYON RANCH" and these roads need to be completed as required by conditions of approval of TR. 45023.

After reviewing the report, we support Staff's recommendation to deny the application for the following reasons:

1. Lost Canyon Road from the MetroRail bridge north, has not been constructed. An existing paved driveway of two lanes is existing to an eastern entrance to Phases I and II of TR. 45023.

2. A temporary fire access driveway of two lanes is existing from the location of the eastern entrance to Jakes Way.

3. Existing driveways are not to County Highway Standards in all respects, i.e., number of lanes, vertical grades, alignments, and being adequate to serve a growing community.

4. The applicant has received the full benefits of TR. 45023 approval and should be held to complete the entire road system to standards of the conditions of approval of TR.45023,

We support Staff's recommendation to deny this application.

Sincerely,

William C. Cloyd

Robert Goldman

Robert Goldman

CLOYD CONSTRUCTION CO., INC.

15656 IRON CANYON ROAD SANTA CLARITA, CALIFORNIA 91387
Ph. (661) 251-1305
Fax (661) 252-9817
Email dyolc@AOL.com

Fax

Company: DEPT OF REGIONAL PLANNING
Attn: Ms SUSAN TAE
@Fax: (213) 626-0434
From: WILLIAM G. CLOYD
Date: 1/18/07
Re: TR. 45023
Pages: 2 , including this cover

William C. Cloyd
And
Robert Goldman

15656 Iron Canyon Road
Santa Clarita, California 91387

January 18, 2007

Los Angeles County Regional Planning Commission
Department of Regional Planning
Hall of Records
320 West Temple Street
Los Angeles, California 90012

Dear Commissioners:

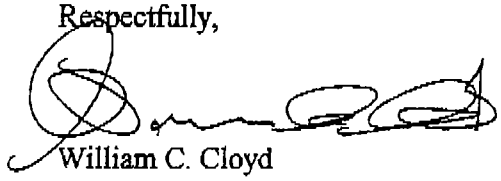
Re: Requested Modification to Recorded Map TR. 45023 – Public Hearing and our Letter of January 17, 2007

After yesterday's Hearing, Mr. Peter Novak made a statement to me which led me to research the matter of easements to the County of Los Angeles referred to at the Hearing. I discovered that the easements had been proposed, but not finalized. I, therefore, request that my testimony and letter of January 17, 2007, be amended to reflect that correction.

This is the only amendment to our response to this proposed Modification to TR. 45023.

With apologies for this error,

Respectfully,



William C. Cloyd

Cc: Mr. Peter J. Novak, G.H. Palmer Associates
Ms. Susan Tae, Regional Planning Department
Mr. B. Witter, LADPU

William C. Cloyd
and
Robert Goldman

15656 Iron Canyon Road
Santa Clarita, California 91387

January 15, 2007

RECEIVED
JAN 23 2007

Ms. Susie Tae, AICP
Land Divisions Section
County of Los Angeles
320 W. Temple Street
Los Angeles, California 90012

RE: Requested Modification to Recorded Map TR. 45023
Public Hearing, January 17, 2007

Dear Susie:

We have received the notice of the above-referenced request. We are the owners of 20+ acres of undeveloped property adjoining the east property line of TR. 45023. We have owned this property since 1978. (Assessor's ID.No. 2840 004 009 and 010)

The approval of TR. 45023 was based on the road system of Lost Canyon Road to Jakes Way, going through our property. We gave to the County of Los Angeles easements for the construction of Lost Canyon Road with assurance that these roads would be constructed or bonded for by the approval of TR. 45023. We are in the design phase on our property with "VISTA CANYON RANCH" and these roads need to be completed as required by conditions of approval of TR. 45023.

After reviewing the report, we support Staff's recommendation to deny the application for the following reasons:

1. Lost Canyon Road from the MetroRail bridge north, has not been constructed. An existing paved driveway of two lanes is existing to an eastern entrance to Phases I and II of TR. 45023.

2. A temporary fire access driveway of two lanes is existing from the location of the eastern entrance to Jakes Way.

3. Existing driveways are not to County Highway Standards in all respects, i.e., number of lanes, vertical grades, alignments, and being adequate to serve a growing community.

4. The applicant has received the full benefits of TR. 45023 approval and should be held to complete the entire road system to standards of the conditions of approval of TR.45023,

We support Staff's recommendation to deny this application.

Sincerely,

William C. Cloyd

Robert Goldman

Robert Goldman

REGIONAL PLANNING COMMISSION
FEBRUARY 21, 2007
AGENDA ITEM NO. 6X

MODIFICATION TO RECORDED TR 45023

ADDITIONAL

CORRESPONDENCE

G. H. Palmer Associates
Real Estate Development

February 15, 2007

Via e-mail to: Susie Tae, AICP
Land Divisions Section
(stae@planning.lacounty.gov)

Regional Planning Commission
County of Los Angeles
c/o: Susie Tae, AICP, Land Divisions Section

RE: Item 10 - January 17th Hearing - Continued to February 21st, 2007
Tract No. 45023

Honorable Members of the Commission:

The matter before you can be distilled to two basic questions:

1. **Should Jakes Way be extended easterly of the subject tract?**

   If the answer is no, then the requests before you shall be granted.

2. **If yes, then are such improvements legitimate mitigation measures for impacts created by the Tract 45023?**

   If yes, then the request to eliminate the road improvement shall be denied.

We respectfully suggest that the proper answer to both questions should be no.

Accordingly, we respectfully request that you approve the requested revisions to the tract conditions.

11740 SAN VICENTE BLVD., SUITE 208 LOS ANGELES, CALIFORNIA 90049 (310) 207-3100 FAX (310) 207-2162

Staff Report:

We are disappointed that the staff recommends denial of the requested revisions to the subject Tract Map, and would like to take this opportunity to address and refute the arguments utilized to justify the imposition of the exactions.

The CEQA documentation that the staff alludes to contains **no data to support the need to extend Jakes Way east of the subject tract.**

The record shows that Jakes Way was proposed to be classified as a Secondary Highway, and continue easterly of the subject tract to intersect with Lost Canyon, a master planned Major Highway.

However, because of physical limitations, such as a bottleneck condition under the existing I14 freeway, allowing for only a substandard roadway width and the correspondingly limited traffic loads, Jakes Way was classified as a **LOCAL STREET** - the lowest grade of public street that the County recognizes in urban areas.

The easterly continuation of Jakes Way and its intersection with Lost Canyon was left on plans partly as a matter of inertia, and partly to provide secondary means of access to the subject tract.

An alternate secondary access for this tract has been approved and completed to the satisfaction of the County, and therefore there exists no longer a need for this extension of Jakes Way. In fact, even the Regional Fire access needs that were only articulated recently, have been provided and accepted by the Fire Department, without the Jakes Way extension.

Most importantly however, the required extension will cause a significant irreparable harm to the environment - as elaborated in greater detail here below, **and therefore the street shall not be extended beyond its current terminus.**

Direct Response to the Staff Report:

I. Map Act Required Findings:

The staff report opines: "Based on the information available, staff does not believe that this request meets all of the findings required for approval of a modification to a recorded map. No technical problems exist that would make it impossible for the developer to meet the conditions."

It is not clear which of the required findings have not been, in the staff's opinion, met and we therefore will address all of them. The following is a reprint of our proposed

findings that were submitted to the staff, with added comments in *italics:*

A. There are changes in circumstances which make some of the conditions and/or the design of the original tract map no longer appropriate or necessary;

At the time of approval of the subject tentative tract map it was anticipated that the immediate vicinity would be developed with more than 10,000 housing units and incidental retail commercial facilities, and that the lands located easterly and along the Santa Clara River were going to be developed soon for additional thousands of units.

To provide for such projected growth the subject tract was required, amongst other public improvements, to construct Lost Canyon and Jakes Way - outside of the subdivision and on lands not owned or controlled by the subdivider, and to provide for installation of several traffic signals - on and off-site.

The anticipated developments did not materialize. In fact, the lands planned to encompass 10,000+/- housing units were actually developed with only about 3,000 units, while the lands to the east are bare with no plans for any development in site.

These changes are self-evident and the staff has not refuted any of the particulars, nor their significance to the subject requests. Please - see areal photographs provided herewith.

B. The proposed modifications do not impose any additional burdens on the present fee owner of the property;

In fact the proposed modifications seek to eliminate requirements for unneeded and unreasonable exactions.

The applicant hereof is the representative of the fee-owner.

C. The proposed modifications will not alter any right, title or interest in the real property.

D. The proposed modifications are necessitated by physical problems and technical difficulties associated with the development, which are not under the control of the developer and this makes it impossible to comply with the conditions to be modified;

The requested modifications relate to off-site improvements and accommodation of off-site developments.

Physical problems and technical difficulties are self-evident as the required construction involves the need to channelize Santa Clara River subject to approval from Army Core of Engineers and FIMA, as well as destruction of a riparian habitat subject to the approval of California Department of Fish and Game.

E. The requested modifications will not result in an increased number of dwelling units or a greater density than the recorded map(s) allowed;

The development is completed.

F. The proposed map and the design and improvements of the proposed subdivision are consistent with applicable general and specific plans.

The proposed modifications will have no impact on land use within nor outside of the subject development.

Jakes way is classified as 'local street' having no regional significance.

G. The site is physically suitable for the type and proposed density of the development;

The development is fully completed and occupied. The proposed modifications will have no physical or material effect on the development or residents therein.

H. The design of the subdivision or the proposed improvements will not cause substantial environmental damage or serious public health problems, or conflict with public easements.

Indeed, the provision of the regional fire access road, will enhance public health and welfare as it will improve upon the response time for fire and other emergency personnel.

Considering the fact that the demanded road improvements would require channelization of 400' to 500' of Santa Clara River by a concrete levy, and permanent destruction of approximately four acres of riparian habitat, none of which was ever considered under CEQA, it is the continued demand for the subject road improvements that pose danger to the environment.

II. Environmental Considerations

The staff report opines: The modification may cause substantial environmental damage, as traffic impacts were analyzed at the time of approval and these were incorporated as mitigation measures in the certified EIR.

The EIR traffic studies did not identify any impacts nor mitigation thereof that relate to the subject requests. The following is an excerpt of the mitigation measures outlined in the EIR:

MITIGATION MEASURES

The AM and the PM peak hour traffic estimated to be generated from the proposed Tentative Tract 45023 when added to ambient on-street traffic volumes in 1993, will impact five of the seven key intersections analyzed. Therefore, mitigation measures are necessary. Some of the needed improvements should be undertaken as a part of approval from other projects in the area. The five intersections are:

1. Sierra Highway and Soledad Canyon Road
2. Sierra Highway and Sandy Drive
3. Sierra Highway and Sake' s Way
4. Sierra Highway and Freeway (SR-14) Off-Ramp
5. Sierra Highway and Via Princessa

Complete copy of pages 25 to 33, inclusive of the Traffic Impact Study is attached hereto as Exhibit A.

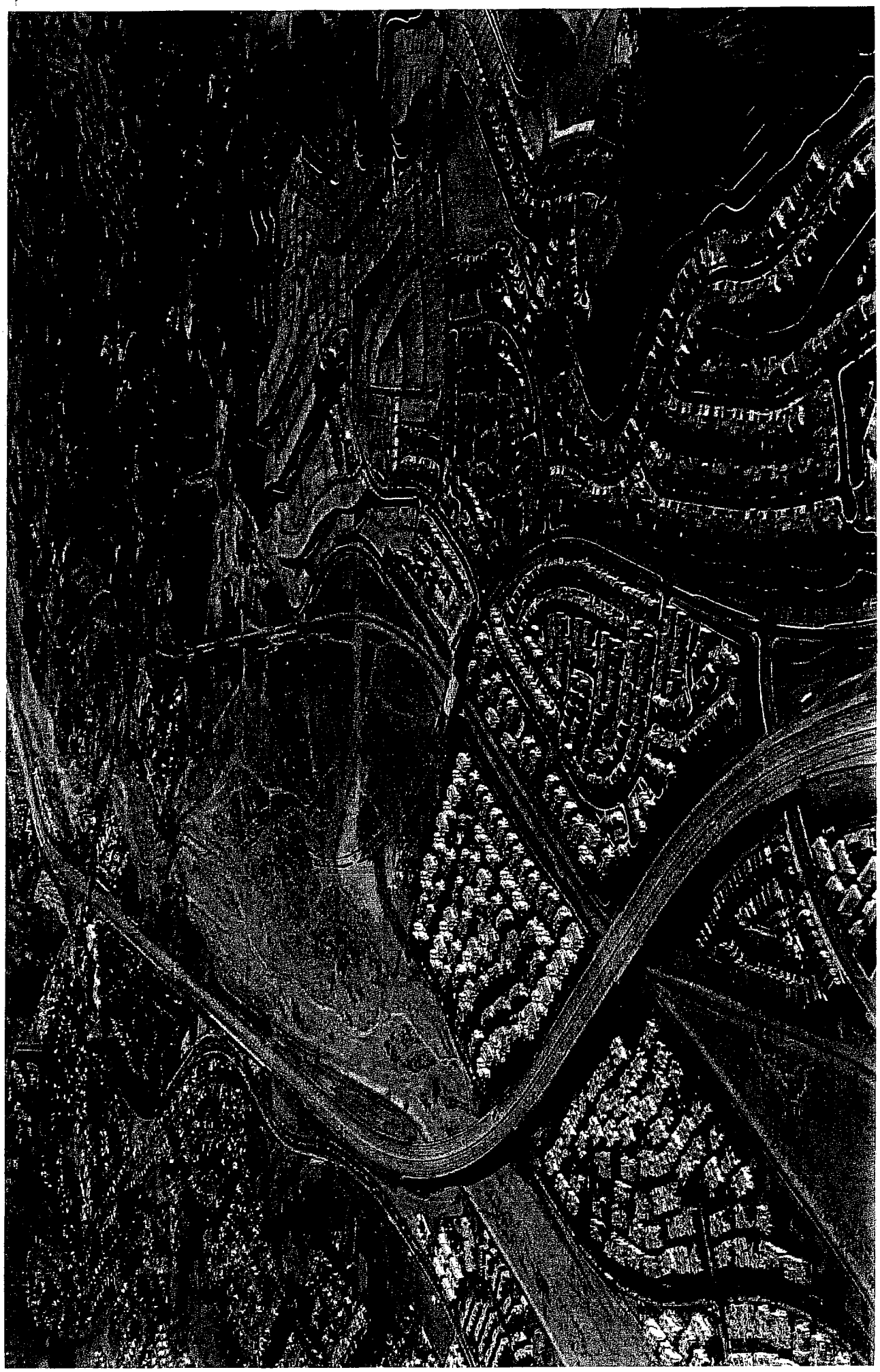
To suggest that the extension of Jakes Way - easterly of the subject tract boundary is a mitigation measure for impacts created by the subject projects is patently false!

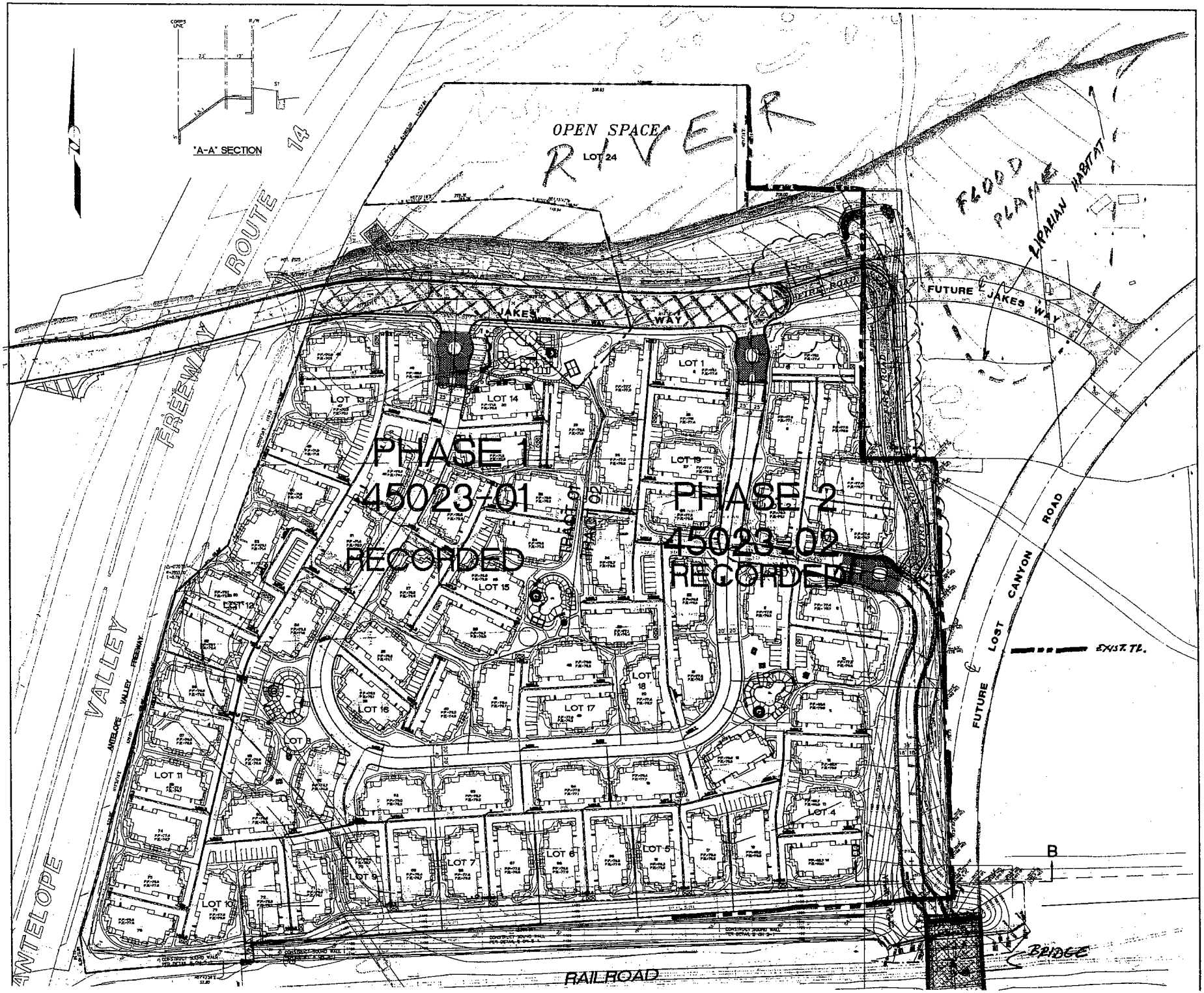
Your understanding and cooperation in this matter will be appreciated.

Yours truly,

Peter Novak

cc: Robert Sims, RCE
Benjamin Reznik, Esq.





"A-A" SECTION
OPEN SPACE
LOT 24
RIVER
FLOOD PLANE
RIPARIAN HABITAT
ROUTE 14
FREEWAY
VALLEY
ANTELOPE
JAKES WAY
FUTURE JAKES WAY
PHASE 1
45023-01
RECORDED
PHASE 2
45023-02
RECORDED
LOT 1
LOT 13
LOT 14
LOT 19
LOT 15
LOT 12
LOT 16
LOT 17
LOT 18
LOT 11
LOT 10
LOT 9
LOT 7
LOT 6
LOT 5
LOT 4
FUTURE LOST CANYON ROAD
EXIST. TL.
B
BRIDGE
RAILROAD

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Bruce W. McClendon FAICP
Director of Planning

August 7, 2008

TO: Harold V. Helsley, Chair
Leslie G. Bellamy, Vice Chair
Esther L. Valadez, Commissioner
Wayne Rew, Commissioner
Pat Modugno, Commissioner

FROM: Alejandrina C. Baldwin, Principal Regional Planner
Land Divisions Section

SUBJECT: MODIFICATION TO RECORDED TRACT MAP NO. 45023 – (5)
August 20, 2008; AGENDA ITEM NO. 7

PROJECT BACKGROUND

Modification to Recorded Tract Map No. 45023 ("TR 45023") is a request to eliminate conditions related to offsite public improvements and dedication of easements, payment in lieu of offsite improvements, and improvements required to Lost Canyon Road (proposed Major Highway) and Jakes Way. The modification also requests addition of conditions to construct connecting fire access between Jakes Way and existing driveway, and dedicate easements over driveways for public use. The project is located easterly of the Antelope Valley (CA-14) Freeway, north of Medley Ridge Drive, south of the Santa Clara River and westerly of Woodfall Avenue in the Sand Canyon Zoned District.

The project was originally approved by the Los Angeles County Board of Supervisors ("Board") in 1994 for a condominium project of 752 attached condominiums on 23 multi-family lots, along with a plan amendment, zone change, conditional use permit and oak tree permit. After tentative approval, five amendments have been processed for the subdivision, with the last amendment approved on June 1, 2004. The subdivision recorded in three phases, with the last phase recorded on July 14, 2004. The project is now fully constructed and occupied as for lease only.

Your Commission opened the public hearing on January 17, 2007, and after taking brief testimony from the applicant and testimony from one person in opposition, your Commission continued the public hearing to February 21, 2007 to allow time for further evaluation of the legal issues raised by the applicant since release of the staff report. The applicant had also requested a continuance for additional time to address the issues.

During the February 21, 2007 public hearing, your Commission closed the public hearing, indicated its intent to deny the project, and instructed staff to return with findings of denial.

LDC

LAND DESIGN CONSULTANTS, INC.

Land Planning, Civil Engineering, Surveying & Environmental Services

August 1, 2008

Ms. Alejandrina C. Baldwin
County of Los Angeles
Department of Regional Planning
Land Division
320 West Temple Street, Rm. 1382
Los Angeles, CA 90012

Re: Tract 45023, The Colony, Santa Clarita Valley, Calif.
Our Project: 93021-028

Dear Ms. Baldwin:

Thank you for our meeting of June 23, 2008 concerning the subject tract map 45023 and the process of revising the amended tentative map conditions of this fully recorded development.

The staff report dated February 15, 2007 gives the history of this project's development and the several amendments in order to allow for the completion of the project. The project is fully built out, but there is some clean up that is necessary in order to allow for some of the bonds to be exonerated and to allow for some improvements that were built to be fully approved by all of the agencies.

Future Lost Canyon Road and Jakes Way as they both extend easterly of the project were originally conditioned to be built. The improvement plans for their construction were prepared and ready to be approved by the DPW, but since the land could not be acquired by the developer through negotiation with the property owners nor did the County desire to condemn the property, an in lieu of construction fee for Jakes Way was imposed and paid by the developer. The future construction of Lost Canyon Road, a Master Planned Highway, is covered by B & T fees. The payment of these fees allowed the project development to proceed to completion and the final maps to be recorded.

After the construction was completed and all of the units occupied, the Fire Department voiced its concern that they didn't have a means of moving their equipment between Lost Canyon Road and Jakes Way without going through two sets of gates that protect the subject development. As a solution, the developer of tract 45023 purchased additional property easterly of its property, revised the grading plans to show a new fire road, obtained a stamped approval of these revised grading plans by the Fire Department and built the new fire road around the outside of the development to the standards set by the Fire Department. The Fire Department had required the developer to leave the gates permanently open to allow for their equipment to have free movement between Lost Canyon Road and Jakes Way until the new fire road was constructed. After the fire road

199 South Los Robles Avenue, Suite 250, Pasadena, California 91101 / 626•578•7000 Fax 626•578•7373
25570 Rye Canyon Road, Suite G, Valencia, California 91355 / 661•775•3940 Fax 661•775•3942
e-mail: ldc@ldcla.com • http//www.ldcla.com

was opened, the gates were closed to allow the project's residence to enjoy their original intended use.

We understand that the tentative map and related conditions now need to be revised to allow for the new fire road since it modifies the presently approved tentative map which does not show this improvement. The amended tentative map submitted to the DRP and reviewed at the February 21, 2007 hearing before the Planning Commission shows the added fire road as Revision 2. The developer/applicant was also requesting the return of funds for the Jakes Way extension and for traffic signals on Jakes Way. These refund condition changes are now being withdrawn by the developer/applicant. The in lieu fees for Jakes Way to be refunded is being withdrawn to accommodate the wishes of the Department of Public Works. The request for a refund for the future construction of traffic signals on Jakes Way is also being withdrawn since the five year limitation is approaching and a refund will most likely occur at that time since the traffic counts clearly indicate the signals are not warranted. The DPW will need to make that determination at the five year point in time.

There was a violation of signs and banners being displayed fronting Jakes Way that the County requested to be brought into compliance with the zoning laws. These signs and banners have been removed and corporate flags have replaced these items to be in compliance with Chapter 22.52.990 F 1.

Therefore, we respectively request that the planning staff ask for the Planning Commission to reconsider their request for findings to disapprove our previous requests as stated above and make a new request for findings to approve only the addition of the new fire road. Requirements for easements and other related conditions may also be required.

We understand that a new subdivision committee meeting will be required to set the new conditions. Please set a date for this meeting.

Should you have any questions, or if there is any other additional information required, please call me. Thank you for your consideration in this matter.

Sincerely,

LAND DESIGN CONSULTANTS, INC.

Robert R. Sims, P.E.
President

c: Emily Cohen/G.H. Palmer & Associates

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Bruce W. McClendon FAICP
Director of Planning

September 4, 2008

TO: Harold V. Helsley, Chair
Leslie G. Bellamy, Vice Chair
Esther L. Valadez, Commissioner
Wayne Rew, Commissioner
Pat Modugno, Commissioner

FROM: Alejandrina C. Baldwin, Principal Regional Planner
Land Divisions Section

SUBJECT: MODIFICATION TO RECORDED TRACT MAP NO. 45023 – (5)
September 17, 2008; AGENDA ITEM NO. 7

PROJECT BACKGROUND

Modification to Recorded Tract Map No. 45023 ("TR 45023") is a request to eliminate conditions related to offsite public improvements and dedication of easements, payment in lieu of offsite improvements, and improvements required to Lost Canyon Road (proposed Major Highway) and Jakes Way. The modification also requests addition of conditions to construct connecting fire access between Jakes Way and existing driveway, and dedicate easements over driveways for public use. The project is located easterly of the Antelope Valley (CA-14) Freeway, north of Medley Ridge Drive, south of the Santa Clara River and westerly of Woodfall Avenue in the Sand Canyon Zoned District.

The project was originally approved by the Los Angeles County Board of Supervisors ("Board") in 1994 for a condominium project of 752 attached condominiums on 23 multi-family lots, along with a plan amendment, zone change, conditional use permit and oak tree permit. After tentative approval, five amendments have been processed for the subdivision, with the last amendment approved on June 1, 2004. The subdivision recorded in three phases, with the last phase recording on July 14, 2004. The project is now fully constructed and occupied as for lease only.

Your Commission opened the public hearing on January 17, 2007 for the modification request, and after taking brief testimony from the applicant and testimony from one person in opposition, your Commission continued the public hearing to February 21, 2007 to allow time for further evaluation of the legal issues raised by the applicant since release of the staff report. The applicant had also requested a continuance for additional time to address the issues.

During the February 21, 2007 public hearing, your Commission closed the public hearing, indicated its intent to deny the project, and instructed staff to return with findings of denial.

On August 5, 2008, staff received a revised request for Modification to Recorded Tract Map No. 45023. The revised modification received withdrew the request of a refund of fees regarding construction of Jakes Way and traffic signals along Jakes Way. Similar to the original modification, the applicant continued to request the use of the fire road as access, which was intended to be temporary access meanwhile the connection between Jakes Way and Lost Canyon was constructed. Within the revised modification request, no new information or information stating a misrepresentation of original modification request was presented.

Staff scheduled the project for consent for denial on August 20, 2008 but since a revised request of modification was received prior to the meeting, staff had not prepared findings of denial in anticipation of rescheduling the project for discussion. As instructed by your Commission, during the August 20, 2008 public meeting, staff has prepared draft findings for denial of Modification to Recorded Tract Map No. 45023 (attached).

ACB:acb

9/4/08

Attachment: Denial Findings for Modification to Recorded Tract Map No. 45023

FINDINGS OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
FOR MODIFICATION TO RECORDED TRACT MAP NO. 45023

1. The Los Angeles County Regional Planning Commission conducted a noticed public hearing in the matter of Modification to Recorded Tract Map No. 45023 on January 17, 2007 and February 21, 2007.

2. Modification to Recorded Tract Map No. 45023 proposes to eliminate the conditions of the recorded map related to offsite public improvements and dedication of easements, payment in lieu of offsite improvements, improvements required to Lost Canyon Road and Jakes Way; and add conditions to construct connecting fire access between Jakes Way and existing driveway, and dedicate easements over driveways for public use.

3. The subject site is located easterly of Antelope (CA-14) Freeway, north of Medley Ridge Drive, south of Santa Clara River, and westerly of Woodfall Avenue in the Sand Canyon Zoned District.

4. The irregularly-shaped property is approximately 46.2 gross acres in size with existing level topography.

5. Access to the proposed development is provided by Jakes Way with internal access provided by 40-foot wide private driveway and fire lanes. Lost Canyon Road is partially constructed to the east, including the bridge crossing over the MTA railroad. A private driveway and fire lane connects existing Jakes Way and Lost Canyon Road along the eastern edge of the property.

6. The project site is currently zoned RPD-1-20U (Residential Planned Development – One Acre Minimum Required Lot Area – 20 Dwelling Units per Net Acre), which was established by Ordinance No. 940089 which established Zone Change Case No. 86-522-(5), and became effective on December 29, 1994.

7. Surrounding zoning includes A-1-1 (Light Agricultural – One Acre Minimum Required Lot Area) and City of Santa Clarita to the north; M-1½ (Restricted Heavy Manufacturing) and SP (Specific Plan) to the east; SP to the south; and R-3-DP (Limited Multiple Residence – Development Program) and City of Santa Clarita to the west.

8. The subject property consists of 752 existing residential units in 94 buildings on 23 multi-family lots. Surrounding uses include single-family residences and vacant property with Santa Clara River to the north, a railroad to the south and the CA-14 Freeway to the west.

9. The project is consistent with the RPD-1-20U zoning classification. Single-family residences are permitted in the RPD zone pursuant to Section 22.20.460 of the Los Angeles County Code ("County Code"). The proposed modifications to the recorded map are consistent with the residential units permitted by the RPD zone.

10. The property is depicted in the Urban 4 ("U4") land use category of the Santa Clarita Valley Area Plan ("Plan"), a component of the Los Angeles Countywide General Plan ("General Plan"). The modifications to the recorded map are consistent with the residential units permitted for the residential development.

11. The original project was approved by the Los Angeles County Board of Supervisors on November 29, 1994 as a subdivision with a plan amendment from Industry ("M") and Floodway/Floodplain ("W/S") to U4; zone change from A-1-1, A-2-1 (Heavy Agricultural – One Acre Minimum Required Lot Area) and M-1½ to RPD-1-20U; conditional use permit to ensure compliance with the requirements of development a Significant Ecological Area and RPD criteria; and oak tree permit to authorize removal of three oak trees.

12. Five amendments were subsequently processed for the project. Amendment No. 1 (approved October 5, 1999) amended the map and conditions to establish Jakes Way as primary access, set a maximum of 300 dwelling units before a second means of access via Lost Canyon Road is constructed, and provide that if offsite access is not obtained by the 301st unit, that a temporary private driveway and fire lane be constructed with a maximum of 444 units with the temporary driveway as the second means of access with any future units requiring proof of permission for offsite improvements.

13. Amendment No. 2 (approved August 1, 2000) amended the map and conditions to allow a maximum of 304 units to record before Lost Canyon Road as a second means of access, require prior to the 305th building permit that improvements for Lost Canyon Road be constructed, and allow a maximum of 608 units to record with the temporary driveway as the second means of access.

14. Amendment No. 3 (approved November 20, 2001) amended the map and conditions to realign the private driveway and fire lane and construct retaining walls to support slopes from the private driveway and fire lane abutment.

15. Amendment No. 4 (approved August 5, 2003) amended the map and conditions to include emergency gates, consolidate lots, increase pad elevations, and reduce the previously approved retaining wall height.

16. Amendment No. 5 (approved June 1, 2004) amended the map and conditions to eliminate dedication of offsite right-of-way and improvements for Jakes Way and

Lost Canyon Road due to unsuccessful negotiations with adjacent property owner(s); require estimation and payment of nonrefundable cost for offsite street improvements to Jakes Way, including grading, drainage and flood protection, prior to final map approval; and eliminate requirement for contribution to Jakes Way Ramp Modification related to dedication of Jakes Way and Lost Canyon Road.

17. The subdivision recorded in three phases, with the last phase recording on July 14, 2004.

18. The modified map dated February 16, 2006, depicts the recorded subdivision with the existing 752 units in 94 buildings on 23 multi-family lots as well as existing internal private driveway and fire lane system and improvements. The project does not propose a change in density or lot layout.

19. The modification to a recorded map was filed pursuant to Section 21.52.030 of the County Code which allows modifications where there are physical problems associated with the development of the site, or where technical problems occur after recordation. A public hearing is required for any proposed modifications, but the hearing and action by the decision-making body must be limited to only those modifications and may not address other aspects of the project.

20. The public hearing was opened on January 17, 2007.

21. Prior to the January 17, 2007 public hearing, a comment letter was received from the City of Santa Clarita ("City") indicating their position that the requirements requested for elimination as part of the modification to recorded map, were determined necessary as part of the approval, to accommodate and/or alleviate impacts created to traffic, circulation, and public health and safety. The City indicated their belief that these requirements should either continue to be required, or the project contributes its "fair share" to the requirement improvements. A letter was also received from a nearby property owner indicating their support for denial as the required improvements have not yet been provied, and benefits of the project appear to have already been received. Correspondence was also received from the applicant requesting a continuance to allow additional time to address issues with staff.

22. During the January 17, 2007 public hearing, the applicant requested a continuance of two weeks. Testimony was also heard from one individual in opposition to the project. Concerns included that the project was conditioned to provide the connection of Lost Canyon Road and Jakes Way, and that phases of the project continued to get recorded with a fire lane as secondary access. Concerns were also raised that the developer received all of the benefits without performing the

work, and that the connection is an integral part of the development and highway system.

23. During the January 17, 2007 public hearing, the Commission continued the public hearing to February 21, 2007.

24. During the February 21, 2007 public hearing, the Commission heard a presentation by staff and testimony from the applicant's representative.

25. During the February 21, 2007 public hearing, staff noted that the Environmental Impact Report for the recorded map had impacts that could not be mitigated to less than significant; and the Mitigation Monitoring Program adopted measures to mitigate traffic impacts.

26. During the February 21, 2007 public hearing, staff noted that the recorded map had been previously amended to increase the number of units approved on a single means of access with temporary means of access meanwhile the connection between Jakes Way and Lost Canyon was constructed.

27. During the February 21, 2007 public hearing, staff noted that they do not agree with the applicant's statement that regional fire access has been met and that the construction of Jakes Way would require additional destruction of riparian habitat.

28. During the February 21, 2007 public hearing, the Commission noted and Public works concurred, that Jakes Way and Lost Canyon are on the Los Angeles County Master Plan of Highways and are still intended to be completed.

29. After hearing all testimony, on February 21, 2007, the Commission closed the public hearing, indicated their intent to deny Modification to Recorded Tract Map No. 45023, and instructed staff to return with findings for denial.

30. After scheduling the project for the August 20, 2008 Agenda for Consent Item for Denial, staff received correspondence from the applicant requesting a change in the requested modification to the recorded tract map, as initially proposed. The new request included a request for the temporary fire road to be approved and the withdrawing of the request for funds to be returned for the Jakes Way extension and traffic signals.

31. During the August 20, 2008 public hearing, the Commission heard a brief presentation from staff requesting additional time to review the applicants revised modification; schedule the project to be reviewed by the Subdivision Committee and to reschedule the project for discussion to possibly re-open the public hearing. The applicant was not present and no other testimony was taken.

32. During the August 20, 2008 public hearing, the Commission stated that only if new information not previously reviewed or information regarding misrepresentation of the projected was presented, would the public hearing be opened and new information considered. Intent of action was taken after hearing all information and facts presented on the case, during the January 17, 2007 and February 21, 2007 public hearings.

33. During the August 20, 2008 public hearing, the Commission stated that the public hearing had been closed and they had already shown their intent to deny the project. The Commission was ready to take final action and deny the proposed modification, but findings of denial had not been prepared.

34. During the August 20, 2008 public hearing, the Commission instructed staff to return with findings of denial and rescheduled the item for the September 17, 2008 Agenda for Consent Item for Denial.

35. During the September 17, 2008 public hearing, the Commission heard a brief presentation from staff and denied Modification to Recorded Tract Map No. 45023.

36. The design of the subdivision and the type of improvements will not cause serious public health problems, since sewage disposal, storm drainage, fire protection, and geologic and soils factors are addressed in the conditions of approval for the recorded tract map.

37. The design of the subdivision provides for future passive or natural heating or cooling opportunities therein.

38. The division and development of the property in the manner set forth on this map will not unreasonably interfere with the free and complete exercise of public entity and/or public utility rights-of-way and/or easements within this map, since the design and development as set forth in the conditions of approval and on the modified tract map, provide adequate protection for any such easements.

39. The housing and employment needs of the region were considered and balanced against the public service needs of local residents and available fiscal and environmental resources when the project was determined to be consistent with the General Plan.

40. The proposed map and the design and improvements of the proposed subdivision are consistent with applicable general and specific plans.

    The site is physically suitable for the type and proposed density of the

development. No change in project type or density is proposed as part of the modification.

41. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based is the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California, 90012. The custodian of such documents and materials shall be the Section Head of the Land Divisions Section, Regional Planning.

THEREFORE, THE REGIONAL PLANNING COMMISSION in view of the findings of fact and conclusion presented above, **DENIES** Request for Modification of Recorded Tract Map No. 45023.

DRAFT

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

September 11, 2008

Bruce W. McClendon FAICP
Director of Planning

TO: Harold V. Helsley, Chair
Leslie G. Bellamy, Vice Chair
Esther L. Valadez, Commissioner
Wayne Rew, Commissioner
Pat Modugno, Commissioner

FROM: Alejandrina C. Baldwin, Principal Regional Planner
Land Divisions Section

SUBJECT: MODIFICATION TO RECORDED TRACT MAP NO. 45023 – (5)

September 17, 2008, Agenda Item No. 7
Supplemental Information

PROJECT BACKGROUND

Modification to Recorded Tract Map No. 45023 ("TR 456023") is a request to eliminate conditions related to offsite public improvements and dedication of easements, payment in lieu of offsite improvements, and improvements required to Lost Canyon Road and Jakes Way. For a more full report of the project background, please refer to the September 4, 2008 package.

Your Commission opened the public hearing on January 17, 2007, in where the modification request was continued to February 21, 2007. During the February 21, 2007 public hearing, your Commission closed the public hearing, indicated its intent to deny the project and instructed staff to return with findings of denial. On August 5, 2008, staff received a revised request for modification and soon after a request from the applicant to continue the August 20, 2008 public meeting scheduled for your Commission to take action to deny the project. During the August 20, 2008 public meeting, staff requested a continuance to a date off calendar to allow staff to review the revised request for modification. Your Commission stated that the public hearing held on February 21, 2007 had been closed at which time you indicated intent to deny the project, and had instructed staff to return with findings for denial. Staff had not distributed findings of denial and final action of denial could not be taken. The public meeting was continued to September 17, 2008 with instruction to staff to return with findings of denial.

On September 4, 2008 findings of denial were distributed to your Commission. These findings have been revised and are attached.

ACB:acb

9/11/08

Attachment: Updated Denial Findings for Modification to Recorded Tract Map No. 45023

FINDINGS OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
FOR MODIFICATION TO RECORDED TRACT MAP NO. 45023

1. The Los Angeles County Regional Planning Commission conducted a noticed public hearing in the matter of Modification to Recorded Tract Map No. 45023 on January 17, 2007 and February 21, 2007.

2. Modification to Recorded Tract Map No. 45023 proposes to eliminate the conditions of the recorded map related to offsite public improvements including traffic signals and dedication of easements, payment in lieu of offsite improvements, and improvements required to Lost Canyon Road and Jakes Way; and add conditions to construct connecting fire access between Jakes Way and existing driveway, and dedicate easements over driveways for public use.

3. The subject site is located easterly of Antelope (CA-14) Freeway, north of Medley Ridge Drive, south of Santa Clara River, and westerly of Woodfall Avenue in the Sand Canyon Zoned District.

4. The irregularly-shaped property is approximately 46.2 gross acres in size with existing level topography.

5. Access to the proposed development is provided by Jakes Way, a local street, with internal access provided by 40-foot wide private driveway and fire lanes. Lost Canyon Road, a proposed Major Highway in the Los Angeles County Master Plan of Highways, is partially constructed to the east, including the bridge crossing over the Union Pacific railroad. A private driveway and fire lane connects existing Jakes Way and Lost Canyon Road along the eastern edge of the property.

6. The project site is currently zoned RPD-1-20U (Residential Planned Development – One Acre Minimum Required Lot Area – 20 Dwelling Units per Net Acre), which was established by Ordinance No. 940089 which established Zone Change Case No. 86-522-(5), and became effective on December 29, 1994.

7. Surrounding zoning includes A-1-1 (Light Agricultural – One Acre Minimum Required Lot Area) and City of Santa Clarita to the north; M-1½ (Restricted Heavy Manufacturing) and SP (Specific Plan) to the east; SP to the south; and R-3-DP (Limited Multiple Residence – Development Program) and City of Santa Clarita to the west.

8. The subject property consists of 752 existing residential units in 94 buildings on 23 multi-family lots. Surrounding uses include single-family residences and vacant property with also Santa Clara River to the north, a railroad to the south, the CA-14 Freeway to the west and the Fair Oaks Specific Plan to the east.

9. The project is consistent with the RPD-1-20U zoning classification. Single-family residences are permitted in the RPD zone pursuant to Section 22.20.460 of the Los Angeles County Code ("County Code"). The proposed modifications to the recorded map are consistent with the residential units permitted by the RPD zone.

10. The property is depicted in the Urban 4 ("U4") land use category of the Santa Clarita Valley Area Plan ("Plan"), a component of the Los Angeles Countywide General Plan ("General Plan"). The modifications to the recorded map do not propose a change in density, and therefore is consistent with the residential units permitted for the residential development.

11. The original project was approved by the Los Angeles County Board of Supervisors on November 29, 1994 as a subdivision with a plan amendment from Industry ("M") and Floodway/Floodplain ("W/S") to U4; zone change from A-1-1, A-2-1 (Heavy Agricultural – One Acre Minimum Required Lot Area) and M-1½ to RPD-1-20U; conditional use permit to ensure compliance with the requirements of development within a Significant Ecological Area and RPD criteria; and oak tree permit to authorize removal of three oak trees.

12. Five amendments were subsequently processed for the project. Amendment No. 1 (approved October 5, 1999) amended the map and conditions to establish Jakes Way as primary access; set a maximum of 300 dwelling units before a second means of access via Lost Canyon Road is constructed; and provide that if offsite access is not obtained by the 301st unit, that a temporary private driveway and fire lane be constructed with a maximum of 444 units with the temporary driveway as the second means of access and with any future units requiring proof of permission for offsite improvements.

13. Amendment No. 2 (approved August 1, 2000) amended the map and conditions to allow a maximum of 304 units to record before Lost Canyon Road as a second means of access, require prior to the 305th building permit that improvements for Lost Canyon Road be constructed, and allow a maximum of 608 units to record with the temporary driveway as the second means of access.

14. Amendment No. 3 (approved November 20, 2001) amended the map and conditions to realign the private driveway and fire lane and construct retaining walls to support slopes from the private driveway and fire lane abutment.

15. Amendment No. 4 (approved August 5, 2003) amended the map and conditions to include emergency gates, consolidate lots, increase pad elevations, and reduce the previously approved retaining wall height.

16. Amendment No. 5 (approved June 1, 2004) amended the map and conditions to eliminate dedication of offsite right-of-way and improvements for Jakes Way and Lost Canyon Road due to unsuccessful negotiations with adjacent property owner(s); require estimation and nonrefundable payment of cost for offsite street improvements to Jakes Way, including grading, drainage and flood protection, prior to final map approval; and eliminate requirement for contribution to Jakes Way Ramp Modification related to dedication of Jakes Way and Lost Canyon Road.

17. The subdivision recorded in three phases, with the last phase recording on July 14, 2004.

18. The modification to a recorded map dated February 16, 2006, depicts the recorded subdivision with the existing 752 units in 94 buildings on 23 multi-family lots as well as existing internal private driveway and fire lane system and improvements. The modification does not propose a change in density or lot layout.

19. The modification to a recorded map was filed pursuant to Section 21.52.030 of the County Code which allows modifications where there are physical problems associated with the development of the site, or where technical problems occur after recordation. A public hearing is required for any proposed modifications, but the hearing and action by the decision-making body must be limited to only those modifications and may not address other aspects of the project.

20. The public hearing for the modification to recorded map was opened on January 17, 2007.

21. Prior to the January 17, 2007 public hearing, a comment letter was received from the City of Santa Clarita ("City") indicating their position that the requirements requested for elimination as part of the modification to recorded map, were determined necessary as part of the approval; and to accommodate and/or alleviate impacts created to traffic, circulation, and public health and safety. The City indicated their belief that these requirements should either continue to be required, or the project contributes its "fair share" to the required improvements. A letter was also received from a nearby property owner indicating their support for denial as the required improvements have not yet been provided, and benefits of the project appear to have already been received by the developer.

22. Prior to the January 17, 2007 public hearing, correspondence was also received from the applicant requesting a continuance to allow additional time to address issues with staff.

23. During the January 17, 2007 public hearing, the applicant requested a continuance of two weeks. Testimony was also heard from one individual in opposition to the project. Concerns included that the project was conditioned to provide the connection of Lost Canyon Road and Jakes Way, and that phases of the project continued to get recorded with a temporary fire lane as secondary access. Concerns were also raised that the developer received all of the benefits without performing the work, and that the connection is an integral part of the development and highway system.

24. During the January 17, 2007 public hearing, the Commission continued the public hearing to February 21, 2007.

25. During the February 21, 2007 public hearing, the Commission heard a presentation by staff and testimony from the applicant's representative.

26. During the February 21, 2007 public hearing, staff noted that the Environmental Impact Report for the original map had potential impacts that were found to be less than significant with project mitigation, including: Geotechnical; Flood Hazard; Fire; Noise; Water Quality; Biota; Air Quality; Traffic; Cultural Resources; Mandatory Findings (Cumulative: Sewer service, Education, Library, Water Service, Scenic Qualities, Solid Waste Disposal, Parks).

27. During the February 21, 2007 public hearing, staff noted that the original map had been previously amended several times to increase the number of units approved on a single means of access with a private driveway and fire lane as a temporary means of access while the permission necessary for the offsite connection between Jakes Way and Lost Canyon was negotiated.

28. During the February 21, 2007 public hearing, staff noted that they did not agree with the applicant's statement that regional fire access has been met with the temporary driveway, nor that the construction of Jakes Way would require additional destruction of riparian habitat not previously analyzed.

29. During the February 21, 2007 public hearing, the Commission noted and Los Angeles County Department of Public Works ("Public Works") concurred, that Lost Canyon Road is on the Los Angeles County Master Plan of Highways and is still intended to be completed.

30. After hearing all testimony, on February 21, 2007, the Commission closed the public hearing, indicated their intent to deny Modification to Recorded Tract Map No. 45023, and instructed staff to return with findings for denial.

31. After scheduling the modification for the Commission's August 20, 2008 agenda

for consent for denial, staff received correspondence from the applicant requesting a change in the requested modification to the recorded tract map as initially proposed. The amended request included a request for the temporary fire road to be approved, and their withdrawal of the request for funds to be returned for the Jakes Way extension and traffic signals.

32. During the August 20, 2008 public meeting, the Commission heard a brief presentation from staff requesting additional time to review the applicant's amended modification request to schedule the project to be reviewed by the Los Angeles County Subdivision Committee, then reschedule the project for discussion for the Commission to consider the amended request. If the Commission determined to accept the request, the public hearing would have been re-opened. If the Commission determined not to hear the amended request, staff would return with findings of denial. The applicant was not present and no other testimony was taken.

33. During the August 20, 2008 public meeting, County Counsel advised that only if new information not previously reviewed or information regarding misrepresentation of the project was presented, could the public hearing be re-opened and new information considered. Intent of action was taken after hearing all information and facts presented on the case during the January 17, 2007 and February 21, 2007 public hearings.

34. During the August 20, 2008 public meeting, the Commission stated that the public hearing had been closed and they had already indicated their intent to deny the project on February 21, 2007. The Commission indicated their willingness to take final action on August 20, 2008 and deny the proposed modification, but, findings of denial had not been distributed.

35. During the August 20, 2008 public meeting, the Commission instructed staff to return with findings of denial and reschedule the item for the September 17, 2008 agenda for consent for denial.

36. During the September 17, 2008 public meeting, the Commission heard a brief presentation from staff, and denied Modification to Recorded Tract Map No. 45023.

37. Project improvements of Jakes Way and Lost Canyon Road, as conditioned within the original map, will connect the development to its existing terminus at the easterly property line on Tract 43729, providing access through Tracts 45287 and 42510 westerly to its connection with Sierra Highway.

38. The modification request is inconsistent with a project objective stated within the original map's Environmental Impact Report, which states that the project will provide roadway improvements as designated in the Los Angeles County Highway Plan in accordance with Public Works design standards.

39. The Traffic Study for the original map included within its analysis the connection between Jakes Way and Lost Canyon would require a new Traffic Study to analyze potential impacts from the change.

40. Connection between Jakes Way and Lost Canyon is still planned, as shown on the Los Angeles County Master Plan of Highways.

41. The existing private driveway and fire lane does not serve as adequate permanent regional access for the Los Angeles County Fire Department.

42. There are no changes in circumstances which make any or all of the conditions of the design of the recorded map no longer appropriate or necessary.

43. The modifications requested do not result from either physical problem associated with the development of the site or technical difficulties arising which are not under the control of the developer and which make it impossible to comply with certain conditions.

44. The requested modification to the recorded map and the design and improvements of the proposed subdivision are not consistent with the applicable general and specific plans.

45. The design of the requested modification of improvements will cause substantial environmental damage or serious public health problems, or conflict with public easements.

46. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based is the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California, 90012. The custodian of such documents and materials shall be the Section Head of the Land Divisions Section, Regional Planning.

THEREFORE, THE REGIONAL PLANNING COMMISSION in view of the findings of fact and conclusion presented above, **DENIES** Modification to Recorded Tract Map No. 45023.

TRAFFIC IMPACT STUDY

FOR

TENTATIVE TRACT 45023

IN THE

Santa Clarita Valley, California

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June, 1991
Revised September 17, 1991 (4)

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TRAFFIC IMPACT STUDY
FOR
TENTATIVE TRACT 45023
IN THE
Santa Clarita Valley, California

EXECUTIVE SUMMARY

- The project proponent proposes the development of 752 residential condominium units, Tentative Tract No. 45023, on a project site located to the east of SR-14 (Antelope Freeway) and south of Jakes Way.

- Eight key intersections in the study area were analyzed:

  - Sierra Highway/Soledad Canyon (Currently signalized)
  - Sierra Highway/Sandy Drive
  - Sierra Highway/Jakes Way (Currently signalized)
  - Sierra Highway/SR-14 NB Off-Ramp (To be signalized in 1993)
  - Sierra Highway/Via Princessa (To be signalized in 1991)
  - Via Princessa/Jason Drive
  - Via Princessa/SR-14 SB Ramps
  - Via Princessa/SR-14 NB Ramps

- The intersections of Sierra Highway/Soledad Canyon and Sierra Highway/Jakes Way currently operate at LOS "E" or "F" in one peak hour.

- LOS "E" and "F" delays are currently occurring on selected movements at the unsignalized intersections of Sierra Highway at Via Princessa and Sierra Highway at the SR-14 Northbound off-ramp. These intersections are to be signalized in 1991, and 1993, respectively.

- Project completion is anticipated in 1994.

- Completion of the Via Princessa/Whites Canyon route between Sierra Highway and Soledad Canyon is expected to be completed by 1993. A significant diversion of traffic off Sierra Highway is expected, and has been assumed in this study.

- Ambient traffic growth is assumed to be 2% per year, for a total of 6.12% growth in background traffic by 1994.

- The future 1994 traffic is projected to cause Sierra Highway/Soledad Canyon Road and Sierra Highway/Via Princessa to operate at LOS "E" in one peak hour. Sierra Highway at Jake's Way would improve from LOS "F" to LOS "A" in the morning peak hour, as a result of the rerouting of traffic due to the Whites Canyon/Via Princessa Route.

- A total of 13 approved projects will add 57,269 daily trips to the area roadway system, with 3,374 trips in the morning peak hour, and 5,390 in the evening peak hour.

- Addition of approved project traffic to future 1994 traffic will contribute to already unacceptable conditions at the following intersections:

  - Sierra Highway at Soledad Canyon Road - PM ICU = 1.16 (LOS "F")
  - Sierra Highway at Via Princessa - AM ICU = 1.03 (LOS "F") and PM ICU = 0.93 (LOS "E")

- The project will generate 6,016 daily trip ends, with 406 trips in the morning peak hour, and 549 trips in the evening peak hour.

- Addition of project traffic to existing plus approved projects traffic will contribute to already unacceptable conditions at the following intersections:

  - Sierra Highway at Soledad Canyon Road - PM ICU = 1.18 (LOS "F")
  - Sierra Highway at Via Princessa - AM ICU = 1.03 (LOS "F") and PM ICU = 0.97 (LOS "E")

- The Colony development should be required to contribute to the needed improvements at each intersection. It is anticipated that the project will participate on a fair-share basis through the County impact assessment district.

TRAFFIC IMPACT STUDY
FOR
TENTATIVE TRACT 45023
IN THE
SANTA CLARITA VALLEY, CALIFORNIA

INTRODUCTION

G.H. Palmer Associates proposes the development of 752 residential condominium units, Tentative Tract No. 45023, located on Lost Canyon Road, east of Antelope Valley Freeway and south of Jake's Way. The proposed development is to be known as The Colony.

This study will address estimated project tripmaking for the proposed 752 residential condominium units and their impacts on the surrounding circulation system. It includes a description of existing traffic conditions in the surrounding area, estimated project trip generation and distribution, and analyses for existing conditions, future 1994 volumes plus approved project traffic, and future 1994 volumes plus approved plus proposed project condition. Within this report, analysis of all study intersections will be conducted for the following four conditions:

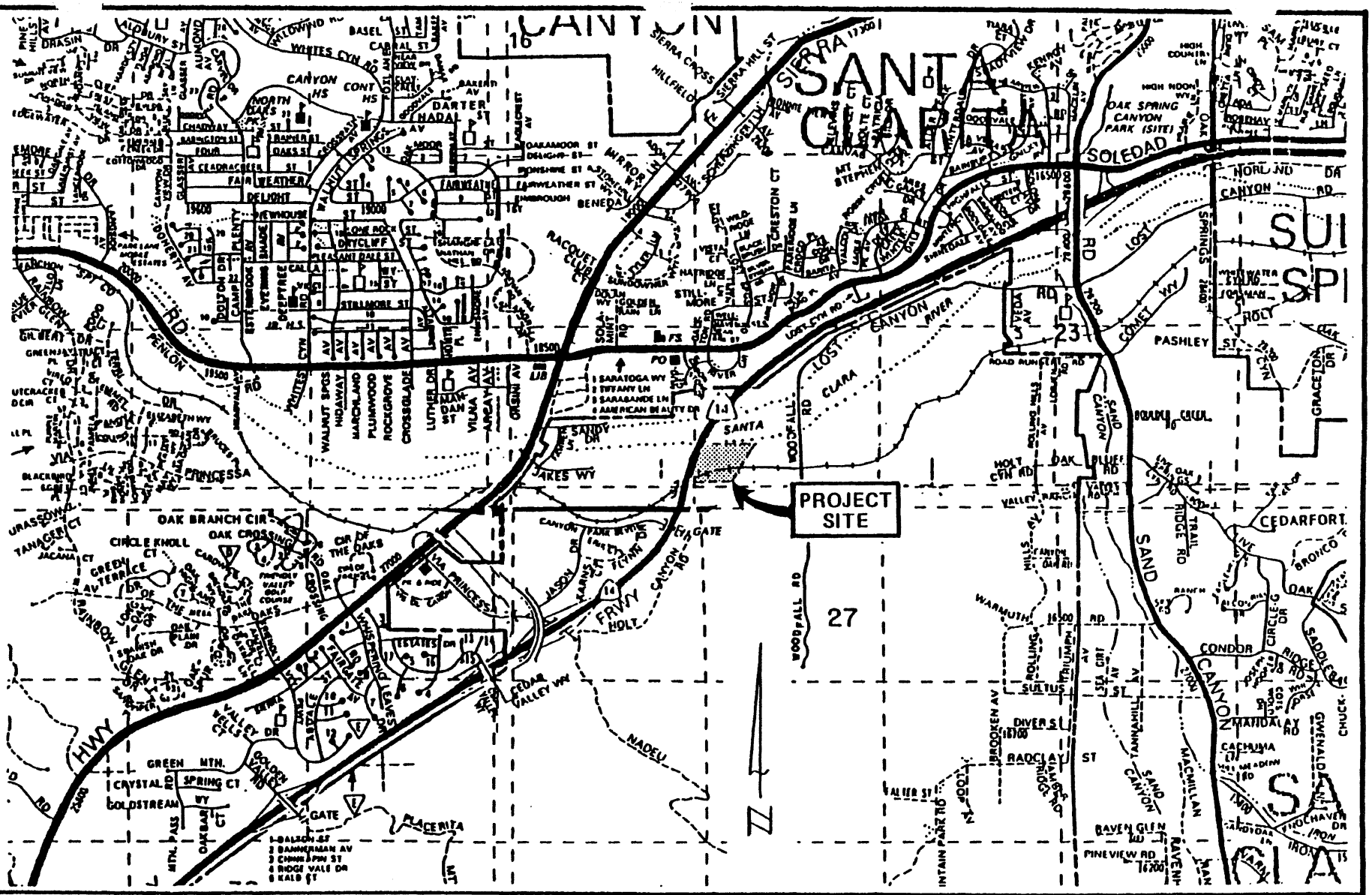
- Existing (Based on traffic data collected in 1991 specifically for this study)
- 1994 (2% ambient growth per year)
- 1994 plus Approved Projects Traffic
- 1994 plus Approved Projects plus The Colony traffic

This study will address mitigation measures, if necessary. Also included in this study will be an analysis of two alternative circulation scenarios, to address potential roadway construction schedules.

Project Description

The proposed project consists of 752 residential condominium units in clusters of eight units per building. The site of the proposed development is bounded on the east by Lost Canyon Road, on the west by SR-14 Antelope Valley Freeway, on the north by Jake's Way and on the south by "A" Street. The project is shown in its regional context on Figure 1. The project site is currently vacant. The site plan for the proposed 752 residential condominium units is shown on Figure 2.

Access into and out of the proposed Tentative Tract 45023 will be provided by three accesses: two from Jake's Way, and one onto Lost Canyon Road.



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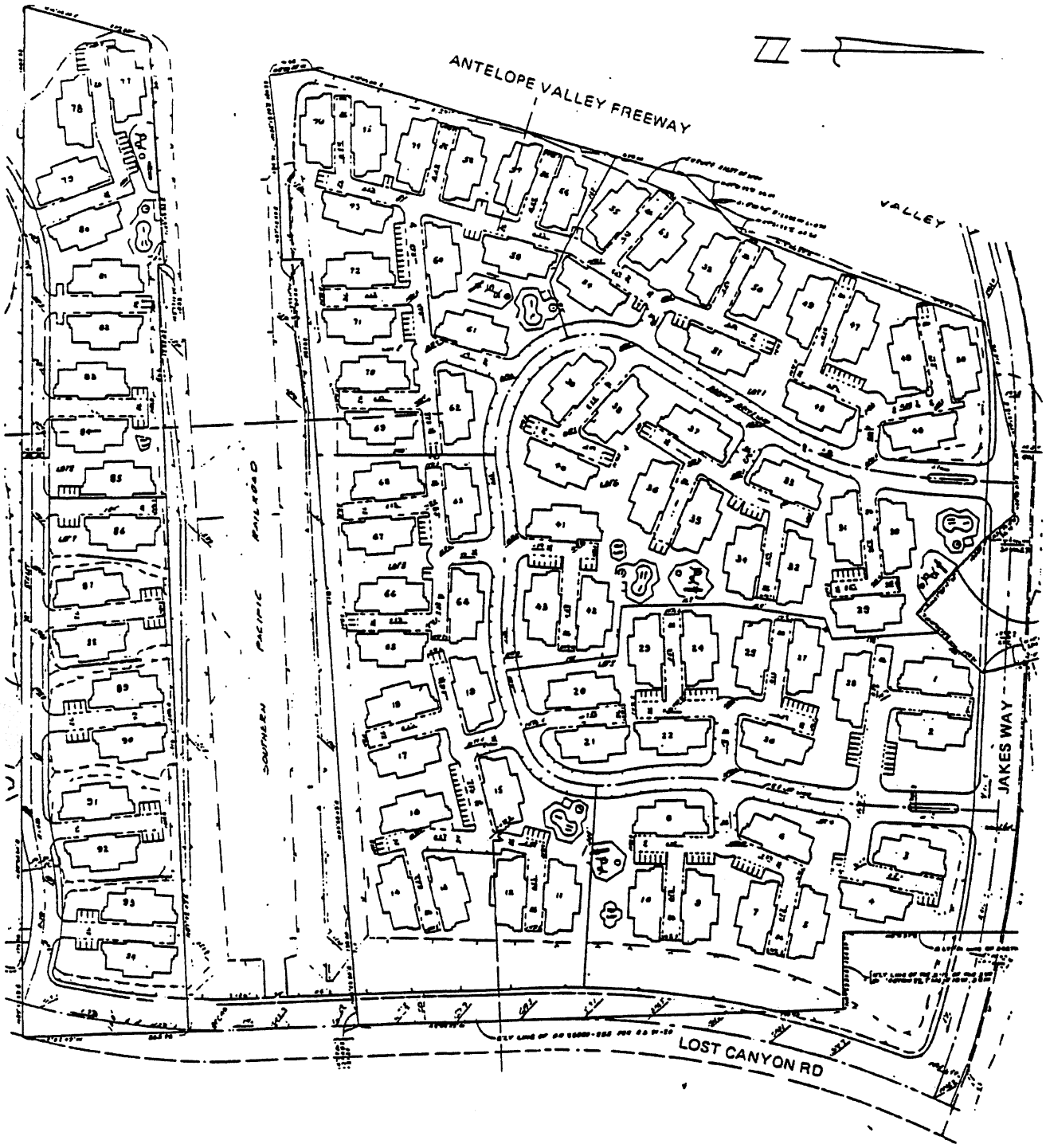
VICINITY MAP

FIGURE 1



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BASMACIYAN-DARNELL, INC.

FIGURE 2

SITE PLAN

EXISTING CONDITIONS

The project site will ultimately be served directly by Lost Canyon Road from the south and east and Jake's Way from the west. Regional access to and from the area is provided via the SR-14 (Antelope Valley) Freeway and Sierra Highway.

The following paragraphs provide descriptions of existing roadway conditions in the vicinity of the project.

Sierra Highway is a major highway with roadway width varying from 84 feet to 98 feet. Currently, the roadway is striped with two lanes in each direction. In some sections of Sierra Highway, three lanes are provided. Separate left-turn and right-turn lanes are provided at its intersection with Soledad Canyon Road and at Via Princessa/Freeway (SR-14) southbound on-ramp. Parking is restricted at major intersections.

Soledad Canyon Road is a major highway with roadway width varying from 80 feet to 88 feet. West of Sierra Highway, Soledad Canyon Road is striped with three lanes in each direction and eventually turns into Valencia Boulevard. This is a major route to provide access to the I-5 Freeway. East of Sierra Highway, the roadway is striped and divided with two lanes in each direction. Separate left-turn and right-turn lanes are provided at its intersection with Sierra Highway. "No Parking Anytime" restrictions are in place at that intersection.

Via Princessa is a major roadway presently improved to varying widths with one travel lane in each direction between Sierra Highway and Jason Drive. At its intersections with the Antelope Valley (SR-14) Freeway on and off-ramps, the roadway widens to 84 feet and provides two lanes in each direction at present, with ultimate plans to provide three lanes in each direction. At its intersection with Sierra Highway, the roadway also widens to approximately 84 feet. Parking is not restricted at any of these intersections. Via Princessa will be extended westerly of Sierra Highway to connect with Whites Canyon Road. This route will be completed by 1993, prior to the expected completion time of the proposed project, providing an alternate route between Sierra Highway on the east and Soledad Canyon Road on the north.

Jake's Way is to be constructed to limited secondary highway standards, but currently ends approximately three-tenths of a mile east of Sierra Highway, just past Palo Verde Place. With the development of the proposed and other projects in this area, Jake's Way will be extended northeast, and will intersect with Sandy Drive and probably ultimately with Lost Canyon Road.

Jason Drive is a secondary highway constructed between Via Princessa and Canyon Park Boulevard, and providing access to new residential facilities north of Via Princessa.

Sandy Drive is a local street which presently extends for approximately three-tenths of a mile east of Sierra Highway, ending just past Rock Rose Lane. In the vicinity of the proposed project site, Sandy Drive is a two-lane undivided roadway. With the development of the proposed and other projects in this area, Sandy Drive will be extended southeast, and will intersect with Jake's Way.

For the analysis of future conditions, the following arterial roadways were also assumed to be in place:

1 - Lost Canyon Road extension between Tentative Tract 45023 project site and Canyon Park Boulevard (but see alternate circulation scenarios later in this report)

2 - Canyon Park Boulevard between Sierra Highway and Lost Canyon Road

3 - Jake's Way extension between Sandy Drive and Lost Canyon Road (but see alternate circulation scenarios later in this report)

4 - Completion and improvement of the Via Princessa-Whites Canyon Road route between SR-14 and Soledad Canyon Road (anticipated to be completed by 1993)

Figure 3 shows the approximate alignment of these future roadways. It was assumed that Via Princessa-Whites Canyon Road route would be completed by 1993, prior to the expected completion time of this project.

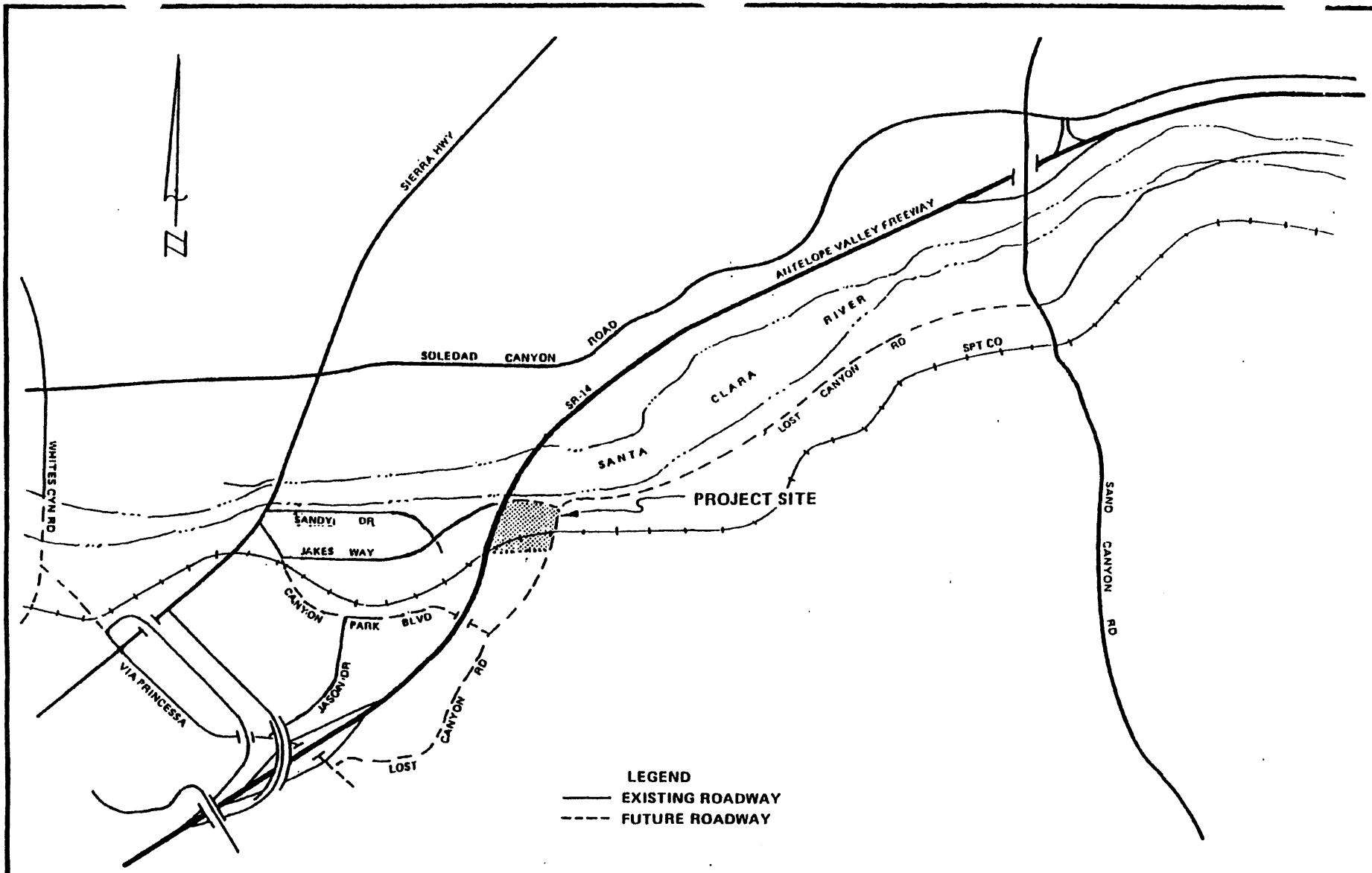
Existing Traffic Volumes

Existing morning and evening peak hour counts were collected in Summer, 1991, specifically for this project, at the following seven (7) intersections:

- o Sierra Highway at Soledad Canyon Road
- o Sierra Highway at Sandy Drive
- o Sierra Highway at Jake's Way
- o Sierra Highway at SR-14 Freeway Northbound Off-Ramp
- o Sierra Highway at Via Princessa
- o Via Princessa and Antelope Valley (SR-14) SB Ramps
- o Via Princessa and Antelope Valley (SR-14) NB Ramps

Based on existing counts, peak hour volumes at the intersection of Via Princessa/Jason Drive were estimated.

A summary of existing lane configurations and type of control at these intersections is presented on Figure 4, and existing peak hour traffic counts are depicted on Figure 5.



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FUTURE ROADWAY ALIGNMENT

FIGURE 3

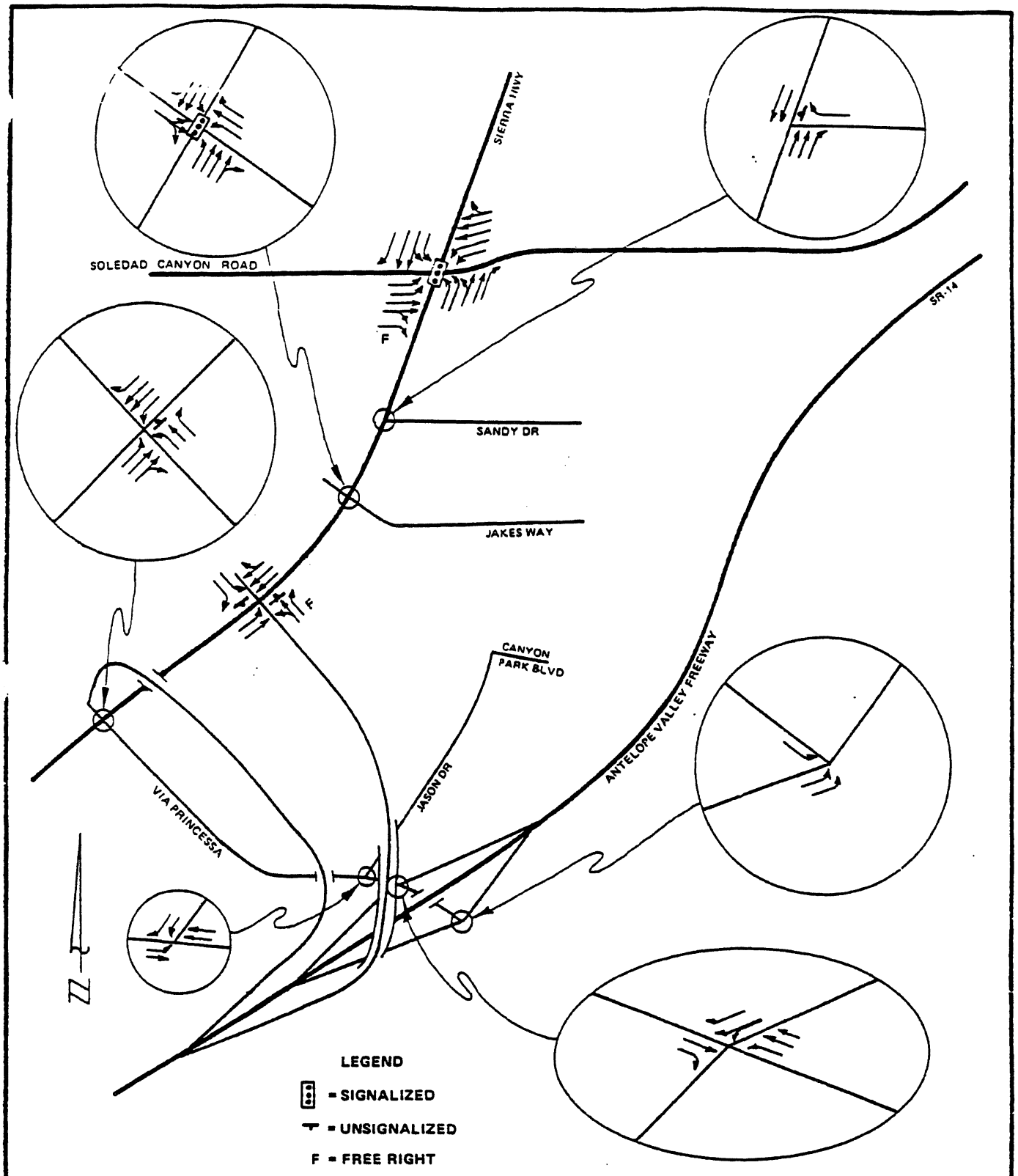

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FIGURE 4

SUMMARY OF EXISTING INTERSECTION CONFIGURATIONS

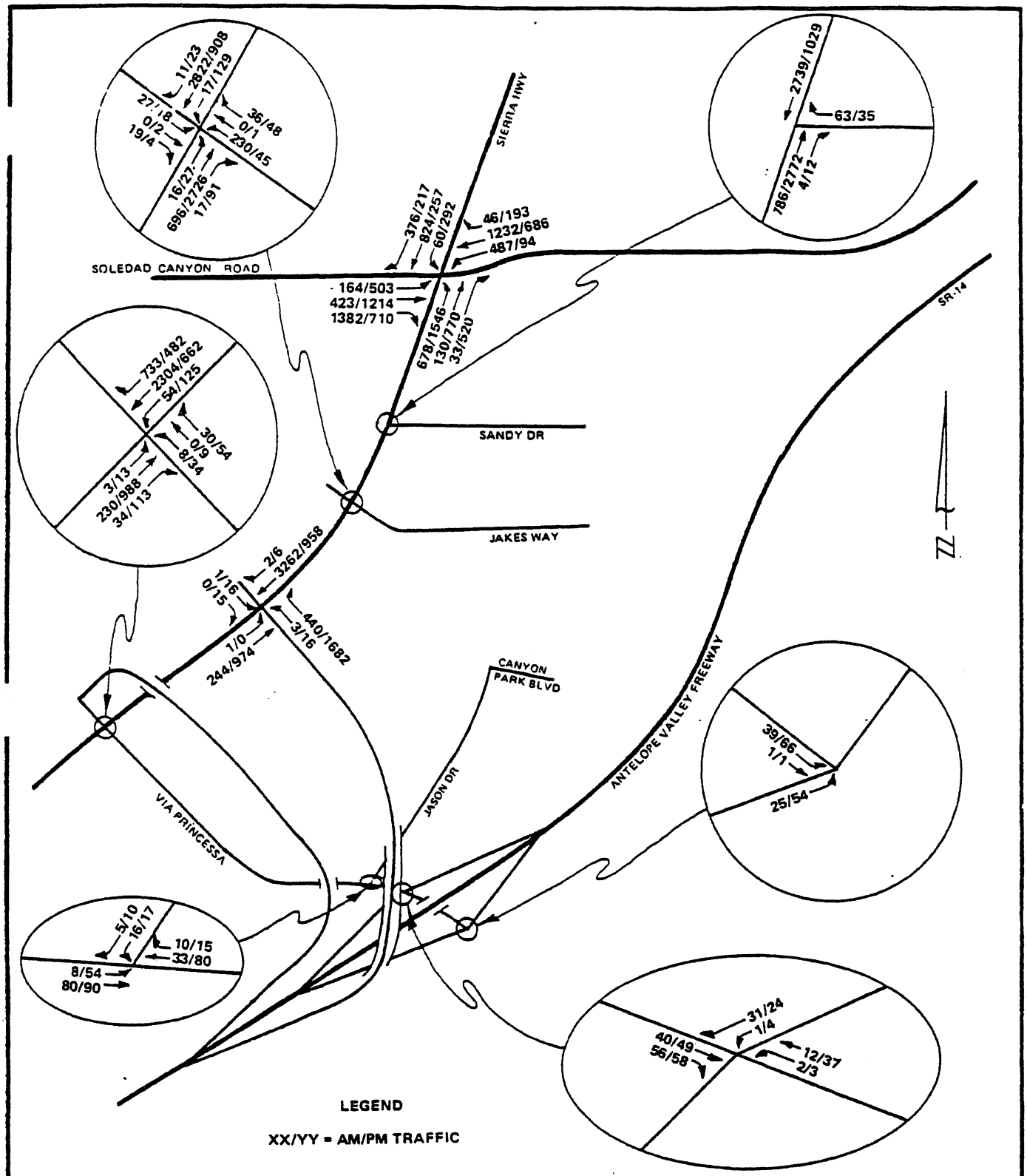

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FIGURE 5

EXISTING AM AND PM PEAK HOUR TURNING MOVEMENT VOLUMES

Analysis of Intersection Operation

These eight (8) intersections have been evaluated to determine the level of service for existing operations. Two of the intersections are currently signalized:

- o Sierra Highway at Soledad Canyon Road
- o Sierra Highway at Jake's Way

The remaining six intersections are currently unsignalized.

The signalized intersections have been analyzed using the Intersection Capacity Utilization (ICU) Methodology. A description of this methodology is contained in Appendix A of this report. The unsignalized intersections were analyzed using the Highway Capacity Manual (HCM) Methodology, and a description of this methodology is contained in Appendix C of this report. The ICU and HCM worksheets are included in Appendix B and D, respectively.

The two intersections of Sierra Highway/Via Princessa and Sierra Highway/SR-14 Northbound off-ramp are expected to be signalized by 1991 and 1993, respectively. All analyses of future conditions for these intersections assume signals in place.

In anticipation of future conditions, the remaining unsignalized intersections were also analyzed using the ICU methodology for signalized intersections.

The results of the intersection analyses for signalized intersections are shown on Table 1. Unsignalized intersection analysis results are shown on Table 2. Review of Table 1 shows that, under existing conditions, the two signalized intersections studied currently operate at over 0.85 capacity, with Level of Service "E" or "F" conditions in one peak hour. Review of Table 2 shows that the unsignalized intersections are currently operating at LOS "D" or better, with the exception of the insignificant westbound left-turn movement at Sierra Highway/ SR-14 northbound off-ramp and at Sierra Highway/Via Princessa.

SHORT-TERM FUTURE (1994) TRAFFIC CONDITIONS

The target year for project completion is 1994. To estimate baseline traffic conditions for this timeframe, a 2% growth in traffic volumes per year was assumed, for a total background growth of 6.12%.

In addition to traffic growth, a significant reduction in through traffic volumes on Sierra Highway has been assumed, to reflect anticipated traffic relief on Sierra Highway when the Whites Canyon/Via Princessa route is completed (1993). The heavy eastbound right-turn and northbound left-turn movements at Sierra Highway/Soledad Canyon were reduced by 75%, based on analysis performed previously for the area. Corresponding reductions in traffic volumes along Sierra Highway were assumed, and traffic was re-routed to Via Princessa movements, accordingly.

TABLE 1

SUMMARY OF INTERSECTION CAPACITY
UTILIZATION ANALYSIS AND LEVEL OF SERVICE

INTERSECTION	HOUR	1991 EXISTING VOLUMES V/C	LOS	FUTURE 1994 WITH 6% GROWTH(a) V/C	LOS	1994 WITH APPROVED PROJECTS(a) V/C	LOS	1994 PLUS APPROVED AND PROPOSED PROJECT(a) V/C	LOS	ICU INCREASE DUE TO PROJECT
Sierra Highway &	AM	0.74	C	0.65	B	0.75	C	0.76	C	0.01
Soledad Canyon Rd.	PM	0.91	E	0.97	E	1.16	F	1.18	F	0.02
Sierra Highway &	AM	NA	NA	0.10	A	0.20	A	0.25	A	0.05
Sandy Drive(b)	PM	NA	NA	0.38	A	0.52	A	0.55	A	0.03
Sierra Highway &	AM	1.07	F	0.53	A	0.65	B	0.72	C	0.07
Jake's Way	PM	0.70	B	0.51	A	0.71	C	0.83	D	0.12
Sierra Highway & Freeway 14 NB	AM	NA	NA	0.53	A	0.65	B	0.68	B	0.03
Off-Ramp(b) (c)	PM	NA	NA	0.46	A	0.65	B	0.68	B	0.03
Sierra Highway &	AM	NA	NA	0.94	E	1.03	F	1.03	F	0.00
Via Princessa(b)(d)	PM	NA	NA	0.50	A	0.93	E	0.97	E	0.04
Via Princessa &	AM	NA	NA	0.13	A	0.27	A	0.31	A	0.04
Freeway 14 SB(b)	PM	NA	NA	0.25	A	0.55	A	0.56	A	0.01
Via Princessa &	AM	NA	NA	0.14	A	0.53	A	0.55	A	0.02
Freeway 14 NB(b)	PM	NA	NA	0.29	A	0.76	C	0.79	C	0.03
Via Princessa &	AM	NA	NA	0.13	A	0.32	A	0.35	A	0.03
Jason Drive(b)	PM	NA	NA	0.29	A	0.53	A	0.55	A	0.02

(a) Two percent (2%) per year growth assumed between 1991 and 1994.

Seventy-five percent reduction in NB left-turn movement and EB right-turn movement assumed at intersection of Sierra Highway/Soledad Canyon Road, due to Via Princessa/Whites Canyon connection. Resulting diversion of traffic to Via Princessa intersections was also assumed.

(b) Currently an unsignalized intersection.
(c) To be signalized by 1993.
(d) To be signalized by 1991.

TABLE 2

RESERVE CAPACITY AND LEVEL OF SERVICE
AT UNSIGNALIZED INTERSECTIONS

(AM AND PM PEAK HOUR)

INTERSECTION	PEAK HOUR	EXISTING 1991 RC	EXISTING 1991 LOS	FUTURE 1994 WITH 6% GROWTH(a) RC	FUTURE 1994 WITH 6% GROWTH(a) LOS	1994 WITH APPROVED PROJECTS(a) RC	1994 WITH APPROVED PROJECTS(a) LOS	APPROVED PLUS 1994 WITH PROPOSED PROJECT (a) RC	APPROVED PLUS 1994 WITH PROPOSED PROJECT (a) LOS
Sierra Highway & Sandy Drive									
WB Right-Turn	AM	671	A	821	A	665	A	574	A
	PM	265	C	456	B	308	C	260	C
Sierra Highway & SR-14 NB Off-Ramp(b)									
WB Left-Turn	AM	71	E	NA	NA	NA	NA	NA	NA
	PM	56	E	NA	NA	NA	NA	NA	NA
WB Right-Turn	AM	513	A	NA	NA	NA	NA	NA	NA
	PM	-1127	F	NA	NA	NA	NA	NA	NA
Sierra Highway & Via Princessa(c)									
WB Left-Turn	AM	48	E	NA	NA	NA	NA	NA	NA
	PM	-2	F	NA	NA	NA	NA	NA	NA
NB/SB Left-Turn	AM	142/767	D/A	NA	NA	NA	NA	NA	NA
	PM	262/155	C/D	NA	NA	NA	NA	NA	NA
Via Princessa & Jason Drive									
SB Left-Turn	AM	772	A	468	A	22	E	-95	F
	PM	650	A	225	C	-0	F	-61	F
SB Right-Turn	AM	995	A	975	A	740	A	738	A
	PM	989	A	727	A	501	A	490	A
EB Left-Turn	AM	991	A	773	A	460	A	458	A
	PM	941	A	440	A	169	D	160	D

TABLE 2 - CONTINUED

RESERVE CAPACITY AND LEVEL OF SERVICE
AT UNSIGNALIZED INTERSECTIONS

(AM AND PM PEAK HOUR)

INTERSECTION	PEAK HOUR	EXISTING 1991 RC	EXISTING 1991 LOS	FUTURE 1994 WITH 6% GROWTH(a) RC	FUTURE 1994 WITH 6% GROWTH(a) LOS	1994 WITH APPROVED PROJECTS(a) RC	1994 WITH APPROVED PROJECTS(a) LOS	APPROVED PLUS 1994 WITH PROPOSED PROJECT(a) RC	APPROVED PLUS 1994 WITH PROPOSED PROJECT(a) LOS
Via Princessa & Freeway 14 SB									
SB Left-Turn	AM	689	A	517	A	94	E	72	E
	PM	652	A	273	C	8	E	6	E
SB Right-Turn	AM	962	A	961	A	795	A	789	A
	PM	961	A	906	A	449	A	406	A
WB Left-Turn	AM	993	A	998	A	557	A	459	A
	PM	984	A	995	A	277	C	247	C
Via Princessa & Freeway 14 NB									
NB Left-Turn	AM	907	A	650	B	30	E	- 5	F
	PM	831	A	380	B	- 472	F	- 480	F
EB Left-Turn	AM	957	A	955	A	549	A	510	A
	PM	927	A	923	A	465	A	443	A

(a) Two (2%) percent per year growth assumed between 1991 and 1994.

Seventy-five percent reduction in NB left-turn movement and EB right-turn movement assumed at intersection of Sierra Highway/Soledad Canyon Road, due to Via Princessa/Whites Canyon Connection. Resulting diversion of traffic to Via Princessa intersections was also assumed.

(b) To be signalized by 1993.

(c) To be signalized by 1991.

A summary of future lane assumptions and type of control at the eight analyzed intersections is presented on Figure 6, and the projected 1994 peak hour traffic volumes, based on these stated assumptions, are shown on Figure 7. Information about intersection improvements and scheduling was obtained from City of Santa Clarita and County of Los Angeles staffs. All intersection improvements shown here represent those improvements anticipated to be completed by the time the project is in place (1994). The intersection of Jakes Way/Canyon Park Boulevard is assumed to be signalized by 1994. Analysis of intersection operation assuming 1994 volumes was conducted, and the results are shown on Tables 1 and Table 2.

From Table 1 it can be seen that while the Whites Canyon improvement would provide some relief to busy Sierra Highway intersections, Sierra Highway at Soledad Canyon Road is still projected to operate above 0.85 in 1994, with an evening V/C of 0.97. Peak hour operation at Jakes Way would improve from LOS "F" to LOS "A" in the morning peak hour, and from LOS "B" to LOS "A" in the evening peak hour. Sierra Highway/Via Princessa would operate at LOS "E" in the morning and LOS "A" in the evening as a signalized intersection, assuming current geometrics.

Review of Table 2 shows that in the future (1994) the unsignalized intersections are projected to operate at LOS "C" or better. If signalized, the unsignalized intersections would operate at LOS "A", with future lane assumptions and the rerouting of traffic due to completion of the Whites Canyon/Via Princessa Route.

APPROVED PROJECTS

Before evaluating the impact of the proposed project on the area roadways, it is first necessary to consider any approved projects in the vicinity of the project. There are thirteen (13) approved projects in the vicinity, which will be considered in the analyses. Information regarding these approved projects was obtained from the City of Santa Clarita, and the County of Los Angeles, Regional Planning Department. The location of each approved project is shown on Figure 8 and a description of each approved project is provided on Table 3.

Traffic generation from the approved projects is estimated to be significant, with 57,269 daily trips, 3,374 trips in the morning peak hour, and 5,390 trips in the evening peak hour. Morning and evening peak hour turning movements from the thirteen approved projects are shown on Figure 9. The anticipated trips from the approved projects were added to the 1994 peak hour trips, previously presented on Figure 7, and the resulting peak hour turning movement volumes for future 1994 plus approved projects are shown on Figure 10.

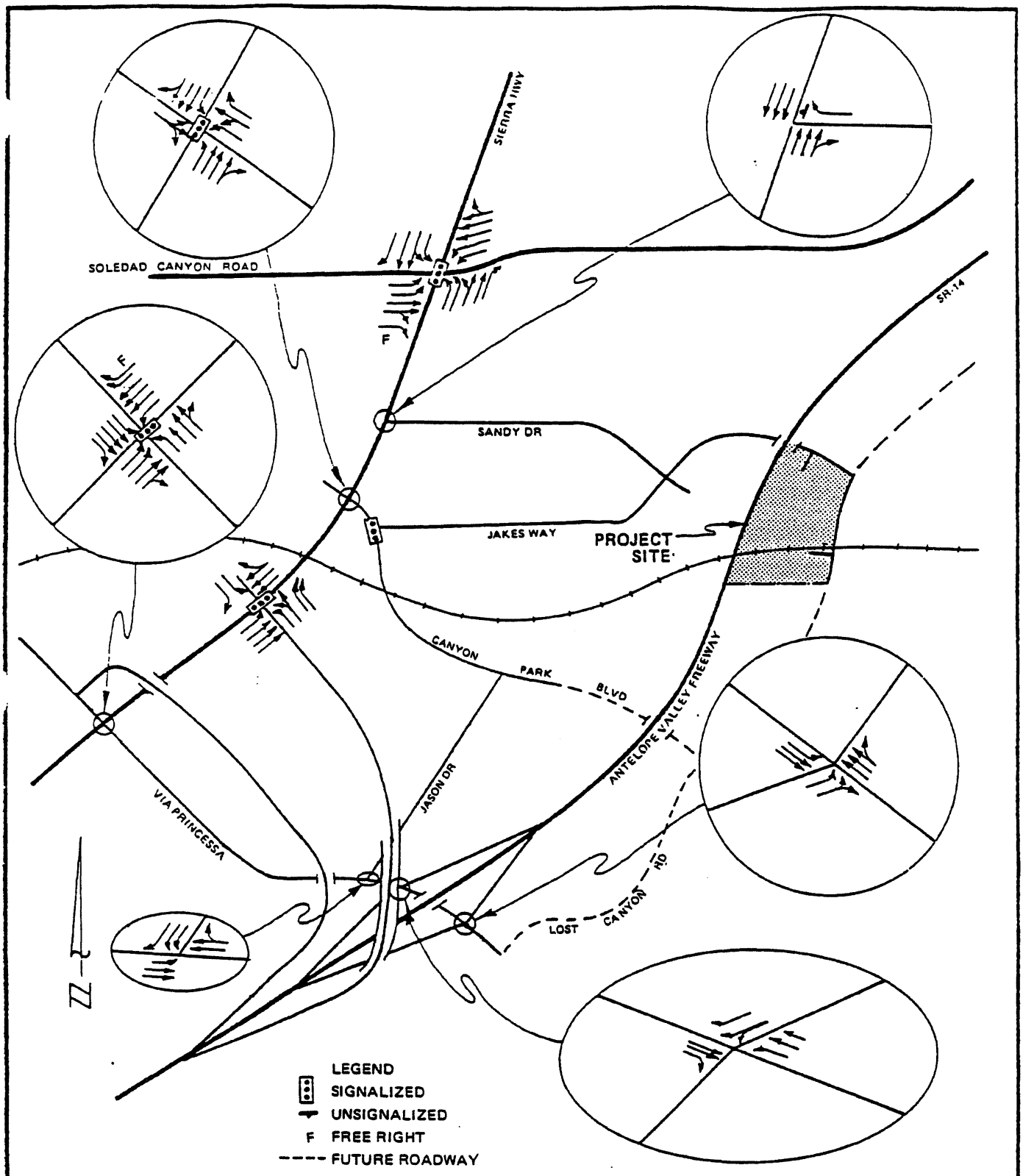

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FIGURE 6

FUTURE LANE ASSUMPTIONS (BEFORE PROJECT MITIGATION)

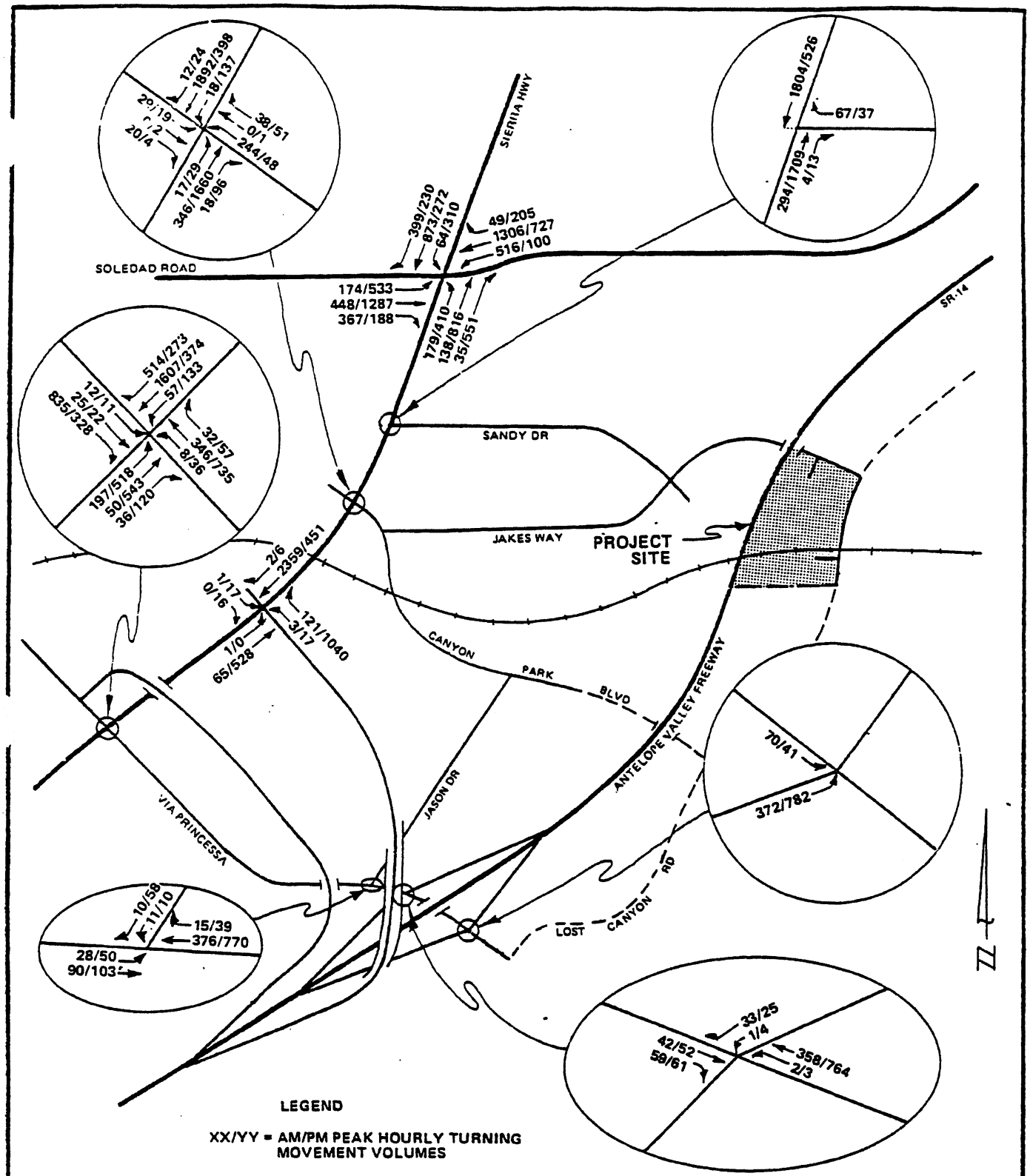

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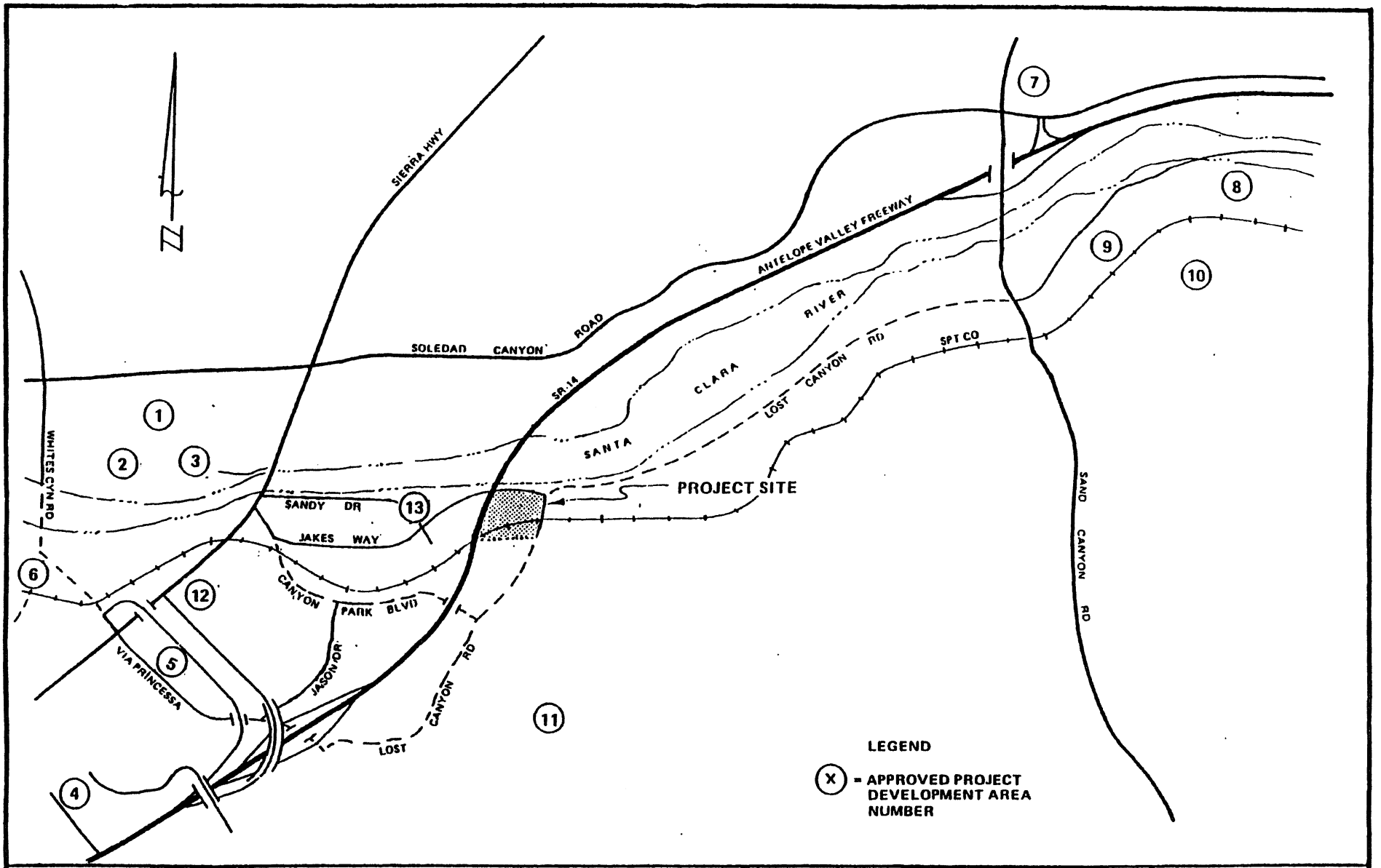
FIGURE 7

FUTURE 1994 AM AND PM PEAK HOURLY TURNING MOVEMENT VOLUMES (2% ANNUAL GROWTH)



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LOCATION OF APPROVED PROJECTS

FIGURE 8

TABLE 3

DESCRIPTION OF APPROVED PROJECTS AND TRIP DISTRIBUTION

			AVG. DAILY TRIPS		AM PEAK HOUR TRIPS				PM PEAK HOUR TRIPS			
			FACTOR	VOLUME	FACTOR		VOLUME		FACTOR		VOLUME	
	LAND USE	QUANTITY	TOTAL	TOTAL	IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	Condominiums	317 DU	8.00	2,536	0.06	0.48	19	152	0.47	0.26	149	82
2	Condominiums	58 DU	8.00	465	0.06	0.48	3	28	0.47	0.26	27	15
3	SF Residential	294 DU	9.57	2,820	0.20	0.54	60	155	0.64	0.38	190	100
4	SF Residential	103 DU	10.20	1,050	0.22	0.59	22	61	0.68	0.40	70	41
5	Price Club	113.1 KSF	650	7,352	0.60	0.30	68	34	2.9	3.1	328	351
	Commercial	297 KSF	48.52	14,410	0.79	0.34	234	101	1.82	2.05	541	609
10% reduction of trips due to internal land use trip mix potential				19,580			272	122			782	864
6	SF Residential	161 DU	9.93	1,598	0.21	0.56	34	91	0.67	0.39	107	63
7	SF Residential	315 DU	9.53	3,000	0.20	0.53	60	165	0.64	0.38	200	120
8	Condominiums	355 DU	8.00	2,840	0.06	0.48	21	170	0.47	0.26	167	92
	SF Residential	400 DU	9.40	3,760	0.19	0.52	75	210	0.63	0.37	250	150
9	SF Residential	54 DU	10.60	570	0.23	0.62	10	35	0.71	0.42	40	25
10	Apartments	311 DU	6.08	1,890	0.09	0.42	30	130	0.39	0.19	125	60
11	SF Residential	400 DU	9.40	3,760	0.19	0.52	75	210	0.63	0.37	250	150
	Condominiums	600 DU	8.0	4,800	0.06	0.48	36	288	0.47	0.26	282	156
12	Commercial-Industrial Center											
	Retail Store	98,888 KSF	44.30	4,380	2.13	2.93	210	290	1.75	2.33	175	230
	General Ind.	70,000 KSF	7.20	510	1.15	0.16	80	10	0.15	1.12	10	80
13	Condominiums	463 DU	8.00	3,710	0.06	0.48	28	222	0.47	0.26	218	120
	TOTAL NUMBER OF TRIPS			57,269			1,035	2,339			3,042	2,348

Note: Based on Generation Rates from:
ITE's Trip Generation, 4th Edition, September, 1987, and
County of Los Angeles Trip Generation Rates for Condominiums

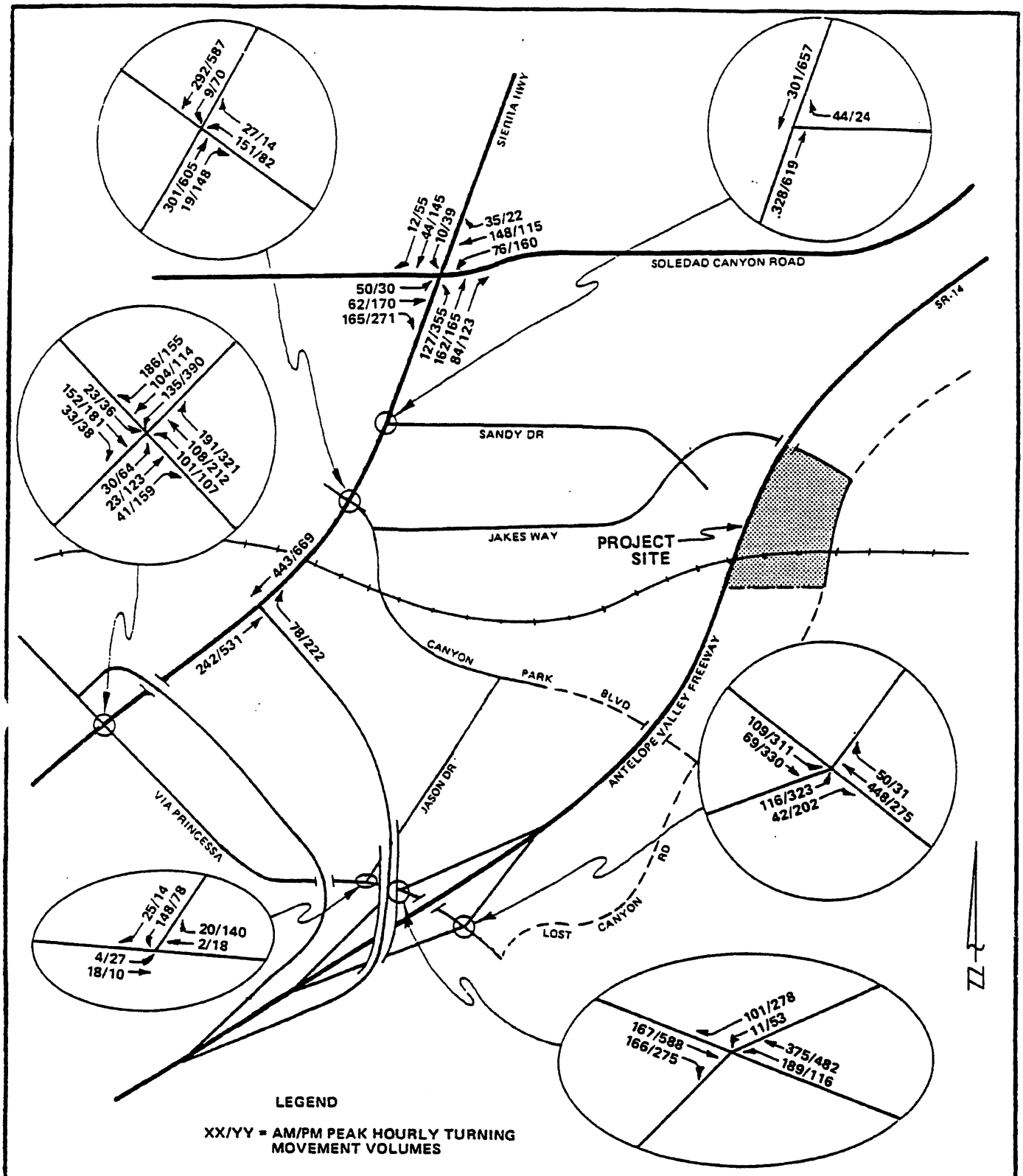

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FIGURE 9

APPROVED PROJECTS AM AND PM PEAK HOURLY TURNING MOVEMENT VOLUMES

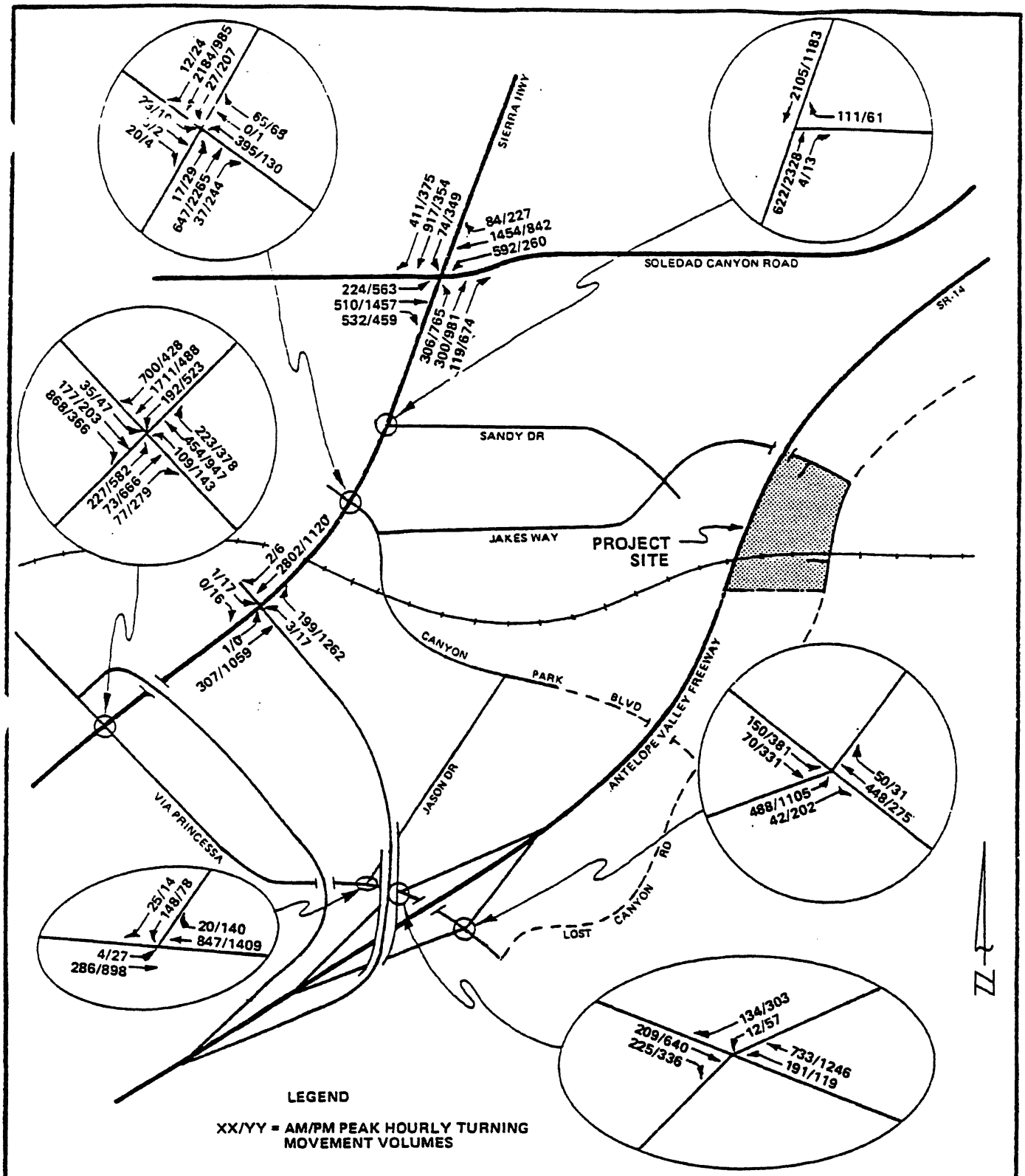

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FIGURE 10

FUTURE 1994 PLUS APPROVED PROJECTS AM AND PM PEAK HOURLY TURNING MOVEMENT VOLUMES

Analysis of Intersection Operation

The eight intersections previously analyzed were reevaluated with the additional traffic to be added by the thirteen approved projects in the area. The results of the analyses are presented in Tables 1 and 2 for signalized and unsignalized intersections, respectively.

Review of Table 1 shows that with the addition of the approved project traffic, the intersection of Sierra Highway at Soledad Canyon Road is projected to continue to worsen in the evening peak hour with Level of Service "F". Sierra Highway at Via Princessa would worsen to Level of Service "F" in the morning peak hour, and Sierra Highway at SR-14 northbound off-ramp would operate at LOS "B" or better.

Review of Table 2 shows that with the addition of the approved project traffic to the unsignalized intersections, the level of delay on selected movements would worsen somewhat. If signalized, the intersection of Via Princessa at SR-14 southbound on/off-ramp would operate at LOS "A", and Via Princessa at SR-14 northbound ramps would operate at LOS "C" or better.

PROJECT-RELATED TRAFFIC

Trip Generation

The next step in the process is to estimate the traffic that would be generated by the proposed development. To determine the amount of traffic to be generated by the project, trip generation rates are applied to the levels of development planned for the project. Trip generation rates for this analysis have been provided by the County of Los Angeles, Public Works Department.

Table 4 summarizes the trip generation rates used in this analysis, the land uses and quantities proposed for the Colony development, and the resulting traffic volumes estimated to be generated by the project on a daily and peak hourly basis. The proposed development is estimated to generate approximately 6,016 daily trip ends, with 406 in the morning peak hour (45 inbound and 361 outbound) and 549 in the evening peak hour (353 inbound and 196 outbound).

Trip Distribution

In estimating project traffic distribution, it is assumed that Lost Canyon Road will be constructed over the railroad, and that the Jake's Way extension will be completed under the SR-14 Freeway to Lost Canyon Road. Canyon Park Boulevard construction across the Southern Pacific Transportation Company Railroad is also assumed.

TABLE 4

SUMMARY OF
PROPOSED PROJECT TRIP GENERATION

		TRIP GENERATION RATES					PROJECT TRIPS				
			AM PEAK		PM PEAK			AM PEAK		PM PEAK	
LAND USE	QUANTITY	DAILY	IN	OUT	IN	OUT	DAILY	IN	OUT	IN	OUT
Condominium	752 DU	8.0	0.06	0.48	0.47	0.26	6,016	45	361	353	196

Note: Based on Los Angeles County Trip Generation Rates

The traffic to be generated by the project was assigned to the surrounding roadways in a manner designed to approximate, as closely as possible, the travel patterns of the area.

Distribution percentages for the proposed project traffic volumes are shown on Figure 11. It was assumed that project traffic would distribute according to the following percentages:

- North: 10% on SR-14
  12% on Sierra Highway
- South: 38% on SR-14
  8% on Sierra Highway
- East: 7% on Soledad Canyon Road
- West: 15% on Soledad Canyon Road

Project-Related Traffic Operating Conditions

The project-related traffic volumes presented in Table 4 were distributed to the surrounding roadways based on the trip distribution characteristics depicted on Figure 11. Depicted on Figure 12 are the resulting morning and evening peak hourly traffic volumes for the project.

The estimated project-related peak hourly traffic volumes were then added to future 1994 plus approved project traffic. The resulting peak hourly turning movement volumes are depicted on Figure 13.

Intersection operation was then analyzed for the 1994 plus approved plus proposed project conditions, and the results are shown on Tables 1 and 2, presented previously. The analysis worksheets are contained in Appendix B and D of this report.

Review of Table 1 shows that the intersection of Sierra Highway at Soledad Canyon Road will continue to operate at LOS "F" in the evening peak hour with the addition of project traffic. The project would contribute 0.01 to the morning peak hour ICU, and 0.02 to the evening peak hour. Sierra Highway at Via Princessa is projected to operate at 1.03, LOS "F" in the morning peak hour, with the project causing to increase in the ICU; and would operate at 0.97, LOS "E" in the evening peak hour, with the project contributing 0.04.

Review of Table 2 shows that while the unsignalized intersections of Via Princessa at the SR-14 northbound and southbound ramps would continue to experience LOS "E" or "F" delays on some or all movements, the addition of project traffic will not cause a change in operating Level of Service. If signalized, these intersections would operate below 0.85 capacity with LOS "C" conditions.

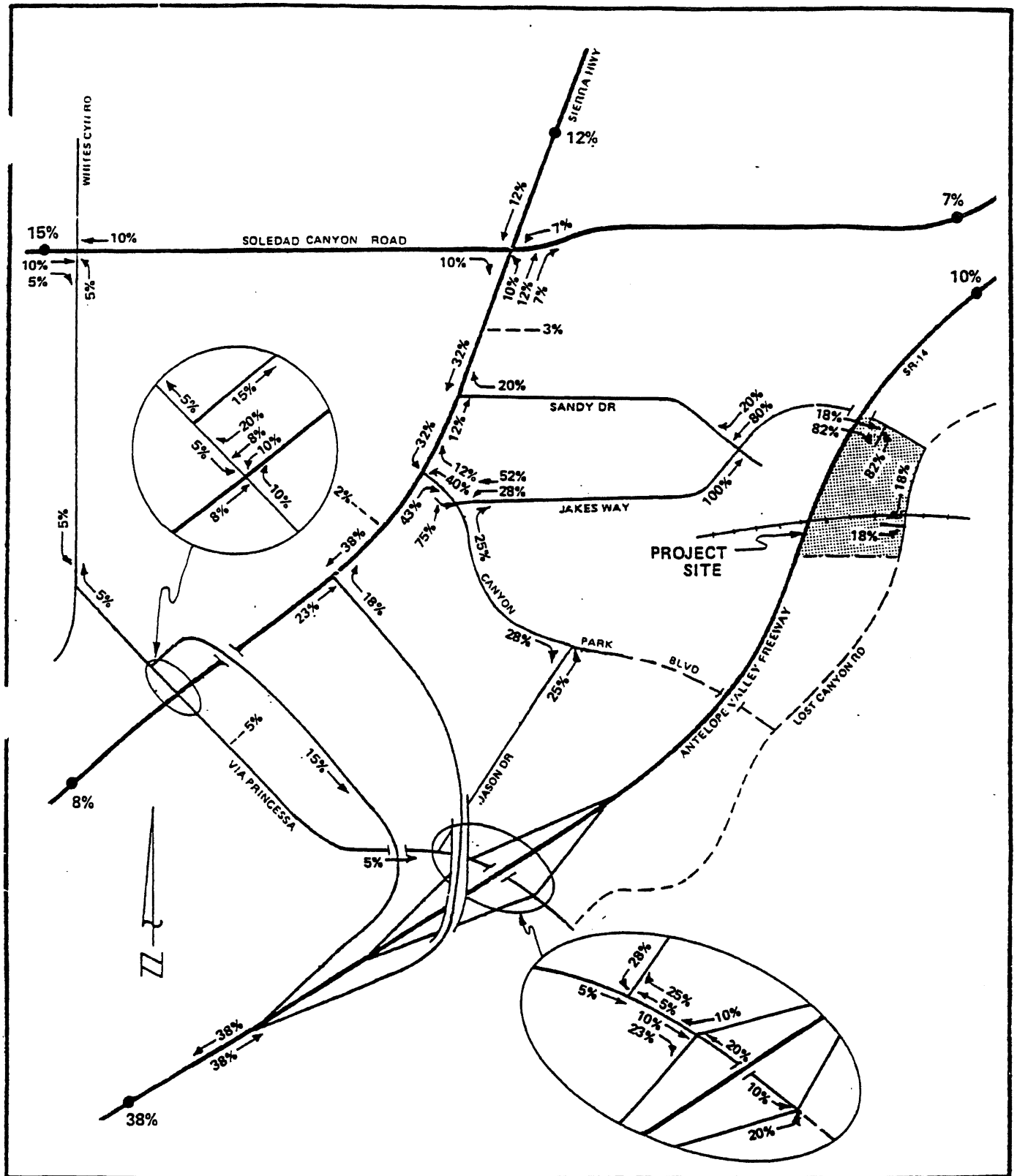

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FIGURE 11

PROPOSED PROJECT TRIP DISTRIBUTION

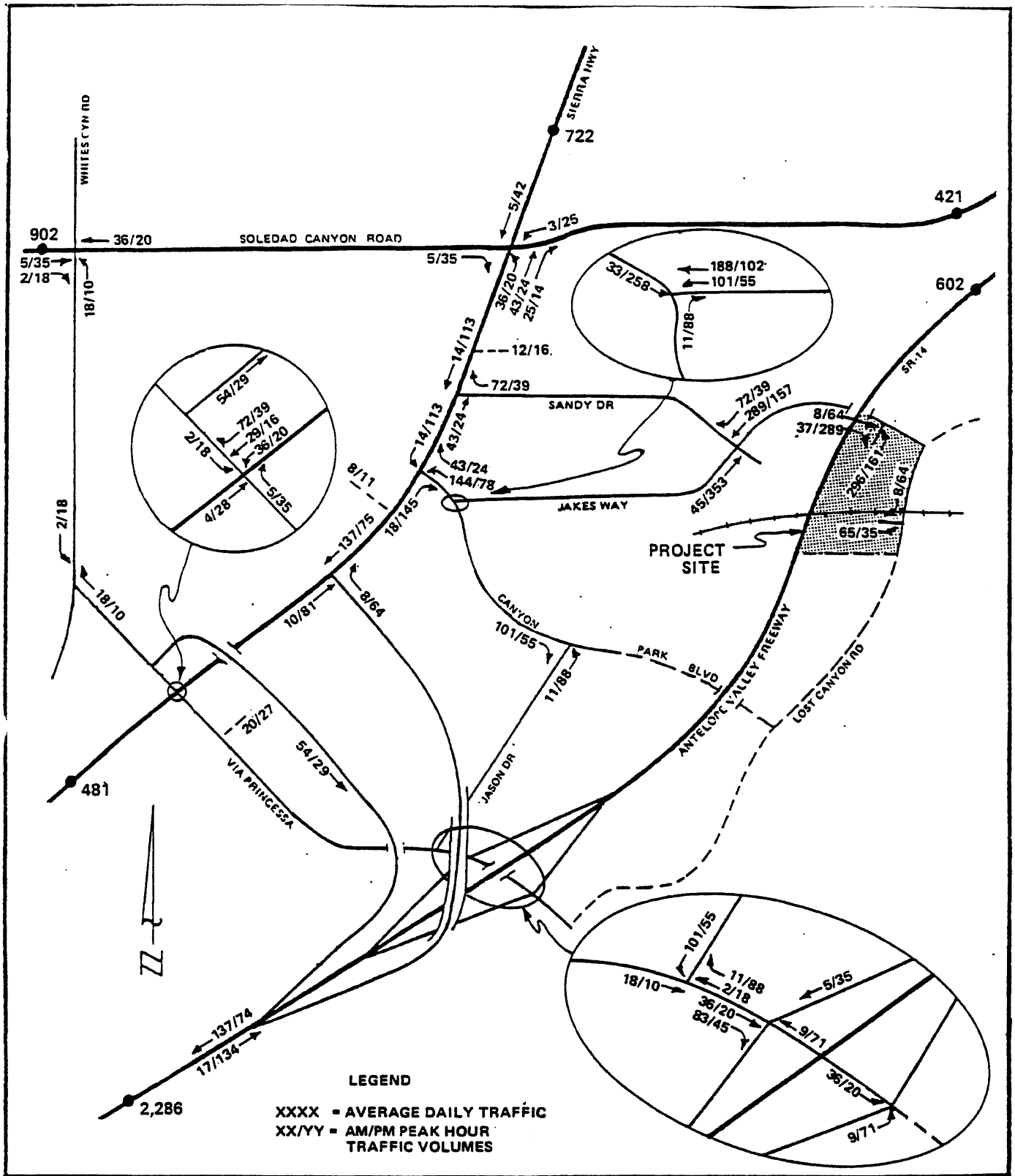

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FIGURE 12

PROPOSED PROJECT AVERAGE DAILY TRAFFIC AND AM/PM PEAK HOUR TURNING MOVEMENT VOLUMES

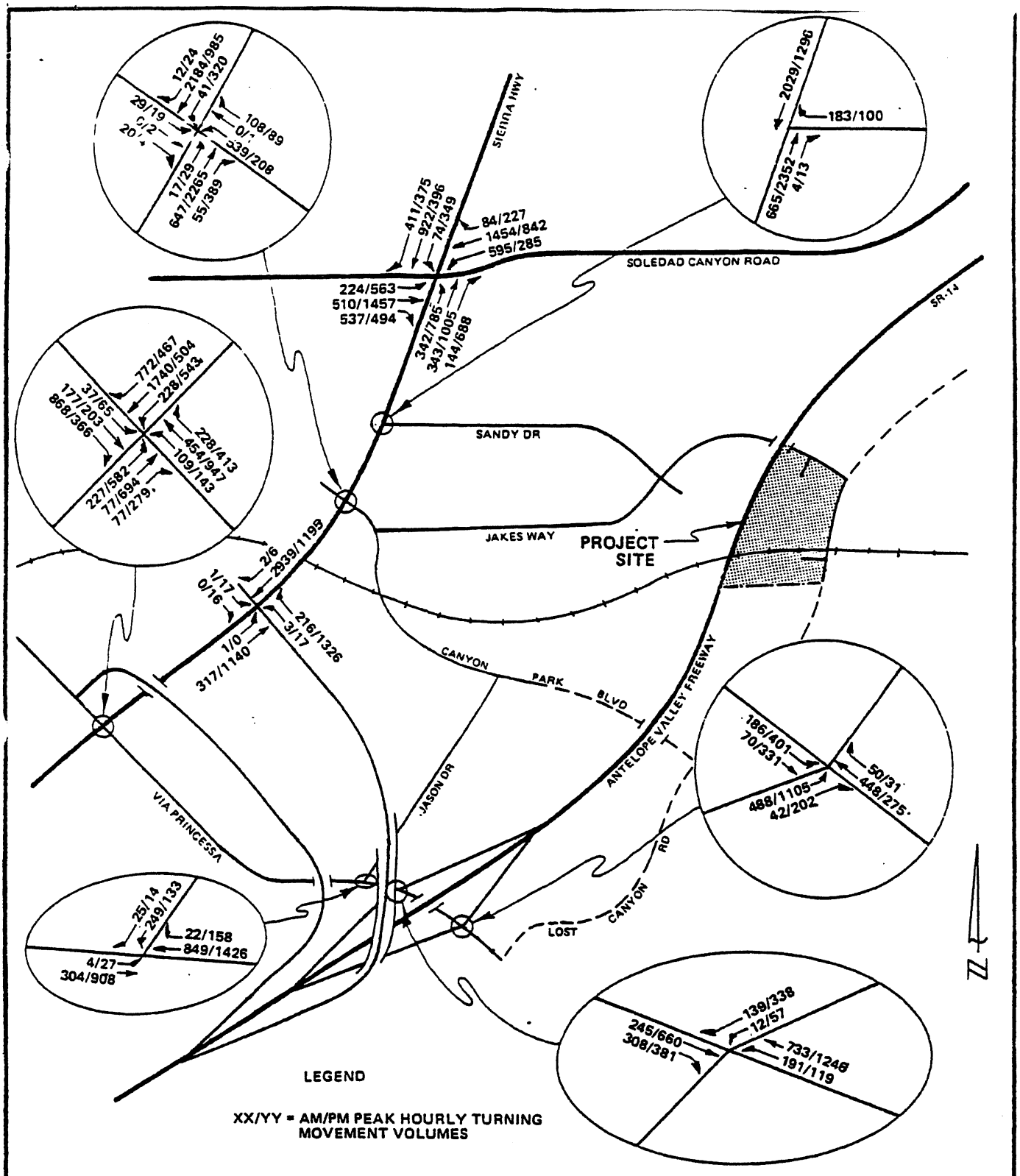

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FIGURE 13

FUTURE 1994 PLUS APPROVED PLUS PROPOSED PROJECT AM AND PM PEAK HOURLY TURNING MOVEMENT VOLUMES

PROJECT MITIGATION

Based on the results of these analyses, intersection improvements will be needed at two area intersections:

- o Sierra Highway at Soledad Canyon Road
- o Sierra Highway at Via Princessa

Improvements are currently needed at the first intersection, while the second intersection will exceed 0.85 with the addition of Approved Projects traffic. In both cases, unacceptable conditions are expected to prevail prior to implementation of the project.

The Colony development will, nevertheless, contribute to the unacceptable conditions at each of these intersections, and as such, should be required to contribute to the improvement at each intersection. It is anticipated that the project will participate on a fair-share basis through the County impact assessment district.

The following improvements are recommended for consideration at each of the two impacted intersections and the resulting operations are presented on Table 5.

Sierra Highway/Soledad Canyon Road

- o Convert the northbound through/left to a through lane.
- o Add a third eastbound through lane.
- o Convert the southbound through/left to a left-turn lane.
- o Add a southbound through lane.

These improvements are depicted on Figure 14, and would achieve 0.79 in the morning and 0.85 in the evening peak hour.

Sierra Highway/Via Princessa

- o Convert outside eastbound through lane to a shared through/right lane
- o Convert the inside southbound through lane to a shared through/left-turn lane.

These improvements are depicted on Figure 14, and would achieve 0.82 in the morning and 0.85 in the evening peak hour.

The analysis worksheets are contained in Appendix E of this report.

TABLE 5

INTERSECTION LEVEL OF SERVICE (LOS)
WITH AND WITHOUT PROPOSED MITIGATION MEASURES

1994 VOLUMES WITH ALL KNOWN PROJECTS

INTERSECTION	PEAK HOUR	WITHOUT MITIGATION V/C	WITHOUT MITIGATION LOS	WITH MITIGATION V/C	WITH MITIGATION LOS	Additional Improvements:
Sierra Highway & Soledad Canyon Rd.	AM	0.76	C	0.79	C	o Convert Northbound Through/Left to a Through Lane o Convert Southbound Through/Left to a Left-Turn Lane o Add a Southbound Through Lane o Add a Third Eastbound Through Lane
	PM	1.18	F	0.85	D	
Sierra Highway & Via Princessa	AM	1.03	F	0.82	D	o Convert Outside Eastbound Through Lane to a Shared Through/Right Lane o Convert Southbound Through Lane to a shared Through/Left Lane
	PM	0.97	E	0.85	D	

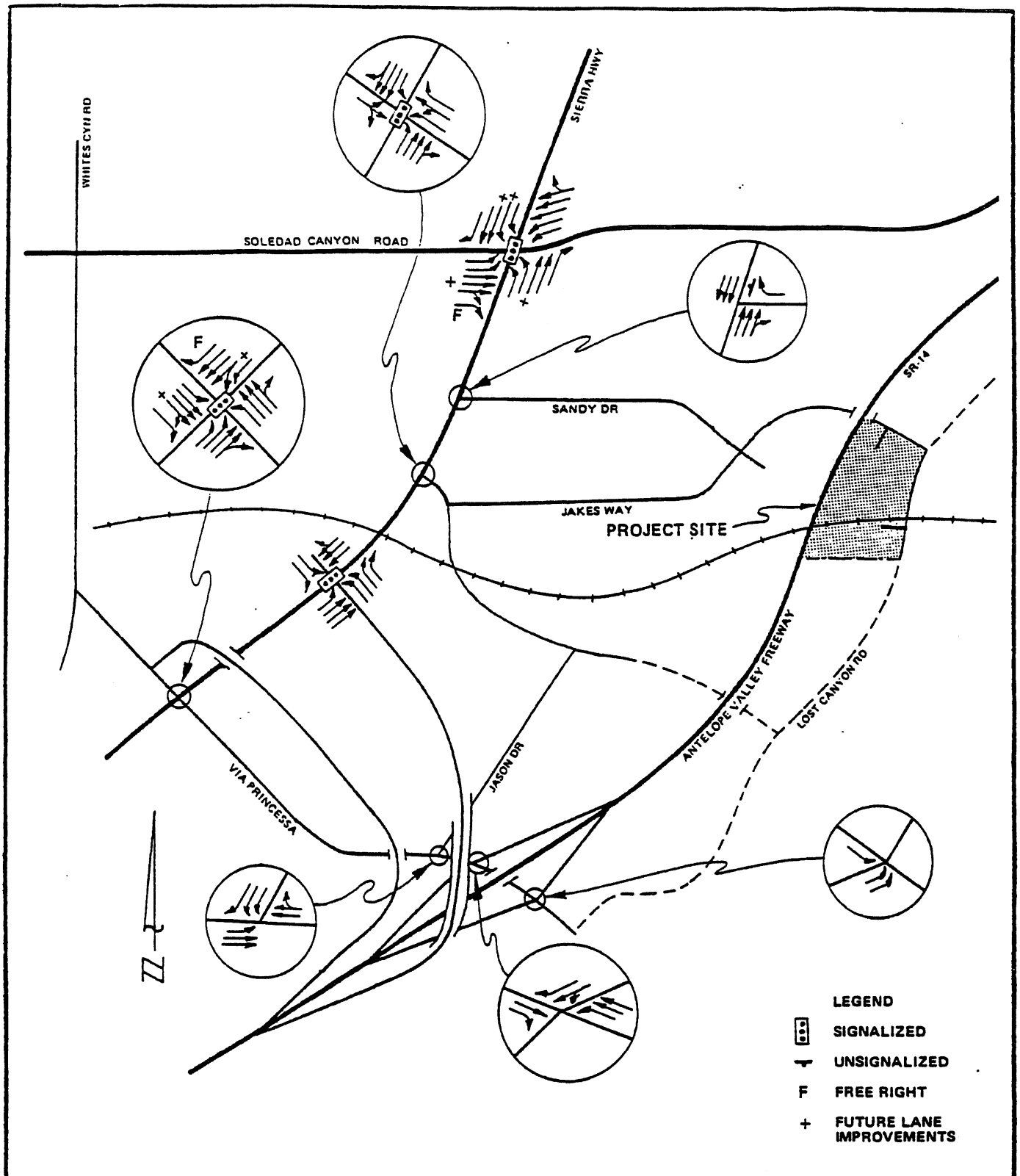

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FIGURE 14

FUTURE LANE IMPROVEMENTS FOR MITIGATED INTERSECTIONS

SIGNAL WARRANTS

The need for traffic control at three of the six unsignalized intersections was analyzed using the CALTRANS traffic signal warrants for existing and future 1994 peak hourly traffic. As stated previously, the two intersections of Sierra Highway/Via Princessa and Sierra Highway/SR-14 northbound off-ramp are scheduled to be signalized by 1991 and 1993, respectively. The data available at Via Princessa/Jason Drive is not adequate to conduct signal warrants. The three intersections analyzed are:

- Sierra Highway at Sandy Drive
- Via Princessa at SR-14 northbound on/off ramps
- Via Princessa at SR-14 southbound on/off-ramps

Based on existing counts, the intersections of Sierra Highway/ Sandy Drive, Via Princessa/SR-14 northbound and southbound ramps, and Via Princessa/Jason Drive currently do not come close to meeting warrant for signalization.

The analysis of Future 1994 with approved projects and proposed project traffic found that the intersection of Sierra Highway/ Sandy Drive is still not projected to meet warrant for signalization, while the SR-14 northbound and southbound ramps at Via Princessa would approach or exceed warrant. These intersections should be monitored as the area network and land uses build out. Via Princessa/Jason Drive and Canyon Park Boulevard/Jason Drive should also be monitored as the area continues to develop.

The results of the existing and future 1994 signal warrant analysis are shown on Table 6. Traffic signal warrant worksheets are provided in Appendix F of this report.

ALTERNATIVE CIRCULATION SCENARIOS

The project trip distribution patterns used in the analysis assumed the following roadway sections in place, and available for project traffic circulation:

- Jakes Way constructed from its present terminus, under the freeway and connecting to Lost Canyon Road;

- Lost Canyon Road constructed along property frontage, from Jakes Way to the southern project boundary, including a grade-separated railroad crossing, and

- Canyon Park Boulevard constructed from Jakes Way to and beyond Jason Drive

Two additional circulation scenarios were analyzed, to determine conditions if either of the following roadway conditions were to prevail at the time of project completion:

TABLE 6

TRAFFIC SIGNAL WARRANT ANALYSIS
EXISTING AND FUTURE 1994 CONDITIONS

Intersection		Minimum Vehicular Volume		Interruption of Continuous Traffic	
		Warrant	80%	Warrant	80%
Sierra Highway at Sandy Drive	Existing	No	No	No	No
	Future	No	No	No	No
Via Princessa at SR-14 NB On/Off-Ramp	Existing	No	No	No	No
	Future	Yes	Yes	Yes	Yes
Via Princessa at SR-14 SB On/Off-Ramp	Existing	No	No	No	No
	Future	Yes	Yes	Yes	Yes

A. Circulation Scenario 1

- o Jakes Way constructed under the freeway and connecting to Lost Canyon Road,
- o No grade-separated railroad crossing on Lost Canyon Road
- o Lost Canyon Road constructed to Canyon Park Boulevard
- o Canyon Park Boulevard constructed from Jakes Way to Lost Canyon Road.

In this scenario, all dwelling units north of the railroad, referred to as planning Area 1 (PA1), would access the roadway system via Jakes Way, and the dwelling units south of the railroad, Planning Area 2 (PA2) would travel down Lost Canyon Road to Canyon Park Boulevard.

B. Circulation Scenario 2

- o Jakes Way constructed only along the project frontage, but not under the freeway
- o Lost Canyon Road constructed from Jakes Way to Canyon Park Boulevard, including a grade-separated railroad crossing, and
- o Canyon Park Boulevard constructed from Jakes Way to Lost Canyon Road.

In this scenario, all project traffic would access the roadway system via Lost Canyon Road to Canyon Park Boulevard.

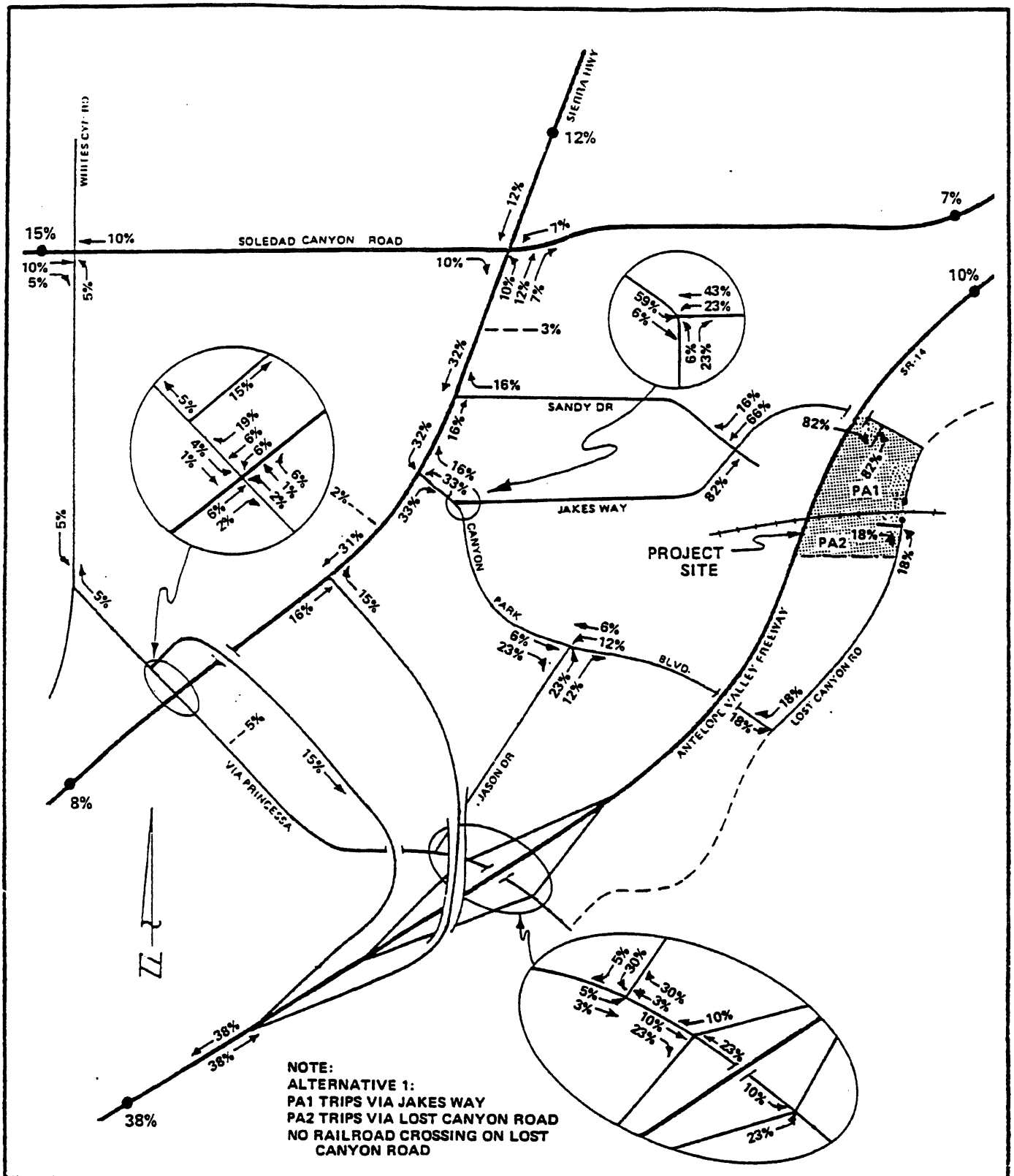
Circulation Scenario 1

Project distribution percentages assuming Circulation Scenario 1 are shown on Figure 15. Peak hour project traffic volumes resulting from this distribution pattern are shown on Figure 16.

The estimated project-related peak hourly traffic volumes were then added to the future 1994 plus approved project traffic. The resulting peak hourly turning movement volumes are depicted on Figure 17.

Intersection operation was then analyzed for the 1994 plus approved plus proposed project condition, and the results are shown on Table 7. The analysis worksheets are contained in Appendix G of this report.

Review of Table 7 shows that as with the previously analyzed circulation patterns, two of the intersections studied are projected to operate above 0.85 capacity under Scenario 1 circulation patterns. The intersections of Sierra Highway at Soledad Canyon Road and Sierra Highway at Via Princessa will operate at LOS "F" in one peak hour.



BASMACIYAN-DARNELL, INC.

FIGURE 15

PROPOSED PROJECT TRIP DISTRIBUTION
CIRCULATION SCENARIO 1

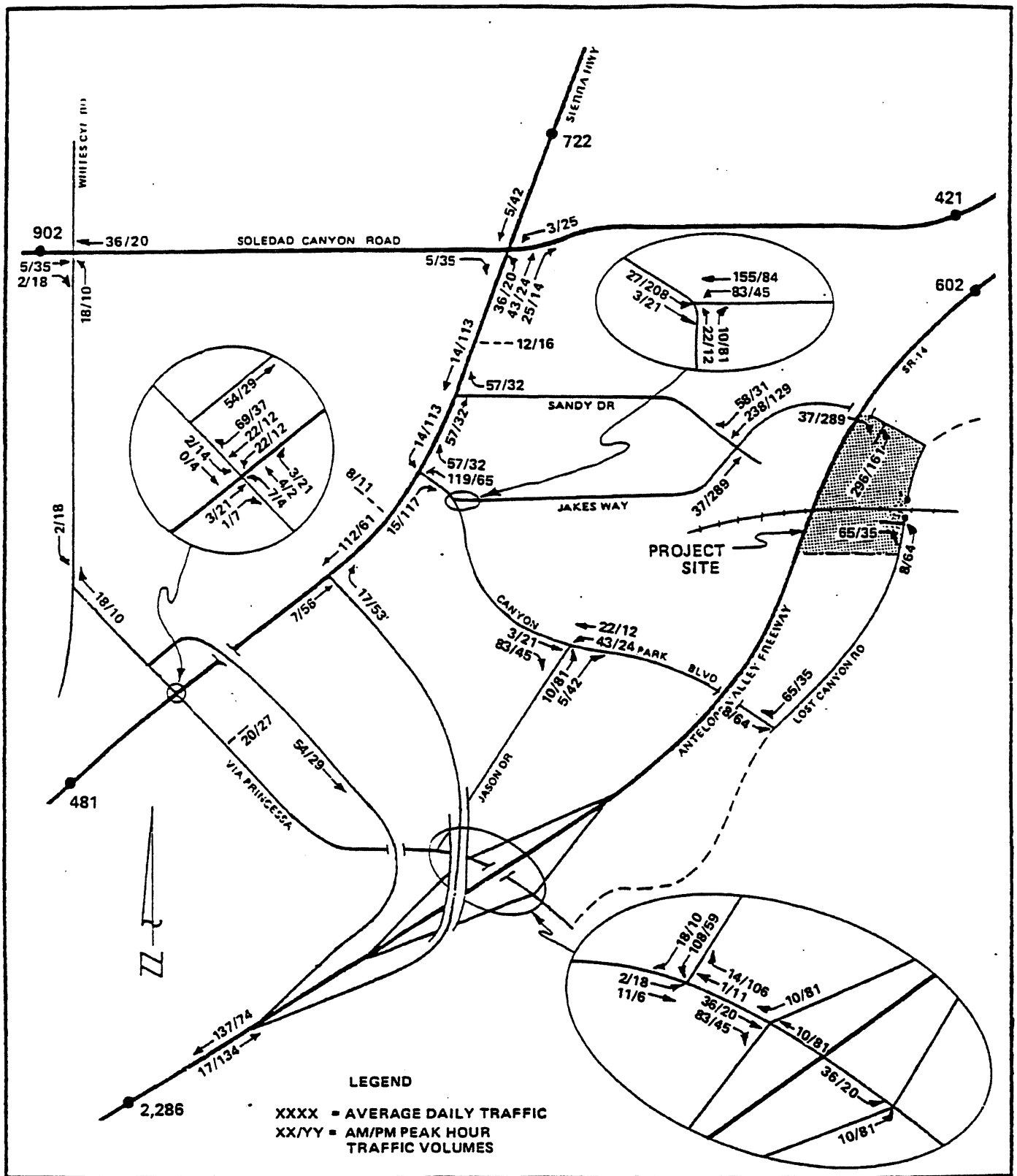


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FIGURE 16

PROPOSED PROJECT AVERAGE DAILY TRAFFIC AND AM/PM PEAK HOURLY TURNING MOVEMENT VOLUMES CIRCULATION SCENARIO 1

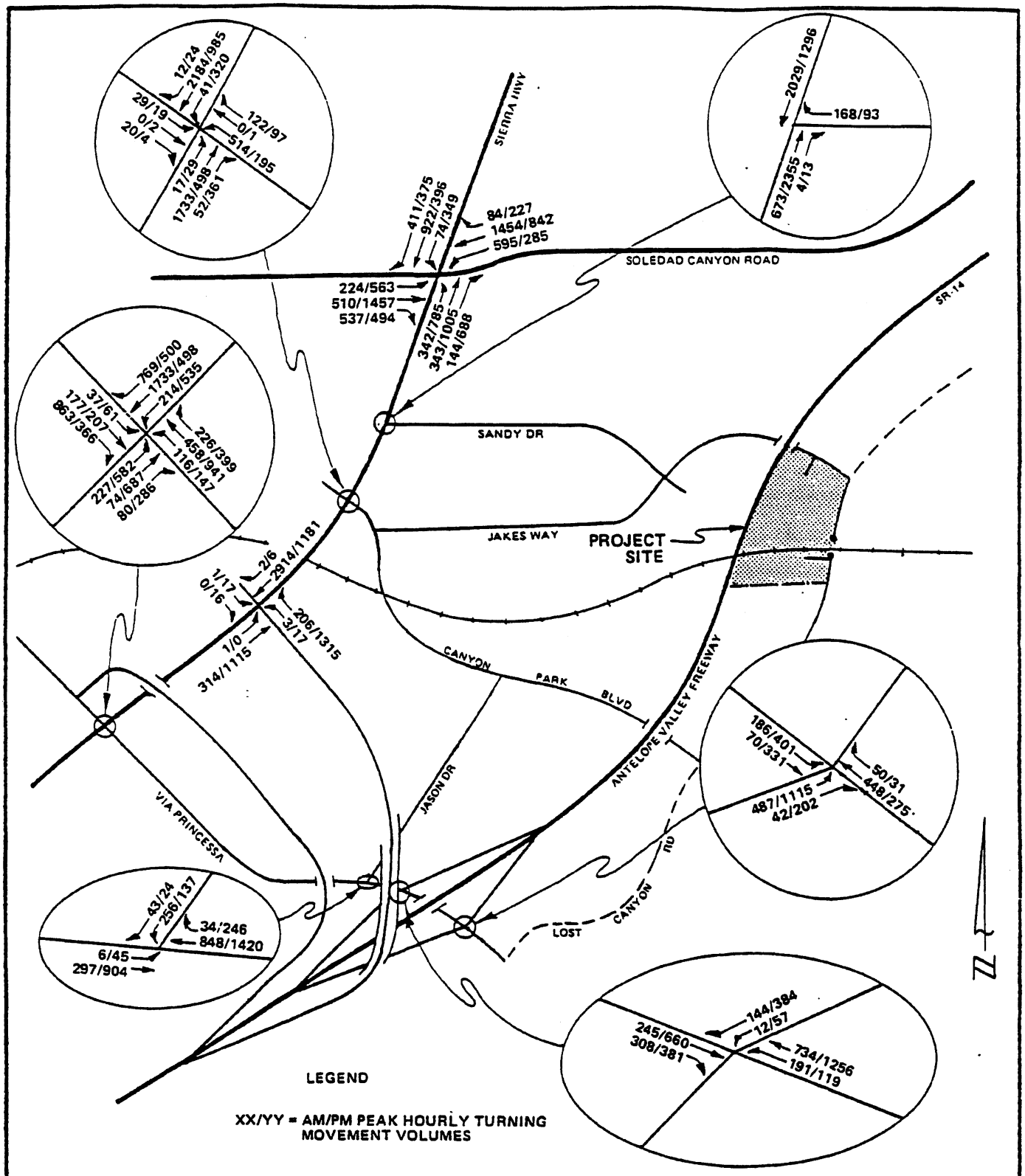

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FIGURE 17

FUTURE 1994 PLUS APPROVED PLUS PROPOSED PROJECT AM AND PM PEAK HOURLY TURNING MOVEMENT VOLUMES CIRCULATION SCENARIO 1

TABLE 7

SUMMARY OF INTERSECTION CAPACITY UTILIZATION ANALYSIS AND LEVEL OF SERVICE CIRCULATION SCENARIO 1*

Intersection	Hour	1994 Plus Approved and Proposed Project V/C	LOS
Sierra Highway at Soledad Canyon Road	AM	0.76	C
	PM	1.18	F
Sierra Highway at Sandy Drive	AM	0.24	A
	PM	0.55	A
Sierra Highway at Jake's Way	AM	0.72	C
	PM	0.82	D
Sierra Highway at Freeway 14 NB Off-Ramp	AM	0.67	B
	PM	0.68	B
Sierra Highway at Via Princessa	AM	1.03	F
	PM	0.96	E
Via Princessa at Jason Drive	AM	0.36	A
	PM	0.58	A
Via Princessa at Freeway 14 SB On/Off Ramps	AM	0.31	A
	PM	0.57	A
Via Princessa at Freeway 14 NB On/Off Ramps	AM	0.55	A
	PM	0.77	C

* Assumes Jakes Way is constructed under the freeway to Lost Canyon Road, and that no railroad crossing is constructed on Lost Canyon Road.

TABLE 8

INTERSECTION LEVEL OF SERVICE (LOS)
WITH AND WITHOUT PROPOSED MITIGATION MEASURES
CIRCULATION SCENARIO 1

1994 VOLUMES WITH ALL KNOWN PROJECTS

		WITHOUT MITIGATION		WITH MITIGATION		
INTERSECTION	PEAK HOUR	V/C	LOS	V/C	LOS	Additional Improvements:
Sierra Highway & Soledad Canyon Rd.	AM	0.76	C	0.79	C	o Convert Northbound Through/Left to a Through lane o Convert southbound Through/Left to a Left-Turn Lane o Add a Southbound Through Lane o Add a Third Eastbound Through Lane
	PM	1.18	F	0.82	D	
Sierra Highway & Via Princessa	AM	1.03	F	0.85	D	o Convert Outside Eastbound Through Lane to a Shared Through/Right Lane o Convert Southbound Through Lane to a Shared Through Left Lane
	PM	0.96	E	0.84	D	

These two intersections were identified previously as requiring mitigation. The same recommended improvements would be required to achieve acceptable operations under this circulation scenario. The results of the analysis are shown on Table 8. The analysis worksheets are contained in Appendix G of this report.

Circulation Scenario 2

Project distribution percentages assuming Circulation Scenario 2 are shown on Figure 18. Peak hour project traffic volumes resulting from these distribution assumptions are shown on Figure 19.

The estimated project-related peak hourly traffic volumes were then added to the future 1994 plus approved project traffic. The resulting peak hourly turning movement volumes are depicted on Figure 20.

Intersection operation was then analyzed for the 1994 plus approved plus proposed project condition, and the results are shown on Table 9. The analysis worksheets are contained in Appendix G of this report.

Review of Table 9 shows that again, the intersections of Sierra Highway at Soledad Canyon Road and Sierra Highway at Via Princessa will continue to operate at LOS "F" in one peak hour.

These two intersections were identified previously as requiring mitigation. The same recommended improvements would be required to achieve acceptable operations under this circulation scenario. The results of the analysis are shown on Table 10. The analysis worksheets are contained in Appendix G of this report.

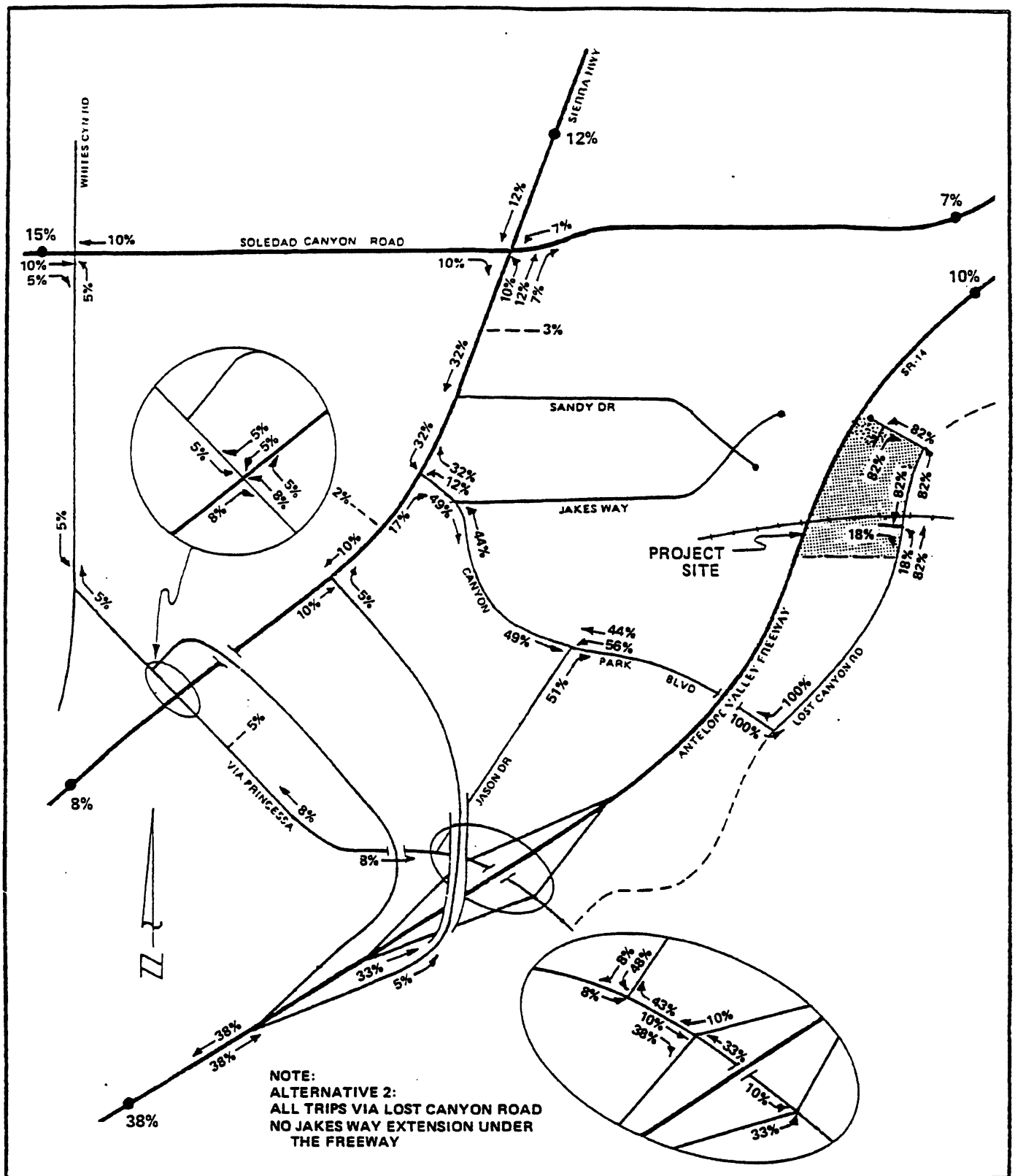

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FIGURE 18

PROPOSED PROJECT TRIP DISTRIBUTION
CIRCULATION SCENARIO 2

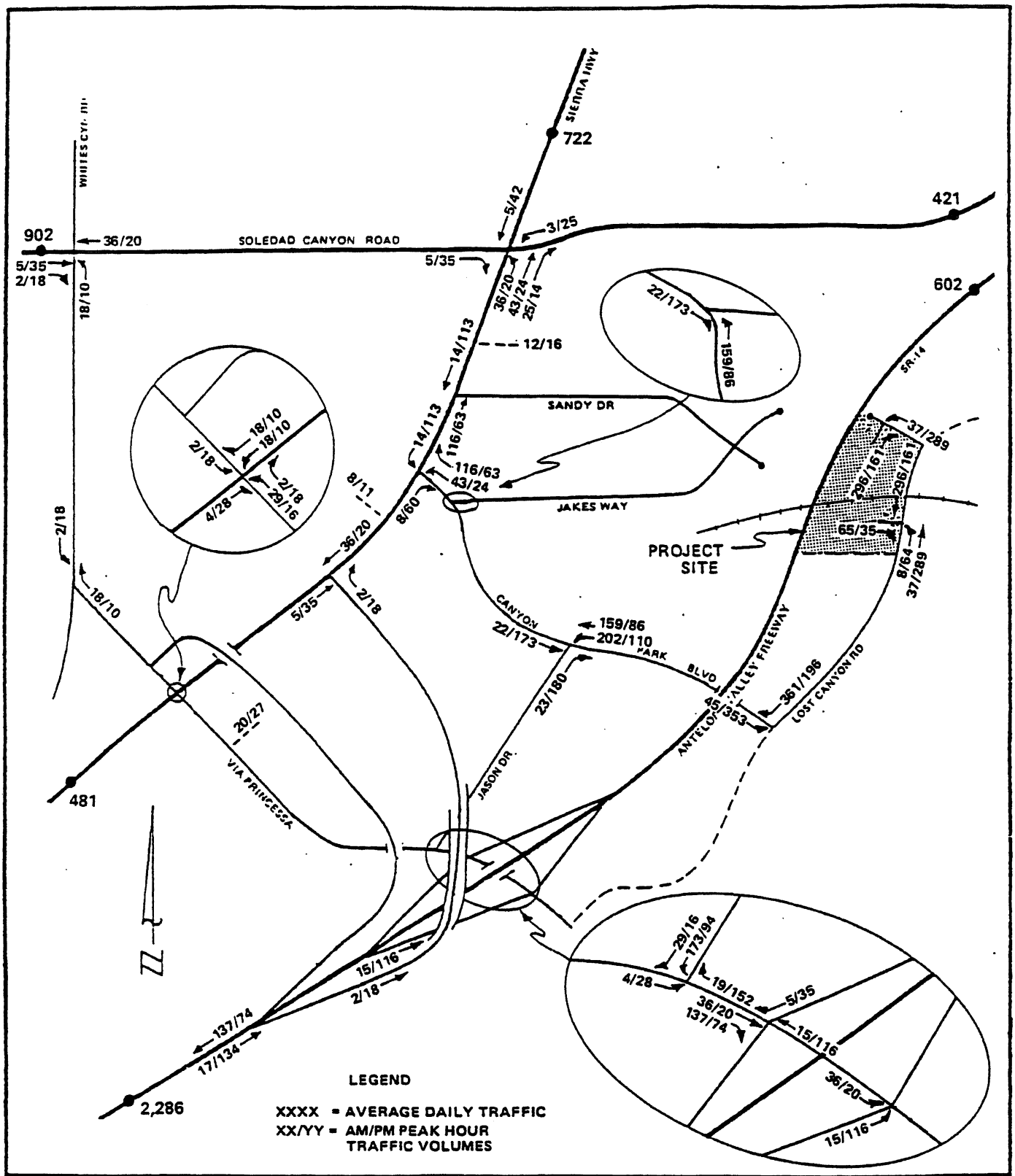

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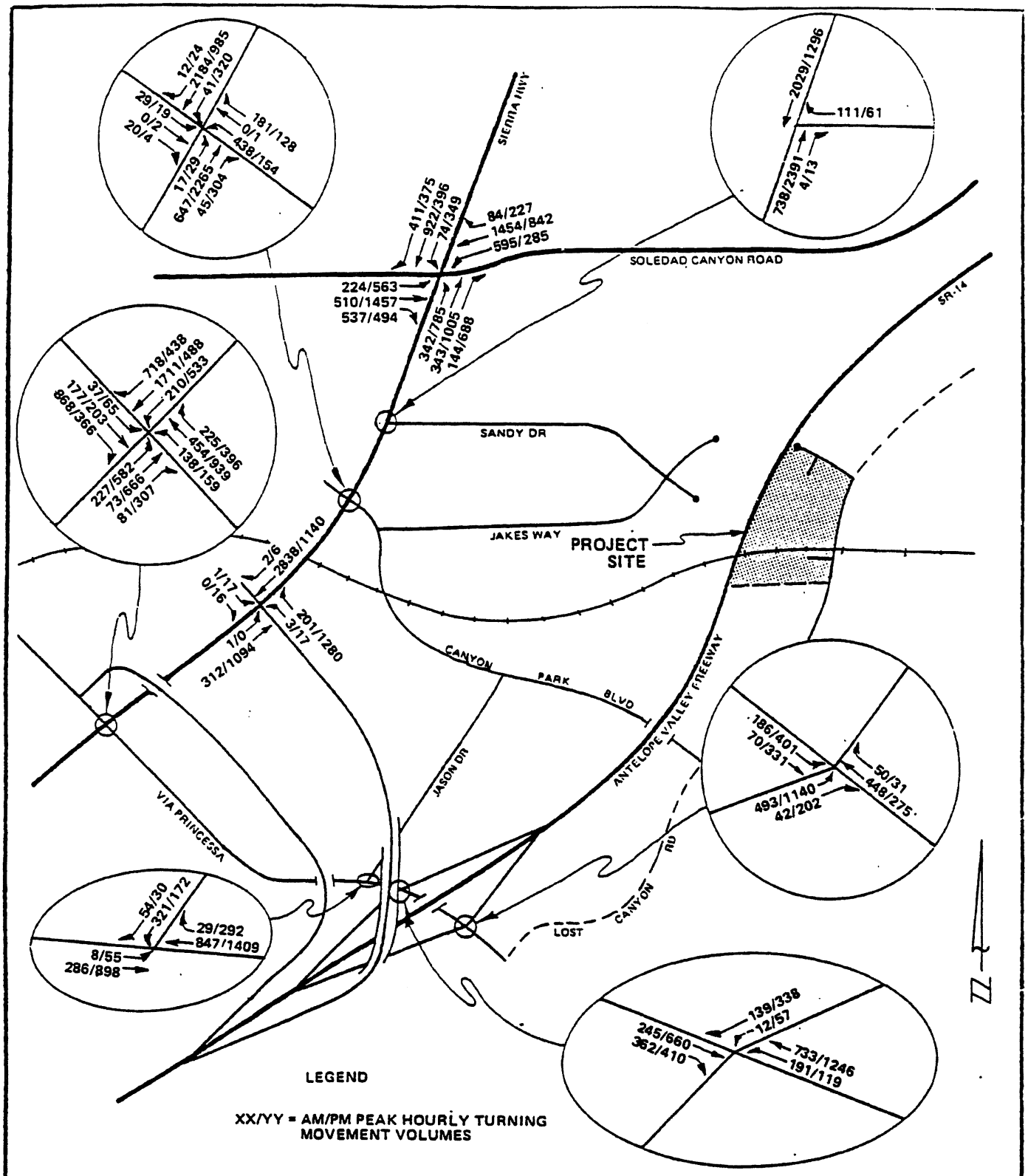
FIGURE 19

PROPOSED PROJECT AVERAGE DAILY TRAFFIC AND AM/PM PEAK HOURLY TURNING MOVEMENT VOLUMES CIRCULATION SCENARIO 2



BASMACIYAN-DARNELL, INC.

FIGURE 20

FUTURE 1994 PLUS APPROVED PLUS PROPOSED PROJECT AM AND PM PEAK HOURLY TURNING MOVEMENT VOLUMES CIRCULATION SCENARIO 2

TABLE 9

SUMMARY OF INTERSECTION CAPACITY UTILIZATION ANALYSIS AND LEVEL OF SERVICE CIRCULATION SCENARIO 2*

Intersection	Hour	1994 Plus Approved and Proposed Project V/C	LOS
Sierra Highway at Soledad Canyon Road	AM	0.76	C
	PM	1.18	F
Sierra Highway at Sandy Drive	AM	0.22	A
	PM	0.54	A
Sierra Highway at Jake's Way	AM	0.73	C
	PM	0.80	C
Sierra Highway at Freeway 14 NB Off-Ramp	AM	0.66	B
	PM	0.66	B
Sierra Highway at Via Princessa	AM	1.03	F
	PM	0.96	E
Via Princessa at Jason Drive	AM	0.38	A
	PM	0.62	B
Via Princessa at Freeway 14 SB On/Off Ramps	AM	0.35	A
	PM	0.56	A
Via Princessa at Freeway 14 NB On/Off Ramps	AM	0.55	A
	PM	0.80	C

* Assumes Jakes Way is constructed along property frontage only, and not under the freeway, and that a grade-separated railroad crossing is constructed on Lost Canyon Road.

TABLE 10

INTERSECTION LEVEL OF SERVICE (LOS)
WITH AND WITHOUT PROPOSED MITIGATION MEASURES
CIRCULATION SCENARIO 2

1994 VOLUMES WITH ALL KNOWN PROJECTS

		WITHOUT MITIGATION		WITH MITIGATION		
INTERSECTION	PEAK HOUR	V/C	LOS	V/C	LOS	Additional Improvements:
Sierra Highway & Soledad Canyon Rd.	AM	0.76	C	0.79	C	o Convert Northbound Through/Left to a Through Lane o Convert Southbound Through/Left to a Left-Turn Lane o Add a Southbound Through Lane o Add a Third Eastbound Through Lane
	PM	1.18	F	0.85	D	
Sierra Highway & Via Princessa	AM	1.03	F	0.81	D	o Convert Outside Eastbound Through Lane to a Shared Through/Right Lane o Convert Southbound Through Lane to a Shared Through Left Lane
	PM	0.96	E	0.85	D	

APPENDIX A

- Explanation of Intersection Capacity Analysis
- Description of Level of Service

Explanation of Intersection Capacity Utilization

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually greater between intersections and less at intersections because traffic flows continuously between them, and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green; if the green phase is 50 percent of the cycle and there are three lanes, then the capacity is 1600 times 50 percent times 3 lanes, or 2400 vehicles per hour.

The technique used to compare the volume and capacity of an intersection is known as Intersection Capacity Utilization (ICU). ICU, usually expressed as a percent, is the proportion of an hour required to provide sufficient time to accommodate all vehicles on all approaches. If an intersection is operating at 80 percent of capacity, then 20 percent of the signal cycle is not used. The signal could show red on all indications 20 percent of the time and the signal would just accommodate approaching traffic.

ICU analysis consists of (a) determining the proportion of signal time needed to serve each conflicting movement of traffic, (b) summing the times for the movements, and (c) comparing the total time required to the total time available. For example, if for north-south traffic the northbound traffic is 1600 vehicles per hour, the southbound traffic is 1200 vehicles per hour, and the capacity of either direction is 3200 vehicles per hour, then the northbound traffic is critical and requires 1600/3200 or 50 percent of the signal time. If for the east-west traffic 30 percent of the signal time is required, then it can be seen that the ICU is 50 plus 30, or 80 percent. When left-turn phases exist, they are incorporated into the analysis. The critical movements are usually the heavy left-turn movements and the opposing through movements.

Level of service is used to describe the quality of traffic flow. Levels of Service "A" to "C" operate quite well. Level of Service "C" is typically the standard to which rural roads are designed, and Level of Service "D" is the standard to which urban roadways are typically designed. Level of Service "D" is characterized by fairly restricted traffic flow. Level of Service "E" is the maximum volume a facility can accommodate and will result in possible stoppages of momentary duration. Level of Service "F" occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration. A description of the various levels of traffic service appears on the following page, along with the relationship between ICU and level of traffic service.

The ICU calculation assumes that an intersection is signalized and that the signal is ideally timed. Although calculating ICU for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volume.

It is possible to have an ICU well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient time to satisfy its demand, and excess time exists on other movements. This is an operational problem which should be remedied.

Capacity is often defined in terms of roadway width; however, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Data indicates a typical lane, whether a through lane or a left-turn lane, has a capacity of approximately 1700 vehicles per hour, with nearly all locations showing a capacity greater than 1600 vehicles per hour per lane. This finding is published in the August, 1978 issue of ITE Journal in the article entitled, "Another Look at Signalized Intersection Capacity by William Kunzman. For this study, a capacity of 1600 vehicles per hour per lane will be assumed for both through and left-turn lanes.

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for less than 10 percent of a cycle, and a penalty of up to five percent is reasonable. On the other hand, during peak hour traffic operation, the yellow times are nearly completely used. If there are no left-turn phases, the left-turn vehicles completely use the yellow time. If there are left-turn phases, the through traffic continues to enter the intersection on the yellow until just a split second before the red.

The ICU technique is an ideal tool to quantify existing as well as future intersection operation. The impact of adding a lane can be quickly determined by examining the effect the lane has on the intersection capacity utilization.

JAKE'S WAY
JEFF PALMIER

DRAFT
ENVIRONMENTAL IMPACT REPORT
FOR
THE COLONY

Vesting Tentative Tract	**45023**
Zone Change	**86-522**
Conditional Use Permit	**86-522**
Oak Tree Permit	**86-522**

State Clearinghouse No. 87021804

DEPARTMENT OF REGIONAL PLANNING
County of Los Angeles
320 West Temple Street
Los Angeles, California 90012

December 1993

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Appendix B -- Noise Study

Appendix C -- Air Pollution Emission Work Sheets

Appendix D -- Biota and Oak Tree Reports

Appendix E -- Access Phasing and Traffic Study (less Appendixes B, C, D, E, F and G thereto)

Appendix F -- Los Angeles County Department of Regional Planning Activity Reports

Appendix G -- Utility Service, County, and Federal Approval Documents

Appendix H -- County Determinations, Initial Study and Vesting Tentative Tract Map 45023

1.0 INTRODUCTION

The "applicant," G. H. Palmer Associates, proposes the development of 752 condominium dwelling units on 46.2 acres of vacant land located south from and along the Santa Clara River, and east from the Antelope Valley Freeway in the County of Los Angeles, California. The applicant seeks approval from the County of Los Angeles Department of Regional Planning (DRP) for the proposed subdivision by the filing of a vesting tentative tract map, zone change, conditional use permit, and oak tree permit applications.

The originally-proposed 800-unit residential development, known as "The Colony," received clearance on 9 June 1988 from the DRP to be scheduled for public hearing before the Regional Planning Commission. The Draft Environmental Impact Report (DEIR) indicated that all significant environment impacts of the original 800-unit development may be reduced to less than significant levels by project design accommodations or mitigation measures. The proposed development was assigned case No. 86-522, Tentative Tract No. 45023, and State Clearinghouse No. 87021804. The extant DEIR and Response to Comments documents were dated October 1987 and April 1988, respectively. This DEIR updates the environmental documentation previously submitted to the DRP subdivision records file for The Colony in analyzing and mitigating impacts of a 752-unit residential development.

Following its review of records for The Colony case No. 86-522 on 18 February 1992, the DRP Environmental Review Committee determined that environmental impact items to be addressed in this DEIR should include geotechnical hazard, flood hazard, noise, air quality, biota, visual/scenic, traffic/access, sewage and solid waste disposal. Additionally, a "Mitigation Monitoring Program" is provided in accordance with California Public Resources Code Section 21081.6.

The analyses contained herein are based on a projected completion (build-out) year of 1994 for The Colony development. Sections of this DEIR that analyze impacts to community services (e.g., 5.8 Sewage Disposal) are based on DRP Development Monitoring System (DMS) activity reports. It should be noted that contemporary DMS activity reports may include the originally-proposed 800-unit development and associated impacts (demand), due to the original subdivision case filing in 1986. Therefore, estimates of sewage disposal impacts resulting from the presently proposed 752-unit development are identified but not re-applied as impacts in this DEIR.

This DEIR has been prepared in accordance with the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.), CEQA Guidelines (California Code of Regulations Section 15000 et seq.), and current DRP "Environmental Impact Report Guidelines." The DRP is the "lead agency" in review and approval of this environmental analysis and disclosures in accordance with CEQA.

2.0 IMPACT SUMMARY AND MITIGATION MONITORING PROGRAM

Table 1 herein presents a summary of all significant environmental impacts and associated mitigation, and comprises the "Mitigation Monitoring Program" (per CEQA Section 21081.6) for the presently proposed 752-unit project. All significant environmental impacts are reduced to less than significant levels by project design accommodations (including avoidance measures) or mitigation measures provided by the applicant.

TABLE 1

Summary of Significant Impacts and "Mitigation Monitoring Program" for The Colony

Impacts	Mitigation	Monitoring	Responsibility	Timing
1. Geotechnical Hazard a. Residences in potential seismic activity area b. Project development will require 252,000 yd.^{3} excavation and 387,000 yd.^{3} of fill grading, a potentially significant impact	a. Uniform Building Code compliance and state-of-the-art construction practices. Remedial grading per Geo Report. b. Graded volumes will be balanced and recompacted, slopes no greater than 2:1	a. County Department of Public Works standards compliance and inspections b. Approval of grading plan and certification of building pads	a. Los Angeles County Department of Public Works b. Los Angeles County Department of Public Works	a. Prior to tentative map approval. During site construction; subject to inspection b. Prior to issuance of grading and building permits.
2. Flood Hazard a. Improvement and extension of Santa Clara River levee b. Site surface and sub-drain improvements with discharge to Santa Clara River c. Reduction in off-site drainage volumes to Santa Clara River, potentially significant cumulative impact	a. Riprap and eroded bank will be replaced with riprap levee. Avoidance of "US Waters" b. and c. Drainage facilities designed for approval by County Department of Public Works - Flood Control Division. Building pads above capital flood elevation. Energy dissipators and sediment traps prior to discharge. Slopes landscaped and erosion controls during construction.	a. Approval of Drainage Plan, and US Army Corps of Engineers Permit No. 88-282-WV b. and c. Drainage Concept Plan, Site Plan	a. Los Angeles County Department of Public Works and Army Corps of Engineers b. and c. Project Applicant/ Department of Public Works	a. Prior to tentative map approval. Site construction subject to inspection by Corps of Engineers b. and c. Pre-Construction
3. Noise a. Antelope Valley Freeway traffic noise intrusion into housing units b. Single event impact of Southern Pacific Railroad noise intrusion into housing units c. Temporary noise from the construction activity	a. Upgraded second story windows and construction materials will reduce freeway noise to acceptable CNEL standard. b. Sound walls, bridge over Lost Canyon Road and up-graded second story windows will reduce railroad noise to acceptable CNEL standard. c. Construction equipment will be properly maintained, and operated only during daylight hours	a., b., and c. Mitigation measures will become conditions of CUP approval as code compliance	a., b., and c. Los Angeles County Department of Regional Planning and Department of Health Services	a., b., and c. Prior to Construction

TABLE 1 (continued)

Impacts	Mitigation	Monitoring	Responsibility	Timing
4. Air Quality a. Temporary pollutant emissions from project construction b. Long term mobile emissions from project traffic, and stationary emissions from power production and natural gas consumption	a. Construction equipment will be properly maintained, and fugitive dust from grading activities will be suppressed by watering to minimize air pollutant emissions per Rule 403. b. Project is consistent with population projections, within SCAQMD thresholds, and includes traffic flow and access improvements	a. Compliance with grading ordinance, construction equipment emissions regulations, field inspection b. Approval of tentative map, and CUP	a. South Coast Air Quality Management District (SCAQMD) b. SCAQMD, and Los Angeles County Department of Public Works	a. During site construction; subject to inspection b. Prior to tentative approval, and final map recordation
5. Biota a. Project development will remove three oak trees. b. Project development will disturb and displace biotic resources at the project site. c. Project development will potentially impact an SEA.	a. Oaks removed will be replaced and maintained per Oak Tree Ordinance. b. 4.7 acres of "natural" open space will be unaltered; landscape plan will revegetate with native and non-native species. c. Development will not encroach into Santa Clara River floodplain – Corps of Engineers Permit No. 88-282-WV, drainage discharge per Drainage Concept Plan	a. Approval of Oak Tree Permit and replacement plan. b. Approval of landscape plan, and site plan as conditions of CUP c. Review of proposed project by Corps of Engineers, and County Department of Public Works	a. LA County Forester and Fire Warden b. LA County Department of Regional Planning (DRP) c. DRP, Corps of Engineers, and Department of Public Works	a. Prior to oak removal and tentative map approval. b. Prior to issuance of building permits. c. Prior to DRP Environmental Analysis Section acceptance of CEQA documents During site construction; subject to inspection
6. Visual/Scenic a. Project development will alter views from the adjacent Antelope Valley Freeway b. 41.5 acres of vacant land will be converted to residential use. c. Three oaks removed	a. Architectural design, including building modulation and material colors, and extensive landscaping minimize impacts to the viewshed b. 60% of the developed site will be open space with extensive landscaping. 10% will be "natural" open space c. Oak replacement per Oak Tree Permit	a. and b. Approval of architectural design, landscaping plan, and project site plan as condition of CUP c. County Forester	a. and b. Los Angeles County Department of Regional Planning c. County Forester	a. and b. Prior to tentative map, final map recordation, and issuance of building permit. c. Oak Tree Permit approval

TABLE 1 (concluded)

Impacts	Mitigation	Monitoring	Responsibility	Timing
7. Traffic/Access a. Traffic from projected 1994 area development would result in operational deficiencies at the following intersections: • Sierra Highway at Soledad Canyon Road • Sierra Highway at Via Princessa b. Phased single access via Lost Canyon Road to Jakes Way	a. Sierra Highway at Soledad Canyon Road: • Convert the northbound through/left lane to a through lane • Add a third eastbound through lane • Convert southbound through/left lane to a left-turn lane • Add a southbound through lane. Sierra Highway at Via Princessa: • Convert outside eastbound through land to a shared through/right turn lane • Convert inside southbound through lane to shared through/left-turn lane. b. Conditioned to 300-unit phase with Lost Canyon Road to Jakes Way plus emergency access	a. Review traffic reports and existing data to determine the roadway improvements required. Review final plans for road improvements. Review traffic warrant reports for signalization Roadway improvement inspection. b. Multiple tract map recording and approval of CUP site plans.	a. Department of Public Works/Cal Trans b. Los Angeles County Department of Regional Planning	a. and b. Prior to tentative map approval Prior to final map recordation On-going basis Prior to issuance of Certificate of Occupancy.
8. Sewage Disposal a. The proposed project is located within the sewer service area of Sanitation Districts No. 26 and 32. Upon project build-out, sewage treatment capacity will be sufficient to accommodate the proposed project plus existing demand. However, related projects demand will exceed contemplated capacities.	a. Expansions to the Valencia sewage treatment plant will accommodate future sewage flows. Connection fees will finance needed facility expansions.	a. Los Angeles County DMS must demonstrate the availability of sewage treatment capacity.	'a. DRP and Los Angeles County Department of Public Works and Sanitation Districts	a. Issuance of building permits and collection of sewer connection fees will fund sewer plant expansions.
9. Solid Waste Disposal a. The proposed project is located within the solid waste disposal service area of Sanitation Districts No. 26 and 32. Upon project build-out, solid waste disposal capacity will be sufficient to accommodate the proposed project plus existing demands. However, related project demand will exceed contemplated disposal capacities.	a. Expansions to area landfills will accommodate future solid waste disposal demands. Subscriber fees will finance additional facilities and equipment	a. Approval of tentative map	a. DRP and Sanitation Districts	a. Upon occupancy, subscriber fees will be assessed by solid waste disposal contractors serving the project area.

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The project site is located in northwestern Los Angeles County, east from the Antelope Valley Freeway (State Route 14), south from the Santa Clara River, and west from Lost Canyon Road (see Figures 1 and 2 herein). As depicted in Figure 2, the proposed project is a residential use in an urbanizing area of the Santa Clarita Valley. Land uses surrounding the project site include vacant land designated for high density residential use to the south, southeast, west and north, with industrial use to the east. The Southern Pacific Railroad right-of-way traverses the southern portion of the site in an east/west direction. Presently, access to the site is provided via Lost Canyon Road, an unimproved dirt roadway (see Figure 2).

3.2 PROJECT OBJECTIVES

The following objectives have been established for the proposed project by the project applicant:

- Develop 752 multi-family condominium dwelling units on 46.2 gross acres of presently vacant land
- Provide roadway improvements as designated in the Los Angeles County Highway Plan in accordance with County Department of Public Works design standards
- Provide housing stock and amenities in response to demand throughout the Santa Clarita Valley.

The applicant proposes to achieve the project objectives by the filing of a vesting tentative tract map, zone change, conditional use permit (CUP), and oak tree permit application with the DRP. The project's Vesting Tentative Tract Map 45023 is contained in Appendix H hereto.

3.3 PLAN CONSISTENCY

The project site is presently zoned M-1.5 (manufacturing use, 27.7 acres), and A-1-1, A-2-1 (agricultural uses, 18.5 acres total) -- see Figure 3 herein; with 6 December 1990 Santa Clarita Area Land Use Plan designations of U-3 (urban), industrial, and W/S (floodplain/SEA) -- see Figure 4. Figure 4 also depicts the Los Angeles County mapped "Significant Ecological Area" (SEA) 23 boundary as mapped in 1976, and as delineated by the County Impact Analysis Section on 16 June 1992 on a 1" = 300 ft. scale map without acknowledgement of the 1972 construction of the Antelope Valley Freeway bridge crossing of the Santa Clara River. The applicant proposes to change the site zoning to RPD-1-20U and C-M, while retaining the W/S designation in the north section of the site (see Figure 5 herein). Consistency of the proposed residential development with the County General Plan "industrial" and SEA designations will be achieved where appropriate by application for a "conditional use permit" (CUP) concurrently with application for a zone change from the existing manufacturing (M-1.5) to "commercial-manufacturing" (C-M). Residential development may be conditionally permitted (via CUP) within a C-M zone classification (see County Counsel's 28 October 1991 opinion letter in Appendix H hereto).

The applicant proposes changing the site's zoning designation of "manufacturing" for residential use. According to the applicant, this proposed residential use is compatible with the Southern California Association of Governments (SCAG) projected Year 2010 population for the Santa Clarita Valley of 270,000. The SCAG goal of maintaining a "jobs to housing" balance in the Santa Clarita Valley is reflected in the present General Plan designation of 4,442 industrial acres. This results in a Santa Clarita Valley industrial acres/person ratio (i.e., jobs to housing ratio) of 0.0165, which is comparable to recognized "balanced communities" in Southern California such as Torrance at 0.0163 and Pomona at 0.0094. The proposed residential use at the project site will have no significant impact upon the "jobs to housing" balance in the Santa Clarita Valley.

The project encompasses 46.2 gross acres and proposes the development of 752 multi-family condominium dwelling units. The proposed 94, 8-plex buildings result in a net density of 21.7 dwelling units per acre (du/ac), and will provide 27.7 acres of total open space, including 4.7 acres of deed-restricted natural open space. Recreational amenities include five spas, five swimming pools, and six play areas. Figure 6 herein portrays the project development plan, which is summarized on Table 2. Figure 7 portrays the proposed project condominium building architecture. Project development will include sound walls separating dwelling units from the Southern Pacific Railroad, as well as drainage and roadway improvements, and riprap levee improvements on the site fronting the Santa Clara River.

Project highway improvements include Jakes Way and Lost Canyon Road. Jakes Way will connect the proposed development to its existing terminus at the easterly property line on Tract 43729, providing access through Tracts 45287 and 43510 westerly to its connection with Sierra Highway (see Figure 2). A previously planned "half-diamond" interchange at the Antelope Valley Freeway with Jakes Way has been abandoned by the County Department of Public Works.

The County Inter-Departmental Engineering Committee (IEC) is presently reviewing vertical and horizontal alignments for Lost Canyon Road from Jakes Way to Canyon Park Boulevard and for Lost Canyon Road (including the bridge) from Canyon Park Boulevard to the Southern Pacific Railroad (see Figure 6). Construction of the Lost Canyon Road improvements as a "major highway" (84 ft. width curb-to-curb), and its bridge over the Southern Pacific Railroad, will be funded by the applicant's participation in the local bridge and thoroughfare district. Impacts of Lost Canyon Road southerly, off-site are addressed in the EIR for "County Specific Plan Number 1" as the Canyon Park Development approved in 1987. The Lost Canyon Road bridge over the Southern Pacific Railroad will be constructed as a three-span, pre-cast and pre-stressed reinforced concrete structure, with 23 ft. top-of-rail to bottom-of-bridge minimum clearance per railroad engineering design standards. The bridge support girders decking, barrier rail and open fencing will have a vertical profile totalling approximately 11 ft. The applicant must obtain IEC approval of the alignment for Lost Canyon Road from the railroad to Sand Canyon Road as a condition of tract approval. The Lost Canyon Road bridge conceptual design over the railroad has been approved by the Southern Pacific Railroad, according to the applicant. Construction of this segment of Lost Canyon Road and Jakes Way are presently being processed as Deeded Street No. 481. The intermediate section of Jakes Way between Deeded Street No. 481 and Tract 43729 will undercross the Antelope Valley Freeway, and thereby require amendment of the "County/Caltrans Freeway Agreement." The Jakes Way undercrossing of the Antelope Valley Freeway is presently proposed as a "collector street" with curb-to-curb width of 52 ft., and vertical clearance of 15 ft. A retaining wall will be built on the south side of this segment of Jakes Way to maintain the structural stability of the existing freeway embankment subject to Caltrans approval. The existing levee along the Santa Clara River immediately north from this segment will

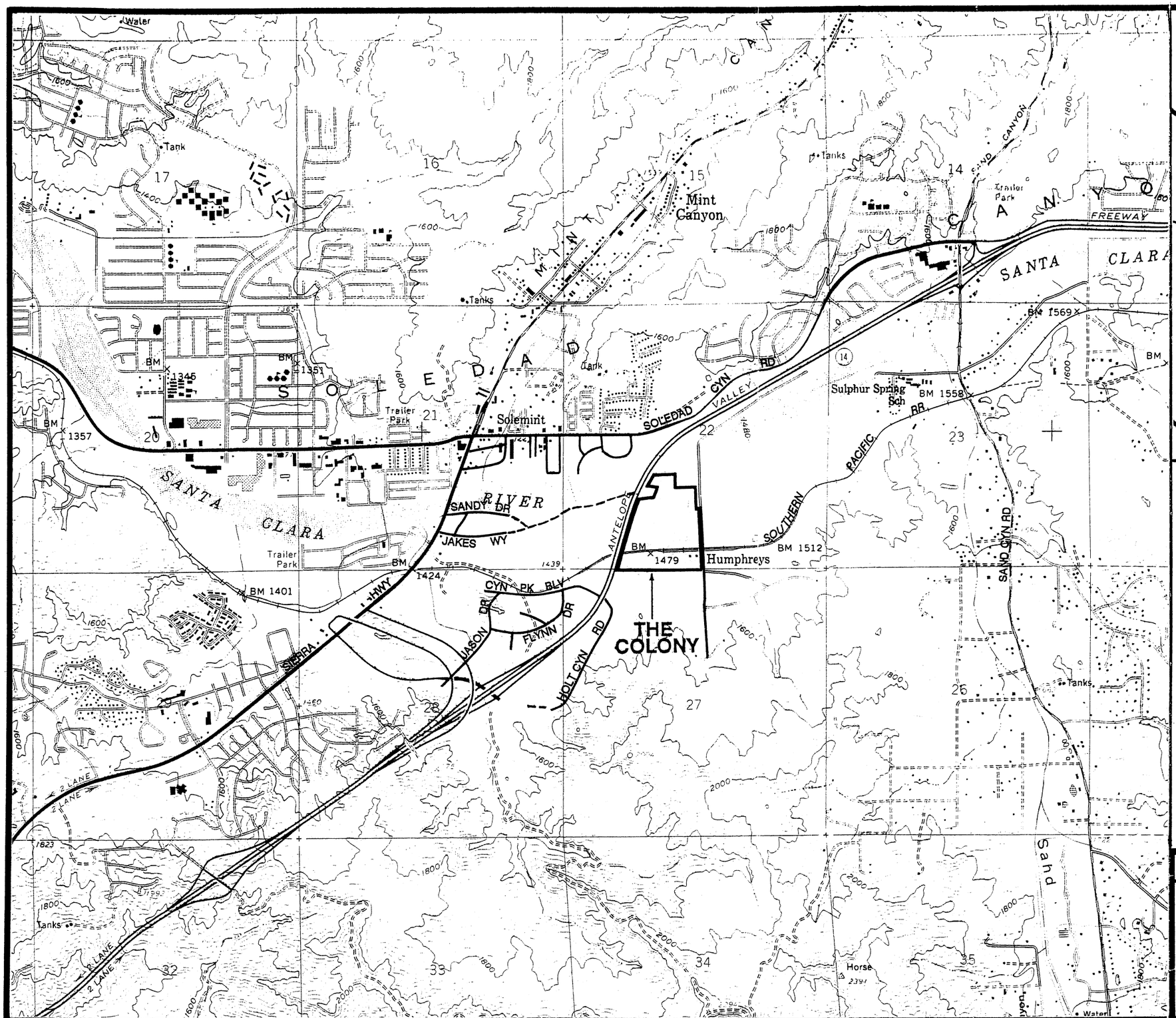
remain. A detailed discussion of traffic access and phasing is provided in Section 5.7.1 herein. No general plan amendment may be required for the proposed project, or any of the aforementioned highway improvements, subject to approval by the Regional Planning Commission.

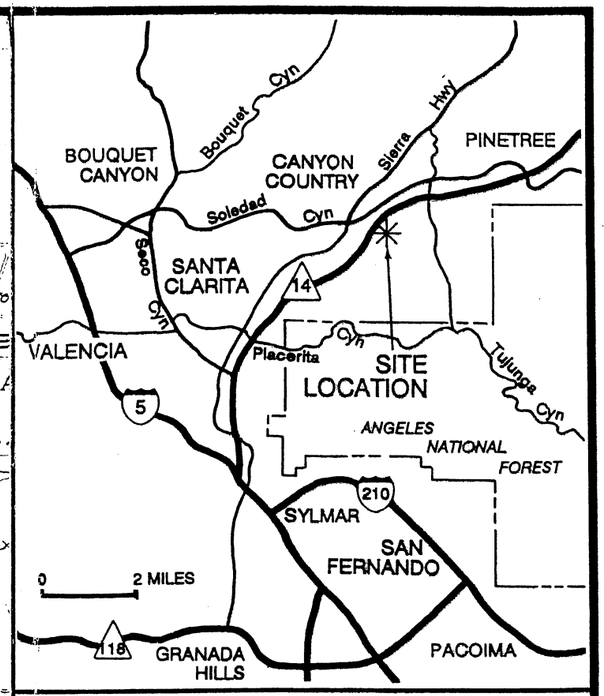
Off-Site Impacts

A preliminary alignment of future Lost Canyon Road easterly and off of the proposed development site is under review by the Los Angeles County Department of Public Works and IEC -- this preliminary alignment is depicted on Figure 7A. Environmental review for the final alignment of Lost Canyon Road as a construction project and its site specific impacts will be conducted per CEQA at such time as its construction is proposed for County approval. In anticipation of the Lost Canyon Road future easterly construction and for IEC purposes, the project applicant has consulted the US Army Corps of Engineers and County Biologist to identify potential impacts to sensitive ecological features along the preliminary alignment. In April 1993 the US Army of Engineers (COE) provided its jurisdictional delineation with respect to "waters of the US" associated with the Santa Clara River which the preliminary alignment appears to avoid. The COE indicated that no "wetlands" are present in the area of the preliminary alignment. The County Biologist conducted field reconnaissance of the proposed alignment in April 1993 and did not find any rare, endangered or threatened species or protected habitats within the proposed construction zone of Lost Canyon Road at its preliminary alignment. The County Biologist indicated, however, that sensitive species such as the Slender-horned spineflower, San Fernando Valley spineflower and San Diego horned lizard may exist in the area of the preliminary alignment, and that a small undisturbed natural area near the middle of the preliminary alignment may function as a wildlife movement corridor between the Santa Clara River and Placerita Canyon to the distant south. In addition, extension of Lost Canyon Road easterly will likely require levee lining of the Santa Clara River from the Antelope Valley Freeway to Sand Canyon Road, filling of some existing floodplain areas, and would cause impacts within a designated SEA. A knoll on the northerly side of the river containing an old cemetery could be impacted if future hydrology studies determine that modifications are necessary. Finally, at least two buildings within the preliminary Lost Canyon Road alignment may be impacted.

The applicant contends, and must demonstrate to the Los Angeles County Regional Planning Commission, that a portion of the project site proposed for development and indicated on the "Santa Clarita Valley Area Plan" (SCVAP) map as SEA 23 is no longer of any biotic value; because of construction activities associated with the adjacent Antelope Valley Freeway completed during 1972. DRP staff (including the staff biologist) has reviewed the applicant's burden-or-proof, and has indicated that a fair argument can be presented in support of the applicant's position based upon the following points:

1. The SCVAP defines SEA 23 in the area of the proposed project as the "floodplain" of the Santa Clara River (refer to page 58, Section V.E. therein). The SCVAP land use policy map's delineations of SEA 23 in the area of the proposed project indicates the floodplain as intruding into the project development site (see Figure 4 herein). This delineation is questionable because it does not consider that the site received certified engineered earthen fill to a depth of approximately 19 feet from construction of the adjacent Antelope Valley Freeway prior to 1973 (see Geotechnical Hazard Section 5.1.1 herein) according to the applicant.





SCALE 0 ½ 1 MILE

ROAD CLASSIFICATION

Heavy-duty — Light-duty

Medium-duty — Unimproved dirt

U. S. Route — State Route

BASE MAP: U.S. Geologic Survey 7.5 minute series
Mint Canyon, CA Quadrangle 1960, photorevised 1988.

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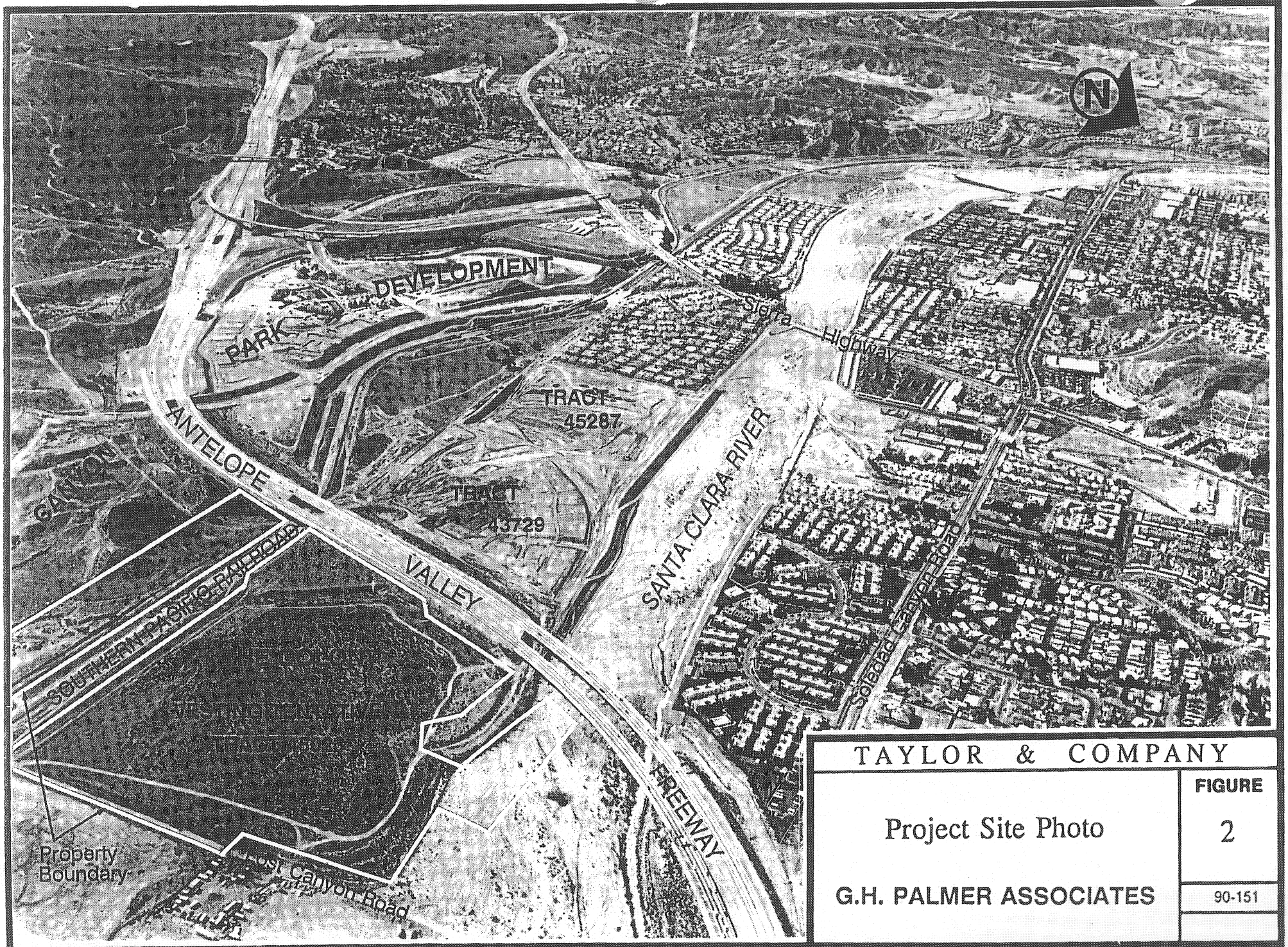
Project Site Location Map

FIGURE 1

90-151



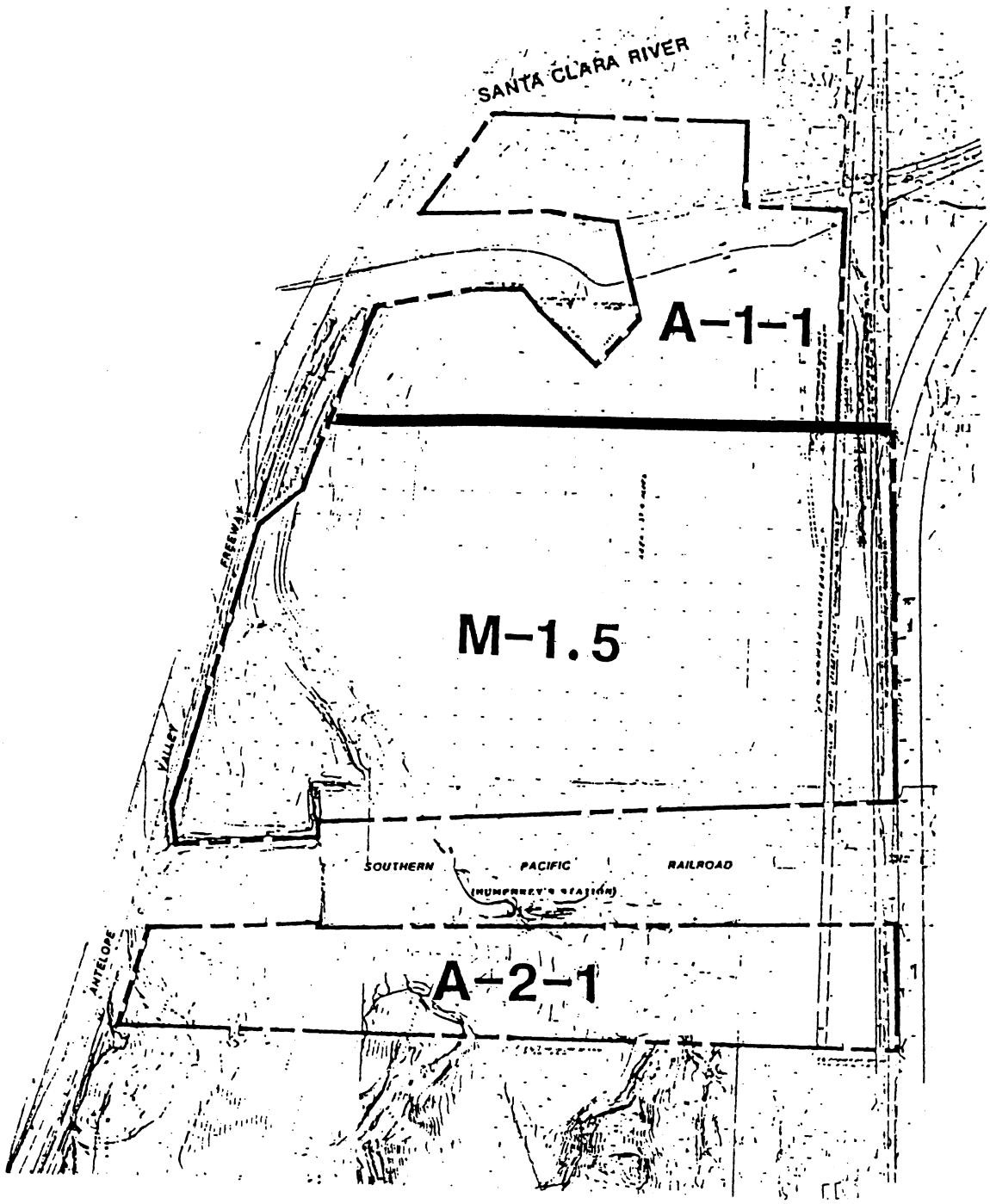
TAYLOR & COMPANY

Project Site Photo

G.H. PALMER ASSOCIATES

FIGURE 2

90-151



N

SCALE 0 200 400 FEET

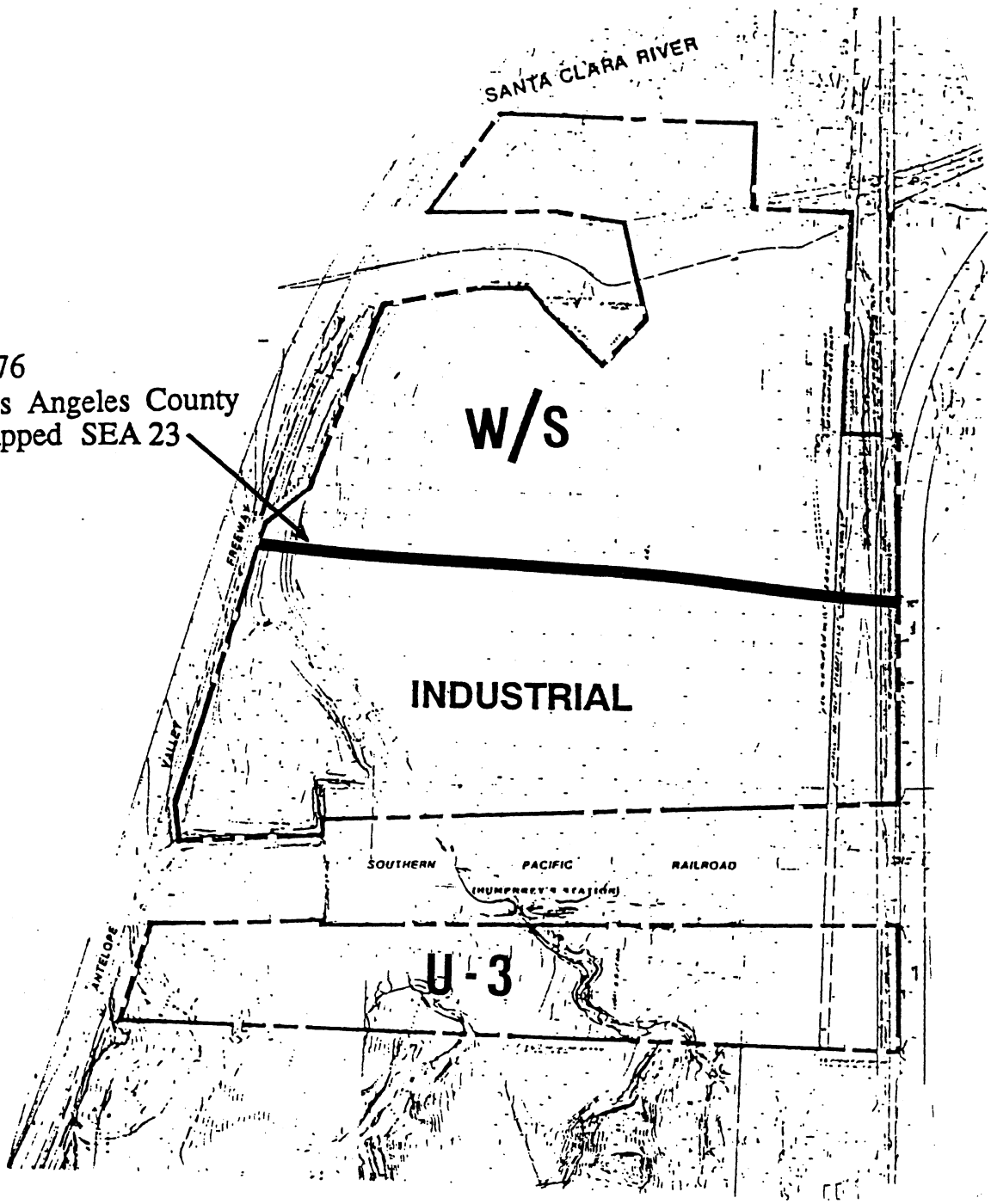
TAYLOR & COMPANY

Project Site

Existing Zoning Designations

FIGURE

3



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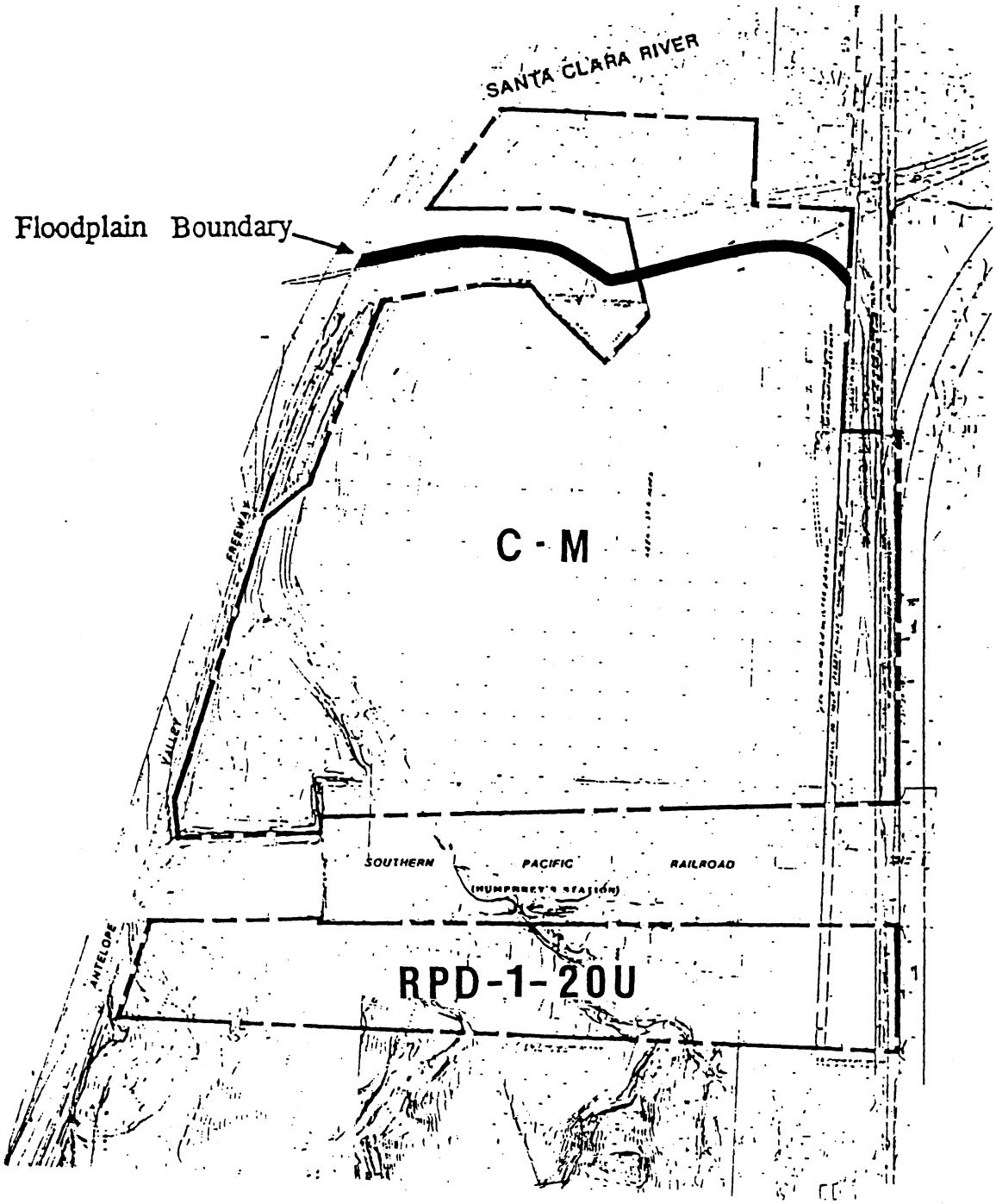
Santa Clarita Area

Land Use Plan Designations

FIGURE

4



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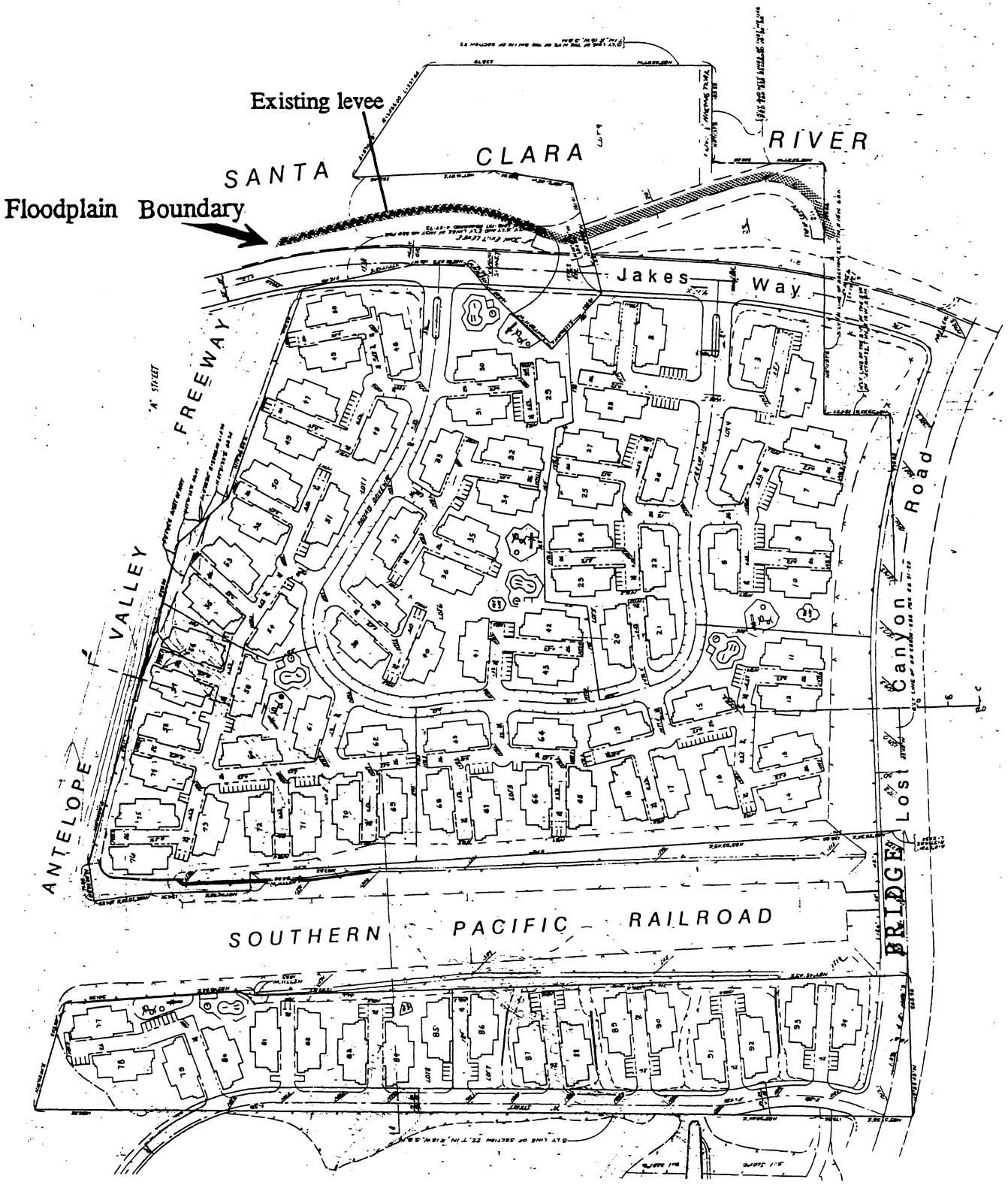
TAYLOR & COMPANY	
Proposed Zoning Designation	FIGURE 5



N

SCALE 0 200 400 FEET

SOURCE: RJW Engineering 29 April 1991

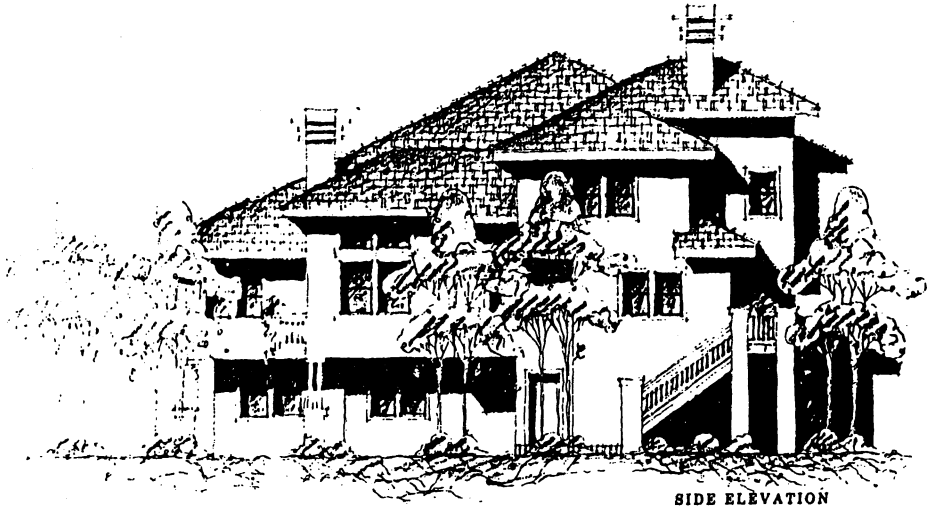
TAYLOR & COMPANY

Project Development Plan

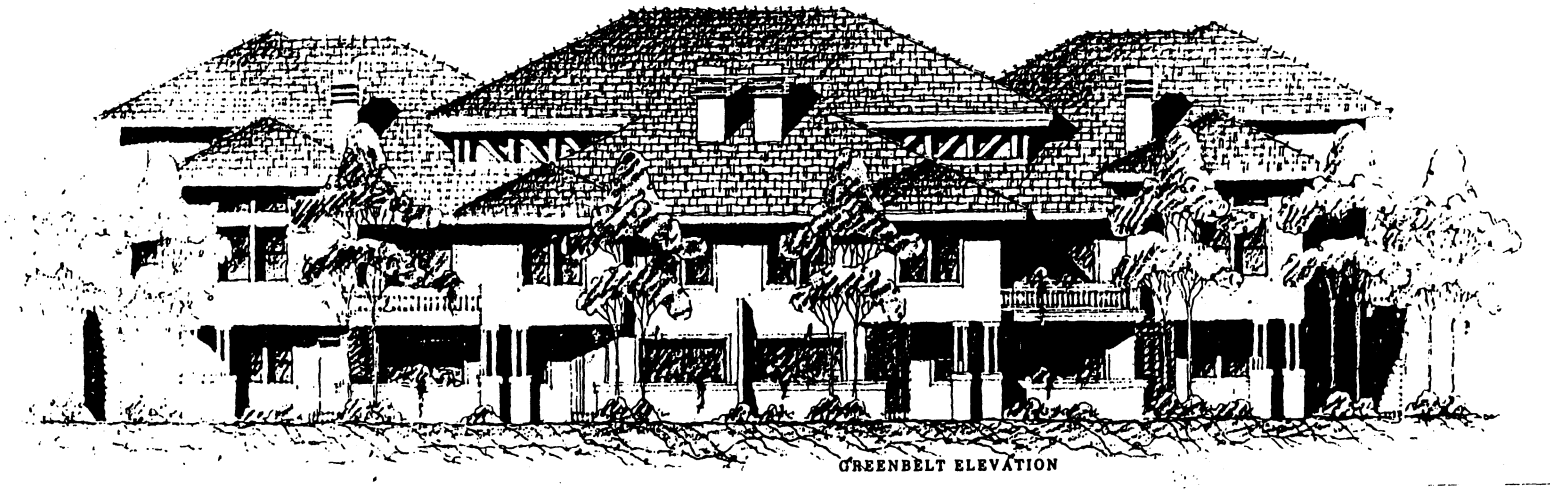
THE COLONY

FIGURE 6

90-151



SIDE ELEVATION



GREENBELT ELEVATION

Johannes Van Tilburg
& Partners
Architects, AIA, Incorporated
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Santa Monica, California 90401
Telephone 213 394-0273
FAX 213 394-2474

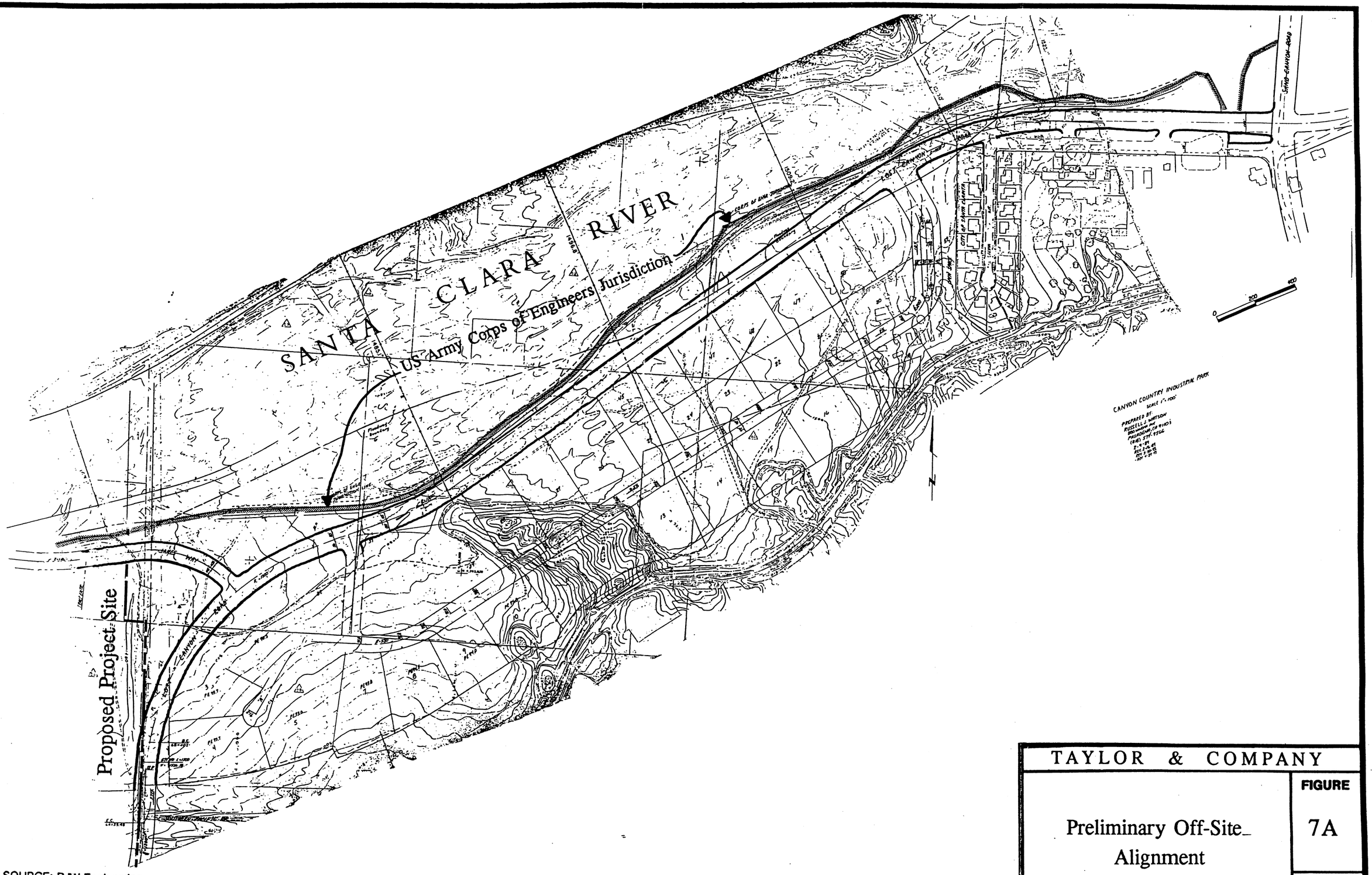
TAYLOR & COMPANY

Condominium
Building Architecture

THE COLONY
G.H. PALMER ASSOCIATES

FIGURE
7

90-151



SOURCE: RJW Engineering

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Preliminary Off-Site Alignment

FIGURE 7A

2. The SCVAP recognizes "floodplains" as identified by the Los Angeles County Department of Public Works or the US Army Corps of Engineers (refer to page 40, Section V.B.7.b. therein). The Corps of Engineers issued US Clean Water Act Section 404 Permit No. 88-282-WV dated 7 November 1990 to the applicant which required development avoidance of the Santa Clara River floodplain (SEA 23). The Los Angeles District of the US Army Corps of Engineers identified on 31 May 1990, and "deed restricted" on 7 November 1990, the floodplain of the Santa Clara River (i.e., SEA 23) fronting the project site to be avoided by development in perpetuity (refer to Appendix G herein). The Corps of Engineers floodplain delineation is identical to the County Department of Public Works delineation of "floodplain/floodway" in The Santa Clara River fronting the project site (by telephone, Russell J. Watson, P.E., 27 February 1992) as depicted on Figures 6 and 12 herein.

3. The mapped Santa Clara River SEA 23 delineation in the area of the proposed project may not properly reflect updated and more detailed survey information of the County Department of Public Works and Corps of Engineers (Permit No. 88-282-WV) per the Santa Clarita Valley Area Plan page 41, Section V.B.7.c.(2), as delineated on Figures 6 and 12.

A 25 August 1992 County Counsel memorandum to the applicant's legal counsel (see Appendix H hereto) recognizes the above points, and states that no Santa Clarita Valley Area Plan amendment or further "Significant Ecological Area Technical Advisory Committee" (SEATAC) review is required to process the proposed project.

TABLE 2

Project Development Summary

Gross Area	46.2 acres
"Natural" Open Space Area	4.7 acres (10%)
Total Open Space[1]	27.7 acres (60%)
Streets/Easement Area[2]	11.5 acres (25%)
Net Area	34.7 acres (75%)
Number of Dwelling Units	752
Net Density	21.7 du/ac
Parking Spaces (covered)	1,504
Parking Spaces (uncovered)	380
Grading Cut	252,000 cubic yd.
Grading Fill	387,000 cubic yd.

Source: RJW Engineering 25 May 1993.

[1] Includes public streets, natural open space and areas around buildings.

[2] Includes public and private streets and easements.

4.0 PROJECT ENVIRONMENTAL SETTING

The project site is located in northern Los Angeles County, California in the Santa Clarita Valley. More precisely, the project site is included in an unincorporated community known as Canyon Country. The Santa Clarita Valley has experienced rapid urban growth over the last decade, thus becoming a valuable source of affordable and entry-level housing stock in Southern California.

The project site is grossly altered vacant land with topography consisting of relatively flat terrain (see Figure 1 topographic contours). Geologically, the site is located in the southeast of the synclinal trough of the Soledad Basin. No landslide areas are present on the site. No historically active or potentially active faults exist on the project site.

The 28-acre portion of the site north from the Southern Pacific Railroad right-of-way received certified engineered earthen fill from construction of the Antelope Valley Freeway, which was completed during 1972. Fill over this area of the site occurs to a maximum depth of 19 feet. The southern portion of the site, south from the Southern Pacific Railroad right-of-way, contains flat to moderately sloped terrain, and is bisected by several drainage courses that flow to the Santa Clara River. South from the project site, high density residential use is proposed above a cut slope.

Areas within the Santa Clara River floodplain adjacent to the north boundary of the project site have been designated as SEA 23 by the County of Los Angeles, principally due to the potential occurrence of populations of the federally- and state-listed endangered Unarmored Threespine Stickleback (UTS; Gasterosteus aculeatus williamsoni) fish in certain habitat zones to the east and west from the project site (see Section 5.5 herein). A dry gully runs along the west boundary of the site, which connects to a concrete channel, thence discharging to the Santa Clara River. The predominant vegetation cover over the site is sparse coastal sage scrub and grassland. The area south from the Southern Pacific Railroad right-of-way consists of fenced pastureland containing three oak trees. Figure 2 herein depicts the project site via aerial photography.

5.0 ENVIRONMENTAL SETTING AND IMPACT, AND MITIGATION

5.1 GEOTECHNICAL HAZARDS

5.1.1 Setting

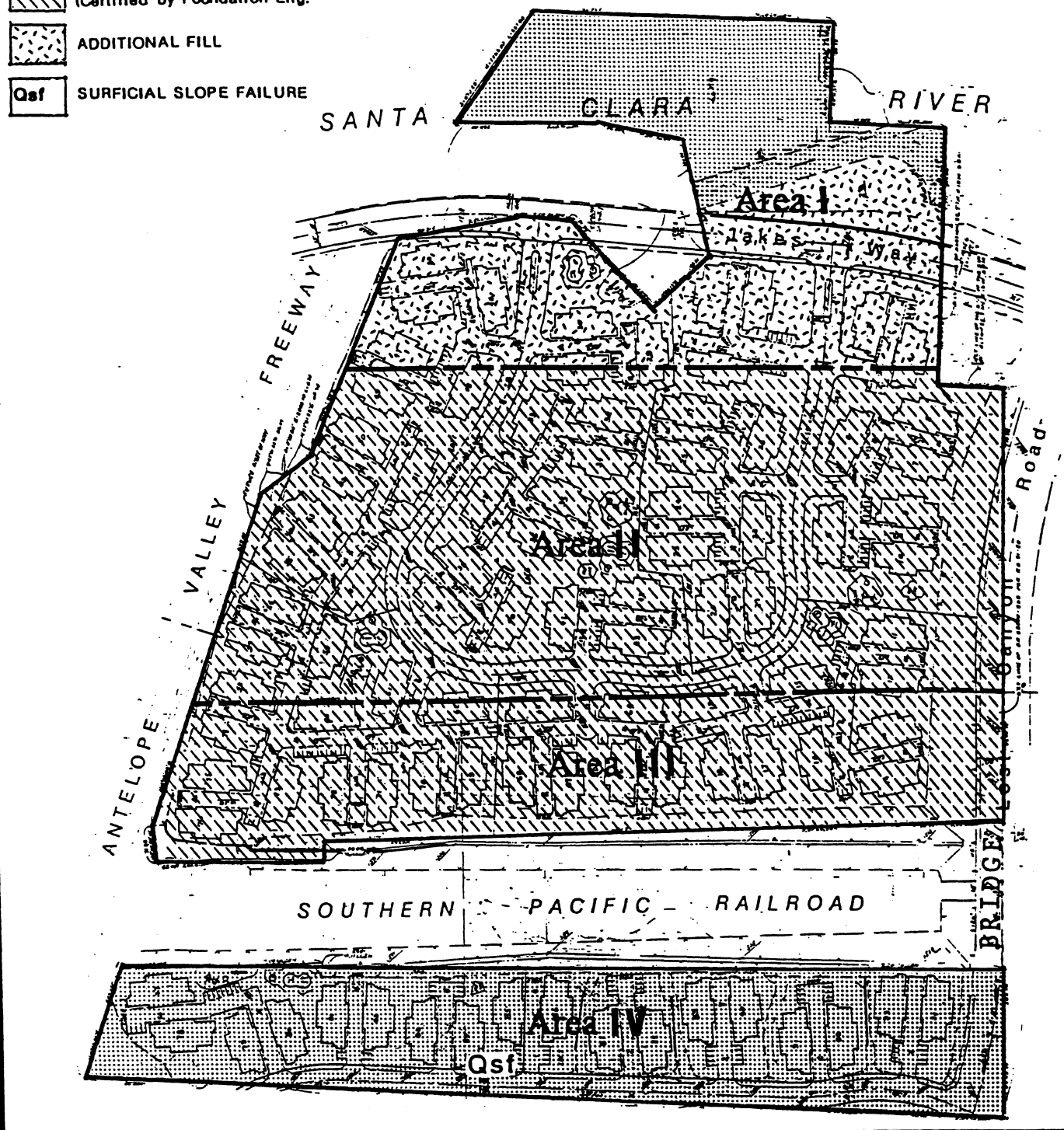
A geology report was prepared for the project site by Allan E. Seward Engineering Geology, Inc., and a soils engineering investigation was prepared by Jeffrey S. Gordon Geotechnical Engineering. Both reports have been submitted in their entirety to the County Geologist for review and approval. Appendix A hereto contains the complete Seward report and Gordon report.

The project site is topographically located to the southeast of the synclinal trough of the Soledad Basin. This basin is wedged between the pretertiary, crystalline igneous bedrock of the San Gabriel Mountains on the south, and the metamorphic rocks of the Sierra Pelona on the north. The earth units within the project site include sedimentary bedrock of the miocene Mint Canyon Formation and recent alluvium deposited by the Santa Clara River. The only surficial slope failure on the site is located south from the Southern Pacific Railroad right-of-way, and consists of a heterogenous mixture of soil and weathered bedrock, with a maximum thickness of 4 feet at the base of the slope (refer to Figure 8 herein). The one surficial slope failure will be removed during the proposed grading.

The site is divided in its composition which consists of miocene, non-marine sediments of the Mint Canyon Formation and recent alluvium. The non-marine sediments consist of silty sandstone, sandstone and conglomerate. The recent alluvium consists of lensing interbedded silty sands, sands, and gravels deposited by the Santa Clara River. Engineering characteristics of the Mint Canyon Formation exhibit excellent strength, with no major constraints to grading activities. Portions of the existing fill material, as delineated by the soils engineer, will have to be removed and replaced as certified fill in order to comply with county standards for compaction. The potential for liquefaction is remote to non-existent, except for alluvial soils in Area IV (see Figure 8 herein) that can be mitigated by remedial grading measures.

The major portion of the site is covered with artificial fill that was certified by Foundation Engineering Company, 10 January 1972. This existing certified fill was emplaced during construction of the Antelope Valley Freeway and has a maximum depth of 19 feet. The portion of the site north from the railroad right-of-way contains alluvial deposits from the Santa Clara River. The shear strength of the alluvium is moderate due to the granular nature and porosity of the material. The upper weathered portion of these deposits is slightly compressible. Permeability and porosity are moderate, and relatively consistent in all directions. Therefore, the potential for liquefaction is remote to non-existent.

No bedrock landslides exist on, or affect, the project site. The one surficial slope failure will be removed during the proposed grading. The cut slopes are proposed at 2:1 (horizontal to vertical) gradients. Bedding orientations are favorable within the bedrock and the cut-slopes will be stable.



SOURCE:
Allan E. Seward Engineering Geology, Inc.

TAYLOR & COMPANY

Geotechnical Map

FIGURE 8

5.1.2 Impacts

The proposed levee improvements at the northern boundary of the proposed development will not encroach into the Santa Clara River floodplain as determined by the US Army Corps of Engineers. The existing 400-ft. riprap levee (see Figure 6) will be extended easterly along the entire Santa Clara River floodplain boundary of the site. The levee extension will be constructed along an existing eroded river bank, without impacting existing hydraulic or hydrologic characteristics of the Santa Clara River.

The southern portion of the site (south from the railroad) will require the most amount of grading with a cut-slope of approximately 40 feet. The tentative grading plan proposes approximately 639,000 cubic yards of grading activity on the site for construction of roadways and building pads. Impacts from these grading activities are potentially significant.

Since no active or potentially active faults transect the site, the potential hazards from earthquakes relative to seismicity, are remote to non-existent. However, the following area faults could have some impact on the subject site: San Andreas, San Gabriel and the San Fernando/Santa Susana/Sierra Madre fault zone. The San Gabriel Fault is the closest of the three, and is located two miles from the site. Although the fault has no probable maximum magnitude assigned to it, the maximum credible magnitude estimated for the fault is 6.6 Richter Units.

Although there is record of high groundwater in the project area, the potential for liquefaction is remote to non-existent. During a geotechnical investigation for this project site, the Santa Clara River was flowing immediately north from the subject site. Groundwater was encountered in one boring with an elevation of 1,434 feet above mean sea level (MSL). Review of groundwater data obtained from wells in the immediate area indicate historic groundwater highs ranging from elevations 1,465 to 1,323.6 MSL within the Santa Clara River floodplain. These elevations correlate to depths of 1.6 to 8.1 feet below the ground surface. In February 1971, during the San Fernando earthquake, the groundwater beneath the subject site was probably at a depth of 6 to 12 feet below the ground surface. The historic high groundwater within the subject area, in particular, during the 9 February 1971 San Fernando earthquake, indicates that the potential for liquefaction is remote to nonexistent. The subject site experienced a minimum bedrock acceleration of 0.6g during the earthquake. It should be noted that the water table fluctuates up and down in response to the natural hydrologic recharge and the pumping requirements of water wells. As the agricultural demands for water decrease with the urbanization of the Santa Clarita Valley, the fluctuations of the water table will depend on natural and man-induced recharge.

5.1.3 Mitigation

The following mitigation measures are provided:

1. The southwestern portion of the site (north from the Southern Pacific Railroad) will be improved with 2:1 (horizontal to vertical) gradients and the fill slopes will be at 2:1 gradients.

2. The specific recommendation to mitigate the potential for liquefaction within the weaker alluvial soils is for the overburden pressure to be increased by raising the existing grade an additional 10 feet.

3. The potential effects of groundshaking on structures will be mitigated by earthquake-resistant design in accordance with the latest Uniform Building Code and current state-of-the-art construction practices.

4. Areas underlain by potentially compressible soils will be either avoided in planning or removed prior to fill placement. In areas where deeper alluvial removals of granular soils would be necessary, and alternative saturation/surcharge loading program followed by monitoring should be considered to greatly reduce the depth of removals.

5. Grading and earthwork will be conducted in accordance with the County of Los Angeles Grading Code and the details described in Appendix A hereto.

6. Excavation costs will consider the slower excavation, more difficult earthwork and potential local blasting. Oversized rock generated by excavation will be disposed of in deeper fills providing the rocks are properly placed 10± feet below proposed finished grades.

7. Surface runoff shall be controlled to the satisfaction of the Los Angeles County Department of Public Works and include slope bench drains, erosion control measures and improvements as outlined in the approved Drainage Concept Plan (refer to Section 5.2 herein).

8. Proposed cut and fill slopes will be constructed at gradients no steeper than 2:1. The cut slopes with adverse geologic conditions will be mitigated by providing appropriate measures such as buttress, replacement fill and subdrainage system. All slopes will be properly planted, irrigated and maintained. Cut lots proposed at the tops of steeper descending natural slopes may require 10±-foot setbacks from the top of slope and protection by catchment areas and slough walls.

9. Temporary erosion control measures will be installed and maintained during rainy season grading to minimize off-site siltation/sedimentation impacts.

Implementation of the foregoing mitigation measures will reduce geotechnical hazard impacts to less than significant levels.

5.2 FLOOD HAZARD

5.2.1 Setting

The project site and surrounding area are relatively flat terrain (see Figure 1 topographic contours). This project site is located along the Santa Clara River, but no development is proposed within the designated Santa Clara River floodplain. The existing levee that separates the Santa Clara River from the project site will be improved to provide flood protection for the proposed project.

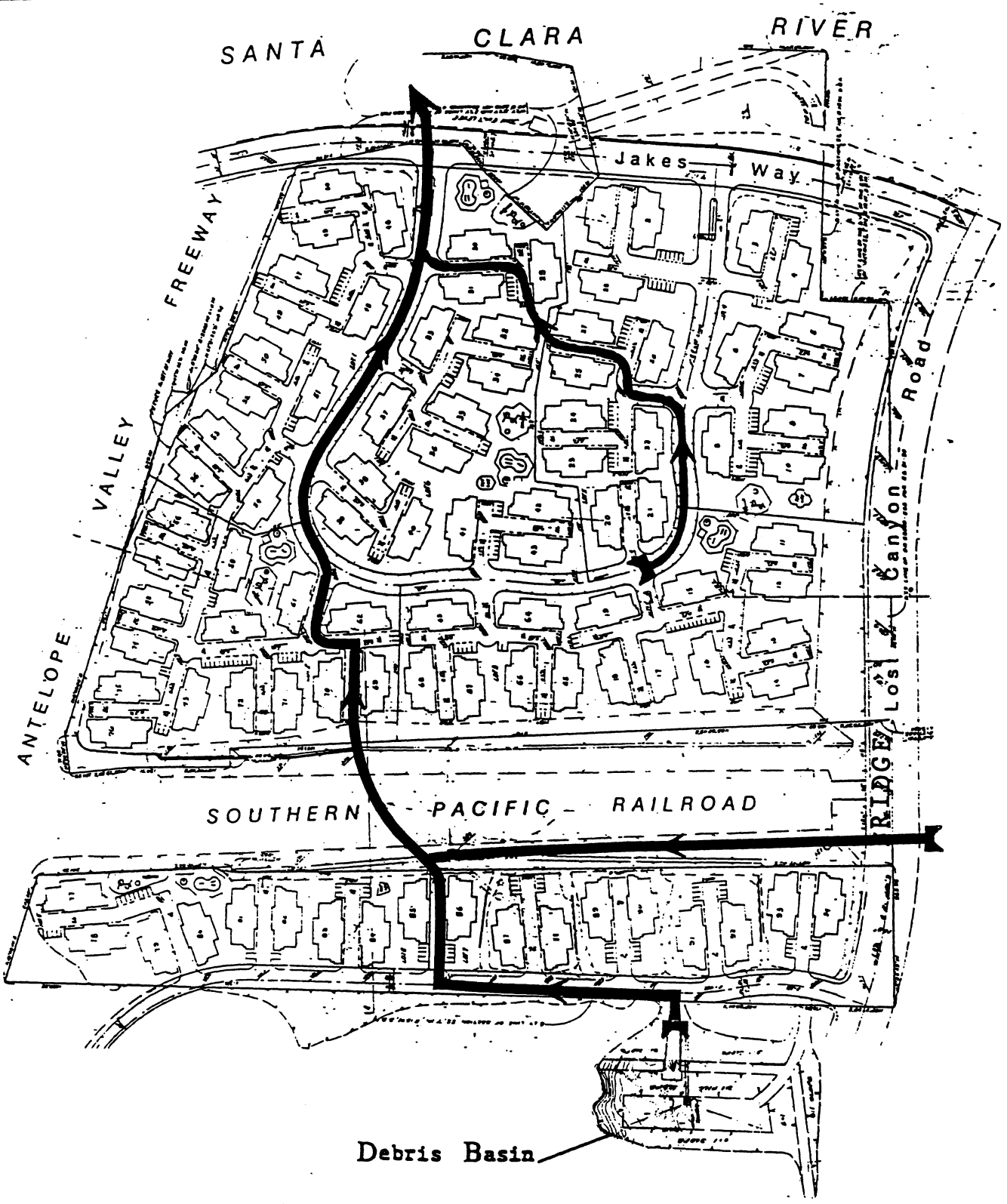
Presently the project site conveys drainage flows to the north toward the Santa Clara River. Off-site drainage flows from the south pass onto the project site via natural ditches, a culvert under the Southern Pacific Railroad, into a concrete channel along the site's western boundary, and thence discharging flows of 1,309 cubic feet per second (cfs) to the Santa Clara River. The drainage flows of the Santa Clara River floodplain are under the jurisdiction of the Los Angeles County Department of Public Works. The potential hazards from surficial debris flow and potential for liquefaction on the project site are remote to non-existent, according to the Geology Report (see Appendix A).

5.2.2 Impacts

The project site is partially protected from flooding of the Santa Clara River by an existing levee. The existing levee is constructed of riprap and extends for approximately 400 ft. from the Antelope Valley Freeway bridge easterly along the Santa Clara River floodplain boundary fronting the project site (see Figure 6). However, the levee will be improved by elevation and extension to the eastern boundary of the project site. The proposed levee will minimize future erosion along this segment of the Santa Clara River and, in addition, reduce future downstream debris deposition. The new levee will accommodate the Jakes Way access road. All building pads will be above the capital flood level of the Santa Clara River based on elevations provided by the Los Angeles County Flood Control District.

Urban development of the project site will result in the modification of storm runoff volumes from the site, however, the overall situation of drainage flow direction will remain to the Santa Clara River, northerly. Surface runoff volumes will decrease due to debris and sediment removal, and existing drainage sheet flow and eroded ditches will be replaced with engineered surface and subsurface drainage facilities. In addition, the proposed drainage improvements, in conjunction with the proposed levee, will result in the site being protected from a capital flood. The Drainage Plan will provide surface and sub-drain facilities as depicted in Figure 9 herein, resulting in a post-development clear flow of 824 cfs to the Santa Clara River.

In addition, the drainage improvements will include a 1.5 acre, off-site debris basin, located south from the project site boundary (see Figure 9). Construction of this debris basin will require permission from the adjacent Canyon Park Development. No significant environmental impact would result from construction of the debris basin offsite as the area has already been disturbed by infrastructure (grading, roads and drainage) implemented by the Canyon Park Development. Should approvals from the adjacent Canyon Park Development be unavailable for the proposed off-site debris basin, the debris basin will be temporarily re-located approximately 300 ft. northerly and on-site, until such time as off-site permission is granted. The Drainage Concept Plan for the project was



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Drainage Plan

FIGURE 9

approved by the Los Angeles County Department of Public Works on 9 November 1988 (see Appendix G hereto).

The off-site impacts of the proposed drainage improvements, would include an approximately 37% reduction in drainage volume discharge to the Santa Clara River from the project drainage area. These "clear flow" (minus debris and sediment) volumes would not have a significant hydraulic or hydrologic impact upon the immediate Santa Clara River or its downstream reaches. However, the cumulative impacts of other development along the Santa Clara River may be significant.

5.2.3 Mitigation

1. The existing onsite water well will be capped in accordance with County regulations.

2. The proposed levee will be constructed per requirements in Section 5.5 (Biota), US Army Corps of Engineers (COE) Permit No. 88-282-WV, and Los Angeles County Flood Control District.

3. Detailed hydrologic calculations regarding runoff are provided to ensure the adequate sizing of drainage improvements in the Drainage Concept Plan approved 9 November 1988 by the County Department of Public Works.

4. All proposed on/off-site storm drainage facilities (including storm drains, debris basins and inlet/out structures) will be subject to the approval of the Los Angeles County Department of Public Works--Flood Control Division to mitigate potential flood hazards.

5. A drainage concept plan which outlines existing and proposed hydrology conditions has been approved by the Los Angeles County Department of Public Works prior to tentative map approval.

6. All proposed cut-fill slopes will be landscaped to reduce potential erosion and increased runoff.

7. All future building pad locations will be elevated above the capital flood level.

8. Onsite drainage will be directed toward the natural drainage courses via improved drainage courses with energy dissipators provided as necessary.

9. Offsite drainage improvements, including debris basins and inlet/outlet structures will be subject to drainage agreements and design standards of the County Department of Public Works

10. Temporary erosion control measures will be maintained during rainy season grading.

Implementation of the foregoing mitigation measures will ensure flood hazard impacts are less than significant levels.

5.3 NOISE

5.3.1 Setting

Noise is most often defined as unwanted sound. Sound levels can be easily measured, but the variability in subjective and physical response to sound complicates the analysis of its impact on people. The "A-weighted" decibel (dB) sound level scale has been developed to measure sound in a similar manner to the way the human hearing system responds. The use of the A-weighted scale is often indicated by using the abbreviation "dBA" for expressing the units of the sound level quantities.

The State of California has adopted noise standards in areas of regulation not preempted by the Federal government. State standards regulate noise levels of motor vehicles, freeway noise affecting classrooms, sound transmission, occupational noise control and airport noise. The sound transmission control standard applies to the proposed project. The California Sound Transmission Control standards are found in California Code of Regulations, Title 24, Building Standards, Chapter 2.5 as adopted 1 March 1986. The standards state that interior noise levels with windows closed attributable to exterior sources shall not exceed noise level of 45 dB Community Noise Equivalent Level (CNEL) in any habitable structure. In addition, residential structures within a 60 dB CNEL (the desired exterior noise level) from airport, vehicular and industrial noise sources are classified as "Noise Impact Management Areas" (see "Santa Clarita Valley Area Plan" dated 6 December 1990), and will require an acoustical analysis indicating that the proposed structure has been designed to limit intruding noise to the allowable 45 dB CNEL interior noise level. CNEL is a measure of community noise that is a time-weighted, 24-hour average and accounts for a person's increased sensitivity to noise during evening hours. The dominant noise sources in the project vicinity are traffic on the Antelope Valley Freeway and rail movements on the Southern Pacific Railroad line traversing the property.

5.3.2 Impacts

Present traffic along the Antelope Valley Freeway was computer modeled with the Federal Highway Administration's Highway Traffic Noise Prediction Model, FHWA-RD-77-108, December 1978. This model was modified to generate CNEL values. Model input data derived from the traffic consultant and field observations included average daily traffic levels, day/night percentages of autos, medium and heavy trucks, vehicle speeds, ground attenuation factors and roadway widths. Appendix B hereto contains an "Acoustical Analysis" including the noise modeling assumptions for roadway segments that potentially could impact project noise-sensitive land uses. The distance from the Antelope Valley Freeway to various noise contours under year 2010 traffic conditions is as follows: CNEL 65 at 225 feet and CNEL 70 at 150 feet.

The project would introduce additional traffic into the area. Table 3 quantifies the distances to the cumulative plus project traffic, CNEL 60, 65 and 70 noise contours for year 2010 traffic. Noise-sensitive land uses such as the proposed residential land uses should not be located in areas exposed to a CNEL 65 or greater without noise mitigation measures.

TABLE 3

PROJECT NOISE LEVELS

Noise Source Segment	Distance (ft.) to CNEL from Roadway/Railway 60	65	70
Antelope Valley Freeway At Project Location	300	225	150
Southern Pacific Railroad	400	200	63

The California Sound Transmission Control Standards would require interior noise levels of CNEL 45 or less in the proposed dwellings. With the provision of a closed-window mechanical ventilation system (typically achieving a 20 dB reduction), exterior noise levels will be mitigated to less than CNEL 65.

The Southern Pacific Railroad traverses the proposed project site. The methodology for evaluating site exposure to railway noise is found in the Wyle Labs Report WCR 73-5 dated July 1973. The assumptions included eight freight train movements (trips) per day, with four diesel locomotives and 4,000-foot train length, and 12 miles per hour speed. These assumptions were based on operation reported by the Southern Pacific Railroad Company 10 August 1992. An important factor in railroad calculations is the use of whistles, as they apply a factor of 10 to the calculation if a whistle is blown perpendicular to the project site. However, the proposed project provides a bridge over Lost Canyon Road thus eliminating the grade crossing and Federally-mandated whistle blast noise. A single event noise exposure level (SEL) is a summation of the A-weighted sound level in decibels for the entire duration of an event (e.g., period of train pass-by) and could be applied in analyzing project noise impacts. The SEL can be converted to a CNEL value. However, the County has not adopted noise and land use compatibility criteria for single event noise impacts.

Vehicular traffic on the Antelope Valley Freeway, adjacent to the project site, and railroad train use of the Southern Pacific Railroad that traverses the southern portion of the project site are sources of noise that will intrude into areas proposed for housing units. Figure 10 herein depicts the CNEL 65 contours for the proposed project roadway and railroad noises. Calculations for roadway and railroad noise sources are contained in Appendix B hereto. The analysis defines the areas within the proposed development that potentially could be exposed to noise levels exceeding the CNEL 65 standard for exterior residential noise. As detailed in Section 5.3.3 Mitigation that follows, building design and orientation will eliminate exterior living areas within the CNEL 65 exposure area adjacent to the freeway, and sound walls and upgraded-window treatments will reduce noise adjacent to the railroad to acceptable levels. However, the sound walls will add incrementally to the visual impact of the proposed development (see Section 5.6 Visual/Scenic). Noise impacts are specific to the project site, and not cumulative in the vicinity of the site.

Construction noise will temporarily increase background noise levels. Construction activities are carried out in stages, each in which has its own mix of equipment and, consequently, its own noise characteristics. During these stages, the character of noise levels surrounding the construction site will

change as work progresses. Despite the variety in type and size of construction equipment, similarities in the dominant noise sources and patterns of operation do exist. Since temporary construction activities would not take place in proximity to any noise-sensitive land uses, construction noise impacts will not be significant.

5.3.3 Mitigation

The results of the analysis contained in Appendix B indicate the following necessary mitigation measures:

- The analysis of freeway noise indicates that in the year 2010, the first row of lots nearest the Antelope Valley Freeway will be exposed to an exterior CNEL 70 level. The second row of lots will be exposed to CNEL 60, and all other lots will be exposed to CNEL 60 or less. A sound wall along the border of the Antelope Freeway is not considered to be feasible because of the elevated height of the freeway in this location. It is therefore, recommended that upgraded glazing be utilized to mitigate interior noise levels. Subdivision design standards and glass-walled balconies will assure that no exterior living areas in units nearest the freeway will be impacted by noise levels in excess of the CNEL 65 exterior standard.

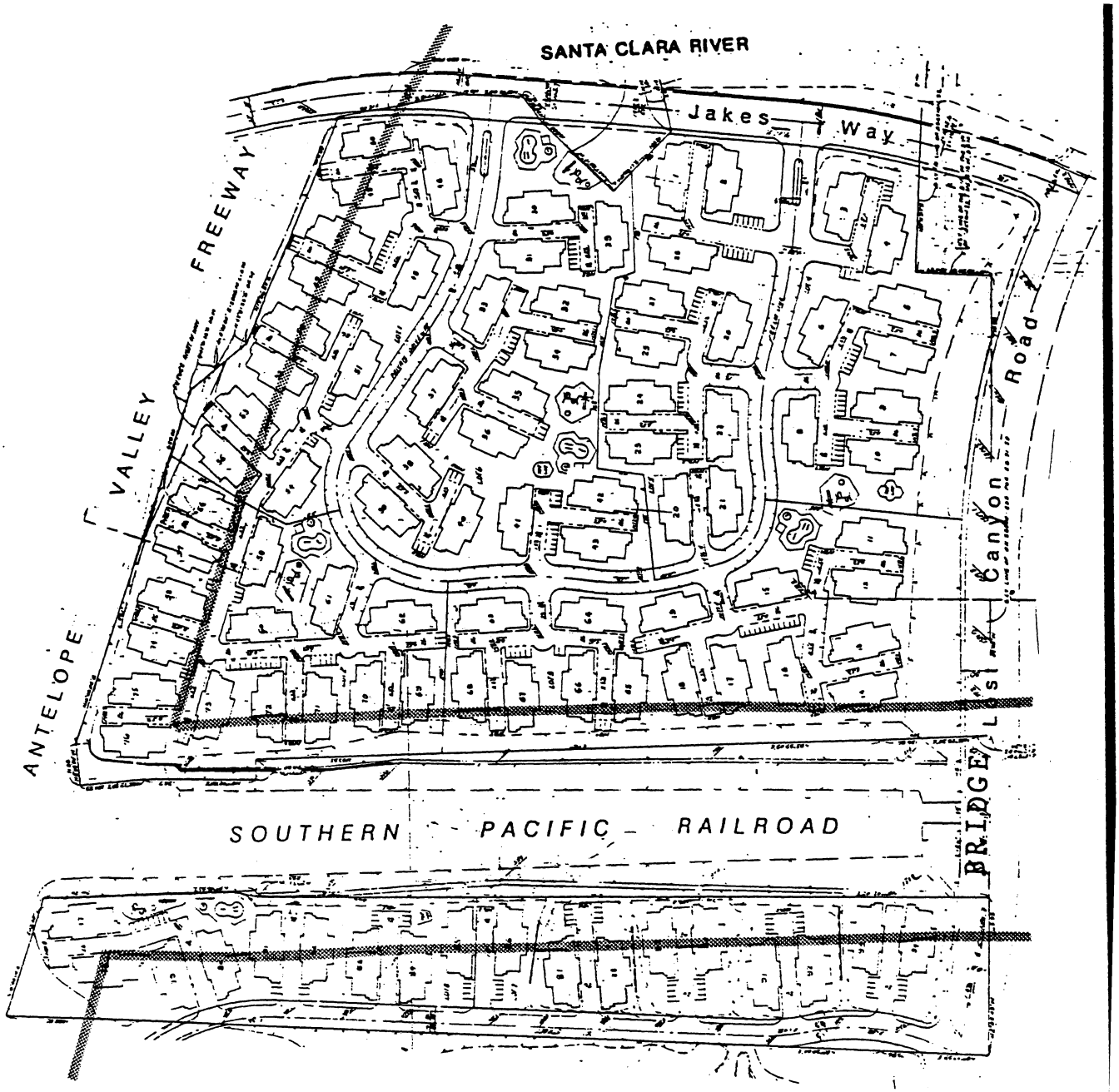
  The upgraded glazing for all windows and glass doors facing the freeway is either ¼" laminated glass or a dual-pane assembly. In either case, the glazing should have an STC 32 rating.

- The analysis indicates that some of the lots will be exposed to CNEL values in excess of 65 without acoustical shielding due to railroad operations. Additionally, all of the lots would be exposed to high SEL values even though there is no specific criteria for SEL impact.

  Typically, whistle signal noises are considered to be a noise impact for residential areas near railroads. It should be noted that a railroad bridge is proposed over Lost Canyon Road. This will eliminate the existing railroad grade crossing and will also eliminate the need for any whistles or signals in this area. Therefore, railroad whistle noise has not been analyzed.

  To mitigate railroad noise impact, a 14 foot high wall on both sides of the railroad tracks is proposed as shown in Figure 11. CNEL and SEL values were calculated at 5 lots adjacent to the railroad on either side of the railroad with the proposed wall in place. The results of these calculations indicate that upgraded window glazing (STC 32 rating) should be installed in the first row of housing units on both sides of the railroad tracks.

Implementation of the foregoing mitigation measures will reduce noise impacts to less than significant levels.



Cumulative Plus Project
Roadway and Railroad
CNEL 65 Noise Contours

SCALE 0 200 400 FEET

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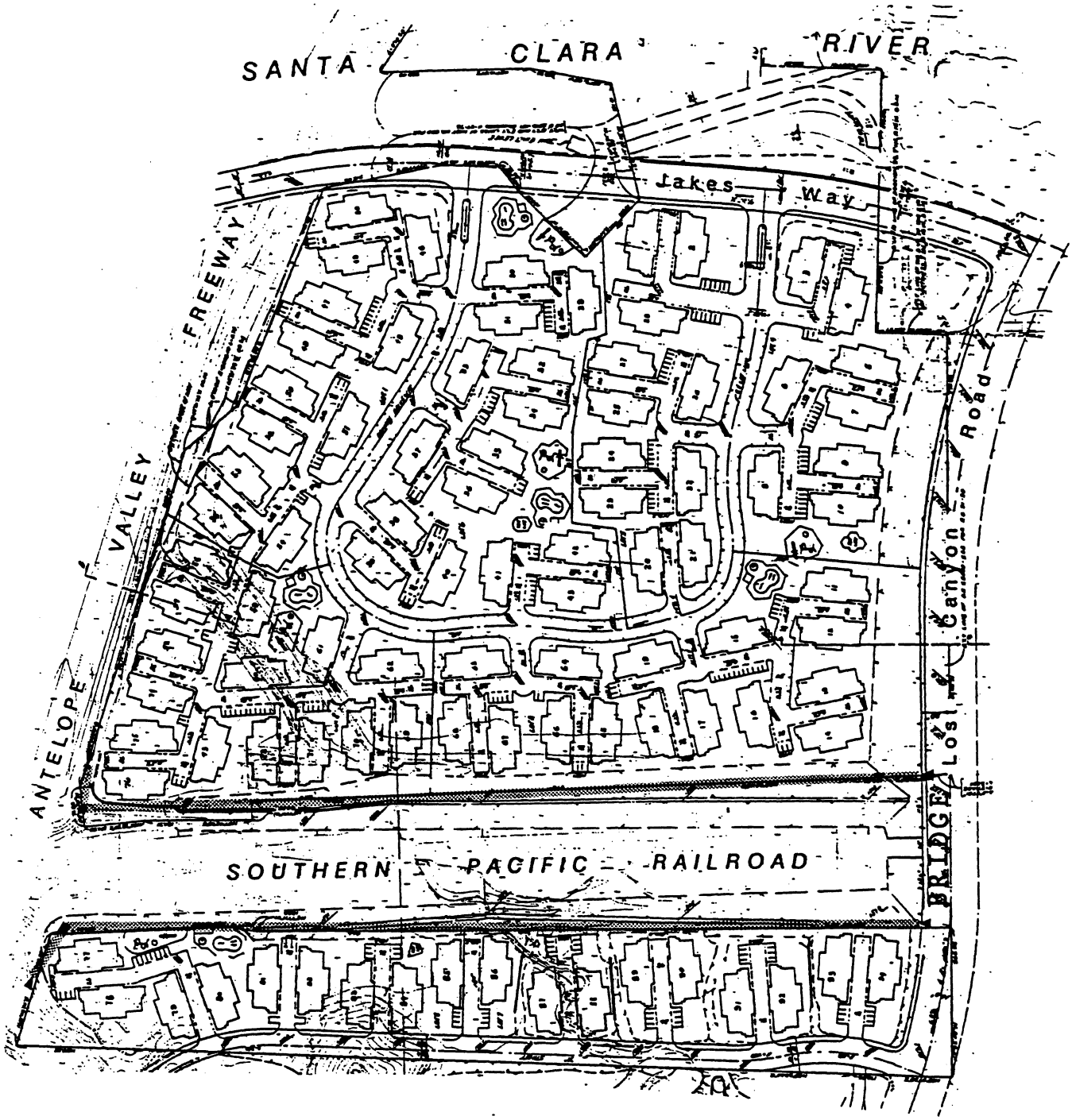
Proposed Project Roadway and Railroad Noise Contours	FIGURE 10



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SCALE 0 200 400 FEET

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Sound Wall Locations

FIGURE 11

5.4 AIR QUALITY

5.4.1 Setting

The Colony project site is located in the air quality jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD air quality monitoring station No. 13 for the project area is located approximately seven miles west from the project site in the City of Santa Clarita. The Santa Clarita station monitors ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and 10 micrometer or less diameter particulate matter (PM10), as shown in Table 4 below for 1991[3]:

TABLE 4

AIR MONITORING DATA

	Days Exceeding State Standard	Days Exceeding Federal Standard	Maximum One-Hour Concentration (ppm)
O_3	118	65	0.24
CO	0	0	9.0
NO_2	0	0	0.17
SO_2	NM[4]	NM[4]	NM[4]
PM10	25	0	81 ug/m^3 (24-hr max.)

There are no sensitive air pollutant receptors in the project or adjacent area (e.g., schools, hospitals, convalescent homes). The Antelope Valley Freeway west from, and adjacent to, the project site is a source of mobile air pollutant emissions in the project area. The Colony, proposed as a residential project requiring no general plan amendment, is classified as an insignificant "indirect" emissions source, and therefore, is not subject to SCAQMD regulations for a permit to construct, or a health risk assessment analysis.

5.4.2 Impacts

The approval of the proposed project would permit development of 752 condominium dwelling units in 94 buildings on the project site, resulting in increased stationary and mobile source emissions. Stationary sources include emissions on-site from construction activities and natural gas combustion, as well as emissions from a distant power plant associated with electrical energy requirements for electrical appliances and lighting. Mobile source considerations include temporary construction

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[3] SCAQMD "Air Quality Standards Compliance Summary for 1991."

[4] NM - Pollutant not monitored.

activities and long-term area vehicular emissions. Estimates of construction, stationary, and mobile source air pollutant emissions for the proposed project and other area-related (cumulative) projects were calculated using current SCAQMD-approved guidance documents, emission factors, software, threshold values, and methods ("Air Quality Handbook," SCAQMD revised April 1987). Mobile emissions for the proposed 752-unit project were calculated for the specific project size and residential conditions using the SCAQMD-approved EMFAC7 computer model. Work sheets for these calculations, including assumptions and computer input data, are provided in Appendix C hereto and resulting emission estimates are summarized on Table 6 herein. Estimates for project construction emissions of carbon monoxide (CO), oxides of nitrogen (NOx), oxides of sulfur (SOx), particulate matter of 10 microns or less diameter (PM10), and total organic gas (TOG) were calculated from emissions factors in the SCAQMD Air Quality Handbook Appendix K using the operational assumptions footnoted on the page B-1 computer work sheet contained in Appendix C hereto. Estimates for stationary project operation, and cumulative project stationary and mobile emissions of CO, NOx, SOx, PM10 and TOG were calculated from emission factors contained in the SCAQMD Air Quality Handbook Appendices F, G, H, and I using assumptions indicated on the page B-2, B-4 and B-5 computer work sheets contained in Appendix C hereto. Estimates for project operation mobile emissions factors, and reasonable input for the SCAQMD-approved EMFAC7 computer model are shown on work sheets as pages 6 through 9 in Appendix C hereto.

The EMFAC7 computer model is a component of the URBEMIS 3 air quality computer program analysis package produced by the California Air Resources Board (CARB). The model is designed to accept input factors that accurately represent the proposed project that is being analyzed. According to CARB personnel (Arthur Diamond, Sacramento), the model contains generic default values which can be replaced with project-specific values that more accurately analyze the project. For the proposed project, generic default values were replaced with project-specific values to account for the project setting and design, including such factors as its location and architectural design, proximity to shopping centers and employment, general "urbanizing" setting, and the full project occupancy in the year 2000 based upon condominium sales performance. The replacement of the generic default values was made using "Best Professional Judgement" (BPJ) after consulting with CARB personnel and reviewing applicable SCAQMD guidelines. These replacement values are accounted for in the "vehicle fleetmix" and "vehicle speed" input factors on pages 6 through 9, in Appendix C. The average vehicle speed input to the air quality computer analyses of 40 MPH is based upon lawful vehicular speed limits on project area roadways of 45 to 55 MPH (Russell J. Watson, P.E., 3 November 1992).

As calculated on page B-1 of Appendix C hereto, temporary uncontrolled fugitive particulate matter (dust) emissions from active project construction areas are estimated to total 44,000 lbs. (1,100 lbs./day), and temporary construction emissions are estimated to include 261 lbs./day CO, 528 lbs./day NOx, 57 lbs./day SOx and 44 lbs./day particulate matter PM (including PM10 constituents). When compared to the SCAQMD daily emission thresholds for significance, fugitive dust and NOx construction-related emissions from the project are a potentially significant, though temporary project impact. The occasional Southern Pacific Railroad freight train through the project area is not considered to be a significant air pollution emission source, and is exempted from California Air Resources Board regulation by the Federal Clean Air Act. Estimation of CO concentrations near highway facilities (via the CALINE 4 computer model) are not warranted for this project because 1) the latest annual area monitoring data indicate no days exceeding State or Federal standards for CO (see Table 4), 2) no intersections, park and ride, or highways with interrupted traffic flow result from

the proposed project (refer to SCAQMD Air Quality Handbook Appendix E), 3) all area roadway traffic conditions are mitigated to "level of service" "D" or better (see Traffic Section 5.7), 4) the project proposes no "sensitive receptors" as described in the DRP "EIR Guidelines," and (5) the estimated project CO emissions do not exceed the SCAQMD threshold for significance (see Table 5).

The proposed project operation air pollutant emissions are under the SCAQMD emission thresholds for significance (see Table 6), and its population within the housing projections stated in the Southern California Association of Government (SCAG) Growth Management Plan; therefore, the proposed project operation is considered to be consistent with the SCAQMD Air Quality Management Plan. However, project implementation will incrementally impact existing regional air quality. Incorporation of the mitigation measures that follow will minimize the project's impact on regional air quality.

5.4.3 Mitigation

The following measures can be implemented to reduce the temporary construction-related air pollutant emissions impacts at the project site:

1. Controlling fugitive dust by regular watering, paving construction roads, or other dust palliative measures -- resulting in potential dust reduction of 50%[5]

2. Maintaining equipment engines in proper tune

3. Phasing and scheduling construction activities to moderate emissions peaks

4. Discontinuing construction during smog alerts as implemented in the region by the SCAQMD.

The following measures will be incorporated into the project design to reduce long-term air pollutant impacts from operation of the proposed project:

1. Provide easy pedestrian access, bicycle storage facilities, and include transit improvements in the project design, such as bus shelters, benches, and bus pockets in the streets as warranted

2. Extensive use of energy-efficient building materials and equipment.

Implementation of the foregoing mitigation measures will ensure air quality impacts are less than significant levels.

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[5] Ventura County Air Pollution Control District, "Guidelines for the Preparation of Air Quality Impact Analyses," dated 24 October 1989.

TABLE 5

PROJECT RELATED AIR POLLUTANT EMISSIONS

Emission Source(s)	Carbon Monoxide (CO)	Oxides of Nitrogen (NO_x)	Oxides of Sulfur (SO_x)	Particulate Matter (PM10)	Total Organic Gas[1] (TOG)
Project Construction Total	10,446 lbs (261 lbs/day)	21,139 lbs (528 lbs/day)	2,277 lbs (57 lbs/day)	1,761 lbs (1,144 lbs/day PM + PM10)	1,556 lbs as exhaust hydrocarbons
Project Operation (lbs/day)					
Stationary	4.44	22.2	1.5	0.5	NA
Mobile	541.6	66.1	4.4	7.1	53.7
Total	546.0	88.3	5.9	7.6	53.7
SCAQMD Threshold	550	100	150	150	75
Cumulative Projects (lbs/day)					
Stationary	256	1,242	74.16	25.7	NA
Mobile	60,080	13,848	NA	3,261	5,472
Total	60,336	15,090	74.2	3,287	5,472

NA - Not Applicable

[1] Total Organic Gas (TOG) includes Reactive Organic Gas (ROG) plus non-reactive organic gas (ozone precursors) as total aggregate emission.

5.5 BIOTA

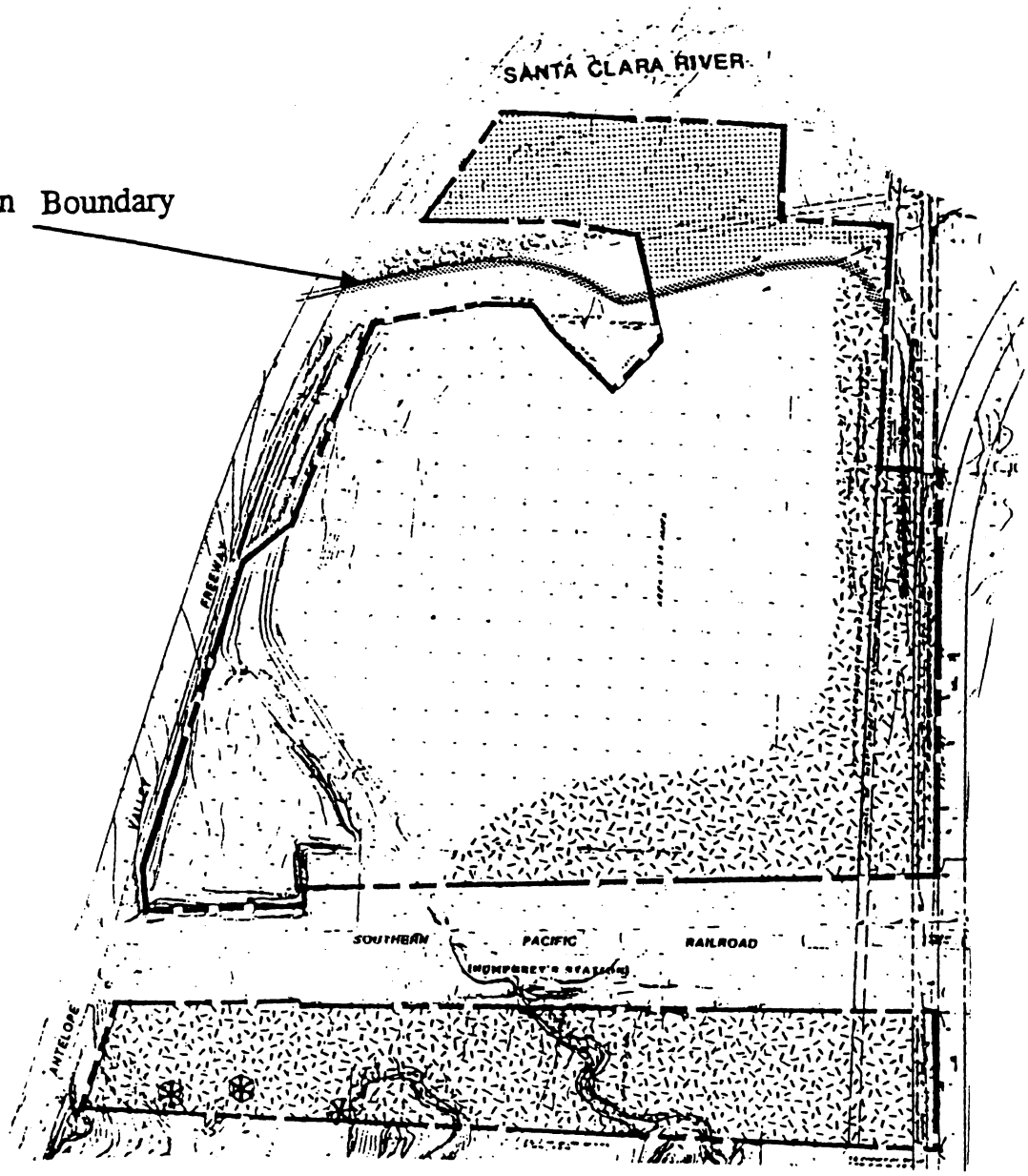
5.5.1 Setting

The biotic composition of the project site is described herein from the information compiled through field reconnaissance, supplemented by contemporary documentation of biological resources in the project area. Appendix D hereto contains the Biological Resources Analysis for the proposed project. The site was surveyed on foot by the firm of Michael Brandman Associates, Inc. (MBA) in June of 1987 and February 1988, when activity and lifecycles of local biota elements are represented for observation. Weather at the time of the survey was cool (approximately 60° F) in the early mornings and warm (to approximately 90° F) with light to moderate winds in the late morning and afternoons. No significant changes to biotic elements at the project site have occurred since 1988.

The physical nature of the property permitted a complete systematic examination of all the vegetation within its confines. Special attention was paid to those areas with the potential for supporting sensitive species. Floral constituents encountered were recorded in terms of relative abundance and host habitat type. Faunal constituents were derived from survey information combined with documented habitat preferences of regional wildlife species that, whether or not detected during the survey, are believed to include the site within their range. Habitat types and sensitive resources were mapped in the field with the aid of a 60-scale (1"=60') topographic base map of the area, and classified according to Munz and Keck (1959) as amplified by Thorne (1976), and Holland (1986).

The northernmost section of the 46.2-acre site boundary includes approximately 4.7 acres in the Santa Clara River floodplain, which was dry at the time of the survey, and is not proposed for development. The Santa Clara River floodplain in Los Angeles County has been designated as SEA 23 by the County of Los Angeles, because certain reaches of the river support populations of a federal- and state-listed endangered fish species, the Unarmored Threespine Stickleback (Gasterosteus aculeatus williamsoni). This species and its habitat requirements are discussed later in this section. A dry gully runs along the western edge of the project site to the river, and a cement channel is present at the junction of the gully and the river. The remainder of the site consists of disturbed coastal sage scrub and grassland vegetation. The southernmost part of the property south from the Southern Pacific Railroad presently consists of fenced pastureland.

Vegetation on the project site consists primarily of coastal sage scrub, with riparian scrub vegetation found in the Santa Clara River floodplain. Figure 12 herein is a vegetation map of the project site. A small area of riparian woodland is found immediately adjacent to the site along its northern border. Grassland areas border both sides of the Southern Pacific Railroad. The southernmost portion of the site lies within a fenced pasture, and the vegetation here is grazed pastureland, with three oaks located on the southwestern edge of the property (refer to Oak Tree Report in Appendix D hereto). According to the Oak Tree Report, the three oaks onsite are Coast live oak (Quercus agrifolia) -- no Quercus dumosa was reported onsite although incorrectly included in the Floral Compendium (Appendix D). The approximate areal extent of each plant community onsite is: coastal sage scrub - 25 acres (58 percent), annual grassland- 14.4 acres (34 percent) and riparian scrub - 3.2 acres (8 percent)--refer to Figure 12.



Legend

- RIPARIAN SCRUB
- GRASSLAND
- COASTAL SAGE SCRUB
- RIPARIAN WOODLAND
- OAKS

SCALE 0 200 400 FEET

N

SOURCE:
Michael Brandman Associates, Inc.

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Project Site Vegetation Map

FIGURE 12

A total of 49 plant species representing 21 families was recorded during the site survey. Of the recorded species, 10 (20 percent) are non-native. A list of all plant species recorded during the survey is provided in Appendix D hereto. The floral composition of each plant community on the site is described in the following subsections.

Most of the area included in the site consists of the coastal sage scrub plant community. Coastal sage scrub is characterized primarily by shrubs from 1 to 5 feet in height with woody bases and semi-woody branches. It occupies coastal Southern California mountains and hillsides to elevations of about 3,000 feet. On The Colony site, the large and most predominant shrubs are Rabbitbrush (Chrysothamnus nauseosus). Other large shrubs are the Great Basin sagebrush (Artemisia tridentata), Chamise (Adenostema fasciculatum), and Four-winged saltbush (Atriplex canescens). A few Mexican elderberry (Sambucus mexicana) trees are present in the gully that runs along the western edge of the site. Smaller shrubs that are found throughout the site include California buckwheat (Eriogonum fasciculatum). Other plants found locally common throughout this area include Black sage (Salvia mellifera), Purple sage (Salvia leucophylla), Spanish bayonet (Yucca whipplei), Hairy yerba santa (Eriodictyon crassifolium), and California sagebrush (Artemisia californica).

Grasslands in Southern California typically consist of introduced or non-native species of grass, along with several ruderal species. Ruderals are fast-growing plants that have the ability to colonize highly disturbed areas characterized by poor soil, intense light, and low moisture. The predominant grasses in the grassland area on The Colony site are Brome grasses (Bromus sp.) and Wild oat (Avena sp.).

During the project site survey, a number of common fauna species were identified (refer to Appendix D hereto for a faunal compendium). No amphibian or reptile species were identified on the project site; however, 15 avian species were identified including House finch, Lesser goldfinch, Northern oriole, Loggerhead shrike ("sensitive species"), Bewick's wren, American crow, Northern rough-winged swallow, White-throated swift, Mourning dove, Killdeer and Red-tailed hawk. Appendix D hereto contains a complete listing of birds identified on the project site.

No species of plant or animal designated threatened, rare or endangered by FWS, CDFG, the California Native Plant Society (CNPS) or California Natural Diversity Data Base (CNDDB) were located on the project site during the survey, nor are expected to inhabit the project site. CDFG "special animals" and "special plants" (CDFG August 1992) are listed on Table 6 herein for the project site and should be considered "sensitive species."

5.5.2 Impacts

Implementation of the proposed project will convert approximately 40 acres of the vacant 46.2-acre site to residential use. The potential impacts of this conversion are as follows:

- Conversion of coastal sage scrub and grassland habitat would represent an incremental addition to an ongoing regional loss of raptor foraging habitat. Due to the relatively small size of the site, this impact is not considered to be significant. The three oaks located on the site will be lost to development.

- Construction activity would disturb wildlife in the vicinity, and conversion of the site will displace wildlife into adjacent areas. Those species which are common in residential areas, such as the American crow and the House finch will likely continue to utilize the area at the conclusion of construction.

The construction activities proposed by this project will constitute a cumulative addition to the impacts of existing and future development projects adjacent to the Santa Clara River in the Santa Clarita Valley. Cumulative impacts may include increased runoff velocities, resulting in increased potential for flooding. Existing drainage runoff volumes from the project site will be reduced by drainage improvement diversions and sediment capture by approximately 37% (see Section 5.2 herein). Given this reduction in runoff volume, any residential contaminates entering the Santa Clara River via the project drainage improvements will not have a significant impact. There is no evidence of significant adverse impacts due to residential runoff contaminants in this reach of the Santa Clara River.

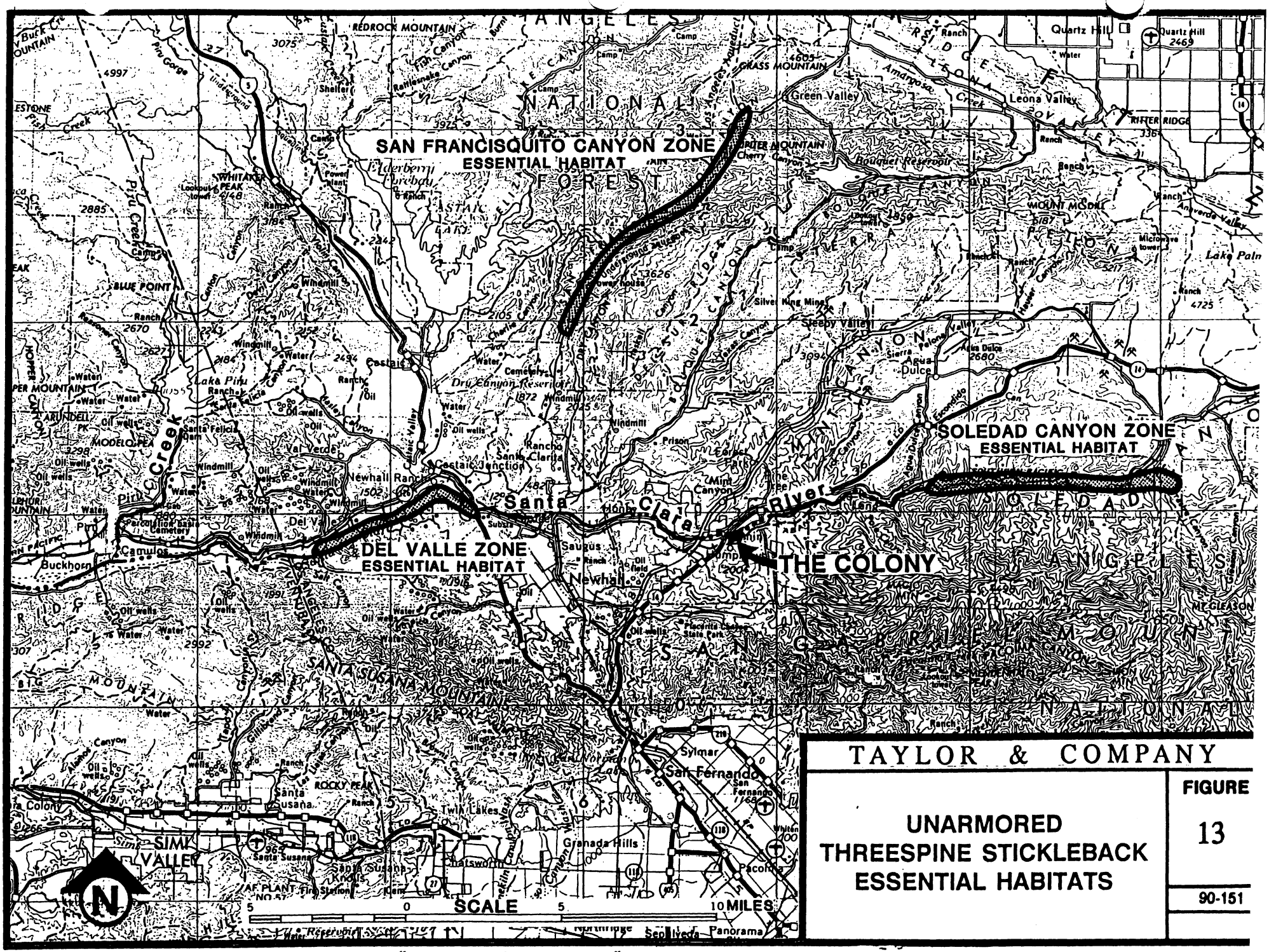
Sensitive Biological Resources

Discussed within this section are: 1) species present in the project vicinity that have been given special recognition by federal, state or local resource conservation agencies and organizations due to declining, limited or threatened populations, resulting in most cases from habitat reduction; and 2) habitat areas that are unique, of relatively limited distribution or of particular value to wildlife. Sources used in the discussions of sensitive biological resources are fully detailed and referenced in Appendix D.

The Santa Clara River floodplain (see Figure 12) adjacent to The Colony site is designated as SEA 23 by the Los Angeles County General Plan principally because of the potential occurrence of the Unarmored Threespine Stickleback (UTS) fish. The floodplain also was claimed for jurisdictional purposes by the US Army Corps of Engineers Los Angeles District on 31 May 1990 as "waters of the US." Biologists inspected the Santa Clara River fronting the project site on 22 October 1989, and found no rare or unique riparian plant communities, and no habitat for the federally- and state-listed endangered UTS fish. A discussion of the project-specific SEA 23 boundary delineation is contained in Section 3.3 herein.

James A. Schmid, Ph.D, Certified Senior Ecologist by the Ecological Society of America, and President of Schmid & Company, Inc., of Media, Pennsylvania, inspected the Santa Clara River in the area of the project site to assess the potential for impacts upon the UTS of proposed residential development. Dr. Schmid was engaged as a nationally-recognized expert in wetlands and aquatic habitats to assist with the US Army Corps of Engineers Section 404 permit (No. 88-282-WV) associated with the proposed project. Dr. Schmid prepared the following report (Schmid 1989) for the applicant dated November 1989 after inspections of the area in June and October 1989, analyses of aerial photographs of the area dated 10/2/64, 11/8/70, 2/11/71, 11/2/72, 3/15/73, 2/18/78 and 2/20/89, and review and analysis of the scientific literature:

> The Unarmored Threespine Stickleback (UTS), Gasterosteus aculeatus williamsoni, is a small (3 to 4 inches long), scaleless fish that originally was described in California in the mid-1800s (Inland Fisheries Branch, undated). The UTS is a



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UNARMORED THREESPINE STICKLEBACK ESSENTIAL HABITATS

FIGURE 13

90-151

"Stickleback Recovery Plan," Appendix A, updated

federally- and state-listed endangered species whose range generally includes suitable sections of the Santa Clara River in Los Angeles County and extends westerly into Ventura County, California. Three "essential habitat" zones of the UTS in the Santa Clara River in Los Angeles County have been identified by the US Fish and Wildlife Service-appointed Stickleback Recovery Team. These zones are located approximately 8 miles upstream (east) and 10 miles downstream (west) from the project site. The Del Valle and Soledad Canyon essential habitat zones are separated by approximately 18 miles of seasonally dry floodplain that supports no UTS or UTS breeding sites (refer Figure 13 herein).

The proposed subdivision is situated along the south bank of the Santa Clara River floodplain near the middle of the 18-mile long, seasonally dry reach where there are no known populations of any fish whatsoever and no known bodies of permanent surface water suitable for sticklebacks. Sticklebacks are the most abundant kind of fish in those very different sections of the River floodplain that support riparian and wetland habitats, notably at the Del Valle Zone downstream from the Interstate 5 Bridge (approximately 10 miles west from the site), and the Soledad Canyon Zone upstream from Lang in the upper Soledad Canyon (approximately 8 miles east from the site).

Concerns have been expressed that the potential cumulative destruction of UTS habitat and the altering of the hydraulic characteristics of the Santa Clara River by the proposed and similar developments may result in perennial river flows between the Soledad Canyon and Del Valle Zones. A significant permanent flow plausibly could provide opportunities for the hybridization of the pure Soledad Canyon Zone UTS with the genetically dominant, partially armored (Gasterosteus aculeatus microcephalus), and armored (Gasterosteus aculeatus aculeatus) sticklebacks located downstream. The partially armored and armored forms are known to inhabit the Santa Clara River at the confluence of Piru Creek (Bell 1978), approximately 30 river-miles west and downstream from the Soledad Canyon Zone.

Michael A. Bell's publication "Fishes of the Santa Clara River System, Southern California" dated 15 May 1978 (Bell 1978) discusses a 1972 US Army Corps of Engineers (COE) proposal to channelize the Santa Clara River with a concrete-lined structure for 26.5 miles including 10.36 miles between the Del Valle and Soledad Canyon Zones. The channelization project never was implemented, nor is such a COE proposal pending today. No such channelization structures exist on the Santa Clara River today, nor are any proposed for the subject development. Bell further suggests that channelization "might" result in continuous flow between the upper and lower portions of the Santa Clara River, and that such flow "might" increase genetic introgression (hybridization) to the demise of the UTS in the upstream Soledad Canyon Zone.

The UTS exhibits no seasonal or spawning movements in those sections of the Santa Clara River that constitute its essential habitat (By telephone, Jonathan N. Baskin, Ph.D., 5 June 1989). UTS prefer areas of low velocity flow such as backwaters, side-

streams, pools, and mainstream margins (Bell 1978). Movement or involuntary hydraulic transport of the UTS from the Soledad Canyon Zone westerly and downriver only can occur by washout during infrequent flood conditions (By telephone, Jonathan N. Baskin, Ph.D., 5 June 1989).

Only during the infrequent and temporary flood conditions of the winter rainy season is there sufficient water in the river channel to allow UTS to move from the Soledad Canyon Zone to the downriver Del Valle Zone where there are partially, and armored, stickleback populations. During such floods, the minimum Santa Clara River flow velocities would be approximately 7 to 8 fps due to the river's 2 to 5% slopes in the floodplain (By telephone, Jun Wang; Simons, Li & Associates, Inc., 21 June 1989), creating an unsuitable aquatic environment for UTS. While no data exist on the swimming speed of the UTS, a close fish relative that is State- and Federally-listed as endangered shares similar habitat with the UTS, the Mojave Tui Chub (Gila bicolor mohavensis). The Chub has a swimming speed of 2.85 fps (By telephone, Jonathan N. Baskin, Ph.D., 21 June 1989). Comparing the requisite Santa Clara River flows and associated velocities that would hydraulically connect the UTS Soledad Canyon Zone with the downstream Del Valle Zone (or even more distant downriver Piru Creek stickleback populations), and given the estimated swimming speed of the UTS (as represented by the Chub), it would be highly improbable for any Santa Clara River stickleback to move upriver from the Del Valle Zone to the Soledad Canyon Zone during high-flow conditions that hydraulically connect the two zones. Construction of the proposed project will have no effect on the presence or absence of any hydraulic linkage among isolated populations of fishes along the Santa Clara River.

The Slender-horned spineflower (Dodecahema leptoceras) is listed as endangered by CDFG. It is proposed for listing as endangered by FWS and is listed by CNPS as rare and endangered. This small, prostrate annual occurs in sandy openings without surface disturbance. It is presently known from small populations in four widely separated areas in the greater San Bernardino-Riverside area. The spineflower was last recorded from Mint Canyon, several miles northwest of the project, in 1937. Mint Canyon was searched for the species in 1979 and the species was not relocated. It has probably been extirpated from Los Angeles County as a result of habitat disturbances such as grazing and flood control. The spineflower was not identified on the project site.

The San Diego horned lizard (Phrynosoma coronatum blainvillei) is a FWS Category 2 candidate species. The preferred habitat for this species, open areas of sandy soil and low vegetation, is fairly common within the project boundaries. Although no recent studies have been completed on the limits of the range of this subspecies; a 1952 study indicates it was found at Placentia Canyon approximately 4 miles west of the site. No horned lizards were observed on the project site during the June or February surveys.

The Least Bell's vireo (Vireo bellii pusillus) is listed by CDFG as an endangered species. It generally requires an extensive and dense riparian woodland habitat for nesting. The decline of the species is related to the widespread removal of this habitat in Southern California. In addition, the Brown-headed cowbird (Molothrus ater), a nest parasite that lays its eggs in other birds' nests, has been a major

contributor to this decline. An occasional pair of Least Bell's vireos breeds in Francisquito Canyon, approximately 10 miles northwest of the project site. The very small area of riparian woodland adjacent to the project site, however, is probably insufficient to provide breeding habitat for the vireo. Vireo was not identified on the project site.

The Western yellow-billed cuckoo (Coccyzus americanus occidentalis), state-listed as threatened, also utilizes dense riparian woodland, but this species has been extirpated from most of Southern California as a result of habitat destruction. As with the Least Bell's vireo, the small area of riparian woodland adjacent to the project site is insufficient habitat for the cuckoo. Cuckoo was not identified on the project site.

In addition, the Golden eagle (Aquila chrysaetos), although not listed as rare or endangered, is afforded fully protected status in California and receives additional federal protection under amendments to the Bald Eagle Protection Act (PL 92-535). The Golden eagle is considered sensitive by federal agencies and CDFG due to its requirements for isolated nesting sites and very large foraging areas. The minimal open habitat occurring on the project site is sufficient enough to exclude the oaks onsite as potential nesting sites. Eagle was not identified on the project site.

Several sensitive raptors (birds of prey) may forage in the open grasslands. These include the Black-shouldered kite (Elanus caeruleus), Northern harrier (Circus cyaneus) and Cooper's hawk (Accipiter cooperii) (state species of special concern). None of these species is expected to breed on the project site due to the lack of suitable nesting habitat, but they can be expected to hunt this area from time to time. None of these raptors was identified on the project site.

Table 6 is a list of "sensitive species" (plant and animals) from the August 1992 CDFG, CNPS and CNDDB listings whose natural ranges include the project site. Table 6 species supplement those discussed in the Biota Report contained in Appendix D. While these sensitive species may have occurred historically in the project area, no potential for their (except Loggerhead shrike) nesting or foraging on the project site exists today because the onsite habitat is unsuitable. Loggerhead shrike (Lanius ludovicianus) was observed on the project site (see Appendix D). The shrike is a gray or brownish oscine bird that has a strong-notched bill hooked at the tip. They forage and nest in habitats that support an abundance of insects, such as the grassland and sage scrub that exist at the project site and commonly elsewhere in the Santa Clarita Valley.

From the foregoing discussion it can be concluded that the potential for impact to sensitive species by the proposed project development is not significant. The minor changes in quantity and quality of site drainage discharge to the Santa Clara River will have no significant impact at the point of discharge or on downstream habitats. However, the loss of marginal biological resources at the site will add to the incremental loss occurring from development in the area.

TABLE 6
SENSITIVE SPECIES

Plants:
Nevin's barberry (Mahonia nevinii) F1, SE
Peirson's mourning glory (Calystegia peirsonii) F2

Butterflies and Moths:
San Emigdio blue butterfly (Plebulina emigdionis) F2

Fishes:
Arroyo chub (Gila orcutti) CSC
Santa Ana sucker (Catostomus santaanae) CSC, F2

Amphibians:
Arroyo southwestern toad (Bufo microscaphus californicus) CSC, F2
California red-legged frog (Rana aurora draytonii) F1

Reptiles:
Silvery legless lizard (Anniella pulchra pulchra) CSC
Coast patch-nosed snake (Salvadora hexalepis virgultea) CSC
Coastal western whiptail (Cnemidophorus tigris multiscutatus) F2
San Diego ringneck snake (Diadophis poctatus similis) F2

Birds:
California condor (Gymnogyps californianus) SE, FE
Sharp-shinned hawk (Accipiter striatus) CSC
Swainson's hawk (Buteo swainsoni) ST
Ferruginous hawk (Buteo regalis) CSC, F2
Merlin (Falco columbarius) CSC
Prairie falcon (Falco mexicanus) CSC
Burrowing owl (Athene cunicularia) CSC
Long-eared owl (Asio otus) CSC
Southwestern willow flycatcher (Empidonax trailli) CSC
Yellow warbler (Dendroica petechia brewsteri) CSC
Loggerhead shrike (Lanius ludovicianus) •F2
Tricolored blackbird (Agelaius tricolor) CSC, F2
Bell's sage sparrow (Amphispiza belli belli) F2
So. California rufous-crowned sparrow (Aimophila rificeps) CSC
California horned lark (Eremophila alpestris) F2

Mammals:
California mastiff bat (Eumops perotis californicus) CSC, F2
Townsend's big-eared bat (Plecotus townsendii townsendi) CSC, F2
American badger (Taxidea taxus) CSC

SE = California Listed Endangered
ST = California Listed Threatened
CSC = California Dept. of Fish and Game "species of special concern"
FE = Federal Listed Endangered
F1 = Category 1 Candidate for Federal Listing
F2 = Category 2 Candidate for Federal Listing
• = Species indicated as being on the project site in 1988 Biota Survey Report (Appendix D)

5.5.3 Mitigation

The loss of biological resources resulting from project implementation is an unavoidable impact. However, a variety of measures are available for incorporation into project design the will reduce the level of that impact on the biological resources of the vicinity. These are as follows:

1. The applicant has deed-restricted in perpetuity that portion of property north from The Colony development (approximately 4.7 acres) within the Santa Clara floodplain ("waters of the US") as "natural open space" in accordance with US Army Corps of Engineers Permit No. 88-282-WV dated 7 November 1990 -- see Appendix G hereto. Therefore, The Colony development would result in no significant impact upon the SEA, UTS, or Santa Clara River.

2. Urban runoff entering the Santa Clara River from the proposed project will be mitigated for flow and siltation via appropriate energy dissipators and/or debris basins constructed at the ends of any storm drains directed toward the river.

3. The three native oaks that are found in the southern portion of the site will be replaced at a 2:1 ratio prescribed in the Oak Tree Permit.

4. 4.7 acres of deed restricted natural open space will remain upon project development.

Implementation of the foregoing mitigation measures will reduce biota impacts to less than significant levels.

5.6 VISUAL/SCENIC

5.6.1 Setting

The project site is located east from, and along, a portion of the Antelope Valley Freeway (State Route 14). The adjacent freeway is not a designated "scenic highway" in the current "Los Angeles County General Plan," as amended 29 December 1987, or the "Santa Clarita Valley Area Plan" dated 6 December 1990. The freeway roadbed is approximately 20 feet (above) vertically removed, and 60 feet (west) horizontally removed from the project site boundary. The project site occupies a portion of the base of the viewshed east from the Antelope Valley Freeway. Present project site topography consists of relatively flat terrain covered intermittently with coastal sage scrub and grassland vegetation. Three oak trees that exist along the southern boundary of the project site will be removed for development and mitigated in accordance with an Oak Tree Permit. The Santa Clara River floodplain fronts the northern boundary of the site (see Figure 2 herein). Present land uses surrounding the project site include vacant land designated for high density residential use to the south and east. High density residential units are under construction to the west from the project site, and are present north from the project site, with the Antelope Valley Freeway bridge intervening. The Southern Pacific Railroad right-of-way traverses the southern portion of the project site in an east/west direction. Proposed project development will require a total grading volume of 639,000 cubic yards (approximately 850 cubic yards per dwelling unit). Approximately 41.5 acres (90%) of the site will be disturbed by grading. The visual impacts associated with the construction activities result in both topographic alteration and removal of natural vegetation. Where visible, the graded area associated with building

pads and roadways would contrast with the backdrop of natural vegetation in the viewshed. Visual impacts associated with this phase of development would be most noticeable to motorist from the Antelope Valley Freeway. As structures are added to the graded areas, angled forms and straight lines would begin to emerge in the rural landscape. Until landscape vegetation is established, building densities may appear to be greater; however, this effect would be diminished as ornamental and natural landscaping materials soften the geometric planes of new structures, and provide visual break between structures. Visual impacts during grading and construction are temporary and transitory in nature, and, therefore, not considered to be significant.

5.6.2 Impacts

Figure 14 herein depicts the views into the vacant project site from the Antelope Valley Freeway. Important elements of the viewshed include the Santa Clara River and the distant vegetated hillsides. Figure 15 depicts the viewshed from the Antelope Valley Freeway into the simulated project design. Site development visual impacts will result from removal of most of the existing coastal scrub and grassland vegetation cover, as well as three oak trees located on the southern portion of the property. The base of the project area viewshed containing coastal scrub and grassland will be converted to residential use including housing structures, streets, sound walls, ornamental landscaping materials, and other improvements. Sound walls along the railroad at the project site, though lengthy, will be visible from a sharply oblique motorists perspective rather than panoramic perspective in the viewshed. The bridge over the Southern Pacific Railroad, though elevated, is approximately one-third mile from the nearest freeway view opportunity. Its visual profile in the viewshed will be broken and obscured by the modulated profiles of intervening rooflines and landscaping. The proposed project will alter the existing base of the viewshed, but will not alter the scenic qualities of the Santa Clara River or distant hillsides. This is a potentially significant impact.

5.6.3 Mitigation

The following mitigation measures will be incorporated into the project design to reduce visual/scenic impacts to less than significant levels:

1. 4.7 acres (10%) as natural open space

2. High quality architectural standards in design and materials will minimize adverse impact to the project area viewshed and adjacent land uses

3. The landscape plan emphasizes native plant materials and slope coverage

4. Graded, cut-and-fill areas will be revegetated with indigenous plant materials

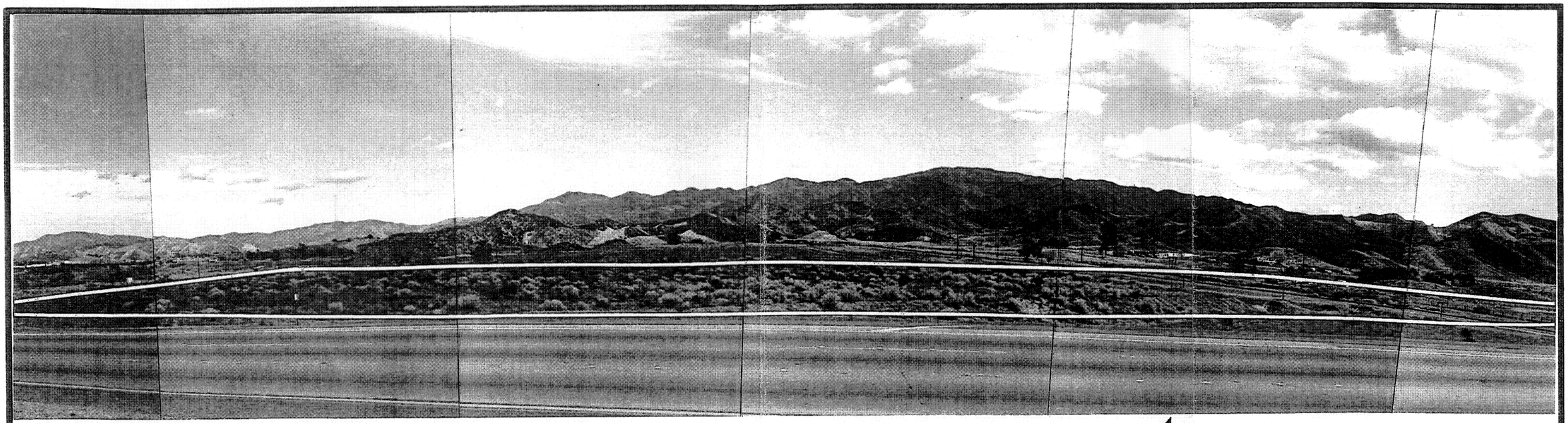
5. Sound walls will be earth-tone colors and landscaped to minimize visual impacts

6. Three oak trees lost to development will be replaced at a ratio per the Oak Tree Permit

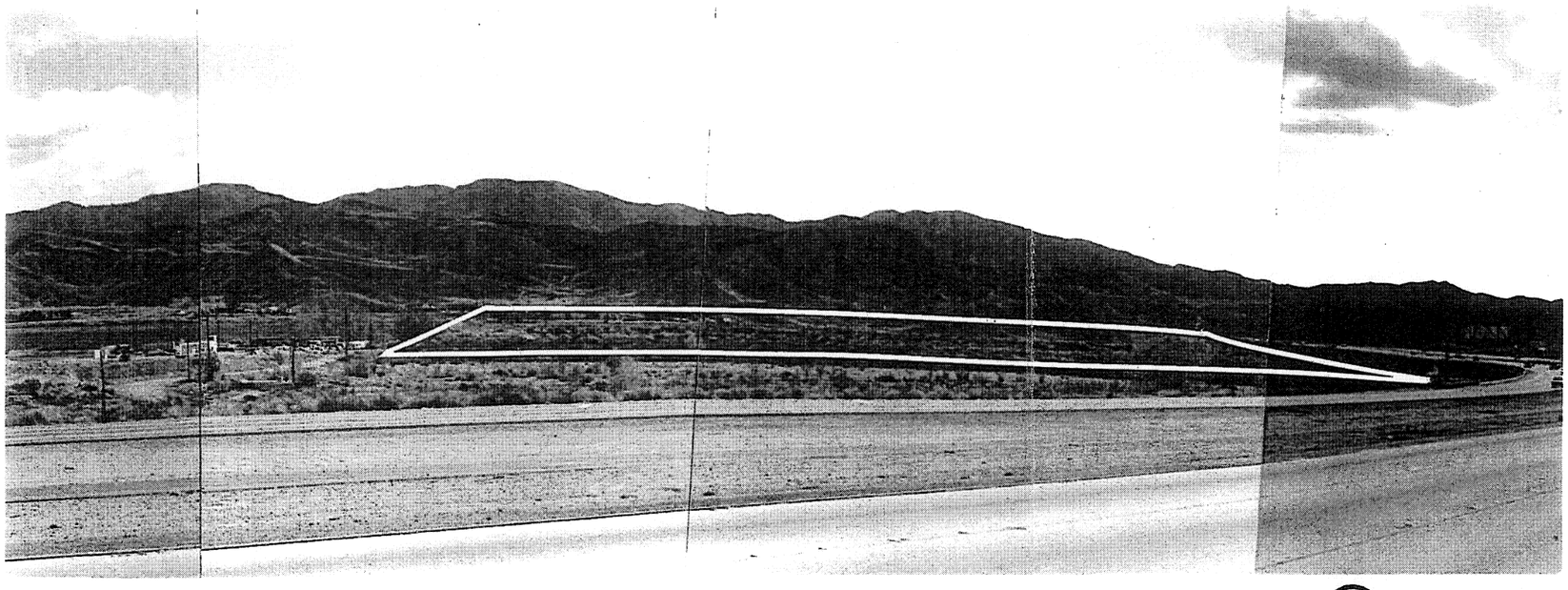
7. Exterior lighting will be shielded to minimize off-site glare

8. Project utilities will be installed underground.

Implementation of the foregoing mitigation measures will reduce visual/scenic impacts to less than significant levels.



MOTORIST'S VIEW EAST TO PROJECT SITE FROM ANTELOPE VALLEY FREEWAY



MOTORIST'S VIEW SOUTH TO PROJECT SITE FROM ANTELOPE VALLEY FREEWAY

TAYLOR & COMPANY

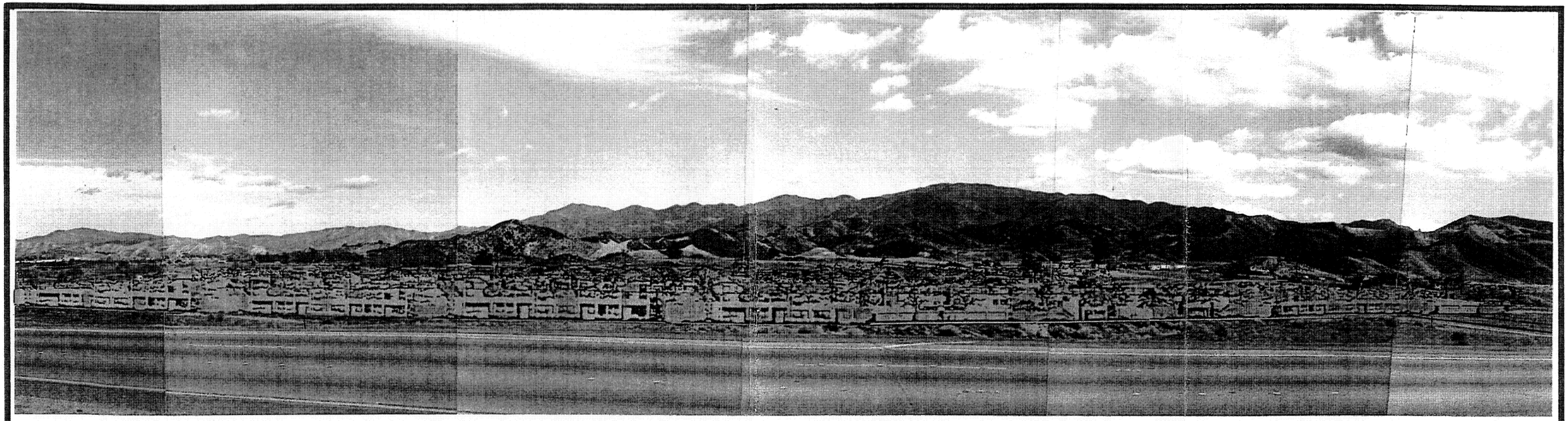
Project Visual/Scenic Perspectives

THE COLONY

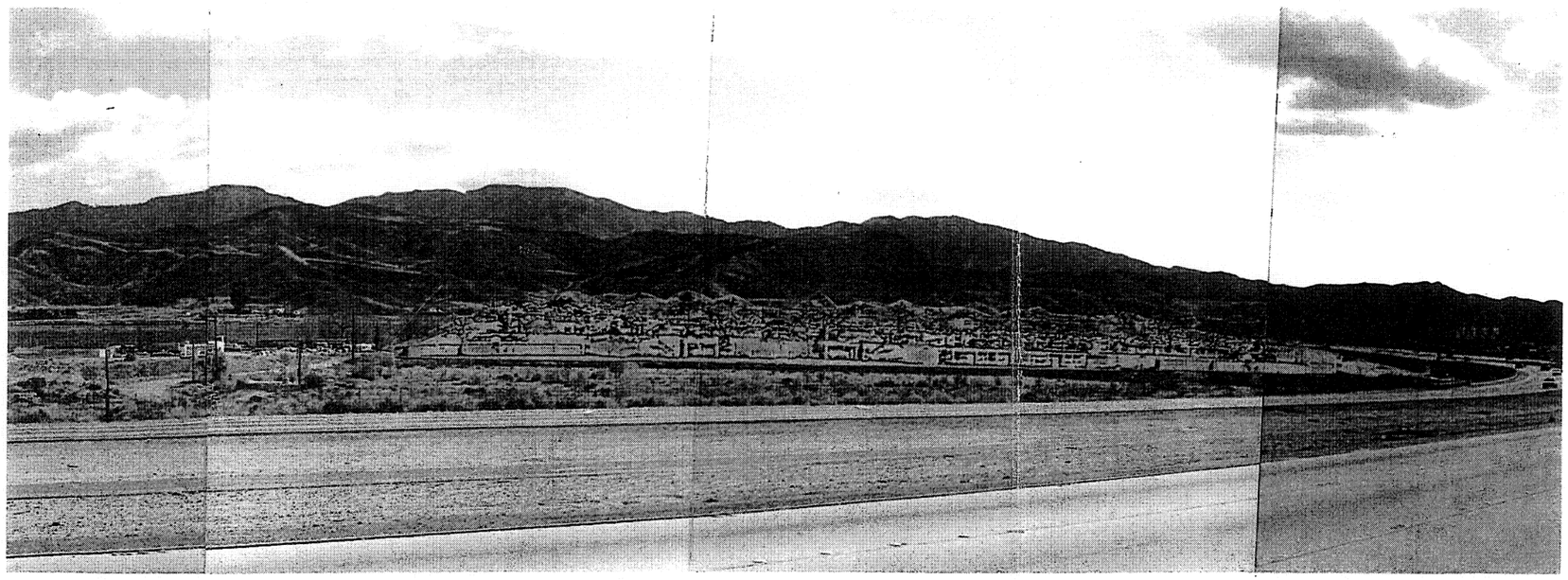
FIGURE 14

90-151

3/22/91



MOTORIST'S VIEW EAST TO PROJECT SITE FROM ANTELOPE VALLEY FREEWAY



MOTORIST'S VIEW SOUTH TO PROJECT SITE FROM ANTELOPE VALLEY FREEWAY

TAYLOR & COMPANY

VISUAL/SCENIC CORRIDORS WITH PROJECT SIMULATION

THE COLONY

FIGURE 15

90-151

5.7 TRAFFIC/ACCESS

5.7.1 Setting

A traffic/access impact study for the proposed project was prepared by Basmaciyan-Darnell, Inc. (BDI) and dated 17 September 1991 (revised) (see Appendix E hereto). The BDI study analyzes the 752-unit project and recommends mitigation measures to achieve acceptable traffic flow conditions.

Traffic access to The Colony development will be provided from existing and proposed future roadways (refer to Figure 16 herein). Existing roadways in the area of the project site are the Antelope Valley Freeway, Sierra Highway, Soledad Canyon Road, Lost Canyon Road, and Via Princessa. Future proposed roadways include Jake s Way, Canyon Park Boulevard and Jason Way, as well as upgrading of Lost Canyon Road to a secondary highway as part of the proposed project.

Access to the proposed 752-unit full development will be from Jakes Way via Sierra Highway, and from Lost Canyon Road via Canyon Park Boulevard. Internal traffic circulation will be provided by local driveways as depicted in Figure 17. The proposed 752 condominium units will generate approximately 6,016 additional vehicle trips per day (406 trips in morning peak hour and 549 trips in the evening peak hour) on area roadways upon project build-out (in 1994) and subsequent occupancy. The ability of a roadway system to accommodate local and regional traffic is expressed quantitatively as "level of service" (LOS). LOS values are determined by a comparison of the ratio of the existing roadway volume to the roadways design capacity at intersections, and indicated as intersection capacity utilization (ICU). Roadway intersection values of LOS "D," with corresponding volume/capacity ratio (V/C) of 0.85 or less, are considered to be acceptable operating conditions in urban areas by the County of Los Angeles Department of Public Works. Definitions of LOS and V/C levels are provided on page A-3 of the BDI study--see Appendix E hereto.

Access Phasing

Conditions of project approval will allow for multiple map recordings, and access phasing for the proposed project warrants discussion. The initial phase will provide a single means of road access with limited dwelling unit construction. County standards allow a maximum of 300 dwelling units on a single means of road access off of a master planned highway (Lost Canyon Road in this case), where the restriction is subject to removal through future development (i.e., if another access can be provided).

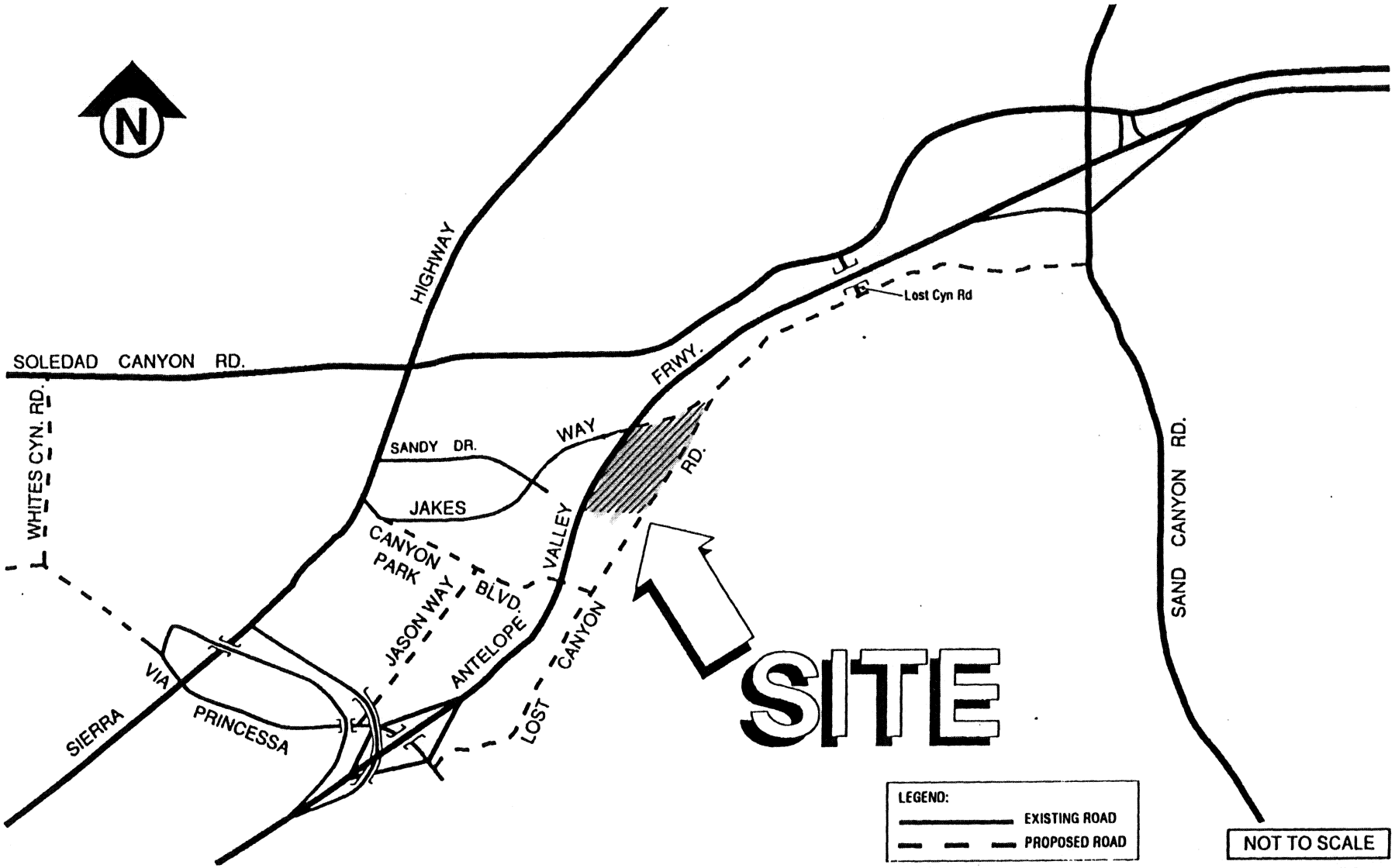
In the initial phase, Canyon Park Blvd. and Lost Canyon Road would be extended from the existing pavement on Canyon Park Blvd. to the future intersection of Lost Canyon Road and Jakes Way. This extension would include a bridge over the railroad right-of-way. Jakes Way would then be built from Lost Canyon Road to the westerly boundary of the proposed development (see Figure 17). A maximum of 300 dwelling units may record until the second means of street access (i.e., the extension of Jakes Way under SR-14 from its present terminus at the eastern edge of TR 43729) is completed or an emergency access is provided to the satisfaction of the Fire Department. If an emergency access is provided instead of a fully-improved road, then a maximum of 444 dwelling units (300 units north of the railroad and 144 units south of the railroad) will be allowed to record as conditioned by the Subdivision Committee.

In the event that the right-of-way for the off-site portion of Jakes Way easterly from the tract to Lost Canyon Road and for the off-site portion of Lost Canyon Road northerly from the tract to Jakes Way is not acquired by the applicant prior to recordation of the first final map, a temporary access road from Lost Canyon Road through the location of Building 9 of the proposed development would be constructed as shown in Figure 17A -- Alternate Access to Lost Canyon Road. The alternate access driveway shall be removed when the off-site road improvements on Jakes Way and Lost Canyon Road are completed.

5.7.2 Impacts

The eight project-area roadway intersections that were analyzed for ICU values in the BDI study are: Sierra Highway at Soledad Canyon Road, Sierra Highway at Sandy Drive, Sierra Highway at Jake s Way, Sierra Highway at Antelope Valley Freeway northbound ramps, Sierra Highway at Via Princessa, Via Princessa at Antelope Valley Freeway southbound ramps, Via Princessa at Antelope Valley Freeway northbound ramps, and Via Princessa at Jason Drive. The existing (1991) ICU values for the eight intersections for am and pm peak traffic hours are shown on Table 7, Column A. The BDI study is based upon the following assumed future conditions: Sierra Highway at Antelope Valley Freeway northbound off-ramp to be signalized in 1993, proposed project completion in 1994, completion of the Via Princessa/Whites Canyon roadway between Sierra Highway and Soledad Canyon in 1993, Sierra Highway at Via Princessa to be signalized in 1991, and total background traffic growth to be 6.12% by 1994.

The ICU analysis determined V/C and LOS values for the eight subject intersections at the time of project build-out (1994), including an estimated ambient area traffic volume growth of 2% per year, The Colony-generated traffic, and other area projects' traffic -- see Table 7, Column B. Other area projects include 13 proposed residential and commercial developments resulting in 57,269 additional vehicle trips per year. As shown on Table 7, Column B, the 1994 scenario without mitigation results in two of the eight intersections operating below acceptable LOS values (i.e., V/C>0.85). These intersections are Sierra Highway at Soledad Canyon Road, and Sierra Highway at Via Princessa.



SOURCE: Associated Traffic Consultants, 25 January 1990.

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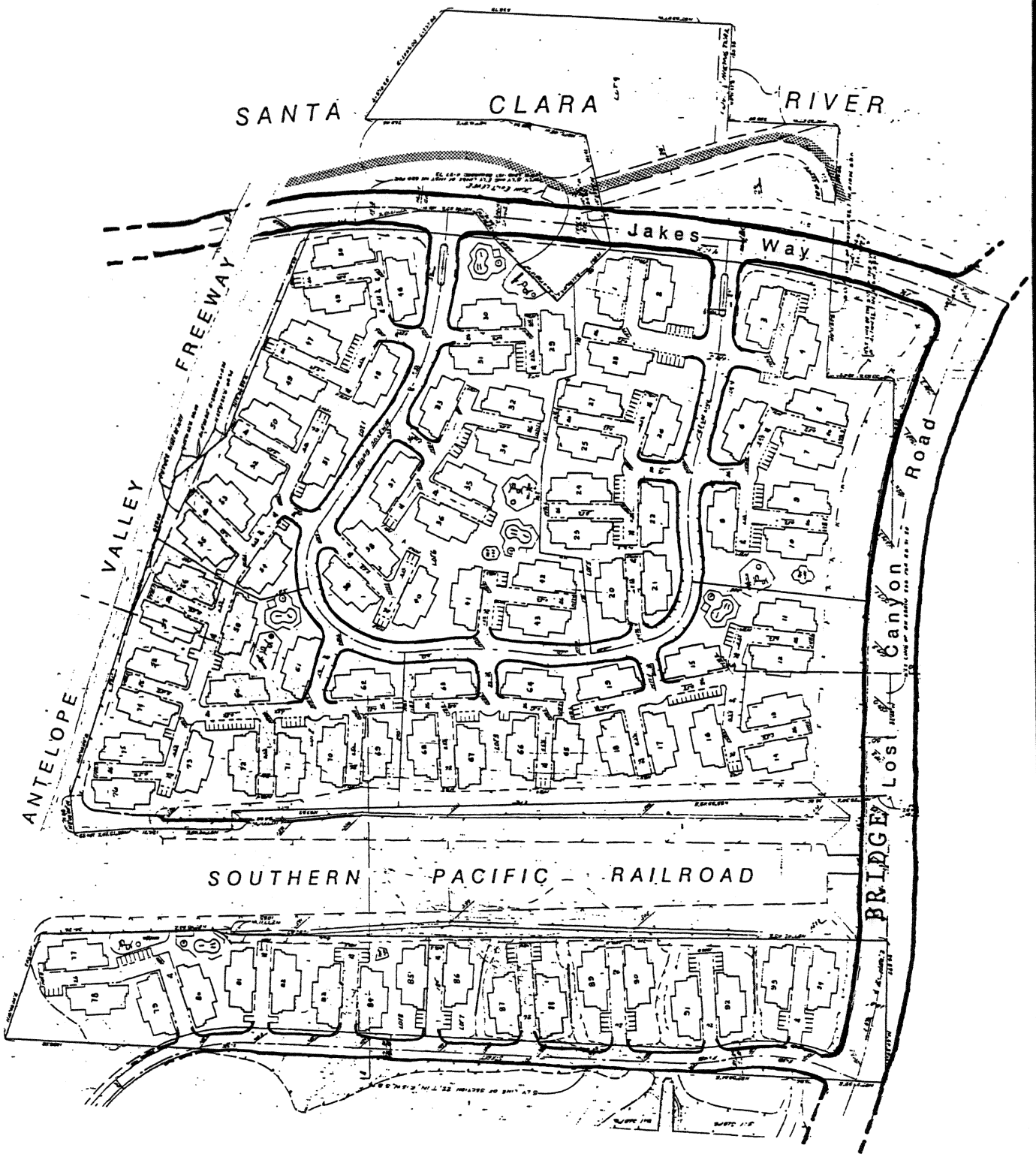
Project Area Roadways

THE COLONY

FIGURE 16

90-151



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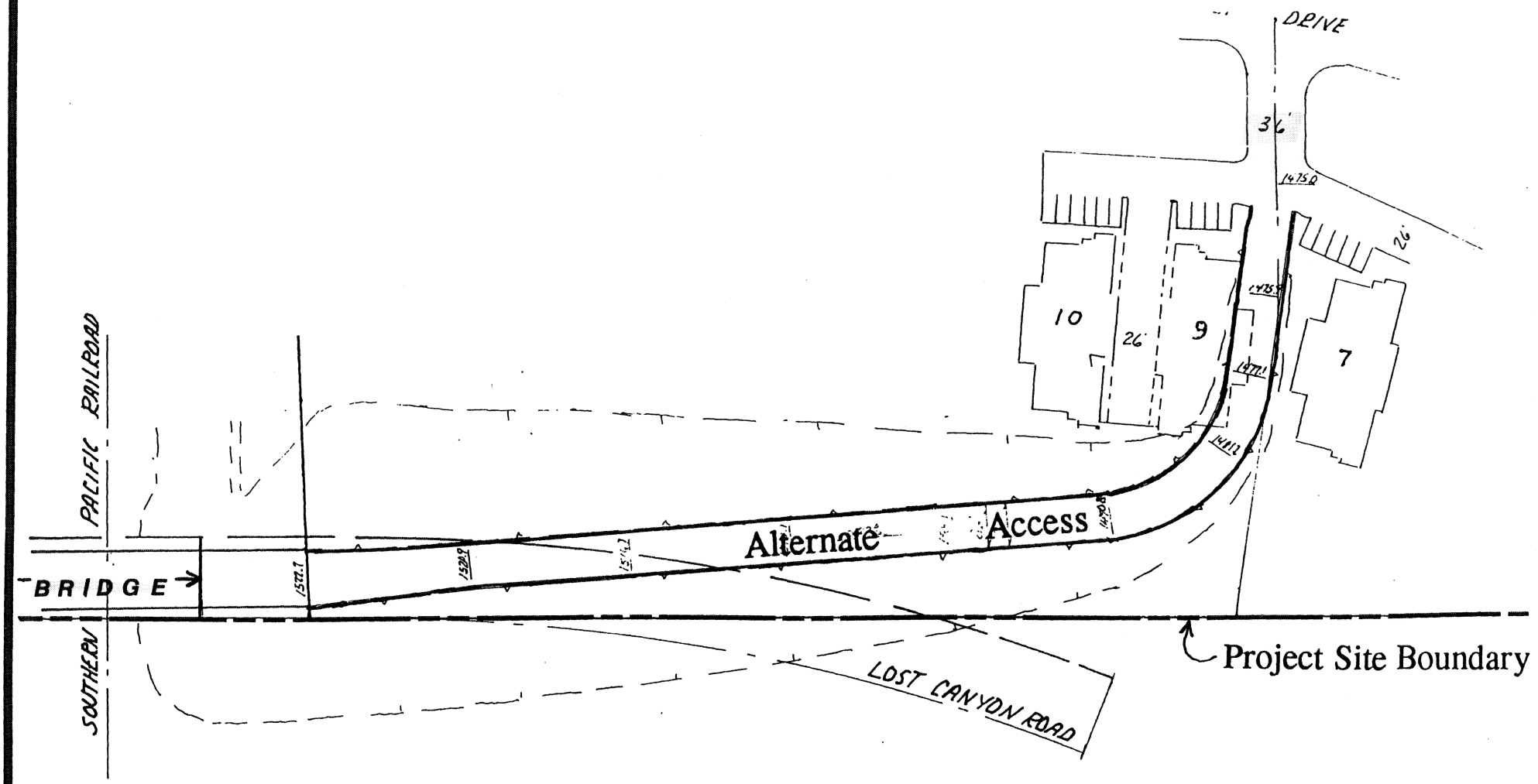
Traffic Roads

FIGURE 17



NOT TO SCALE

N

ALTERNATE ACCESS TO LOST CANYON ROAD
BUILDING 9 TO BE CONSTRUCTED AFTER
LOST CANYON ROAD & JAKES WAY CONSTRUCTED
OFFSITE PER TENTATIVE.

SOURCE: RJW Engineering

TAYLOR & COMPANY

Alternate Access to Lost Canyon Road

FIGURE 17A

PROJECT RELATED TRAFFIC INTERSECTION CAPACITY UTILIZATION (ICU)

Intersection	Peak Hour	Column A		Column B			
		1991 Existing		1994, The Colony, 2% Growth/Year, and Other Area Projects		Column B Scenario with Proposed Mitigation	
		V/C	LOS	V/C	LOS	V/C	LOS
Sierra Highway at Antelope Valley Freeway northbound off-ramp	am pm	N.A. N.A.	N.A. N.A.	0.68 0.68	B B	N.A. N.A.	N.A. N.A.
Sierra Highway at Soledad Canyon Road	am pm	0.74 0.91	C E	0.76 1.18	C F	0.79 0.85	C D
Sierra Highway at Via Princessa	am pm	N.A. N.A.	N.A. N.A.	1.03 0.97	F E	0.82 0.85	D D
Sierra Highway at Sandy Drive	am pm	N.A. N.A.	N.A. N.A.	0.25 0.55	A A	N.A. N.A.	N.A. N.A.
Sierra Highway at Jake s Way	am pm	1.07 0.70	F B	0.72 0.83	C D	N.A. N.A.	N.A. N.A.
Via Princessa at Antelope Valley Freeway southbound ramps	am pm	N.A. N.A.	N.A. N.A.	0.31 0.56	A A	N.A. N.A.	N.A. N.A.
Via Princessa at Antelope Valley Freeway northbound ramps	am pm	N.A. N.A.	N.A. N.A.	0.55 0.79	A C	N.A. N.A.	N.A. N.A.
Via Princessa at Jason Drive	am pm	* *	* *	0.35 0.35	A A	N.A. N.A.	N.A. N.A.

* Roadway to be completed by 1994

N.A. = Not Applicable

5.7.3 Mitigation

The am and pm peak hour traffic estimated to be generated from the proposed project when added to ambient area traffic volumes in 1994, will adversely impact two of the eight key intersections analyzed. Therefore, mitigation measures are necessary. The mitigation measures should improve the LOS of the intersection to "D" ($V/C \leq 0.85$) or better. These mitigation measures should be implemented in accordance with the area-wide improvements due to traffic generated by all related projects approved by the County of Los Angeles. The impact assessment district formed for the area should coordinate the program.

The following traffic improvements are recommended by BDI for overall mitigation:

Sierra Highway at Soledad Canyon Road
- Convert the northbound through/left lane to a through lane
- Add a third eastbound through lane
- Convert the southbound through/left lane to a left-turn lane
- Add a southbound through lane.

Sierra Highway at Via Princessa
- Convert the outside eastbound through lane to a shared through/right-turn lane
- Convert the inside southbound through lane to a shared through/left-turn lane.

Table 7, Column C presents a summary of results of the ICU analysis with mitigation measures for the projected 1994 am and pm peak hour volumes at impacted intersections. The table indicates that all analyzed intersections will be improved to acceptable operating conditions.

Implementation of the foregoing mitigation measures will reduce traffic impacts to less than significant levels, according to the traffic consultant and subject to concurrence by the County Department of Public Works Traffic and Lighting Section.

5.8 SEWAGE DISPOSAL

5.8.1 Setting

Sewer service for The Colony will be provided jointly by Los Angeles County Sanitation Districts No. 26 and 32. The two sewage treatment plants that serve these districts, Valencia (District No. 32) and Saugus (District No. 26) have a combined existing treatment capacity of 13.1 million gallons per day (MGD) with an existing demand of approximately 13.04 MGD.[6]

Equalization, the storing and treatment of sewage from peak periods during off-peak hours, is planned

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[6] Source: County of Los Angeles Department of Regional Planning, Impact Analysis Staff Memo, 3 June 1992.

to be in full operation at both plants by early 1992 and will increase capacity to 16.8 MGD.[7] Facility expansion at the Valencia Plant will increase the combined treatment capacity of the two facilities to 16.6 MGD by 1994.[8]

5.8.2 Impacts

Project-related sewage generation can be estimated by applying sewage generation factors to the number of proposed housing units. Project specific sewage generation is shown on Table 8.

TABLE 8

PROJECT SEWAGE GENERATION

Land Use	No. of Units	Conversion Factor	Total Generation
Condominium	752	180 gal/day/unit	135,360 gal/day (0.135 MGD)

Source: County of Los Angeles Sanitation Districts, 27 December 1989.

The Colony project will generate approximately 0.14 MGD of sewage upon full operation. This demand already has been included in the DRP DMS forecasts of sewer service demand due to the 1986 case filing for The Colony as an 800-unit residential development.

Cumulative impacts for the proposed project and other projects within the combined service area of Sanitation Districts No. 26 and 32 were forecast by discounting pending, approved, and recorded demands and adding existing demand. The following Table 9 provides the capacity/demand status for the projects in the affected Sanitation Districts.

[7] Source: County Sanitation Districts of Los Angeles, Paul Prestia, 26 November 1990.

[8] Source: Ibid.

TABLE 9

CAPACITY/DEMAND FOR SEWER SERVICE[6] (MGD)

Sanitation District	Existing Demand	Discounted Total Projected Demand	Existing Capacity	Future Capacity
26 and 32	13.04	17.48	13.1	16.6

The total amount of sewage generated by the proposed project and related projects in Sanitation Districts No. 26 and 32 is estimated to be 4.44 MGD. Total sewage generation, including existing flows, would be 17.48 MGD. With completion of the Valencia sewage treatment plant expansion and an increase in permitted treatment levels, a deficit of 0.88 MGD of treatment capacity would exist. This deficit is a potentially significant impact.

5.8.3 Mitigation

Capital for expansion of the sewage treatment facilities is generated by user connection fees. Required connection fees for The Colony will be deposited into a capital improvement fund for the Sanitation Districts. The project will include water saving devices and implement water conservation measures as required by the City of Santa Clarita, the County Sanitation Districts, and the Santa Clara Water Company. The County Sanitation Districts have provided a "will serve" letter for The Colony development (see Appendix G hereto), indicating that sewage treatment capacity for the proposed project can be provided upon annexation to District No. 26 and payment of fees. Implementation of the foregoing mitigation measures will reduce impacts to sewage disposal capacity to less than significant levels.

5.9 SOLID WASTE DISPOSAL

5.9.1 Setting

The proposed project is located in an area where solid waste disposal service is provided by Los Angeles County Sanitation District Nos. 26 and 32. Project-related solid waste generation can be determined by applying a generation factor to the population of the proposed project. A summary of the estimated solid waste that will be generated by The Colony is presented on Table 10.

TABLE 10

PROJECT SOLID WASTE GENERATION

Land Use	Number of Units	Population[9]	Conversion Factor[10]	Solid Waste Generated
Condominium	752	2,106	2.19 tons/yr/person	4,612 tons/yr

The planned and existing number of units in the area serviced by Los Angeles County Sanitation District Nos. 26 and 32 were used in estimating the amount of solid waste generated and the cumulative impacts of future development on solid waste management. The estimated amount of solid waste generated in these Sanitation Districts is shown on the following Table 11.

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9 Based on conversion factor of 2.8 people/unit.

10 Source: Joe Hallworth, Public Information Officer, Los Angeles Sanitation Districts, 28 December 1989. This conversion factor includes a persons share of the total waste generated in the area. Residential waste is approximately 0.73 tons/yr/person.

TABLE 11

SOLID WASTE GENERATED IN SANITATION DISTRICTS NO. 26 AND 32

Land Use	Number of Units[11]	Population[12]	Conversion Factor[12]	Solid Waste Generated
Planned	37,095	103,866	2.19 tons/yr/person	227,466 tons/yr
Existing	39,465	110,502	2.19 tons/yr/person	241,999 tons/yr
TOTALS	76,560	214,368	2.19 tons/yr/person	469,466 tons/yr

Presently three landfills, Chiquita Canyon, Sunshine Canyon and Calabasas, service the Santa Clarita Valley solid waste stream. Their remaining capacities and life expectancies are presented on the following Table 12.

TABLE 12

LANDFILLS CAPACITIES FOR THE SANTA CLARITA VALLEY[13]

	Remaining Capacity (millions of tons)	Remaining Life (years)	Permitted Daily Capacity (tons)
Chiquita Canyon	2.26	8	3,000
Sunshine Canyon	1.0	1.8	6,362
Calabasas	16	18	2,520

5.9.2 Impacts

Solid waste disposal for the proposed and cumulative projects will be accommodated at the Chiquita Canyon and Calabasas landfills and, if expanded, Sunshine Canyon landfill. The operator of Sunshine Canyon has applied to the County of Los Angeles to expand the capacity by 70 million tons. The Los Angeles County Board of Supervisors on 19 February 1991 approved expansion by 16.9 million tons for the portion of the Sunshine Landfill under its jurisdiction. Further expansion will require City of Los Angeles approval. The Sanitation Districts of Los Angeles County has issued a Draft Program Environmental Impact Report (DPEIR) entitled "Integrated Solid Waste Management System for Los Angeles County." This DPEIR addresses future landfill needs and specifically identifies sites at Towsley Canyon, Mission-Rustic-Sullivan Canyons, and Blind Canyon landfill, and a diversion alternative. Another proposed site for a new landfill is Elsmere Canyon, located southeast from the

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11 Source: Los Angeles County Department of Regional Planning, DMS report, 11 October 1990.

12 Source: Los Angeles County Sanitation Districts, Planning, 2 January 1990.

13 Source: Mike Semon, Los Angeles County Public Works Department, Waste Management Division, 10 December 1990.

City of Santa Clarita. This landfill is planned to meet the needs of both the County and City of Los Angeles well into the next century. The proposed capacity for this landfill is expected to be 190 million tons of solid waste. Solid waste disposal capacity in the proposed project area may be impacted significantly by the demands of proposed cumulative projects.

5.9.3 Mitigation

The Colony will be designed to accommodate solid waste reduction programs such as source separation and recycling as required by the County of Los Angeles Integrated Waste Management Plan. These programs may include the separation of yard and household waste as well as the recycling of paper, cans, and glass. The proposed project design will accommodate curb-side bins for glass, metals, paper, and yard wastes for pick-up by area recycling programs. The applicant will participate in applicable permit fees, disposal fees, and Solid Waste Management Fund deposits as may be occasioned by the 1989 California Integrated Waste Management Act. Implementation of the foregoing mitigation measures will reduce impacts to solid waste disposal capacity to less than significant levels.

6.0 ALTERNATIVES ANALYSIS

Alternatives to the proposed project are evaluated in the following section. These alternatives are summarized as follows:

1. **Existing Zoning.** The project site is developed as allowed under the current M-1.5 and non-urban general plan designation as a manufacturing facility.

2. **No Development.** The project site is not developed, remaining unused for the foreseeable future.

3. **Lower Density.** This alternative assumes the development of the site at a reduced intensity than proposed by the applicant, developing only single-family housing.

Table 13 herein provides a summary comparison of these alternatives.

6.1 EXISTING ZONING ALTERNATIVE

Under this alternative, zoning would remain M-1.5 (restricted heavy manufacturing) and the general plan designation would remain (refer to Figure 18 herein). Buildout under the existing zoning would result in a manufacturing facility employing approximately 1,450 people.

Traffic/Access: Traffic levels and circulation impacts would be greater at peak hours over the levels generated by the proposed project. A facility employing 1,450 people would generate approximately 3,077 trips per day (208 morning peak hour and 280 evening peak hour).

Biota: Impacts to the biota would likely be the same as for the proposed project. The increase in traffic and resulting noise would impact the biota as would air quality impacts.

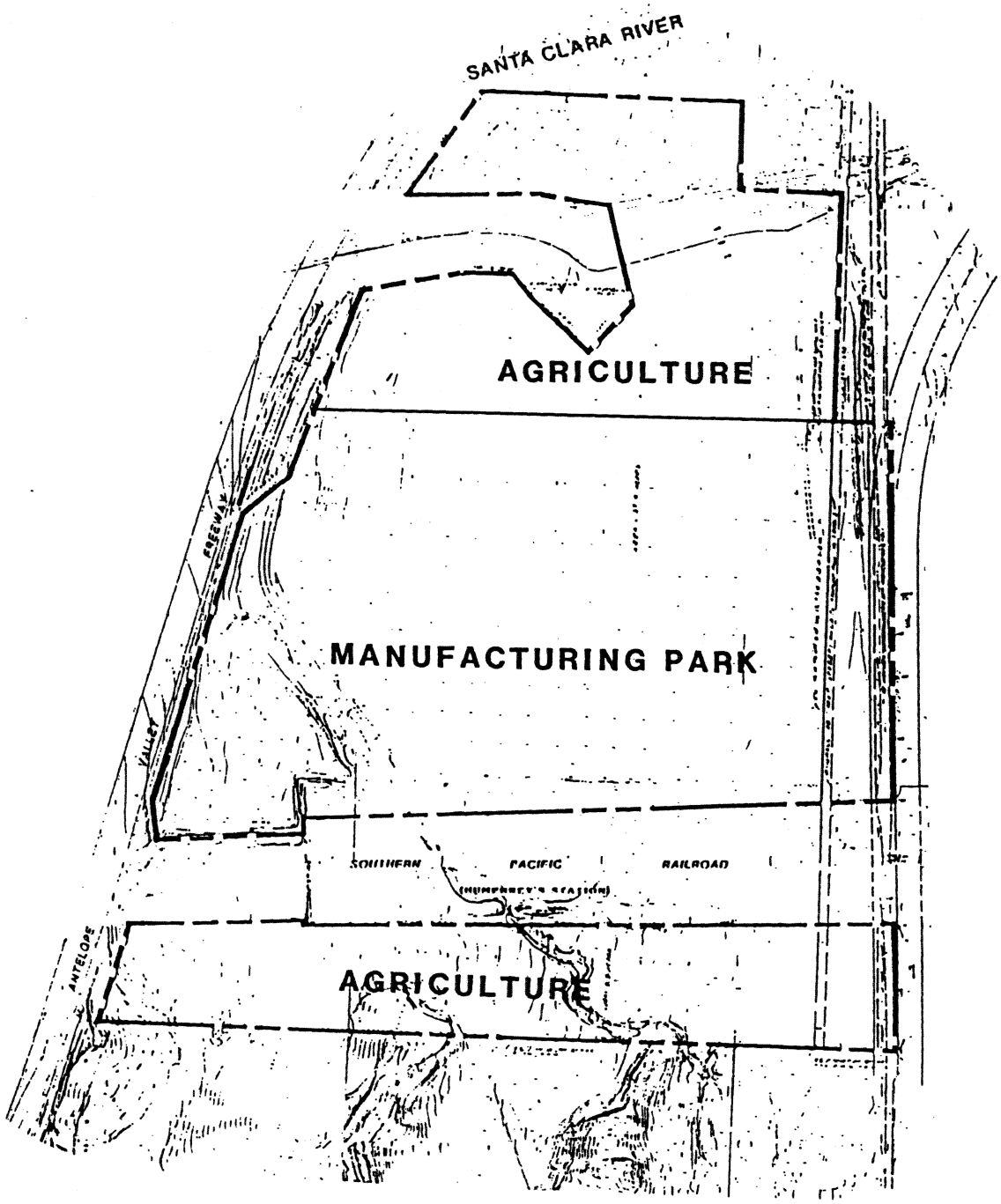
Visual/Scenic: The aesthetic quality of the scenic highway could be negatively affected by the presence of a potential manufacturing plant and the necessary mass of structures surrounded by a large parking area. Visual impacts, however, will depend on the type of development proposed.

Geotechnical Hazard: Existing geological hazard to construction would remain to be mitigated. A similar amount of grading to the proposed project would occur.

Flood Hazard: Existing flood hazards would remain to be mitigated. Improvement to the Santa Clara River levee would be necessary.

Noise: Noise impacts from the Antelope Valley Freeway and the railroad would remain, but the manufacturing facility would be a less sensitive noise receptor. The amount of noise generated by the manufacturing use would likely be greater than that generated by a residential development. This impact would depend on the proximity of other uses, such as residential uses.

Development of the project site as the Existing Zoning Alternative is not feasible according to the applicant because of 1) high improvement costs, 2) manufacturing would be inconsistent with adjacent planned residential uses, and 3) proposed project objectives would not be achieved; therefore, this alternative is rejected. In addition, an 11 April 1990 report by Economic Research Associates (ERA)



N

SCALE 0 200 400 FEET

TAYLOR & COMPANY

Existing Zoning Alternative

FIGURE 18

to the City of Santa Clarita concludes, "Because of the remote and isolated nature of the subject site (The Colony) and the unsatisfactory nature of all proposed access routes to the area, ERA believes that industrial development would be an unreasonable risk venture."

6.2 NO PROJECT ALTERNATIVE

Under this alternative, the site's zoning remains the same. However, the developer does not build or develop on the project site.

Flood Hazard: There would be no impact on the existing floodplain and the risk of flood would remain as it now is.

Geotechnical Hazard: No impacts.

Traffic/Access: Proposed improvement and extensions of Jake s Way and Lost Canyon Road would not occur.

Noise: There would be no increase in noise levels at the site.

Air Quality: Air quality would not be affected because the site would remain undeveloped under this alternative.

Biota: No impacts.

Visual/Scenic: There would be no impact on the scenic qualities of the site or views along the Antelope Valley Freeway in the project area.

The No Project Alternative is the "environmentally superior" alternative; however, it would not achieve the proposed project objectives and is therefore rejected.

6.3 LOWER DENSITY ALTERNATIVE

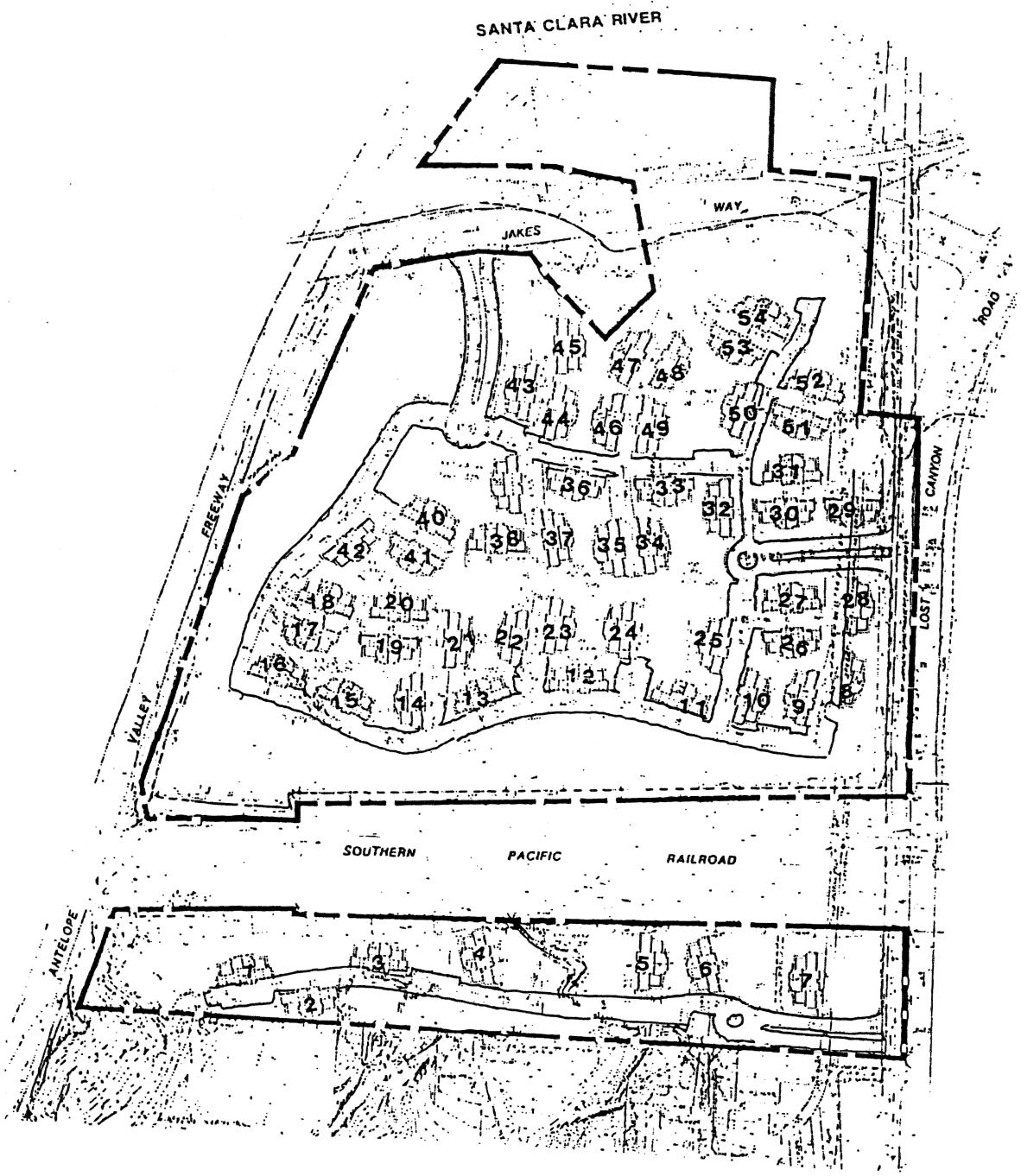
This alternative would allow 432 detached single-family homes in 54 eight-plex buildings on the 46.2 acre site (refer to Figure 19 herein). A lower density of residential development would require a zoning change from present M-1.5. A conditional use permit also would be required, as would tract map approval.

Geotechnical Hazard: Similar geotechnical impacts would result from implementation of this alternative in comparison to the proposed project, including similar grading quantities.

Flood Hazard: The floodplain impact would be unchanged from that of the proposed project, with similar drainage runoff volumes.

Air Quality: Air quality effects for a less dense project would be proportionately lower than the proposed project due to lower traffic volumes and fewer stationary sources.

Biota: A lower density project could proportionately disturb less habitat because the lower-density housing would require a smaller area of construction activity. Oaks could remain.



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SCALE 0 200 400 FEET

TAYLOR & COMPANY

Lower Density Alternative

FIGURE 19

Visual/Scenic: The impact of a lower density project would be virtually the same in terms of the effect on the view from the Antelope Valley Freeway. The expanse of empty land would beeliminated, although less dense housing units could be more aesthetically pleasing, and the oaks could remain.

Traffic Access: This alternative would result in 4,320 daily trips. However the reduction in number of housing units would not likely result in a decrease in regional (e.g., commuter) traffic on the Antelope Valley Freeway. This is based on the assumption that the proposed project would provide housing opportunities for those who would otherwise commute to and from the Palmdale area.

Noise: Noise impacts from the Antelope Valley Freeway and Southern Pacific Railroad would cause significant CNEL exceedances at dwelling units without mitigation as provided with the proposed project.

The Lower Density Alternative development is not feasible according to the applicant because the 432 residential units would typically be more expensive to purchase due to land and infrastructure improvement costs, and area market conditions. Moreover, this alternative would not provide the roadway improvements, railroad isolation features or achieve the objectives of the applicant. For the foregoing reasons, this alternative was rejected by the applicant.

TABLE 13

ALTERNATIVES COMPARISON

Impacts	Proposed Project	Existing Zoning (Manufacturing)	No Project	Lower Density Residential
Traffic/Access	6,016 daily trips generated, 549 p.m. peak hour trips.	3,077 daily trips generated	No traffic trips generated.	4,320 daily trips generated
Biota	Construction activity would disturb and displace common wildlife species, and 3 oaks.	Sames as proposed project. Oaks remain.	Wildlife species remain undisturbed.	Same as proposed project. Oaks remain.
Visual Scenic	Views from the Antelope Valley Freeway will be altered by intrusion of residential structures and urban pattern of development.	Views from the Antelope Valley Freeway will be altered more negatively than by proposed project by presence of a manufacturing facility and parking lot.	Views from the Antelope Valley Freeway remain unchanged.	Similar to project although a small urban pattern would be perceived from the freeway.
Geotechnical Hazard	Approximately 639,000 cubic yards of grading will occur. One surficial slope failure onsite.	Same as proposed project.	No levee improvements would be built. No grading would occur.	Same as proposed project.

TABLE 13 (concluded)

ALTERNATIVES COMPARISON

Impacts	Proposed Project	Existing Zoning (Manufacturing)	No Project	Lower Density Residential
Land Use	Changes from vacant to urban residential, with 752 condominium units.	Approximately 360,000 sq. ft. of light industrial manufacturing plant, inconsistent with adjacent residential uses.	Land use would remain undeveloped vacant land.	Development of 432 single-family homes.
Flood Hazard	Project site is located adjacent to the Santa Clara River. Surface runoff will decrease due to project development resulting in 30 to 40% of the area becoming impervious.	Same flood hazard as proposed project. Surface runoff velocity could be greater because of more impervious surface (45 to 65% of the site).	There would be no change from present.	Same as project. Runoff could be proportionately less as less surface area would become impervious, ranging from 20 to 30% of the site area.
Air Quality	Increased stationary and mobile source emissions from permanent use, as well as emissions from construction would impact ambient air quality.	There would be fewer personal vehicle trips generating emissions. However, manufacturing could cause more emissions than residential uses because of equipment and types of vehicles use (diesel, etc.). Construction emissions.	There would be no impact on the existing air quality.	Emissions would be less than for the proposed project because of fewer housing units and fewer vehicle trips. Constuction emissions would be approximately the same as the proposed project. Overall air quality impact would be less than for the proposed project.

7.0 UNAVOIDABLE AND GROWTH-INDUCING IMPACTS

7.1 UNAVOIDABLE IMPACTS

1. The proposed project will require approximately 639,000 cubic yards of grading to create roadways and building pad areas.

2. While quantifiable, this project's traffic noise contribution is not significant and therefore would not adversely impact existing or proposed adjacent land uses.

3. The proposed project, if implemented, would result in increased stationary and mobile air pollutant emissions in the Santa Clarita Valley.

4. Traffic generated in 1994 along the proposed roadways adjacent to the project site, will contribute to the incremental increase in of both local and regional air pollutants.

5. Implementation of the proposed project will alter the base of the viewshed of the hillsides and mountains beyond the site from the Antelope Valley Freeway perspective.

6. Approximately 40 acres of vacant land will be converted to multifamily residential development and amenities.

7. The proposed project will generate approximately 6,016 trips daily (549 during p.m. peak hours).

8. The proposed project will generate approximately 406 trips during the morning peak hour.

9. Conversion of the project site from vacant land to residential uses will decrease drainage flows to the Santa Clara River.

10. Construction activity will disturb wildlife in the vicinity and displace common wildlife species, into adjacent areas.

7.2 GROWTH-INDUCEMENT

Growth-inducing impacts fall into two general categories: direct and indirect. Direct growth-inducing impacts are generally associated with the provision of urban services to an undeveloped area. The provision of these services to a site, and the subsequent development, can serve to induce other landowners in the vicinity to convert their property to urban uses. Indirect, or secondary growth-inducing impacts consist of growth induced in the region by the additional demands for housing, goods and services associated with the population increase caused by, or attracted to, a new project.

With regard to direct growth-inducing impacts, the project's growth influence would be greatest on nearby areas currently designated for urban development, but are still undeveloped. Such areas exist east from the project site. Implementation of the project proposal will result in urban services being extended closer to these undeveloped areas, thus partially reducing the extent of infrastructure improvements needed for development.

These growth-inducing influences will also affect nearby vacant properties that are not currently designated for urban uses. There are, however, a number of factors that would limit the potential for and extent of development within these areas. These include slope gradients, geotechnical hazards, and the Santa Clara River.

The amount of remaining buildable land in the project area would not warrant a growth-inducing designation. Secondary growth impacts (increased support services) can be expected. The 752 proposed condominium housing units will generate approximately 2,106 new residents within the project area.

Approval of the proposed project will increase the housing and labor supply in the area. The proposed project would not cause a significant increase in growth within Southern California, but would support existing and planned commercial and industrial growth through the increase in labor supply and housing accommodations.

As with any development that intensifies land uses, the project will create an increased demand for municipal and public services including utilities, fire and police protection. The project also will indirectly add to the increased demand for market support services, which in turn will stimulate additional growth. In comparison to the existing land uses, development of the project will generate certain growth which cannot be avoided.

8.0 CONSULTED ENTITIES, AND DEIR PREPARER AND CONSULTANTS

8.1 CONSULTED ENTITIES

Los Angeles County Department of Regional Planning
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John Schwarze, Administrator
Frank Meneses, Impact Analysis Section Head
Kishore Manandhar, Impact Analyst
Daryl Koutnik, Biologist
Bill Miller, Development Monitoring System Analyst

Los Angeles County Department of Public Works
Tom Hoagland, Land Development Division

US Army Corps of Engineers -- Los Angeles District
Charles Holt, Permits Section

8.2 DEIR PREPARER* AND CONSULTANTS:

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Basmaciyan-Darnell, Inc., Traffic Engineers
Bill Darnell, Traffic Engineer

Schmid & Company, Inc.
James A. Schmid, Ph.D., Certified Senior Ecologist

Allan E. Seward Engineering Geology, Inc.
Allan E. Seward, Geologist

Jeffrey S. Gordon Geotechnical Engineering
Jeffrey S. Gordon, Soils Engineer

Lee Newman & Associates, Inc.
Richard Ibarra, Horticulturist

Davy and Associates
Bruce Davy, Acoustical Engineer

Michael Brandman Associates, Inc.
H. Lee Jones, Biologist

Robert R. Sims, P.E.
Civil Engineer/Land Planner

9.0 REFERENCES

9.1 Inland Fisheries Branch, California Department of Fish and Game. Received 15 June 1989, undated. The Unarmored Threespined Stickleback. Long Beach, CA.

9.2 Bell, M.A. 1978. Fishes of the Santa Clara River System, Southern California. Natural History Museum of Los Angeles County, No. 295. Los Angeles, CA, 20 pp.

9.3 Michael Brandman Associates, Inc. Draft Environmental Impact Report, Tentative Tract 45023. October 1987.

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9.5 Thorne, R.F. 1976. The Vascular Plant Communities of California. Pages 1-31 *in* J. Latting, ed. Plant Communities of Southern California. California Native Plant Society Special Publication 2.

9.6 Holland, R.F. 1986. Preliminary Descriptions of the Terrestrial Natural Communities of California. California Department of Fish and Game, Sacramento.

9.7 Schmid, J.A. 1989. Issues Report, Corps of Engineers Permit No. 88-282-WV. Schmid & Company, Inc., Media, PA.

APPENDIX A
GEOTECHNICAL AND SOILS REPORTS

ALLAN E. SEWARD
ENGINEERING GEOLOGY, INC.

SINCE 1958

REGISTERED GEOLOGIST 571
ENGINEERING GEOLOGIST 246

10/15/42

January 9, 1987 Job No.: 6-786-1

G.H. Palmer Associates
11740 San Vicente Boulevard
Suite 208
Los Angeles, CA 90049

Attention: Mr. Dan Palmer

Subject: **GEOLOGIC REPORT**
Tentative Tract 45023
Canyon Country, California

Gentlemen:

This report presents our opinions regarding the existing geologic conditions and their affects on the future residential development of the above-referenced site. This report is required by the Geology Group of the Department of Public Works prior to approval of the Tentative Tract Map.

The soils engineering investigation by Jeffrey S. Gordon Geotechnical Engineering was done concurrently with our report and is attached.

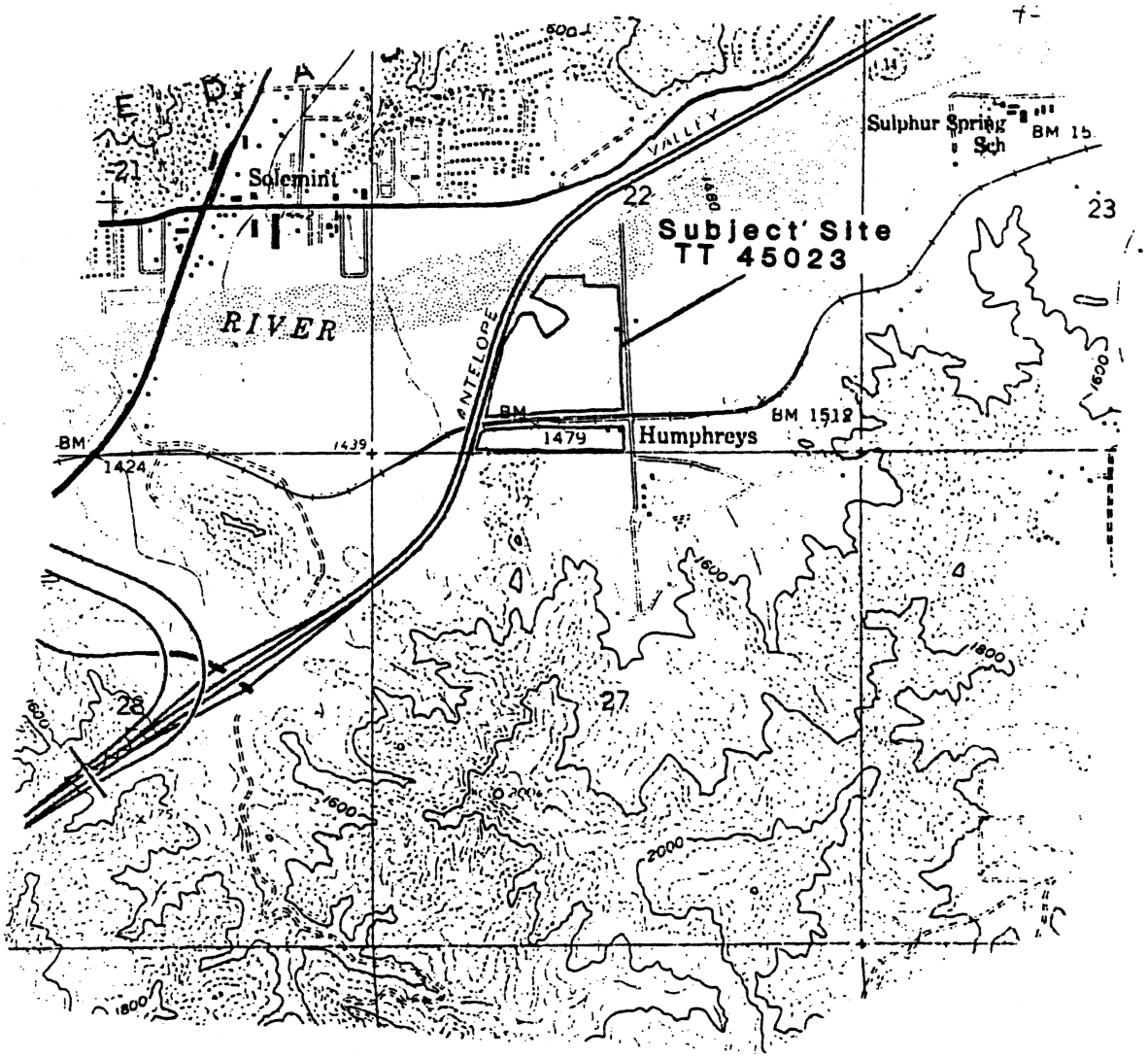
This investigation was performed in July, 1986 through January, 1987.

SCOPE OF INVESTIGATION

The investigation included the following:

1. Review of reports compiled by this office in the general area.

LOCATION MAP



This Map is Not a Survey of the Property.

JOB NUMBER: 6-786-1

Mint Canyon Quadrangle Scale 1" = 2000'

ALLAN E. SEWARD
Engineering Geology

2. Review of Geology and Oil Resources of a Part of Los Angeles and Ventura Counties, California USGS Bulletin 753 by Kew (1924).

3. Review of California Division of Mines and Geology, Bulletin 172, by Oakeshott (1958).

4. Review of USGS Water - Resources Investigation Using Analog Model Techniques in the Saugus - Newhall Area, Los Angeles County, California by Robson (1972).

5. Review of Report on Controlled, Compacted Fill and Foundation Investigation, 27455 Woodfall Road, Saugus, California by Foundation Engineering Company (1972).

6. Review of Soil Engineering Report for 27455 Woodfall Road, Newhall, California by Foundation Engineering Company (1977).

7. Review of California Division of Mines and Geology, Preliminary Geologic Map of the Mint Canyon Quadrangle by Saul (1979).

8. Review of Geologic and Geomorphic Investigation of the San Gabriel Fault Zone, Los Angeles and Ventura Counties, California by Weber (1982).

9. Review of water well logs and water levels within the immediate area on file with the Los Angeles County Flood Control District.

10. Review of water well data in the immediate area of the subject site on file with the Santa Clarita Water Company.

11. Review and evaluation of the following aerial photographs:

Year	Photograph	Scale	Agency
1928	F-12 & F-13	1" = 2000'	Fairchild
3/29/68	4-114 & 4-115	1" = 1750'	Dept. Agric.
4/8/68	6-29 & 6-30	1" = 1750'	Dept. Agric.
1980	128 & 129	1" = 1500'	Amer. Aerial

12. Geologic mapping of exposures on and off the site using the only copy of an existing "As-Built" Grading Plan (scale 1"=100 feet, prepared by Schorr Engineering, dated August 1973) provided by Mr. Dan Palmer.

Geologic data was then transferred to the tentative tract map at a scale of 1"=60 feet, dated November 24, 1986 and provided for this investigation by Engineering Service Corporation. We make no representations concerning the accuracy of the base map.

13. Subsurface exploration which was done concurrently with the soils engineer, Mr. Jeffrey S. Gordon.

14. The drilling and selective down-hole geologic logging of four (4) bucket auger borings to a maximum depth of 45.6 feet. Also, geologic logging of eight (8) additional bucket auger borings excavated by Jeffrey S. Gordon Geotechnical Engineering (See Boring Logs in attached soils report).

15. Excavation and geologic logging of eight (8) exploratory backhoe trenches down to a maximum depth of 12 feet. The exploratory trenches were backfilled with material removed from the trenches following the examination, sampling and geologic logging.

16. Review of those References listed in Appendix C.

17. Geologic analysis, conclusions and recommendations based upon the existing site conditions and future use intended.

16. Preparation of Location Map, Geologic Map, Geologic Cross-Section, Boring Logs, Trench Logs and this report.

PROPOSED DEVELOPMENT

It is our understanding that the subject site is going to be subdivided as Tentative Tract 45023 with eight (8) lots for residential development with 800 condominium units. The cut-slopes are proposed at 2:1 (horizontal to vertical) gradients. The highest proposed cut-slope is 40 feet high (See Geologic Cross-Section 1-1'). All fill slopes are designed at 2:1 (horizontal to vertical) gradients.

SITE DESCRIPTION

The subject site comprises approximately 42.6 acres southeast of Solemint Junction adjacent to the Southern Pacific Railroad and south of the Santa Clara River. The Antelope Valley Freeway borders the site on the west and the Southern Pacific Railroad (SPRR) crosses the southern portion of the site. The area north of the SPRR (Lots 2 to 6) consists essentially of an elevated fill pad that was used as a fill disposal area during construction of the Antelope Valley Freeway. Lot 1, situated within the Santa Clara River drainage, is not proposed for development at this time. Lots 7 and 8 are south of the SPRR and are in a natural state with a light covering of chapparal and grasses.

Access to the site is via Woodfall Road off of Sierra Highway.

The specific details of the topography are shown on the Location Map and Geologic Map that accompany this report.

GEOLOGY

General

The subject site is located to the southeast of the central axis of the west plunging, northeast striking, synclinal (downfold) trough of the Soledad Basin. This basin is wedged between the pre-Tertiary, crystalline igneous bedrock of the San Gabriel Mountains on the south, and the metamorphic rocks of the Sierra Pelona on the north. Structurally, the San Gabriel Fault separates the Ventura Basin on the southwest from the Soledad Basin to the northeast.

Bedrock

Mint Canyon Formation (Tmc)

The Miocene, non-marine sediments of the Mint Canyon Formation comprise the bedrock beneath the site, and include silty sandstone, sandstone and conglomerate.

Surficial Deposits

Recent Alluvium (Qal)

The Recent Alluvium consists of lensing interbedded silty sands, sands, and gravels (See soils engineer's report for detailed boring logs) that were deposited by the Santa Clara River. The Recent Alluvium probably has a maximum thickness of 130 feet near the northern margin of the property.

Surficial Slope Failure (Qsf)

One surficial slope failure was noted south of the railroad, and consists of a heterogeneous mixture of soil and weathered bedrock. The material associated with this surficial failure probably has a maximum thickness of 4 feet at the base of the slope.

ENGINEERING GEOLOGY

Geologic Structure

The site has been uplifted and tilted by past tectonic deformation creating a homocline that is inclined to the northwest. The three-dimensional geometry of the bedding planes on the site is

illustrated on the attached Geologic Map and Geologic Cross-Section 1-1 based upon:

1. Excellent natural bedrock exposures;
2. Exploratory backhoe trenches; and
3. Exploratory auger borings.

The compilation of the above-referenced items provides detailed geologic data on the geologic structure and lithology for a depth of 10 feet or greater below all proposed cut-slopes. The bedding within the Mint Canyon Formation is favorably oriented relative to the proposed cut-slopes.

It is our understanding that the soils engineer's evaluations calculations are based upon the weakest material encountered in the exploratory trenches and borings.

Certified Engineered Fill (Cef)

The major portion of the site is covered with artificial fill that was certified by Foundation Engineering Company, January 10, 1972. This existing certified fill was placed during construction of the Antelope Valley Freeway and has a maximum depth of 19 feet. Engineering properties of this existing certified fill are covered in the attached soils engineering report.

Surficial Slope Failure

One surficial slope failure was noted south of the railroad. The incompetent material associated with this surficial failure will be removed, prior to placement of certified fill.

Cut-Slopes

The cut-slopes are proposed at 2:1 (horizontal to vertical) gradients. The highest proposed cut-slope is 40 feet high (See Geologic Cross Section 1-1'). Bedding orientations are favorable within the bedrock and the cut-slopes will be geologically stable.

Surficial Debris Flows

The geologic record, as interpreted by the geomorphology of the site in conjunction with the lithology of the surficial soils and bedrock, indicates that the potential for surficial debris flow is very low to nonexistent. The only area with sufficient relief for potential debris flow is south of the railroad. The existing soils and bedrock are very porous and permeable, thus reducing the potential for a saturated surficial zone to develop.

We will evaluate in detail the potential for debris flow hazards, in conjunction with the soils engineer at the **Grading Plan** stage, when an appropriate scale (40-scale) topographic base map is available.

It is the opinion of this firm that debris flow hazard on Tentative Tract 45023 is very low to nonexistent.

The following measures (**if required**) are available to mitigate potential debris flow hazards:

1. Remove loose surficial material.
2. Construct diverter slough walls.
3. Construct impact walls.

4. Construct debris fences.

5. Control runoff drainage.

6. Planting of selective deep-rooted vegetation.

Building Setbacks

The standard County setbacks from ascending and descending man-made slopes should be followed, unless superceded by a specific geologic and/or soils engineering evaluation.

Sewage Disposal

It is our understanding that sewage disposal will be by sewers.

Drainage

The drainage from the Santa Clara River flood plain falls under the jurisdiction of the Los Angeles County Department of Public Works.

Surface runoff from the future graded areas should not be allowed to run over any natural, cut, or fill slopes. Runoff from future pads and structures should be collected and channeled to the streets and/or natural drainage courses via non-erosive drainage devices. Water should not be allowed to stand or pond anywhere on the graded pads.

Erosion Potential

The northern boundary of the subject site should be protected from stream erosion relative to the Santa Clara River. It is

our understanding that this is also under the jurisdiction of the Los Angeles County Department of Public Works.

Ground Water

During this investigation the Santa Clara River was flowing immediately north of the subject site. Ground water was encountered in one of our borings with an elevation of 1434 ft.

Our review of ground water data obtained from wells in the immediate area (See Water Well Location map and Tables I and II) indicates historic ground water high ranging from elevations 1465.6 to 1323.6 within the Santa Clara River flood plain. These elevations correlate to depths of 1.6 to 8.1 feet below the ground surface.

In February of 1971, during the San Fernando Earthquake, the ground water beneath the subject site was probably at a depth of 6 to 12 feet below the original ground surface.

The historic high ground water within the subject area, especially during the February 9, 1971 San Fernando Earthquake, indicates from the standpoint of geology that the potential for liquefaction is remote to nonexistent. As noted in Table III, the subject site experienced a minimum bedrock acceleration of 0.6g. The high ground water also indicates a low potential for hydroconsolidation (collapsing soils).

It should be noted that the water table fluctuates up and down in response to the natural re-charge by nature and the pumping requirements of man. As the agricultural demands for water decrease with the urbanization of the Santa Clarita Valley, the fluctuatuions of the water table will depend on natural and man induced re-charge.

FAULTS-SEISMICITY

General

During a seismic event there are three common forms of geologic hazards that are related to the earthquake:

1. Ground Rupture or Displacement
2. Ground Failure (liquefaction, landslides, failures, etc.)
3. Ground Shaking

Ground Rupture

No known active faults traverse the subject site.

Ground Failure

The soils engineer has evaluated the potential for liquefaction based upon our ground water data and estimated bedrock accelerations, along with their lab tests and blow counts. The soils engineer has concluded that the potential for liquefaction is remote to nonexistent on the subject site provided his recommendations are followed. There are no known bedrock landslides on the subject site. Landslides are not anticipated during a seismic event due to the relatively flat nature of the site.

Ground Shaking

General

The current state-of-the-art for earthquake resistant design related to the shaking phenomena is based upon empirical conditions. These correlations are based upon statistical

analysis of available data from past earthquakes. However, in many cases the statistical distributions are not well-defined, and the upper bounds are interpreted projections.

According to Hay (1980), the seismic empirical relations most frequently used are the following:

1. Earthquake recurrence
2. Magnitude and Modified Mercalli intensity
3. Peak ground acceleration and Modified Mercalli intensity
4. Magnitude and length of fault rupture
5. Peak acceleration, distance, and magnitude
6. Modified Mercalli intensity and distance
7. Duration of shaking and magnitude
8. Peak velocity and distance
9. Site-independent response spectra
10. Site-dependent response spectra

In our current evaluation, we are using the published data relating rupture length to magnitude and then correlated magnitude to probable horizontal peak bedrock acceleration.

Faults

Based upon the review of the data utilized in this investigation, the following active faults could have an impact on the subject site:

1. San Andreas Fault

2. San Fernando/Santa Susana/Sierra Madre Fault Zone

3. San Gabriel Fault

The maximum credible earthquake for the San Andreas and San Fernando/Santa Susana/Sierra Madre Fault Zone is based upon the USGS published data.

The maximum credible earthquake is defined as "the maximum earthquake that appears capable of occurring under the presently known tectonic framework. It is a rational and believable event that is in accord with all known geologic and seismologic facts" (CDMG, 1975).

On the San Gabriel Fault, a maximum length of potential surface rupture is assumed to be 31 miles. This is based upon the truncation of the San Gabriel Fault plane by the 1971 San Fernando Earthquake to the southeast and the basement complex north of Violin Canyon to the northwest.

The existing tectonic framework indicates that the recent fault rupture within the San Gabriel Fault Zone is confined to the Cenozoic sediments within the Soledad and Ventura Basins due to crustal shortening. Based upon a 31 mile length, the projected maximum credible earthquake that the San Gabriel Fault could generate would be 6.6 M. This is based upon Bonilla and Buchanan's world-wide data for strike-slip faults and Slemmon's North American data on all types of faults.

Peak Bedrock Acceleration

Table III summarizes our interpretation of the horizontal peak bedrock accelerations that could be anticipated on the subject site. There is currently a 30% probability of a major earthquake on the San Andreas Fault that will increase to 50% by the year 2000 (USGS OF 81-115).

The maximum probable earthquake is defined (CDMG - 1975) as "the maximum earthquake that is likely to occur during a 100-year interval".

Therefore, the ground motions generated by a major seismic event along the San Andreas Fault will be the controlling factor for the subject site. This would correlate to a VI or VII on the Modified Mercalli Intensity Scale.

The subject site is approximately three (3) miles from the epicenter of the February 9, 1971 San Fernando Earthquake.

A straight line (horizontal distance) interpolation of data from the maximum recorded acceleration (1.25g) at the Pacoima Dam station, through a station to the northwest of the subject site, indicates a peak bedrock ground acceleration of 0.9g occurred at the site during the February 9, 1971 San Fernando Earthquake. However, recent evidence from the 1984 Morgan Hill earthquake suggests a straight-line interpolation is only partially valid (Bakun and others, 1984). This is probably the result of variable energy dissipation because of the differing physical properties of crystalline and detrital rocks. As noted in Table III, the subject site probably experienced a peak bedrock acceleration of 0.6g during the San Fernando Earthquake.

The undersigned resided within the Santa Clara flood plain at the time of the 1971 San Fernando Earthquake and therefore has direct personal knowledge that liquefaction did not occur within the general area.

A maximum probable magnitude is not given for the San Gabriel Fault. A seismic event along the San Gabriel Fault is not considered likely in the next 100 years.

Repeatable High Ground Accelerations

Many studies have indicated that a single peak acceleration of a seismic event is not indicative of the associated ground motion. Therefore, the peak acceleration is of little value in structural design.

Studies by Ploessel (1974) indicate that the Repeatable High Ground Acceleration (RHGA) will more closely approximate a "design acceleration" than a maximum peak acceleration. The Repeatable High Ground acceleration is calculated as 65% of the peak bedrock acceleration.

The site is subject to shaking and associated ground motions from earthquakes on nearby and distant faults, which is characteristic of all Southern California. Neither the **Time**, **Location**, or **Magnitude** of an earthquake can be accurately predicted at this time.

CONCLUSIONS AND RECOMMENDATIONS

1. Tentative Tract 45023 is geologically feasible for residential development, provided our recommendations and those of the soils engineer are incorporated in the grading design and construction.

2. In compliance with Section 309 of the County Code, it is the finding of this firm that the proposed building sites for Tentative Tract 45023 will be safe from geologic hazard and will not adversely affect adjacent property, provided the recommendations in this report and those of the soils engineer are followed.

3. No known historically active earthquake faults traverse the subject site.

4. No bedrock landslides exist on, or affect the subject site. The one surficial slope failure will be removed during the proposed grading.

5. The current and past ground water conditions in the immediate area are summarized in Tables I and II.

6. The most adverse seismic effects on the subject site would result from movement along the San Andreas Fault.

7. Table III summarizes the geo-seismic parameters of the three active faults that could potentially affect the subject site.

8. Portions of the existing fill material, as delineated by the soils engineer, and unconsolidated soil zones will have to be removed and replaced as certified fill in order to comply with current County standards on compaction.

9. The soils engineer has divided Tentative Tract into four areas (See attached Geologic Map Areas I, II, III and IV) in order to facilitate the analysis and review process.

10. The potential for liquefaction from the standpoint of geology is remote to nonexistent.

11. The soils engineer, Jeffrey S. Gordon, has evaluated the potential for liquefaction on the site based upon both the geologic and soils engineering data and has concluded that the potential for liquefaction is remote to nonexistent, provided his recommendations are followed.

12. All be bedrock on Tentative Tract 31236 can be ripped and excavated by conventional grading equipment. No blasting will be required.

13. The potential hazard from debris flows is remote to non-existent. The need for mitigation procedures, as outlined under **Surficial Debris Flows**, will be evaluated in detail at the **Grading Plan** stage.

14. The standard County setbacks from the ascending and descending slopes should be followed.

15. The potential flood hazards relative to the Santa Clara River drainage are referred to your supervising civil engineer.

16. Due to the relatively high ground water on the subject site, future grading operations should be scheduled when the water table is lower (end of summer).

17. The existing provisions in the Grading Ordinance for planting and irrigation of cut-slopes and fill slopes will mitigate the potential for surficial erosion more than the existing natural vegetation.

18. Water should never be allowed to stand or pond on the graded pads.

19. All future cut-slopes and fill slopes should be planted with vegetation as soon as practically possible following construction to impede surficial erosion.

20. The location and dimensions of the exploratory trenches and borings should be noted relative to future building plans, unless the trenches and/or borings are removed by future grading operations. If future foundations do traverse the trenches or borings, they should be designed for potential settlement and/or reviewed and approved by the soils engineer.

21. Grading operations should be conducted under periodic geologic inspections to confirm the anticipated geologic conditions.

22. We should review and geologically approve the grading plans prior to submittal to Los Angeles County to ensure our recommendations are incorporated into the design of the plans. This will facilitate and speed the review processes by governmental agencies.

23. It is recommended that the owner of the subject property review the findings of this report with adjacent property owners so that any possible impact arising from construction on the subject property can be evaluated.

This opportunity to be of service is appreciated. If you have any questions concerning this report, please give us a call.

Respectfully submitted,

Allan E. Seward
Certified Engineering Geologist 246

George Freitag
Staff Geologist

Enclosures:

Location Map

Geologic Map, Plate I (In Pocket)

APPENDIX A
- Geologic Cross-Section 1-1'
- Geologic Trench Logs 1 through 8
- Geologic Boring Logs 1 through 4

APPENDIX B
- Well Location Map
- Water Table Data - Wells - Table I
- Water Table Data
- Santa Clarita Water Company Wells - Table II
- Geo-Seismic Parameters - Table III

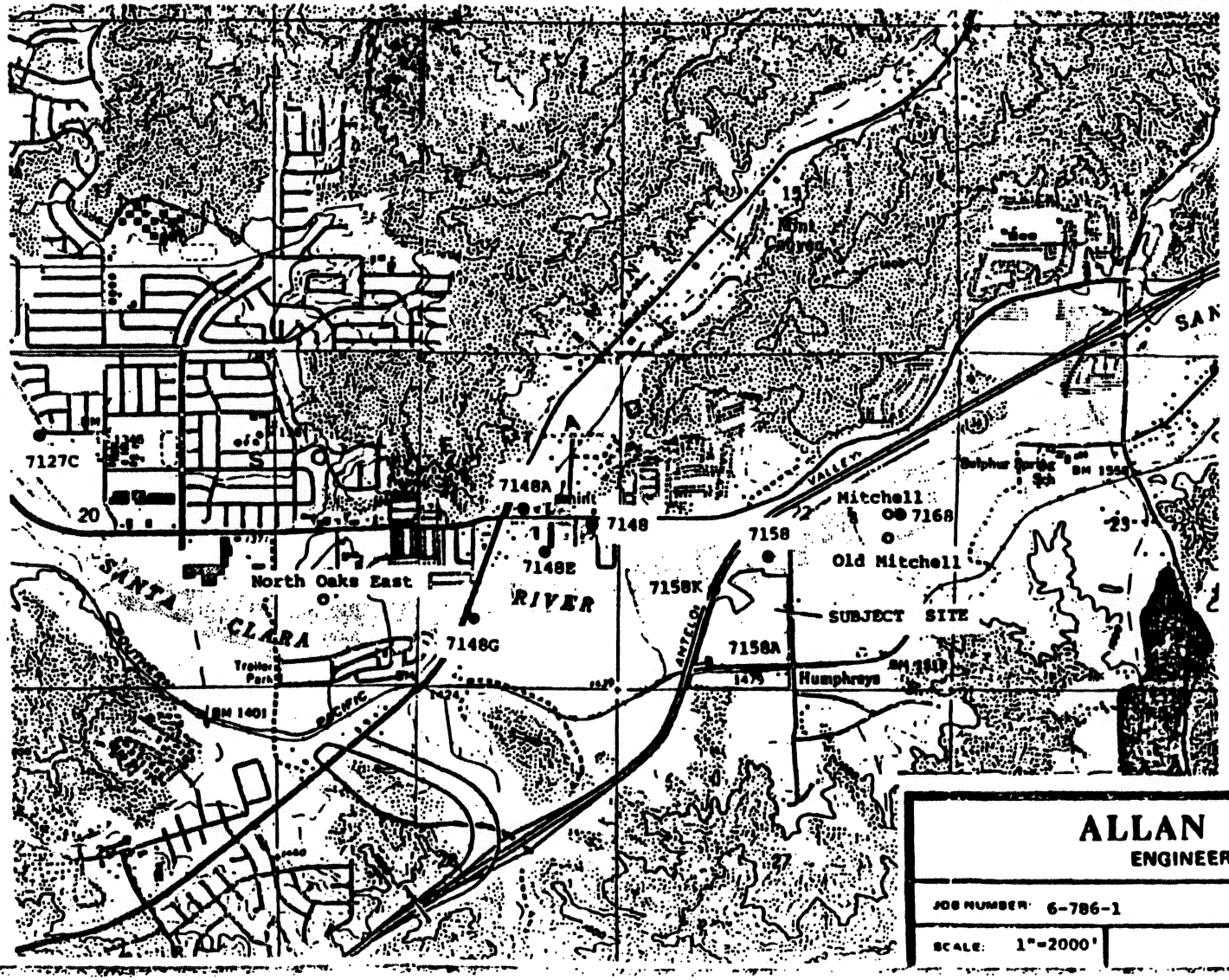
APPENDIX C
- References

Distribution:

(2) G.H. Palmer Associates
Attn: Mr. Dan Palmer

(4) Engineering Service Corporation
Attn: Mr. Steve Hunter

(1) Jeffrey S. Gordon Geotechnical Engineering
Attn: Mr. Jeff Gordon



WELL LOCATION MAP

Mitchell ○	Santa Clarita Valley Co. Wells
7158 ●	L. A. Co. Flood Control Dist. Well Numbers

ALLAN E. SEWARD
ENGINEERING GEOLOGY

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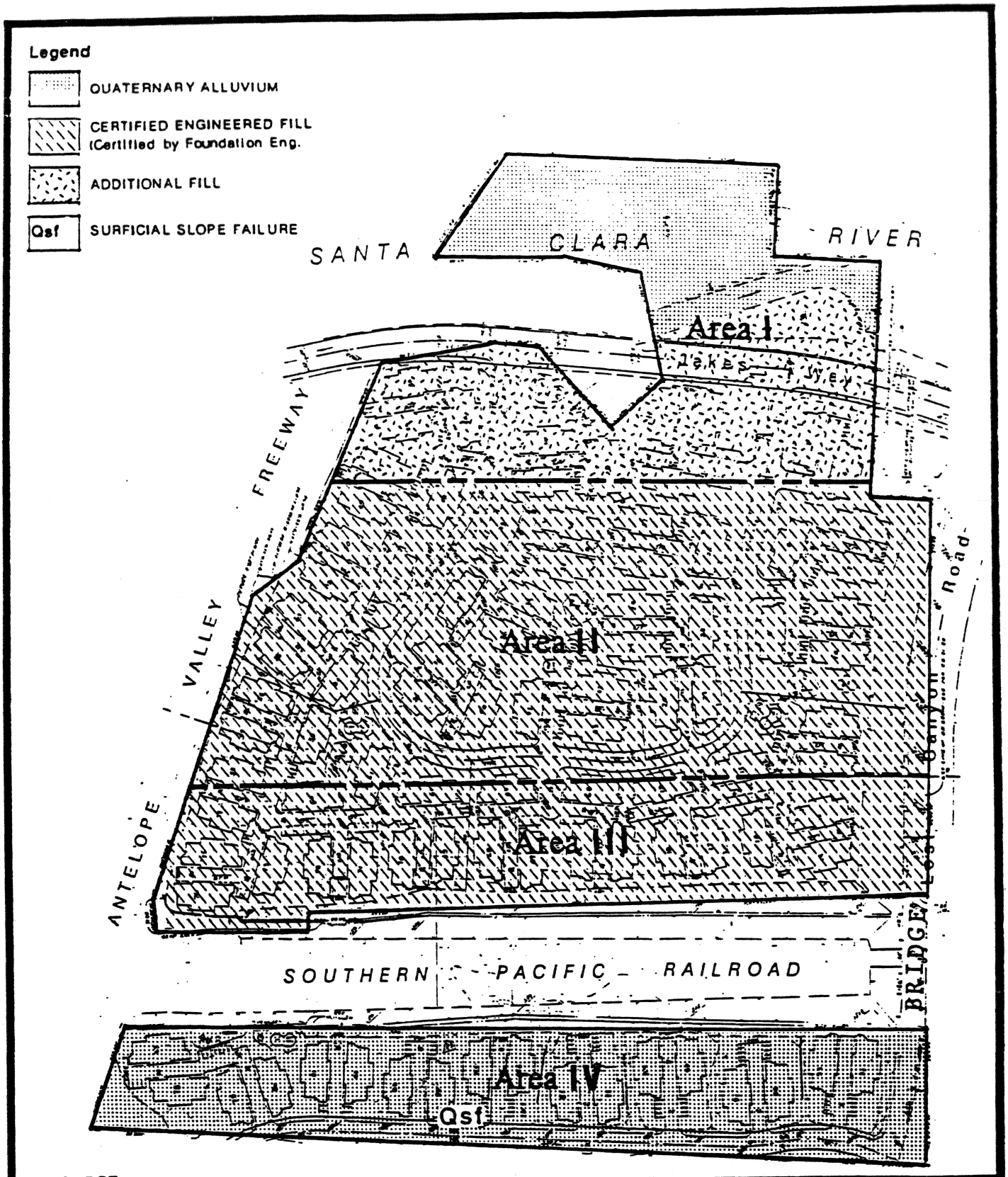
SCALE: 1"=2000'		DRAWN BY: GF	
		REVISED	



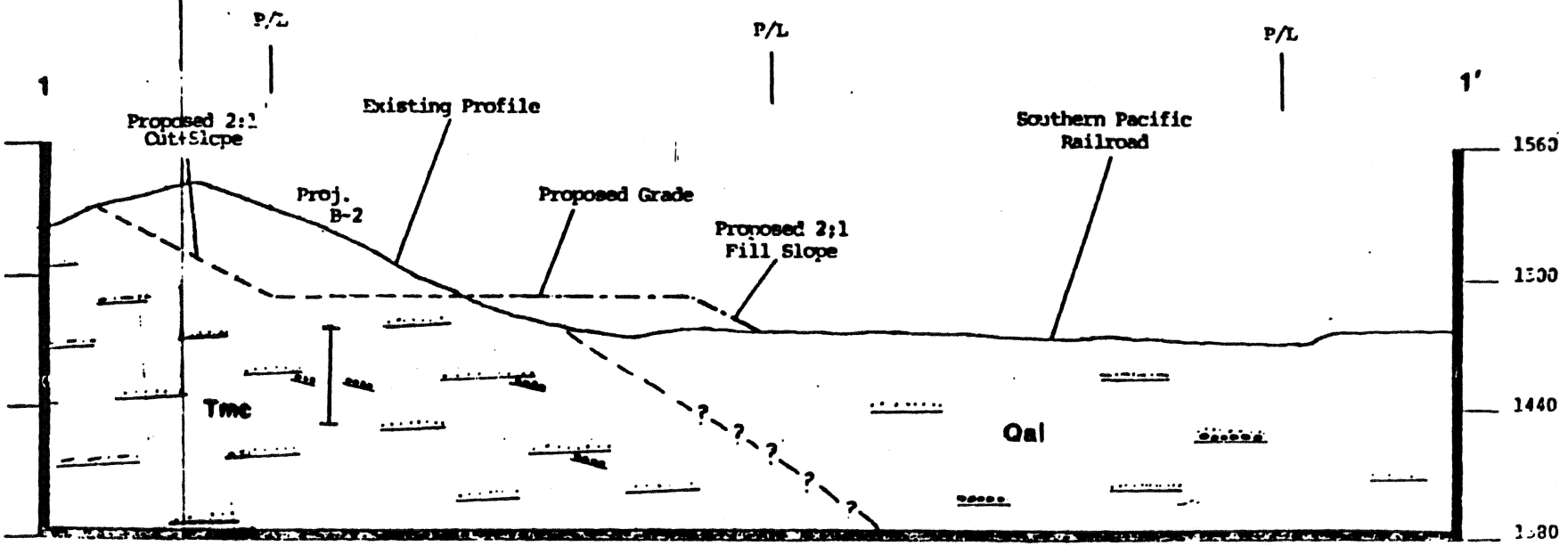
SOURCE:
Allan E. Seward Engineering Geology, Inc.

TAYLOR & COMPANY

Geotechnical Map

I

GEOLOGIC CROSS SECTION



ALLAN E. SEWARD
ENGINEERING GEOLOGY

JOB NUMBER 6-786-1	DATE 1/9/8[illegible]
SCALE 1"=60'	DRAWN BY G

JOB NO. 6-786-1

LOGGED BY PF

Trench Log No. 1

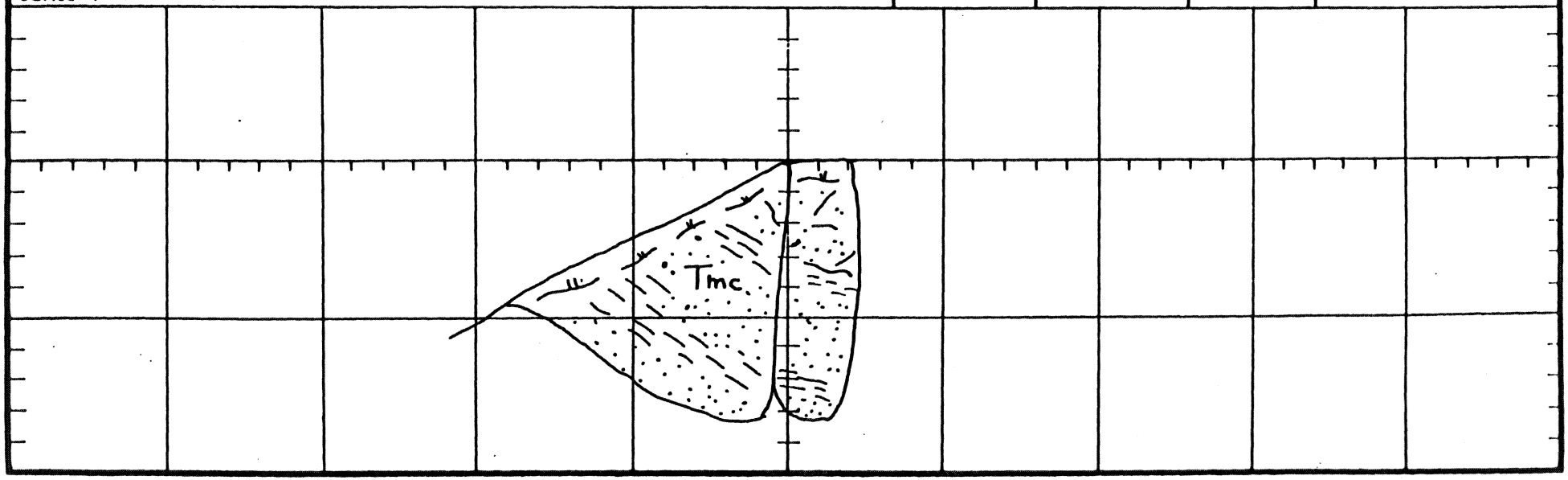
PROJECT Palmer - Woodfal

DATE January 9, 1987

LITHOLOGY	BEDDING	FAULTING	JOINTS	COMMENTS
0 - 6" SOIL; Light gray-brown sand				Trenches 1 through 8 excavated 8/25/86 with 24 inch backhoe
6" - 8' BEDROCK; Tmc; Light to dark greenish gray fine sandstone and silty sandstone; dense; damp. Upper 5 Ft. very fractured with silt and caliche backfill	N 3 W 27 SW		N 50 W 60 NE Approx. set	No Ground Water No Caving TD 8 Ft.

N 45 E

SCALE 1" = 5 Ft.



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JOB NO. 6-786-1

LOGGED BY PF

Trench Log No. 2

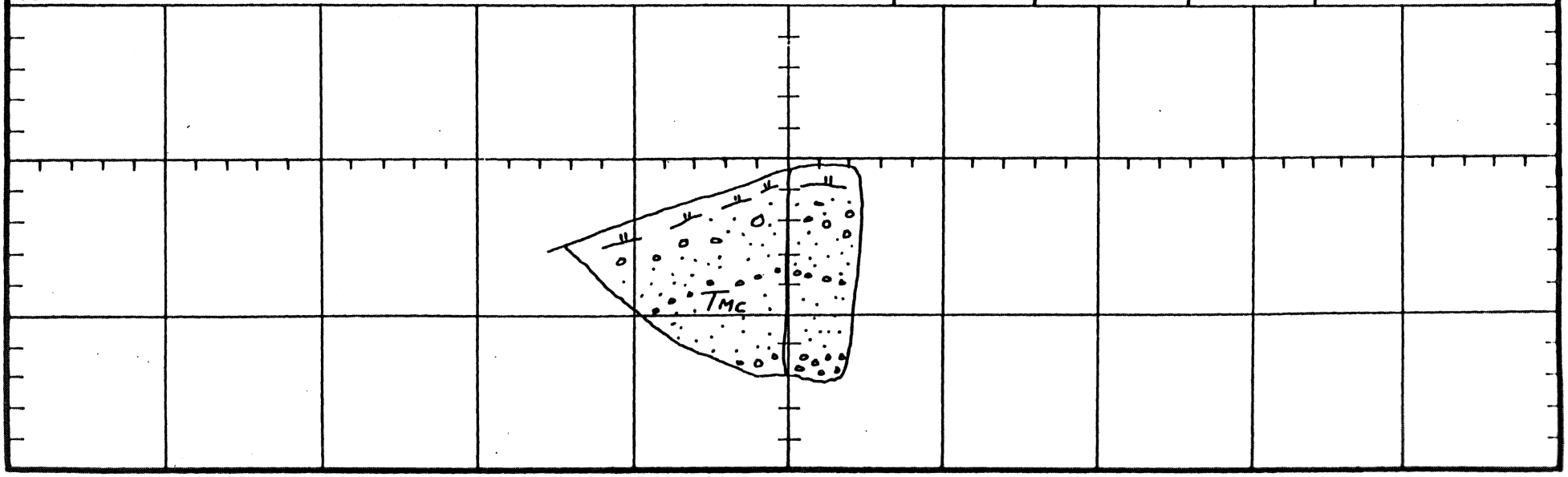
PROJECT Palmer - Woodfall

DATE January 9, 1987

LITHOLOGY	BEDDING	FAULTING	JOINTS	COMMENTS
0 - 8" SOIL; Dark brown pebbly sand				
8" - 7.5' BEDROCK; Tmc; Gray to greenish gray, fine to medium sandstone and pebble conglomerate; dense; dry to damp	N 15 E 30 NW			
				No Ground Water
				No Caving
				TD 7.5 Ft.

N 25 W

SCALE 1" = 5 Ft.



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JOB NO. 6-786-1

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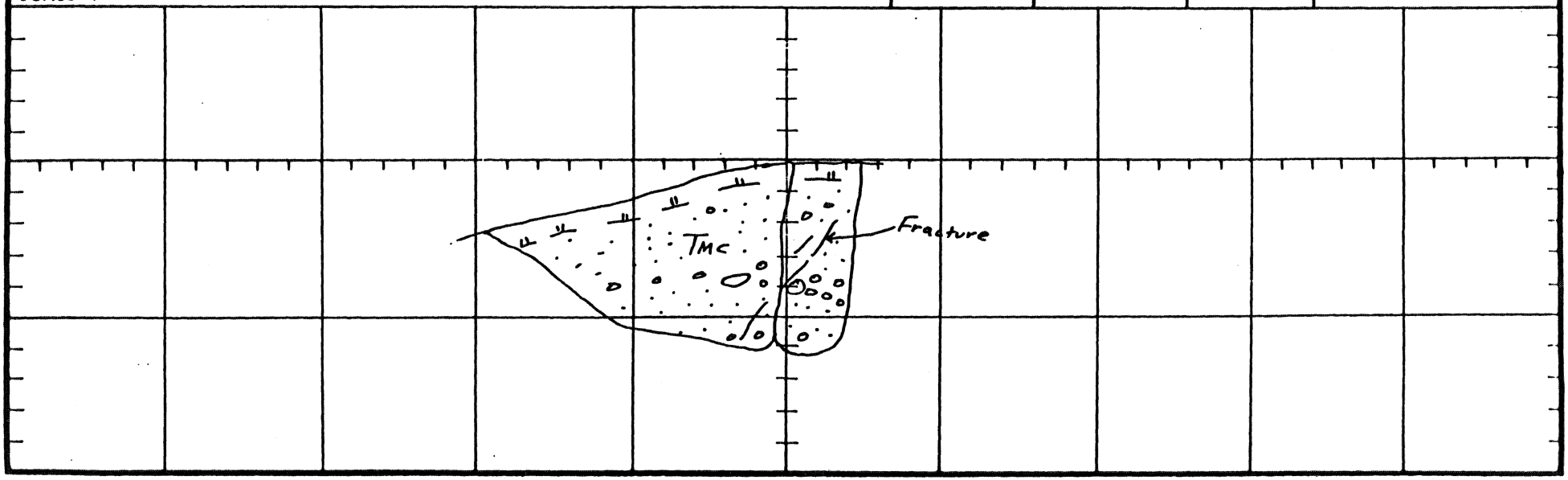
Trench Log No. 3

PROJECT Palmer - Woodfall

DATE January 9, 1987

LITHOLOGY	BEDDING	FAULTING	JOINTS	COMMENTS
0 - 6" SOIL; Dark brown pebbly silty sand				
6" - 6' BEDROCK; Tmc; Gray to yellowish gray medium sandstone and pebble conglomerate with scattered cobbles; dense; dry to damp; 3/8" fracture with silt backfill and roots	N 22 E 28 NW		N-S 55 E	
				No Ground Water
N 10 W				No Caving
SCALE 1" = 5 Ft.				TD 6 Ft.



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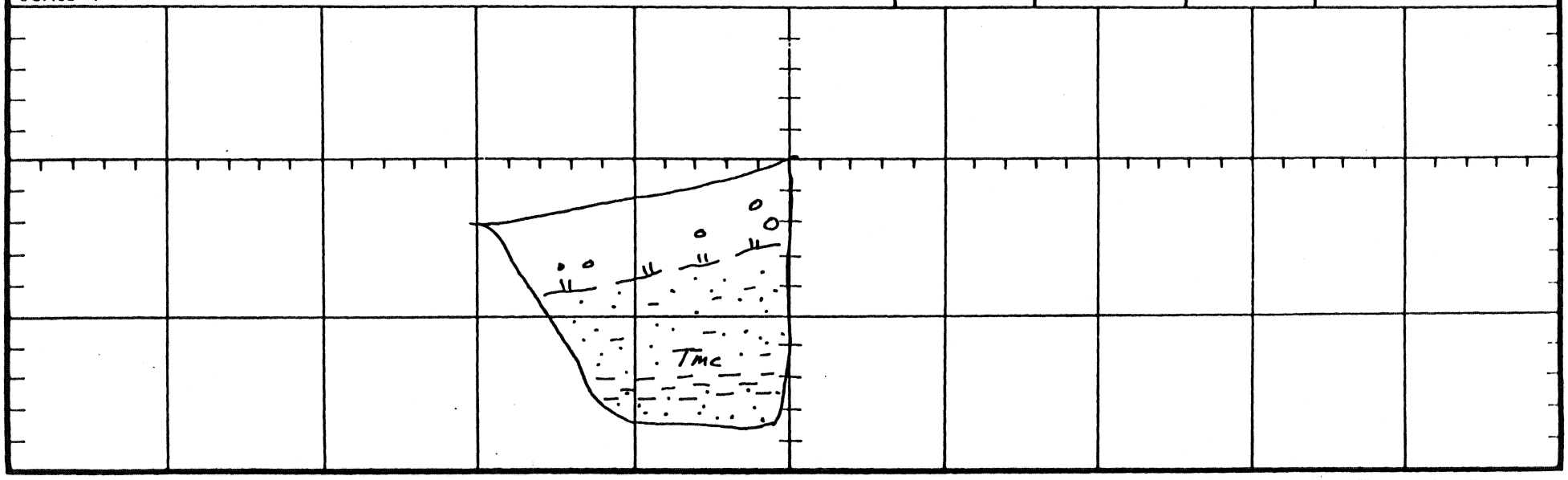
Trench Log No. 4

PROJECT Palmer - Woodfall

DATE January 9, 1987

LITHOLOGY	BEDDING	FAULTING	JOINTS	COMMENTS
0 - 3' SOIL; Brown silty sand with cobbles and pebbles; moderately dense; 8% root tubes (Ave. 1/16" in diameter)				
3' - 8.5' BEDROCK; Tmc; gray silty sandstone and fine sandstone; dense; damp. Upper 3 ft. very weathered, abundant caliche in upper portion.	N 9 W 28 SW			
				No Ground Water
N 2 E				No Caving
SCALE 1" = 5 Ft.				TD 8.5 Ft.



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JOB NO. 6-786-1

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Trench Log No. 5

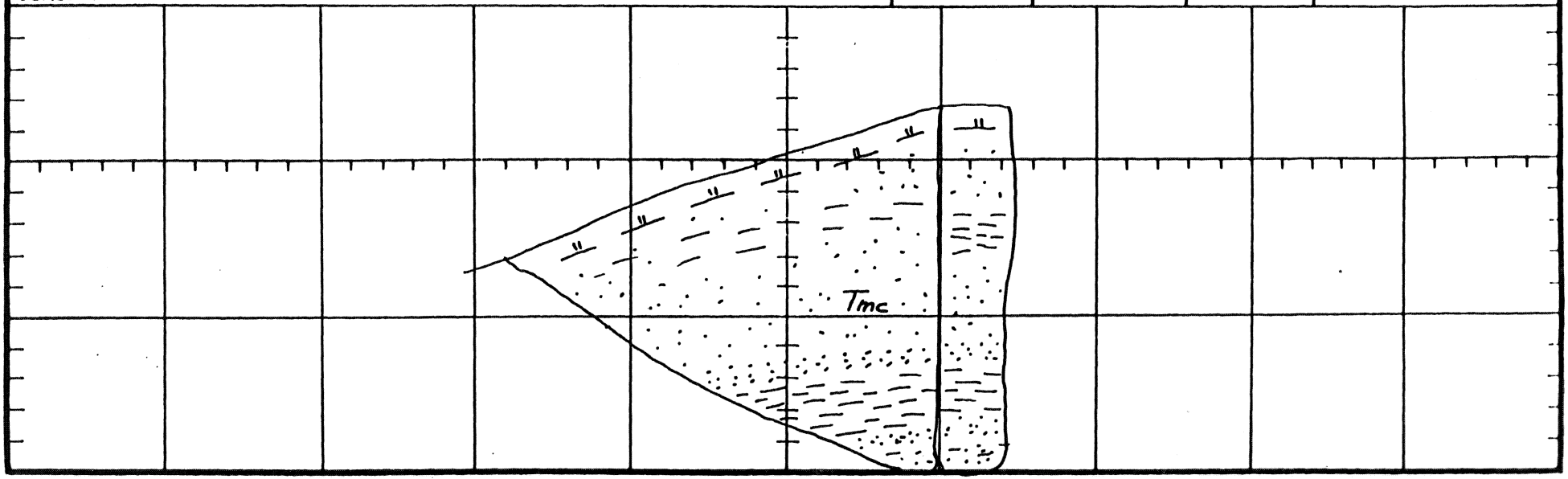
PROJECT Palmer - Woodfall

DATE January 9, 1987

LITHOLOGY	BEDDING	FAULTING	JOINTS	COMMENTS
0 - 6" SOIL; Light brown silty sand				
6" - 12' BEDROCK; Tmc; Gray to greenish gray medium sandstone and sandy siltstone; moderately dense to dense; damp; upper 8 Ft. very weathered with roots and abundant caliche; bedding indistinct (creep affected)	N 12 W 20 SW Approx. top of siltstone			No Ground Water No Caving TD 12 Ft.

N 20 W

SCALE 1" = 5 Ft.



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JOB NO. 6-786-1

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Trench Log No. 6

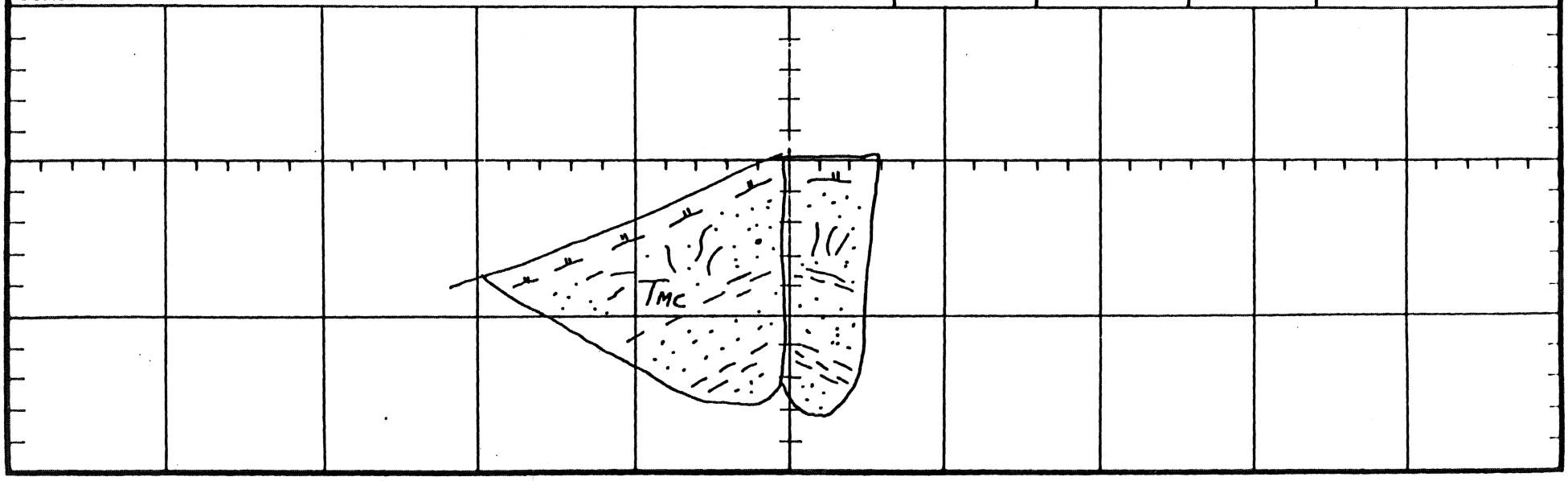
PROJECT Palmer - Woodfall

DATE January 9, 1987

LITHOLOGY	BEDDING	FAULTING	JOINTS	COMMENTS
0 - 1' SOIL; Gray-brown silty sand				
1' - 8' BEDROCK; Tmc; Gray to greenish gray medium to silty sandstone; dense; dry to damp; upper 4 Ft. weathered with random fractures and caliche stringers	N 8 W 26 SW silty bed			No Ground Water No Caving TD 8 Ft.

N 65 W

SCALE 1" = 5 Ft.



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JOB NO. 6-786-1

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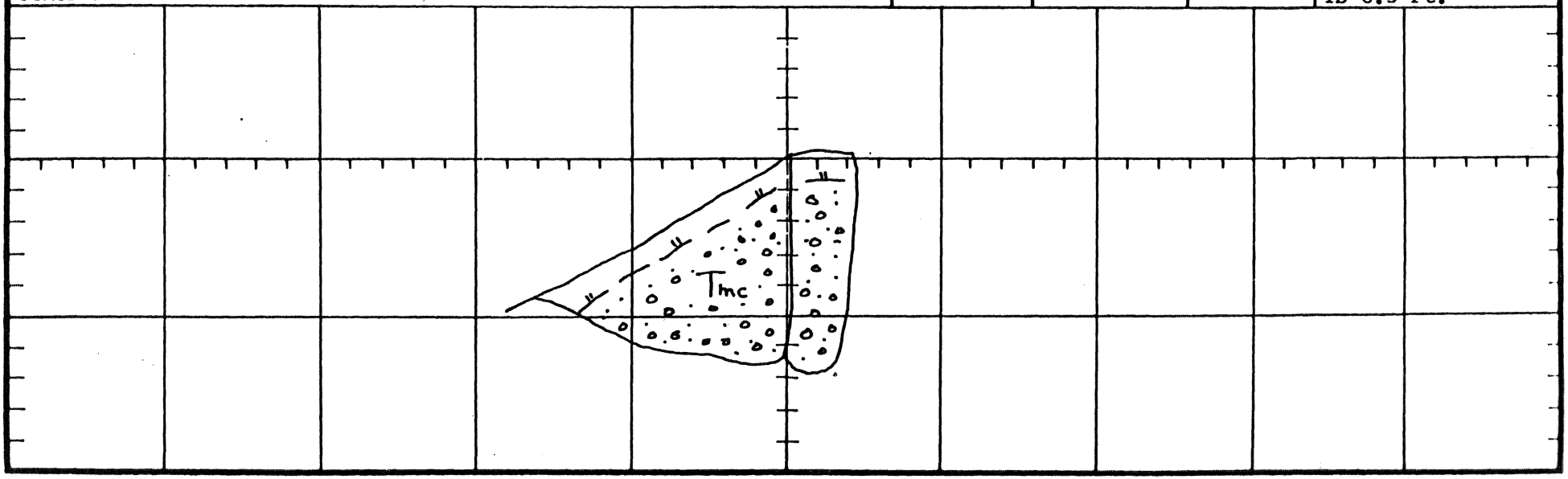
Trench Log No. 7

PROJECT Palmer - Woodfall

DATE January 9, 1987

LITHOLOGY	BEDDING	FAULTING	JOINTS	COMMENTS
0 - 1.5' SOIL; Brown silty sand, loose, porous				
1.5' - 6.5' BEDROCK; Tmc; Gray pebble conglomerate; dense; dry	N 6° E 33 NW Fe-Mn			
N 20 E				No Ground Water No Caving TD 6.5 Ft.

SCALE 1" = 5 Ft.



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JOB NO. 6-786-1

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Trench Log No. 8

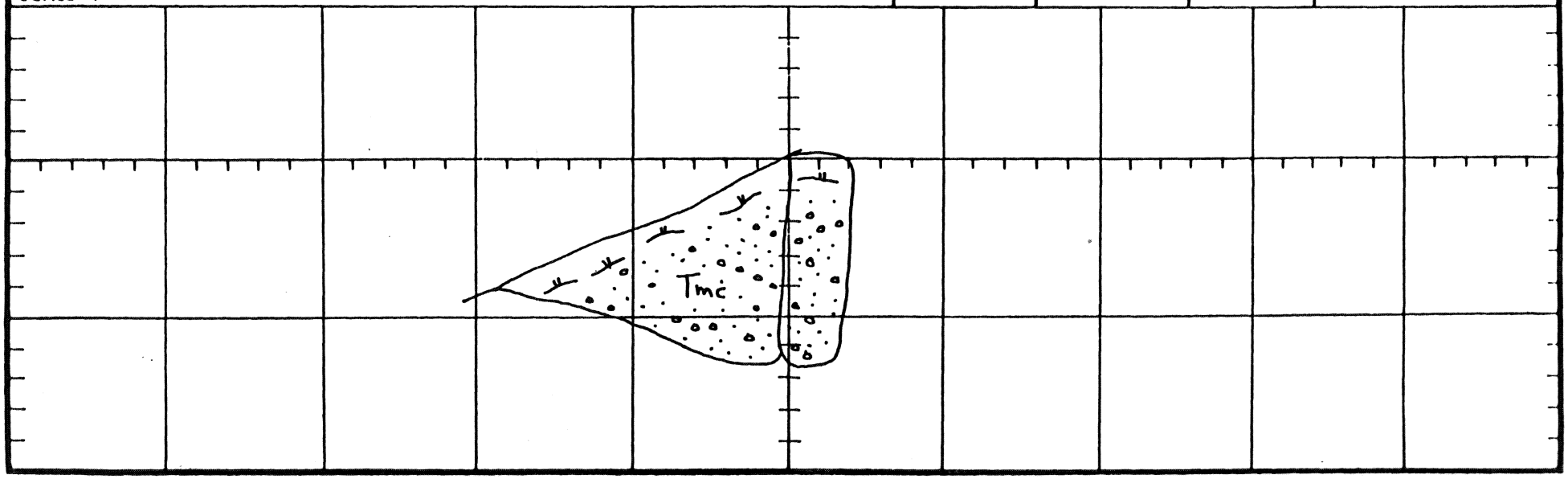
PROJECT Palmer - Woodfall

DATE January 9, 1987

LITHOLOGY	BEDDING	FAULTING	JOINTS	COMMENTS
0 - 1' SOIL; Brown silty sand with pebbles; loose; porous				
1' - 6.3' BEDROCK; Tmc; Gray medium sandstone and pebble conglomerate; dense; dry	N 19 E 32 NW			No Ground Water No Caving TD 6.3 Ft.

N 50 E

SCALE 1" = 5 Ft.



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DRILLING LOG

Project G.H. PALMER ASSOCIATES - Woodfall Road Boring No. 1

Method of Drilling 24" Bucket Auger Logged by PF Job No. 6-786-1

Elev. 1470 Location See Geologic Map Date 1/9/87

ATTITUDES	GRAPHIC LOG	LITHOLOGY	REMARKS
		0 - 24.5 Ft. RECENT ALLUVIUM; Qal @ 0 ft. Light gray-brown, silty sand scattered pebbles; dry @ 4 ft. Slightly darker probably due to moisture; dry - damp	Drilled 7/30/86
		@ 10 ft. Less silty; more frequent pebbles; fine-grained sand	
		@ 13 ft. Siltier, light gray-brown, slightly greenish tint; moist; scattered pebbles	
		24.5-26 Ft. BEDROCK; Tmc Interbedded greenish-gray fine sandstone and siltstone; dense; damp	
		TOTAL DEPTH 26 ft. (Elev. 1444) No Caving No Ground Water	

5 10 15 20 25 30 35 40 45 50

Sheet 1 of 1

B-Bedding; F-Fault; J-Joint;
SP-Slide Plane; St-Striation; f-fracture

ALLAN E. SEWARD

DRILLING LOG

Project G.H. PALMER ASSOCIATES - Woodfall Road Boring No. 2

Method of Drilling 24" Bucket Auger Logged by PF Job No. 6-786-1

Elev. 1478 Location See Geologic Map Date 1/9/87

ATTITUDES	GRAPHIC LOG	LITHOLOGY	REMARKS
		@ - 36.6 Ft. RECENT ALLUVIUM; Qal @ 0 ft. Light gray-brown, sandy silt; dry	Drilled 7/30/86
		@ 15 ft. Sandier, scattered pebbles	
		@ 24 ft. More pebble and cobbles	
		36.6 - 45.6 Ft. BEDROCK; Tmc @ 36.6 ft. Gray-brown, slightly greenish, fine to medium sandstone with scattered pebbles; dense; damp	
B-N10E, 43NW			
B-N12E, 35NW			
		@ 42.3 ft. Reddish-brown, sandy siltstone @ 43.8 ft. Medium sandstone	@ 41.6 ft. Seeping water
		TOTAL DEPTH 45.6 ft. (Elev. 1432.4) No Caving Ground Water at 41.6 ft. (Elev. 1436.4)	

Sheet 1 of 1

B-Bedding; F-Fault; J-Joint; SP-Slide Plane; St-Striation; f-fracture

ALLAN E. SEWARD

DRILLING LOG

Project G.H. PALMER ASSOCIATES - Woodfall Road Boring No. 3

Method of Drilling 24" Bucket Auger Logged by PF Job No. 6-786-1

Elev. 1481 Location See Geologic Map Date 1/9/87

ATTITUDES	GRAPHIC LOG	LITHOLOGY	REMARKS
		0 - 24.5 Ft. RECENT ALLUVIUM; Qal	Drilled 7/10/86
		@ 0 ft. Light greenish-gray-brown, sandy silt; moderately dense	
		@ 15 ft. Sandier with scattered pebbles	
		@ 20 ft. Fine, slightly silty pebbly sand; dense; damp	
		24.5 to 25 Ft. BEDROCK; Tmc	
		@ 24.5 ft. Gray, medium to coarse sandstone with pebbly lenses; dense to very dense	
		TOTAL DEPTH 25 ft. (Elev. 1456)	
		No Caving	
		No Ground Water	

Sheet 1 of 1

B-Bedding; F-Fault; J-Joint;

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DRILLING LOG

Project G.H. PALMER ASSOCIATES - Woodfall Road Boring No. 4

Method of Drilling 24" Bucket Auger Logged by PF Job No. 6-786-1

Elev. 1482 Location See Geologic Map Date 1/9/87

ATTITUDES	GRAPHIC LOG	LITHOLOGY	REMARKS
		RECENT ALLUVIUM; Qal @ 0 ft. Light brown, sandy silt; dry; dense @ 3.5 ft. Coarse pebbles, fine silty sand	Drilled 7/ 30/86
		TOTAL DEPTH 6 ft. (Elev. 1476) Caving at 3.5 ft. (Elev. 1478.5) No Ground Water	

5 10 15 20 25 30 35 40 45 50

Sheet 1 of 1

B-Bedding; F-Fault; J-Joint;

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WATER TABLE DATA
(WELLS)

Well No.*	Elev.	Recent	Historic High	Historic Low	1971
7127C	1325.2	-6.7 (1319.8) 11/21/83	-1.6 (1323.6) 04/28/69	-101.5 (1225.0) 11/09/77	-14.1 (1311.1) 04/07/71
7148	1440.0	-24.5 (1415.5) 04/16/86	-5.8 (1434.2) 11/18/41	-98.3 (1341.7) 11/05/65	--------
7148A	1442.2	--------	-14.0 (1428.2) 04/08/76	-105.4 (1336.8) 11/08/65	--------
7148E	1431.0**	--------	-8.1 (1422.9) 04/21/78	-89.5 (1341.5) 11/05/65	-19.3 (1411.7) 11/17/71
7148G	1414.0**	-28.0 (1386.0) 04/16/86	-2.4 (1411.6) 07/23/69	-90.3 (1323.7) 11/08/65	-6.1 (1407.9) 04/21/71
7158	1465**	-13.0 (1452) 11/12/78	-2.7 (1462.3) 05/21/42	-85.3 (1378.7) 11/26/62	-16.0 (1448) 11/18/71
7158A	1484.8	--------	-80.5 (1404.3) 11/29/61	-87.0 (1397.8) 11/26/62	--------
7158K	1465.0**	-51.6 (1413.4) 11/21/85	-10.0 (1455.0) 04/23/69	-104.1 (1360.9) 01/13/78	-11.4 (1453.6) 04.12/71
7168	1485**	--------	-19.4 (1465.6) 07/26/48	-71.4 (1413.6) 11/20/64	--------

* L.A. County Flood Control Dist. No.

** Ground Surface Elev. - Changed with time

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ENGINEERING GEOLOGY

JOB NUMBER: 6-786-1	DATE: 1/9/87	
SCALE:		DRAWN BY: GF
		REVISED:

WATER TABLE DATA

SANTA CLARITA VALLEY WATER COMPANY WELLS

Well	Date	Static Water Level (Depth in Feet Below Ground Surface)
North Oaks East	2/71	13.0
	12/84	15.0
	1/85	13.0
Old Mitchell	2/71	12.0
Mitchell	12/84	25.0
	1/85	21.0

ALLAN E. SEWARD

ENGINEERING GEOLOGY

JOB NUMBER: 6-786-1

DATE: January 9, 1987

SCALE:

DRAWN BY: AES

REVISED:

TABLE III

Geo-Seismic Parameters

Tentative Tract 45023

Canyon Country, California

CLASSIFICATION	FAULT	DISTANCES TO FAULT (Miles)	MAXIMUM HISTORICAL EARTHQUAKE MAGNITUDE	ESTIMATED MAXIMUM EARTHQUAKES		PEAK BEDROCK ACCELERATION AT SUBJECT SITE***	
				Max. Credible Magnitude	Max. Probable Magnitude	Max. Credible	Max. Probable
Active	San Andreas	17.0*	8.0± 0.5 (1857)	8.25	8.25	0.62	0.62
Active	San Fernando, Santa Susana, Sierra Madre Fault Zone	6.5*	6.4	7.7	6.4	0.6	0.4
Active	San Gabriel	2.00**	---	6.6	---	0.5	---

* Distance is to the Estimated Epicenter of Energy Release - CDMG Prel. Report 13 (1973)

** Distance to surface trace as mapped by CDMG - Saul, 1983

*** Can be modified by structural design of structures and/or thickness of surficial alluvial sediments

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ENGINEERING GEOLOGY

JOB NUMBER: 6-786-1 DATE: 1/9/97

SCALE: DRAWN BY:

REVISED

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January 9, 1987 Job No.: 6-161

G.H. Palmer Associates
11740 San Vicente Boulevard
Suite 208
Los Angeles, California 90049

Attention: Mr. Dan Palmer

Subject: **SOILS ENGINEERING INVESTIGATION**
Proposed Residential Development
Tentative Tract 45023
Canyon Country, California

Gentlemen:

The following report presents the findings of our soils engineering investigation performed on the subject property. The purpose of this investigation was to determine the character, distribution and strength properties of the soils underlying the subject property, and to determine if potentially adverse subsurface conditions are present. In addition, recommendations with respect to the construction of condominiums will be provided for site preparation, grading, foundation design, resistance to lateral loading, floor slabs and paving. An additional aspect of this investigation has been the evaluation of the liquefaction potential of the in-place soils.

This investigation was performed concurrently with the attached Geologic Report prepared by Allan E. Seward Engineering Geology, Inc. This investigation included the following:

1. Review of reports prepared by this office in the near vicinity.

2. Review of previous investigations and reports prepared by Foundation Engineering Company regarding the subject property (See "References").

3. Review of technical literature listed under "References".

4. Consultation and close coordination with the geologist, Mr. Allan Seward.

5. Consultation with Los Angeles County soils engineer, Mr. Charles Sudduth.

6. Excavation and logging of twelve exploratory test borings.

7. Sampling of representative earth materials.

8. Laboratory testing.

9. Engineering analysis.

10. Preparation of this report.

PROPOSED DEVELOPMENT

Information regarding the proposed development was supplied by Engineering Services Corporation in the form of a tentative tract map (scale: 1 inch = 60 feet).

It is currently proposed to subdivide the subject property into 8 lots. One hundred condominium apartment-type structures will be constructed. Each structure will house 8 units and will have tuckunder parking for 16 cars. Proposed cut and fill slopes are designed at 2:1 (horizontal to vertical) gradients. The highest cut-slope will be 40 feet high.

SITE DESCRIPTION

The existing site conditions are described in the attached Geologic Report.

FIELD EXPLORATION AND LABORATORY TESTING

Subsurface conditions on the subject property were explored during the period from July 30 through October 30, 1986 by excavating twelve exploratory test borings. Borings 1 through 11 were excavated using a bucket auger drill rig. Boring 12 was excavated using a rotary wash rig. The borings ranged in depth from 6 to 85-1/2 feet below the existing grade. The approximate locations of the borings are shown on the accompanying Geologic Map. The earth materials encountered are logged on the attached Boring Logs.

Laboratory tests were performed to determine the soils engineering parameters, to evaluate liquefaction potential, and to provide a basis for foundation design recommendations. A brief description of the laboratory test procedures and the soils classification system is presented in Appendix A. Also attached are the results of Direct Shear Tests (Appendix B), Consolidation Tests (Appendix C), Grain Size Analyses (Appendix D) and Compaction Character (Table I). The in-place dry unit weights and moisture contents are listed in the Boring Logs.

Earth Materials

Subsurface profiles of earth types may be drawn from borings placed on the property. However, these profiles should in no

way be interpreted to reflect any variation or non-conformity, such as the existence of fill material, which may occur between the borings.

Existing Fill

The majority of the subject property is covered by fill deposits. The property south of the Southern Pacific Railroad is mostly in its natural state, with the exception of minor non-engineered fills. Existing fill soils were encountered in exploratory Borings 6 through 12. The depths of fill ranged from 2 feet in Boring 6 to 23 feet in Boring 8.

The fill deposits indicated on the Geologic Map as Areas II and III have been certified by Foundation Engineering Company, Inc., (See References 1 and 2). This material was originally placed during the construction of the Antelope Valley Freeway as an offsite disposal area. The fill consists mostly of moderately dense to dense sandy gravels, gravelly sands, silty sands and clayey sands. Due to the existing weed growth at the surface, the upper three to five feet of certified fill has a consistent matrix of roots and rootlets. The percent compaction measured within the upper five feet ranges from 85.8 to 93.1. The density of the fill appears to increase with depth. Below a depth of five feet, the fill is mostly dense. The percent compaction measured below five feet ranges from 86.3 to 97.5, and has an average of 92.2.

The fill soils located in Area I (See Geologic Map) are outside the limits of fill certified by Foundation Engineering Company. In the absence of compaction testing records and certification, the fill soils in Area I must be considered non-certified.

Information regarding the composition and quality of the fill was obtained from Boring 7. The fill material encountered consists mostly of moderately dense to dense gravelly sands and clayey and silty gravels.

Alluvium

The existing fills are underlain by alluvial soils. Alluvial deposits are exposed at grade in the area south of the railroad (Area IV).

The near surface alluvium encountered in Area IV consists mostly of slightly loose to dense, silty sands which are fine to medium grained and very porous. Gradually with increased depth, the silty sands become coarser, denser, less silty and less porous. Due to their porous nature, the upper 10 to 16 feet of alluvium in Area IV is subject to substantial consolidation, particularly when saturated, as indicated by the Consolidation Tests (See Appendix C).

Alluvial soils were also encountered below the existing fills in Borings 6 through 12 (Areas I and II). The alluvium beneath the fill consists mostly of moderately dense to dense sands, silty sands, gravelly sands, sandy gravels and slightly firm to firm sandy silts. Occasional pockets of cobbles and boulders were also encountered. The alluvial soils in Areas I and II are not porous and when tested showed no signs of significant hydroconsolidation.

Bedrock

Refer to the attached Geologic Report for a detailed description of the on site bedrock.

Ground Water and Caving

Ground water was encountered in Borings 2, 5, 6, 8, 9, 10 and 11 at depths ranging from 42 to 54 feet below the existing ground surface. It should be noted, however, that fluctuations in the level of ground water may occur in the future due to changes in rainfall, temperature, and other elements not apparent at the time of exploration.

In general, caving was experienced near the water table in most of the borings (refer to Boring Logs).

Liquefaction Potential

The liquefaction potential of the in-place soils was evaluated using an empirical formula developed in mainland China [Seed, Idriss and Arango (1983)]. The formula correlates earthquake shaking conditions causing cyclic mobility or liquefaction and the standard penetration resistance. In this correlation, the critical value of the standard penetration resistance, Ncrit, separating liquefiable from non-liquefiable conditions to a depth of approximately 50 feet is determined by:

$$Ncrit = N\,[1 + 0.125\,(Ds-3) - 0.05\,(Dw-2)]$$

Where:

Ds = depth to sand layer under consideration, in meters

Dw = depth of water below ground surface, in meters

N = a function of the shaking intensity as follows:

Modified Mercalli Intensity	N (blows/foot)
VII	6
VIII	10
XI	16

Apparently, there is a very high degree of agreement between the critical boundary determined by the above method and the procedures developed by Seed [1979].

For our analysis, a Modified Mercalli Intensity of VII has been used based on the judgement of the geologist (See Geologic Report). The depth of water, below the ground surface, Dw, was assumed to be the historic ground water high, elevation 1465.6 (See Geologic Report).

In order to analyze the liquefaction potential of the in-place soils, it was necessary to adjust the actual blow counts listed in the "Boring Logs" to standard penetration resistance. The actual blow counts were converted using an equivalent "energy per area" relationship suggested by Burmister [1962]:

$$B = B' \frac{WH}{4200} \left(\frac{D_o^2 - D_i^2}{2.11}\right)$$

Where:

B = adjusted blow count

B' = actual blow count

W = weight of drop hammer in pounds

H = height of drop in inches

Do = outside diameter of sampler

Di = inside diameter of sampler

After comparing the Ncrit values with the corresponding adjusted blow counts, it was found that the following "soil zones" are susceptible to liquefaction:

Boring 8 : 40 and 45 feet

Boring 9 : 10 and 15 feet

Boring 10 : 17 feet

To minimize the potential for liquefaction within the above soil zones, it is recommended that the soil conditions be improved using one or more of the following alternatives:

1. removal and recompaction (upper soils);
2. increase effective confining pressure to 4 kips per square foot;
3. provide vertical gravel drains to relieve excess pore pressures during a seismic event;
4. strengthen deeper soils using deep dynamic compaction, vibrocompaction, vibratory rollers or injection grouting.

Please refer to "Conclusions and Recommendations" for specific recommendations for each area.

It should be noted that if none of the above techniques were used, the liquefaction potential of the in-place soils would still be considered low.

The Geologic Report indicates that during the February 9, 1971 San Fernando Earthquake, the subject property experienced a peak ground acceleration of 0.9g. Furthermore, in February of 1971, the ground water level on the subject property was probably at a depth of 6 to 12 feet below the original ground surface. In February 1971, filling had begun on the subject property. However, Foundation Engineering Company reported the following in their "Report on Controlled Fill & Foundation Investigation" dated January 10, 1972:

> "The fill was about 1/3 completed at the time of the February 9, 1971 earthquake. This earthquake had a magnitude of 6.5, and the epicenter was nearby. No evidence of subsidence of the fill or the soil below the fill was apparent after the earthquake."

In the attached Geologic Report Mr. Seward states that in February 1971 he resided within the Santa Clara Flood Plain and that liquefaction did not occur within the general area based on his personal observations. Mr. Seward was a Los Angeles County Geologist assigned to the Santa Clarita Valley during the 1971 San Fernando Earthquake.

The Geologic Report also indicates that the maximum peak bedrock acceleration that can be expected is 0.62g. The repeatable high ground acceleration would be 0.65 times the peak acceleration and would therefore equal 0.40g. Therefore, based on the expected geo-seismic parameters, it seems highly unlikely that the soils which did not liquefy in 1971 with only 1/3 of the fill in place should be considered susceptible to liquefaction, particularly with the added overburden pressure of the completed fill.

CONCLUSIONS AND RECOMMENDATIONS

The subject property is a suitable site for the proposed development from a soils engineering standpoint. It is the finding of this firm that the proposed building sites will be safe from landslide, adverse settlement, or slippage and will not adversely affect adjacent property in compliance with Section 309 of the County Building Code, provided our recommendations and those of the geologist are followed.

Furthermore, it is also the finding of this firm that the potential for liquefaction on the site will be remote to non-existent, provided our recommendations are followed.

The subject property has been divided into four approximate areas. Each area has specific grading requirements in order to strengthen the existing soils, to reduce the potential for liquefaction and hydroconsolidation, and to provide firm bearing support for the proposed structures.

Area I

Area I contains deep deposits of non-certified fill. The in-place fill appears to become denser with depth. At this stage of the project, it is recommended that the upper ten (10) feet of fill be removed and recompacted (refer to section on "Site Preparation and Grading"). It is recommended that, prior to the approval of the Grading Plan, additional test borings be placed in this area to better determine the support capability of the fill with additional subsurface data. The depth of removal and recompaction may be revised at that time.

Area II

Due to the lower relative compaction and the presence of roots and vegetation, it is recommended that the upper four (4) to five (5) feet of certified fill be removed and recompacted. In order to mitigate the potential for liquefaction within the weaker alluvial soils, it is recommended that the overburden pressure be increased by raising the existing grade an additional ten (10) feet. As an alternative, the existing grade may be raised five (5) feet and one or more of the following techniques used to improve the competency of the in-place alluvium:

1. deep dynamic compaction;
2. vibrocompaction;
3. injection grouting;
4. vertical gravel drains.

Area III

It is recommended that the in-place fill and upper alluvial soils be removed and recompacted. The depth of fill in Area III ranges from 2 to 10 feet. It is also recommended that the existing grade be raised five (5) feet.

After removal of the existing fill and upper alluvium, prior to recompaction, the bottom of the excavation should be compacted using vibratory rollers.

Area IV

The upper 10 to 15 feet of in-place alluvium is subject to significant hydroconsolidation. Therefore, it is recommended that the upper 10 to 15 feet of alluvium be removed and recompacted.

Site Preparation and Grading

It is recommended that a pre-grading meeting be held with the grading contractor, owner, soils engineer and geologist to discuss the soil improvement and grading requirements of the job.

In order to avoid equipment mobility problems due to high ground water, it is recommended that grading be performed during the summer months or at a time when the water level is down.

A. The ground surfaces to receive compacted fill shall be prepared to receive the fill by removing vegetation, debris, existing fill, topsoil, slopewash, colluvium and soft or disturbed soils. The excavated areas shall be observed by the soils engineer prior to placing compacted fill.

B. A minimum of three (3) feet of compacted fill shall be placed below the bottom of all proposed footings. The fill shall extend at least five feet beyond the edge of the footings, or for a distance equal to the depth of fill below the footing, whichever is greater.

C. After the ground surface to receive fill has been exposed, it shall be scarified, disced, or bladed to a minimum depth of six inches.

D. The scarified material shall then be recompacted to 90 percent of the maximum density.

E. Fill, consisting of soil approved by the soils engineer, shall be placed in loose lifts of 6 to 8 inches and compacted with suitable compacting equipment. The excavated on-site materials are considered satisfactory for re-use in the fill. Any imported fill shall be observed by the soils engineer prior to use in fill areas. Rocks larger than twelve (12) inches in diameter shall not be placed in the fill unless they are placed a minimum of ten (10) feet below the finished fill surface or below the deepest utility trench, whichever is deeper (refer to Plate I).

F. The fill shall be compacted to at least 90 percent of the maximum laboratory density for the material used. The maximum density shall be determined by ASTM D 1557-70 or equivalent.

G. Proposed fill slopes shall be keyed and benched through all non-certified fill, topsoil, or creep prone material into firm material where the slope receiving fill exceeds a ratio of 5 horizontal to 1 vertical.

H. A minimum keywidth of 12 feet within the firm, undisturbed earth shall be constructed at the toe of the fill slope.

I. The finished fill slope face shall be constructed by over-building the slope and cutting back to the compacted core or by direct compaction of the slope face with suitable equipment.

J. Field observation and testing shall be performed by the soils engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional compactive effort shall be made with adjustment of the moisture content, as necessary, until 90 percent compaction is obtained.

Foundations

Conventional footings are recommended for foundation support. The recommended bearing material is the approved, newly compacted fill. Wall and column footings may be designed for a bearing value of 1,500 pounds per square foot. The bearing value may be increased by one-third in designing for seismic and wind loads. Wall footings for two-story structures should be a minimum of 15 inches in width and a minimum of 18 inches into the recommended bearing material. Column footings should be a minimum of 2 feet in width and a minimum of 24 inches into the recommended bearing material. Minimum reinforcement for continuous footings should consist of two #4 steel bars, one placed near the top of the footing and one near the bottom. Structural design considerations may require additional steel.

Lateral Loading

The bearing values indicated above are for the total of dead and frequently applied live loads. Resistance to lateral loading may be provided by friction acting along the base of footings and by passive earth pressure. An allowable coefficient of friction of 0.30 may be used with the deal load forces. The available passive earth pressure may be taken as equal to the pressure exerted by a fluid weighing 200 pounds per cubic foot. The maximum earth pressure should not exceed 2,000 pounds per square foot. A one-third increase in frictional and passive earth pressure may be permitted to resist loads caused by wind pressure or earthquake forces. The frictional and passive earth pressure of soils may be combined, provided the passive earth pressure does not exceed two-thirds of the allowable passive earth pressure.

Anticipated Settlement

Settlement of the foundation system is expected to occur during construction as loads are applied. Provided our recommendations are followed, the maximum post-construction settlement is not expected to exceed one inch. The total differential settlement is expected to be in the order of one-fourth inch per 20 horizontal feet.

Expansion Potential

Most of the soil types within the existing fill are predominantly granular and therefore have low expansion potential. However, the fill does contain some clayey soils which might be expansive. If the recompacted fill is sufficiently mixed, or the clays are

buried at least four feet below the surface, the overall expansion character of the fill will be low. Expansion Index Tests were performed in accordance with U.B.C. Standard No. 29-2. Results of Expansion Index Tests are listed in Table I.

Floor Slabs

Floor slabs on grade should be a minimum of 3-1/2 inches thick and reinforced with a minimum of 6"x6"-#10/#10 or 12"x12" W2.8 welded wire fabric. Slabs which will be provided with a floor covering should be protected by a 6 mil visqueen or polyethyline plastic vapor barrier. The barrier should be covered with a thin layer of sand, about one inch, to prevent punctures and aid in the concrete cure.

Paving Design

Paving should be placed on approved, compacted, non-expansive fill. The following paving sections are recommended for light passenger vehicle use:

	Pavement Thickness (Inches)	Base Course (Inches)
I.	3	0
or II.	2	3

Base course should be crusher run base (CRB) or decomposed granite.

Drainage Control

It is important that the bearing soils be protected from excess moisture. The grades adjacent to the structures should be paved

or compacted and sloped away from the buildings. Care should be taken not to over-water plants and vegetation near the exterior walls. It is recommended that roof eaves be equipped with gutters and downspouts. Excess runoff should be collected in proper non-erosive drainage devices and directed towards the street. Water should not be allowed to accumulate on pads, to pool near footings, or to flow uncontrolled over slopes. All drainage facilities must be maintained in proper working order.

Plan Review

Prior to submittal of formal building plans to the Los Angeles County Department of Public Works, the plans should be reviewed and approved by this office to verify that the recommendations in this report have been incorporated into the plans.

Inspections

The following inspections should be made by the soils engineer:

1. Bottom of removals prior to placing compacted fill;
2. During the placement of compacted fill;
3. During the alluvial soil improvement process;
4. All footing excavations prior to placing steel or concrete.

Please notify our office at least two working days prior to any required inspections.

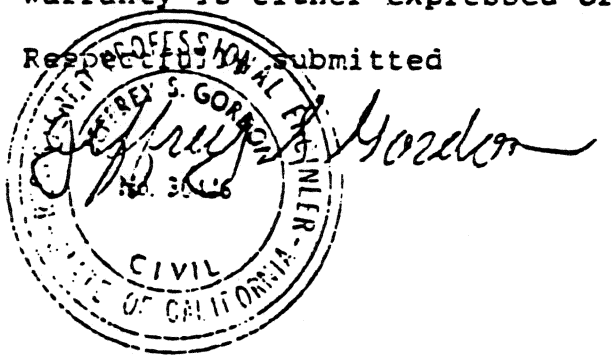
LIMITATIONS

This report has been prepared for the exclusive use of G.H. Palmer Associates and their design consultants for the specific project discussed herein. This report should not be considered transferable. Prior to use by others, we should be notified. Additional work may be required to update this report.

In the event that any modifications in the design or location of the proposed development, as discussed herein, are planned, the conclusions and recommendations contained in this report will require a written review or approval by the soils engineer with respect to the planned modifications.

This investigation has been conducted according to generally accepted soils engineering practice. Thus, our conclusions and recommendations are professional opinions and are not intended to be a control of nature; therefore, no other warranty is either expressed or implied.

Respectfully submitted



Jeffrey S. Gordon
Registered Civil Engineer 30446

REFERENCES

1. Engineer's Certificate of Compliance for Compacted Earth Fills, dated January 10, 1972, prepared by Foundation Engineering Company, Inc., signed by Jack W. Rolston.

2. Report on Controlled, Compacted Fill and Foundation Investigation, 27455 Woodfall Road, Saugus, California, dated January 10, 1972, prepared by Foundation Engineering Company, Inc.

3. Soils Engineering Report for 27455 Woodfall Road, dated December 25, 1977, prepared by Foundation Engineering Company, Inc.

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5. Seed, H.B., (1979) "Soil Liquefaction and Cyclic Mobility Evaluation for Level Ground During Earthquakes", Proc. A.S.C.E. Journal of the Geotechnical Engineering Division, Vol. 105, No. GT2, February 1979.

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APPENDIX B
NOISE STUDY

Davy
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JN 92089

ACOUSTICAL ANALYSIS

The Colony

Vesting Tentative Tract No. 45023
Los Angeles County, California

for

G.H. Palmer Associates
11740 San Vicente Boulevard, Suite 208
Los Angeles, California 90049

August, 1992

1.0 Introduction

At the direction of G.H. Palmer Associates, Davy & Associates, Inc., has completed an acoustical analysis of exterior noise level impact for the proposed development designated as The Colony in Los Angeles County (Vesting Tentative Tract No. 45023). The site is located west of Woodfall Road and east of the Antelope Valley Freeway (Route 14).

This report contains the results of calculations of noise due to the existing Southern Pacific Railroad that bisects the tract. Vibration levels from the railroad are also discussed.

Noise levels due to vehicular traffic on the Antelope Valley Freeway were measured at several locations on the site and these measured results were compared with calculated values utilizing the FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108. Traffic volumes have been obtained to predict future noise levels at the site.

Expected interior noise levels in the proposed residential development are also discussed.

2.0 Existing Acoustical Environment

The proposed site is located east of the Antelope Valley Freeway (Route 14) and to the west of Woodfall Road as shown in Figure 1. The acoustical environment at the site is dominated by vehicular traffic on the Antelope Valley Freeway to the west of the site. No other significant sources of noise were noted during the site visit.

The Southern Pacific Transportation Company bisects the proposed development as shown in Figure 1. Therefore, due to the proximity of the railroad, railroad noise was considered to be a potential noise source.

Noise levels were monitored on July 22, 1992 between the hours of 1:00 p.m. and 3:00 p.m. The environmental noise levels were measured for 30 minutes at each of three locations utilizing accepted procedures described in the literature.[1]

All noise levels were measured with a B&K 2230 precision integrating Sound Level Meter that measures and displays the equivalent noise level (LEQ), as well as the maximum and the minimum noise levels during the measurement period. The Sound Level Meter was calibrated with a B&K 4230 Acoustical Calibrator immediately prior to use. A windscreen was utilized to minimize the effects of wind-generated noise.

The data thus collected were analyzed to determine the CNEL level at the measurement location. The CNEL values were determined from the directly measured equivalent noise level (LEQ) for the measurement hour, and the calculated equivalent noise level for each of the other 23 hours in the day. This CNEL approach has been utilized in the past and compared with automatic 24-hour measurements at the same location. The calculation procedure has always been within acceptable accuracy limits. The results of the monitoring and calculations are summarized below in Table 1. The field data sheets are in Appendix A.

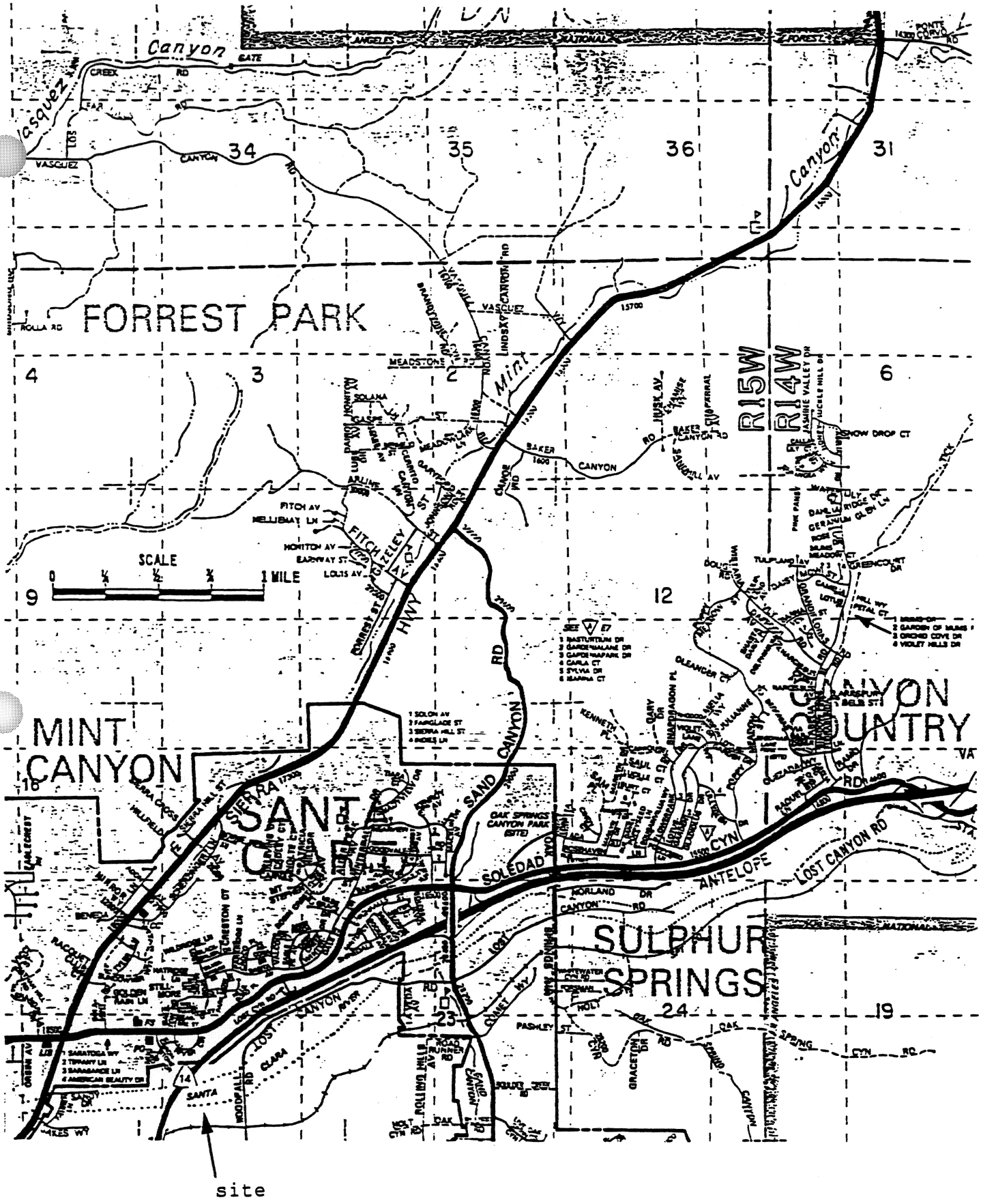

FIGURE 1. Site Location

Table 1

Measured LEQ and CNEL Values in dB
due to Traffic on the
Antelope Valley Freeway

Measurement Location	LEQ	CNEL
Location 1	55.1 dB	57.1 dB
Location 2	59.9	61.9
Location 3	63.9	65.9

Traffic data for this area of the Antelope Valley Freeway (Route 14) was obtained from CALTRANS[1]. This freeway data is summarized in Table 2.

Table 2

Roadway Parameters for the
Antelope Valley Freeway

Posted/Actual Speed Limit	60 mph
Number of Lanes	6
Medial Width	30
1992 ADT	80,000
2010 ADT	100,000

The data listed in Table 2 was used as input data for a computerized traffic noise model to calculate noise levels at the same location for comparison with the measured result. The computerized model is based on a noise prediction method developed and used extensively by the Federal Highway Administration.[2]

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[1] Discussion with Mr. Nick Jones of CALTRANS on July 17, 1992, (897-3656)

[2] U.S. Department of Transportation, Federal Highway Administration, "FHWA Highway Traffic Noise Prediction Model", FHWA-RD-77-108, December, 1978.

Input parameters for the computer model used for each calculation of noise level at a specific location include the following.

- Distance to the highway
- Number of lanes
- Center median width
- Elevation to the receiver's location
- Total daily vehicle count (ADT)
- Percentage of trucks of total count
- Prevailing speed of automobiles and trucks
- Slope of highway
- Distance from receiver to intervening barriers, earth berms, hills, solid walls, or other shielding topographical features.
- Elevation of intervening barriers, earth berms, hills, solid walls, or other shielding topographical features.

The results of these calculations are summarized in Table 3.

Table 3

Calculated and Measured Noise Levels in dB for Present Year Traffic Volumes

Location	Measured CNEL	Calculated CNEL
Location #1	57.1 dB	59.2 dB
Location #2	61.9	62.7
Location #3	65.9	65.3

The calculated noise levels shown in Table 3 agree with the measured noise levels also shown in Table 3. At Locations 1, 2, and 3, the FHWA Calculations Model over predicted the measured noise values. Apparently, excess ground attenuation attenuates noise levels more than the model accounts for. The measurements do show close enough agreement, however, that the FHWA Modeling technique for this site is considered valid.

3.0 Criteria for Assessment of Impact

The Los Angeles County Board of Supervisors has adopted the policy that any exterior noise level is acceptable for residential development as long as interior noise levels in the buildings do not exceed CNEL 45.

In addition to this criteria, Los Angeles County Health Services has used the following interim position concerning exterior noise in residential areas.

- CNEL 55 is a desirable exterior noise level
- CNEL 55-65 is acceptable for most people
- CNEL 65 and greater are considered undesirable for residential development

The County Health Services policy for exterior criteria is consistent with the Board of Supervisors policy on interior noise since standard construction normally provides an A-weighted noise reduction of 20 dB. Since noise reduction is the difference between exterior noise and interior noise, interior noise levels will not exceed CNEL 45 if exterior noise levels do not exceed CNEL 65.

This policy is also consistent with the State of California Noise Insulation Standards (State Building Code Part II, Title 24, CCR). The Title 24 Code requires that interior noise levels in all new hotels, motels, dormitories, long-term care facilities, apartment houses, and dwellings other than detached single-family dwellings shall not exceed CNEL 45.

4.0 Future Noise Level Predictions

The computerized noise model discussed in Section 2.0 was utilized along with traffic volume projections for the year 2010 to calculate future noise levels at Lots in the first row from the freeway. The results of these calculations are summarized below in Table 4.

Table 4

Calculated Noise Levels in dB
for the Year 2010 Traffic Volumes

Location	CNEL 1st Floor	CNEL 2nd Floor
Lot 49	70 dB	71 dB
Lot 74	68	71
Lot 77	69	72
Lot 50	71	73

Distances to the CNEL 70, 65, 60, and 55 contours were calculated. These calculations were based on distance effects, the calculated noise levels at the first row of buildings as indicated in Table 4 and the shielding effect of rows of buildings on noise levels for rows of buildings further away from the freeway. The first row of buildings is exposed to a first floor CNEL value of approximately 70 dB. This means that the CNEL 70 contour is located at a distance of approximately 150 feet from the centerline of the freeway. The second row of buildings will be shielded by the first row of buildings. Calculations indicate that this row of buildings will be exposed to a CNEL 60 level at a distance of approximately 300'. The CNEL 65 and CNEL 55 contours were extrapoliated based on these calculations. A summary of these distances is listed in Table 5.

Table 5

Distance from the Antelope Valley Freeway
to various CNEL Contours

CNEL	Distance to Contour
70	150 feet
65	225
60	300
55	400

5.0 Railroad Noise Impact

The Southern Pacific Transportation Company railroad bisects the site as shown in Figure 1. The line is used exclusively for freight between Palmdale and Los Angeles.

The determination of railroad noise is not as straightforward as freeway noise because of the irregular schedule of railroads and the fact that noise measurements made for one train passby are not necessarily typical. During the site visit on July 22, 1992, a noise monitoring unit was set up to directly measure the SEL of a train passby. The SEL is a logarithmic measure of the time integrated energy of a single event. The SEL is approximately equivalent to the maximum A-weighted noise level measured during the train passby plus ten times the log of the effective time duration of the noise level in seconds (see Appendix D for a complete definition). There were no train passbys during the site visit and no direct measurements were made.

During a site visit in January 1992, to another railroad, the SEL was measured for a freight train approximately 8000 feet in length moving at a speed of approximately at 100 feet are listed below in Table 6.

Table 6

Directly Measured SEL in dB for
a Freight Train Pass-by at 15

Distance	SEL
100 feet	96 dB

The analysis of train noise impact was completed with a calculation model for railroad noise developed from a study of railroad operations containing extensive measured noise data and noise prediction methods.[3] This study developed methods for calculating the SEL and the CNEL values for train passbys based on type of train, length of train, speed, and numerous parameters of the rail system itself. It is the counterpart of the FHWA noise model used in Section 4.0 to calculate freeway noise. It was used to corroborate the directly measured SEL described in Table 6 above.

---

[3] "Assessment of Noise Environments Around Railroad Operations", Jack W. Swing and Donald B. Pies, Wyle Labs Report WCR 73-5, July, 1973.

The Southern Pacific Transportation Company has indicated the following railroad assumptions:[4]

- o Eight trains/day
- o 4,000-feet train length (assumed)
- o 12 miles per hour

For a train speed of 12 mph and a length of 4000 feet, the effective train duration is 227 seconds. The SELS for both the locomotive and the freight cars are summarized in Table 7.

Table 7

SELS for Locomotive and Freight Car Events
at 100 feet at 12 mph

	Locomotive	Freight Cars
SEL	102 dB	94 dB

For the data listed in Table 7, the SENEL for the entire train can be calculated at 100 feet as follows:

SEL (T) = SEL (LOC) + SEL (CARS)

SEL (T) = 103 dB

[4]Fax dated August 10, 1992 from Richard McCloskey of SPTC.

The assumption was made that the 8 trains per day would be randomly distributed throughout the day. The SPT Company was contacted concerning schedules but they indicated that trains moved when they were loaded and there was no schedule. A random distribution of 8 trains over a 24-hour day would result in 4 trains during the 12 daytime hours (7 a.m. to 7 p.m.), 1 train during the 3 evening hours (7 p.m. to 10 p.m.) and 3 trains during the 9 nighttime hours (10 p.m. to 7 a.m.). When nighttime and evening weightings are added in accordance with the CNEL methodology, the equivalent number of trains is 37.

Based on this, the CNEL for the railroad at 100 feet was calculated to be 67 dB.

Based on an SEL of 103 dB at 100 feet, distances to various SEL contours have been calculated. No corrections for shielding due to natural terrain, berms, or walls have been included. The results of these calculations are summarized in Table 8.

Table 8

Distances to Various SEL Contours in Feet

SEL	Distance
100 dB	63 feet
95	340
85	1600
75	7400

Based on an CNEL of 67 dB at 100 feet, distances to various CNEL contours have been calculated. No corrections for shielding due to natural terrain, berms, or walls have been included. The results of these calculations are summarized in Table 9.

Table 9

Distances to Various CNEL Contours in Feet

CNEL	Distance
70 dB	63 feet
65	200
60	400

6.0 Noise Mitigation

The analysis of freeway noise discussed in Section 4.0 indicated that in the year 2010, the first row of lots facing the Antelope Valley Freeway will be exposed to a CNEL 70 level. The second row of lots will be expose to CNEL 60 and all other lots will be exposed to CNEL 60 or less. A sound wall along the border of the Antelope Freeway is not considered to be feasible because of the elevated height of the freeway in this location. It is therefore, recommended that upgraded glazing be utilized to mitigate interior noise levels. There are no exterior living areas along the freeway that would be impacted by noise levels in excess of CNEL 65.

The upgraded glazing for all windows and glass doors facing the freeway is either 1/4" laminated glass or a dual pane assembly. In either case, the glazing should have an STC 32 rating. The glazing supplier should be required to submit a test report documenting the minimum STC 32 rating. The test report should be done in independent, accredited testing laboratory in accordance with ASTM E90.

The analysis described in Section 5 indicates that some of the lots will be exposed to CNEL values in excess of 65 without acoustical shielding due to railroad. Additionally, all of the lots would be exposed to high SEL values even though there is no specific criteria for SEL impact.

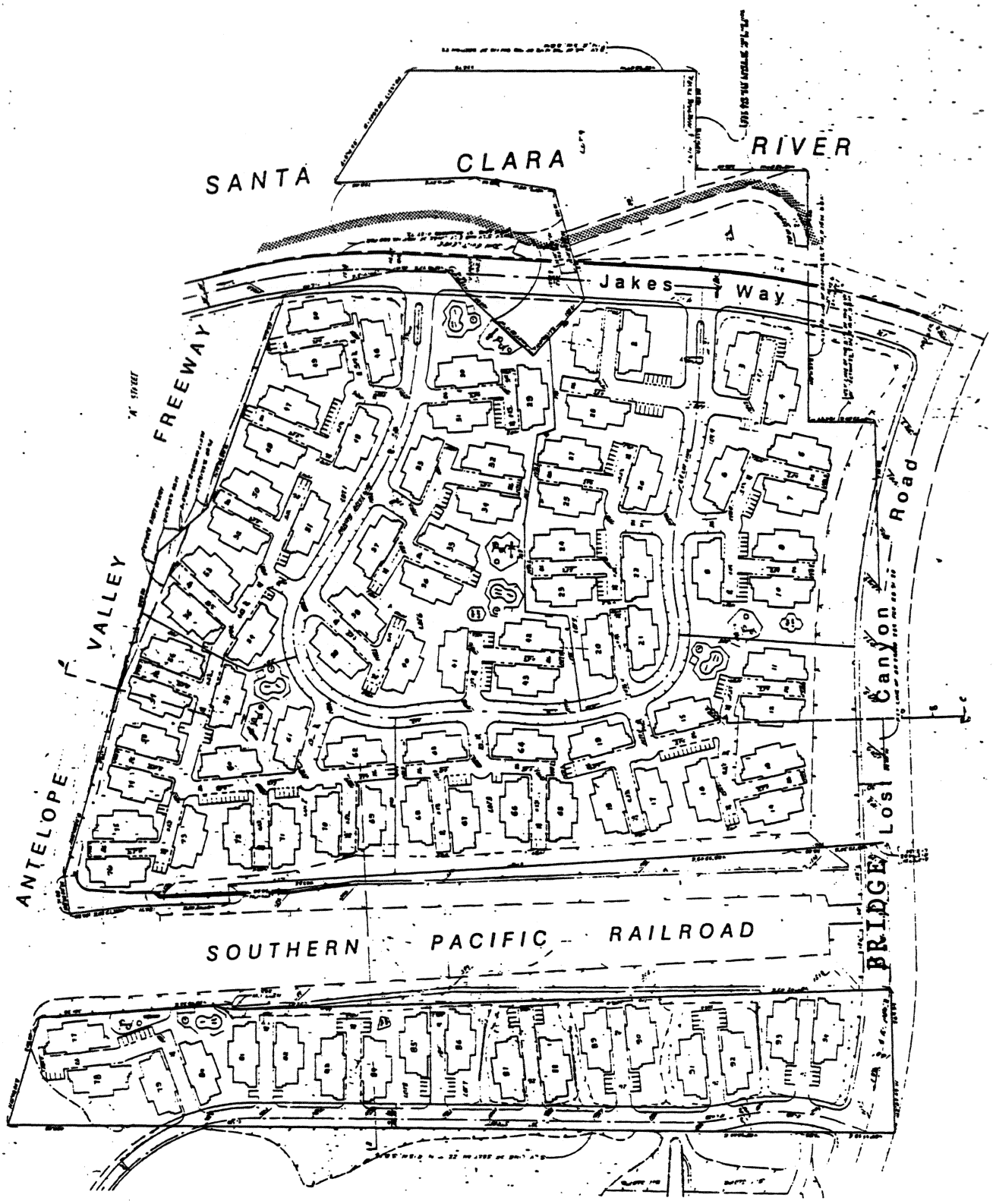
Typically, whistle signal noises are considered to be a noise impact for residential areas near railroads. It should be noted that a railroad bridge is proposed over Lost Canyon Road. This will eliminate the existing railroad grade crossing and will also eliminate the need for any whistles or signals in this area. Therefore, railroad whistle noise has not been analyzed.

To mitigate railroad noise impact, a 14 foot high wall or berm/wall on both sides of the railroad is proposed. CNEL and SEL values were calculated at 5 lots adjacent to the railroad on either side of the railroad with the proposed wall or berm/wall in place. The results of these calculations are summarized in Table 10 (see Figure 1 map with lot numbers).

Table 10

Calculated CNEL and SENEL Values in dB
with the Proposed 14' Sound Attenuation Berm/Wall in Place

Lot	Floor	SEL	CNEL
14	1 st	90 dB	51.9 dB
14	2 nd	95	56.6
69	1 st	91	53.8
69	2 nd	97	59.6
76	1 st	103	67.0
76	2 nd	103	67.0
81	1 st	96	59.0
81	1 st	103	66.0
89	2 nd	93	55.6
89	1 st	103	66.0



N

SCALE 0 200 400 FEET

SOURCE: RJW Engineering 29 April 1991

TAYLOR & COMPANY

Project Development Plan

THE COLONY

FIGURE 1

90-151

The CNEL values shown in Table 10 are within the criteria discussed in Section 3.0. However, the SEL values are high. To mitigate these noise events, upgraded glazing was considered.

Typical A-weighted noise reduction values for residential buildings range from 22 to 32 dB, depending on the glazing. The effect of the glazing can be summarized as follows:

Glazing	Noise Reduction
Standard	22 dB
3/16"	25
1/4" laminated	32
1" insulating	32

These numbers will vary somewhat, depending on the amount of glazing in any given room.

There is a great variance in the maximum noise levels that will bother people during sleeping hours. Some people will be awakened by short-term high noise levels and some people will have their sleep state altered. On average, studies have shown that maximum noise levels in bedrooms above 50 dBA begin to bother some people.

To minimize this annoyance we recommend that all windows and sliding glass doors with a line-of-sight to the railroad in the buildings that are in the first row along both sides of the railroad have an STC 32 rating. Ratings greater than STC 32 usually require double assemblies with a 3" to 4" air space and are not generally considered to be feasible for standard residential construction. STC 32 windows can be furnished by some manufacturers with 1/4" laminated glass or with a dual pane assembly with a 1/2" air space. The window supplier should be required to submit an ASTM E90 test report done in an independent, accredited laboratory.

With the proposed STC 32 glazing, interior SEL events will be reduced to values in the approximate 65 dB range. Some people may still be annoyed by these events but most people should not be due to their short duration.

The buildings with upgraded glazing should also be provided with mechanical ventilation in accordance with the mechanical ventilation code. The exterior air intake should be designed into the buildings when the architectural plans are prepared in such a way as to not degrade the acoustical performance of the exterior wall/window system.

7.0 Railroad Ground Vibration Impact

Potential impact of vibration levels from the SPT Co. railroad which bisects the site as shown in Figure 1 were analyzed. Measured ground vibration data reported in the literature indicate that typical maximum vibration levels of approximately 0.006g in the 30 Hz region can be expected to occur at a maximum distance of 25 feet from the railroad track due to railroad traffic.[5]

The Los Angeles County Noise Ordinance (Ordinance No. 11,773) does define vibration as the minimum ground or structure-borne vibrational motion necessary to cause a normal person to be aware of the vibration by such direct means as sensation by touch or visual observations of moving objects. The perception threshold is presumed to be a motion velocity of 0.01 in/sec over the range of 1 to 100 Hz. The ordinance goes on to state that operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source or at 150 feet from the source if it is located on a public space or public right-of-way. These expected vibration levels of 0.006 g at 30 Hz are approximately equivalent to a motion velocity of 0.01 in/sec. Therefore, the criteria suggested by the Los Angeles County Ordinance are not likely to be exceeded at distances beyond 25 feet from the railroad, since at greater distances, vibration levels would be less than the 0.006g that has been measured at 25 feet from the track.

Caltrans has completed a study of train vibration data at the Watt Towers. This study has projected a motion velocity of .04 in/sec at 115 feet from the railroad.[6] This motion velocity is considered to be a reasonable estimate of expected vibration at the proposed project.

Sensitive residents may be annoyed by vibration levels produced by train pass-bys particularly at night. However, it is impossible to determine how many people would be annoyed or to what extent they would be annoyed by nighttime railroad activities.

---

[5] (R. Lyon, "Lectures in Transportation Noise", p. 188, Grozier. 1973)

[6] Vibration and Noise Study at Watts Tower CALTRANS Memo dated April 13, 1981.

8.0 Summary of Results

The analysis contained in this report indicates that the project will comply with the Los Angeles County Standards of CNEL 60 or less with a 14' high wall or berm/wall combination along the railroad.

To mitigate the high SEL events, upgraded STC 32 glazing is proposed in the buildings adjacent to the railroad. It is also proposed that a 14 foot high earth berm be utilized along the railroad on either side for the entire site.

To mitigate noise levels in the first row of buildings along the Antelope Valley Freeway, it is recommended that all windows and glass doors facing the freeway and also on the sides of the buildings be glazed with STC 32 glazing. This glazing can either be 1/4" laminated or dual pane assemblies. In either case, the glazing manufacturer should submit test reports documenting the minimum STC 32 rating. The test report should be done in an accredited, independent testing laboratory in accordance with ASTM E90.

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JN 92089

APPENDIX A

Field Measurement Data Sheets

SITE MONITORING NOISE ANALYSIS

JN 92089

PROJECT:	THE COLONY
LOCATION:	LOCATION #1
TEST DATE:	7/22/92
START TIME:	1:30 P.M.
END TIME:	2:00 P.M.
EQUIPMENT USED:	B&K 2230 SLM WITH 1/2" RANDOM INCIDENCE MIC WINDSCREEN B&K 4230 CALIBRATOR TRIPOD WIND SPEED INDICATOR TAYLOR SLING PSYCHROMETER
TEMPERATURE:	72°
RELATIVE HUMIDITY:	60%
WIND:	3 MPH

LEQ = 55.1 dB

LMAX = 63.1 dB

LMIN = 40.3 dB

LDN = 57.1 dB

CNEL = 57.1 dB

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& ASSOCIATES, INC.

SITE MONITORING NOISE ANALYSIS

JN 92089

PROJECT:	THE COLONY
LOCATION:	LOCATION #1
TEST DATE:	7/22/92
START TIME:	1:30 P.M.
END TIME:	2:00 P.M.
EQUIPMENT USED:	B&K 2230 SLM WITH 1/2" RANDOM INCIDENCE MIC WINDSCREEN B&K 4230 CALIBRATOR TRIPOD WIND SPEED INDICATOR TAYLOR SLING PSYCHROMETER
TEMPERATURE:	72°
RELATIVE HUMIDITY:	60%
WIND:	3 MPH

LEQ = 55.1 dB

LMAX = 63.1 dB

LMIN = 40.3 dB

LDN = 57.1 dB

CNEL = 57.1 dB

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& ASSOCIATES, INC.

SITE MONITORING NOISE ANALYSIS

JN 92089

PROJECT:	THE COLONY
LOCATION:	LOCATION #2
TEST DATE:	7/22/92
START TIME:	2:00 P.M.
END TIME:	2:30 P.M.
EQUIPMENT USED:	B&K 2230 SLM WITH 1/2" RANDOM INCIDENCE MIC
	WINDSCREEN
	B&K 4230 CALIBRATOR
	TRIPOD
	WIND SPEED INDICATOR
	TAYLOR SLING PSYCHROMETER
TEMPERATURE:	74°
RELATIVE HUMIDITY:	60%
WIND:	4 MPH

LEQ = 59.9 dB

LMAX = 69.1 dB

LMIN = 52.4 dB

LDN = 61.9 dB

CNEL = 61.9 dB

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& ASSOCIATES, INC.

SITE MONITORING NOISE ANALYSIS

JN 92089

PROJECT:	THE COLONY
LOCATION:	LOCATION #3
TEST DATE:	7/22/92
START TIME:	2:30 P.M.
END TIME:	3:00 P.M.
EQUIPMENT USED:	B&K 2230 SLM WITH 1/2" RANDOM INCIDENCE MIC
	WINDSCREEN
	B&K 4230 CALIBRATOR
	TRIPOD
	WIND SPEED INDICATOR
	TAYLOR SLING PSYCHROMETER
TEMPERATURE:	75°
RELATIVE HUMIDITY:	65%
WIND:	3 MPH

LEQ = 63.9 dB

LMAX = 69.7 dB

LMIN = 57.4 dB

LDN = 65.9 dB

CNEL = 65.9 dB

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JN 92089

APPENDIX B

FHWA Highway Noise Calculations

FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 92089 THE COLONY 8/18/82

RECEIVE SITE: LOCATION 1 TYPE OF SITE: HARD FLOOR: FIRST

ADT: 80000 SPEED: 60 mph NO. LANES: 6 WALL HEIGHT: 1

ROAD SEGMENT: 1 OF 1 PHI1: -45 PHI2: 45

GRADIENT %: 1 GRADE CORRECTION: 0 dB

ROADWAY: ROUTE 14 PROJECTION YEAR: 1992

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	839	839	839	839	839	839
CARS/EVE-HR	559	559	559	559	559	559
CARS/NITE-HR	138	138	138	138	138	138
MEDS/DAY-HR	17	17	17	17	17	17
MEDS/EVE-HR	4	4	4	4	4	4
MEDS/NITE-HR	3	3	3	3	3	3
TRKS/DAY-HR	7	7	7	7	7	7
TRKS/EVE-HR	1	1	1	1	1	1
TRKS/NITE-HR	1	1	1	1	1	1
DIST TO REC	1406	1418	1430	1472	1484	1496
DIST TO BARR	6	18	30	72	84	96
BARR HT	95	95	95	95	95	95
LOS HT-11.5 Ft	106	106	106	106	105	105
LANE HT	95	95	95	95	95	95
REC HT	87	87	87	87	87	87
CAR BARR ATTN	5.0	5.0	5.0	5.0	5.0	5.0
MED BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
$\bar{L}$EQ/DAY-HR	50.6	50.6	50.5	50.4	50.4	50.3
LEQ/EVE-HR	46.4	46.4	46.3	46.2	46.2	46.1
LEQ/NITE-HR	42.8	42.7	42.7	42.6	42.5	42.5

TOTAL DAY HOUR LEQ IS	58.2	dB
TOTAL EVENING HOUR LEQ IS	54.0	dB
TOTAL NIGHT HOUR LEQ IS	50.4	dB
24 HOUR LEQ VALUE IS	56.1	dB
LDN VALUE IS	58.9	dB
CNEL VALUE IS	59.2	dB

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FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 92089 THE COLONY 8/18/82

RECEIVE SITE: LOCATION 2 TYPE OF SITE: HARD FLOOR: FIRST

ADT: 80000 SPEED: 60 mph NO. LANES: 6 WALL HEIGHT: 1

ROAD SEGMENT: 1 OF 1 PHI1: -45 PHI2: 45

GRADIENT %: 1 GRADE CORRECTION: 0 dB

ROADWAY: ROUTE 14 PROJECTION YEAR: 1992

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	839	839	839	839	839	839
CARS/EVE-HR	559	559	559	559	559	559
CARS/NITE-HR	138	138	138	138	138	138
MEDS/DAY-HR	17	17	17	17	17	17
MEDS/EVE-HR	4	4	4	4	4	4
MEDS/NITE-HR	3	3	3	3	3	3
TRKS/DAY-HR	7	7	7	7	7	7
TRKS/EVE-HR	1	1	1	1	1	1
TRKS/NITE-HR	1	1	1	1	1	1
DIST TO REC	606	618	630	672	684	696
DIST TO BARR	6	18	30	72	84	96
BARR HT	95	95	95	95	95	95
LOS HT-11.5 Ft	106	106	105	104	103	103
LANE HT	95	95	95	95	95	95
REC HT	81	81	81	81	81	81
CAR BARR ATTN	5.0	5.1	5.1	5.3	5.3	5.4
MED BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
LEQ/DAY-HR	54.2	54.1	54.0	53.7	53.6	53.5
LEQ/EVE-HR	50.0	49.9	49.8	49.4	49.3	49.2
LEQ/NITE-HR	46.4	46.3	46.2	45.9	45.8	45.7

TOTAL DAY HOUR LEQ IS 61.7 dB
TOTAL EVENING HOUR LEQ IS 57.4 dB
TOTAL NIGHT HOUR LEQ IS 53.8 dB

24 HOUR LEQ VALUE IS 59.5 dB
LDN VALUE IS 62.3 dB
CNEL VALUE IS 62.7 dB

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FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

JN 92089 THE COLONY 8/18/82

RECEIVE SITE: LOCATION 3 TYPE OF SITE: HARD FLOOR: FIRST

ADT: 80000 SPEED: 60 mph NO. LANES: 6 WALL HEIGHT: 1

ROAD SEGMENT: 1 OF 1 PHI1: -45 PHI2: 45

GRADIENT %: 1 GRADE CORRECTION: 0 dB

ROADWAY: ROUTE 14 PROJECTION YEAR: 1992

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	839	839	839	839	839	839
CARS/EVE-HR	559	559	559	559	559	559
CARS/NITE-HR	138	138	138	138	138	138
MEDS/DAY-HR	17	17	17	17	17	17
MEDS/EVE-HR	4	4	4	4	4	4
MEDS/NITE-HR	3	3	3	3	3	3
TRKS/DAY-HR	7	7	7	7	7	7
TRKS/EVE-HR	1	1	1	1	1	1
TRKS/NITE-HR	1	1	1	1	1	1
DIST TO REC	251	263	275	317	329	341
DIST TO BARR	6	18	30	72	84	96
BARR HT	95	95	95	95	95	95
LOS HT-11.5 Ft	106	105	104	100	100	99
LANE HT	95	95	95	95	95	95
REC HT	80	80	80	80	80	80
CAR BARR ATTN	5.2	5.5	5.8	6.6	6.8	6.9
MED BARR ATTN	0.0	0.0	0.0	5.4	5.6	5.8
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
LEQ/DAY-HR	58.0	57.7	57.4	55.3	55.0	54.7
LEQ/EVE-HR	53.8	53.3	52.9	51.0	50.7	50.4
LEQ/NITE-HR	50.2	49.8	49.5	47.4	47.2	46.9

TOTAL DAY HOUR LEQ IS 64.3 dB
TOTAL EVENING HOUR LEQ IS 60.0 dB
TOTAL NIGHT HOUR LEQ IS 56.5 dB

24 HOUR LEQ VALUE IS 62.2 dB
LDN VALUE IS 65.0 dB
CNEL VALUE IS 65.3 dB

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FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

2089 THE COLONY 8/21/92

RECEIVE SITE: LOT 49 TYPE OF SITE: HARD FLOOR: FIRST

ADT: 100000 SPEED: 60 mph NO. LANES: 6 WALL HEIGHT: 1

ROAD SEGMENT: 1 OF 1 PHI1: -70 PHI2: 70

GRADIENT %: 1 GRADE CORRECTION: 0 dB

ROADWAY: ROUTE 14 PROJECTION YEAR: 2010

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	1049	1049	1049	1049	1049	1049
CARS/EVE-HR	698	698	698	698	698	698
CARS/NITE-HR	173	173	173	173	173	173
MEDS/DAY-HR	22	22	22	22	22	22
MEDS/EVE-HR	5	5	5	5	5	5
MEDS/NITE-HR	4	4	4	4	4	4
TRKS/DAY-HR	9	9	9	9	9	9
TRKS/EVE-HR	1	1	1	1	1	1
T /NITE-HR	1	1	1	1	1	1
DIST TO REC	146	158	170	212	224	236
DIST TO BARR	6	18	30	72	84	96
BARR HT	86	86	86	86	86	86
LOS HT-11.5 Ft	96	94	93	90	90	89
LANE HT	85	85	85	85	85	85
REC HT	78	78	78	78	78	78
CAR BARR ATTN	7.1	6.6	6.6	6.8	6.9	7.0
MED BARR ATTN	0.0	0.0	5.0	5.6	5.8	5.9
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
LEQ/DAY-HR	62.6	62.4	60.9	59.8	59.5	59.2
LEQ/EVE-HR	57.7	57.7	56.6	55.4	55.1	54.8
LEQ/NITE-HR	54.7	54.6	53.1	52.0	51.7	51.4

TOTAL DAY HOUR LEQ IS	68.7	dB
TOTAL EVENING HOUR LEQ IS	64.2	dB
TOTAL NIGHT HOUR LEQ IS	60.9	dB
24 HOUR LEQ VALUE IS	66.5	dB
LDN VALUE IS	69.4	dB
CNEL VALUE IS	69.7	dB

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FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

J 2089 THE COLONY 8/21/92

RECEIVE SITE: LOT 49 TYPE OF SITE: HARD FLOOR: SECOND

ADT: 100000 SPEED: 60 mph NO. LANES: 6 WALL HEIGHT: 1

ROAD SEGMENT: 1 OF 1 PHI1: -70 PHI2: 70

GRADIENT %: 1 GRADE CORRECTION: 0 dB

ROADWAY: ROUTE 14 PROJECTION YEAR: 2010

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	1049	1049	1049	1049	1049	1049
CARS/EVE-HR	698	698	698	698	698	698
CARS/NITE-HR	173	173	173	173	173	173
MEDS/DAY-HR	22	22	22	22	22	22
MEDS/EVE-HR	5	5	5	5	5	5
MEDS/NITE-HR	4	4	4	4	4	4
TRKS/DAY-HR	9	9	9	9	9	9
TRKS/EVE-HR	1	1	1	1	1	1
TRKS/NITE-HR	1	1	1	1	1	1
DIST TO REC	146	158	170	212	224	236
DIST TO BARR	6	18	30	72	84	96
BARR HT	86	86	86	86	86	86
LOS HT-11.5 Ft	96	95	95	93	93	93
LANE HT	85	85	85	85	85	85
REC HT	87	87	87	87	87	87
CAR BARR ATTN	6.2	5.3	5.1	5.0	5.0	5.0
MED BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
LEQ/DAY-HR	62.9	62.9	62.6	61.7	61.5	61.2
LEQ/EVE-HR	58.3	58.6	58.4	57.5	57.3	57.0
LEQ/NITE-HR	55.0	55.0	54.8	53.9	53.6	53.4

TOTAL DAY HOUR LEQ IS	70.0	dB
TOTAL EVENING HOUR LEQ IS	65.7	dB
TOTAL NIGHT HOUR LEQ IS	62.1	dB
24 HOUR LEQ VALUE IS	67.8	dB
LDN VALUE IS	70.6	dB
CNEL VALUE IS	71.0	dB

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HWA-RD-77-108 HIGHWAY NOISE CALCULATION
==========

089 THE COLONY 8/21/92

ECEIVE SITE: LOT 74 TYPE OF SITE: HARD FLOOR: FIRST

DT: 100000 SPEED: 60 mph NO. LANES: 6 WALL HEIGHT: 1

OAD SEGMENT: 1 OF 1 PHI1: -70 PHI2: 70

RADIENT %: 1 GRADE CORRECTION: 0 dB

OADWAY: ROUTE 14 PROJECTION YEAR: 2010

EHICLE % - DAY AUTOS .7551 MTRUCKS .0156 HTRUCKS .0064
EHICLE % - EVENING AUTOS .1257 MTRUCKS .0009 HTRUCKS .0002
EHICLE % - NIGHTS AUTOS .0934 MTRUCKS .0019 HTRUCKS .0008

ANE NO.	1	2	3	4	5	6
ARS/DAY-HR	1049	1049	1049	1049	1049	1049
ARS/EVE-HR	698	698	698	698	698	698
ARS/NITE-HR	173	173	173	173	173	173
EDS/DAY-HR	22	22	22	22	22	22
EDS/EVE-HR	5	5	5	5	5	5
EDS/NITE-HR	4	4	4	4	4	4
RKS/DAY-HR	9	9	9	9	9	9
RKS/EVE-HR	1	1	1	1	1	1
F 'NITE-HR	1	1	1	1	1	1
I TO REC	66	78	90	132	144	156
IST TO BARR	6	18	30	72	84	96
ARR HT	96	96	96	96	96	96
OS HT-11.5 Ft	104	101	98	93	92	91
ANE HT	95	95	95	95	95	95
EC HT	81	81	81	81	81	81
AR BARR ATTN	10.1	11.2	12.0	13.4	13.7	13.8
ED BARR ATTN	5.1	7.9	9.7	12.4	12.7	13.0
T BARR ATTN	0.0	0.0	5.0	9.4	10.2	10.8
EQ/DAY-HR	63.8	62.4	58.5	54.2	53.4	52.7
EQ/EVE-HR	58.3	56.6	54.1	50.5	49.9	49.3
EQ/NITE-HR	56.0	54.6	50.7	46.3	45.6	44.9

OTAL DAY HOUR LEQ IS 67.4 dB
OTAL EVENING HOUR LEQ IS 62.3 dB
OTAL NIGHT HOUR LEQ IS 59.6 dB

4 HOUR LEQ VALUE IS 65.2 dB
DN VALUE IS 68.1 dB
NE VALUE IS 68.3 dB

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IWA-RD-77-108 HIGHWAY NOISE CALCULATION

2089 THE COLONY 8/21/92

ECEIVE SITE: LOT 74 TYPE OF SITE: HARD FLOOR: SECOND

OT: 100000 SPEED: 60 mph NO. LANES: 6 WALL HEIGHT: 1

OAD SEGMENT: 1 OF 1 PHI1: -70 PHI2: 70

RADIENT %: 1 GRADE CORRECTION: 0 dB

OADWAY: ROUTE 14 PROJECTION YEAR: 2010

EHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
EHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
EHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

ANE NO.	1	2	3	4	5	6
ARS/DAY-HR	1049	1049	1049	1049	1049	1049
ARS/EVE-HR	698	698	698	698	698	698
ARS/NITE-HR	173	173	173	173	173	173
EDS/DAY-HR	22	22	22	22	22	22
EDS/EVE-HR	5	5	5	5	5	5
EDS/NITE-HR	4	4	4	4	4	4
RKS/DAY-HR	9	9	9	9	9	9
RKS/EVE-HR	1	1	1	1	1	1
RKS/NITE-HR	1	1	1	1	1	1
IST TO REC	66	78	90	132	144	156
IST TO BARR	6	18	30	72	84	96
ARR HT	96	96	96	96	96	96
OS HT-11.5 Ft	105	103	101	98	97	96
ANE HT	95	95	95	95	95	95
EC HT	90	90	90	90	90	90
AR BARR ATTN	7.7	7.4	7.5	7.9	8.0	8.1
ED BARR ATTN	0.0	5.1	5.5	6.7	6.9	7.1
T BARR ATTN	0.0	0.0	0.0	5.0	5.1	5.2
EQ/DAY-HR	65.8	63.9	63.2	59.4	58.9	58.5
EQ/EVE-HR	60.8	59.4	58.6	56.0	55.5	55.1
EQ/NITE-HR	58.0	56.1	55.4	51.6	51.1	50.6

OTAL DAY HOUR LEQ IS	70.3	dB
OTAL EVENING HOUR LEQ IS	65.9	dB
OTAL NIGHT HOUR LEQ IS	62.5	dB
24 HOUR LEQ VALUE IS	68.2	dB
DN VALUE IS	71.0	dB
NEL VALUE IS	71.3	dB

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FHWA-RD-77-108 HIGHWAY NOISE CALCULATION
==========

?2087 THE COLONY 8/21/92

RECEIVE SITE: BLDG 77 TYPE OF SITE: HARD FLOOR: FIRST

ADT: 100000 SPEED: 60 mph NO. LANES: 6 WALL HEIGHT: 1

ROAD SEGMENT: 1 OF 1 PHI1: -40 PHI2: 70

GRADIENT %: 1 GRADE CORRECTION: 0 dB

ROADWAY: ROUTE 14 PROJECTION YEAR: 2010

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	1049	1049	1049	1049	1049	1049
CARS/EVE-HR	698	698	698	698	698	698
CARS/NITE-HR	173	173	173	173	173	173
MEDS/DAY-HR	22	22	22	22	22	22
MEDS/EVE-HR	5	5	5	5	5	5
MEDS/NITE-HR	4	4	4	4	4	4
TRKS/DAY-HR	9	9	9	9	9	9
TRKS/EVE-HR	1	1	1	1	1	1
TRKS/NITE-HR	1	1	1	1	1	1
DIST TO REC	86	98	110	152	164	176
DIST TO BARR	6	18	30	72	84	96
BARR HT	99	99	99	99	99	99
LOS HT-11.5 Ft	108	106	104	100	100	99
LANE HT	98	98	98	98	98	98
REC HT	90	90	90	90	90	90
CAR BARR ATTN	8.0	7.9	8.1	8.8	8.9	9.1
MED BARR ATTN	0.0	5.2	5.9	7.4	7.7	7.9
HT BARR ATTN	0.0	0.0	0.0	5.1	5.3	5.6
LEQ/DAY-HR	63.6	61.7	61.0	57.1	56.6	56.1
LEQ/EVE-HR	58.5	57.0	56.2	53.5	53.0	52.6
LEQ/NITE-HR	55.7	53.9	53.2	49.3	48.8	48.3

TOTAL DAY HOUR LEQ IS	68.1	dB
TOTAL EVENING HOUR LEQ IS	63.5	dB
TOTAL NIGHT HOUR LEQ IS	60.2	dB
24 HOUR LEQ VALUE IS	65.9	dB
LDN VALUE IS	68.7	dB
CNEL VALUE IS	69.0	dB

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HWA-RD-77-108 HIGHWAY NOISE CALCULATION
==========

:089 THE COLONY 8/21/92

ECEIVE SITE: BLDG 77 TYPE OF SITE: HARD FLOOR: SECOND

DT: 100000 SPEED: 60 mph NO. LANES: 6 WALL HEIGHT: 1

OAD SEGMENT: 1 OF 1 PHI1: -40 PHI2: 70

RADIENT %: 1 GRADE CORRECTION: 0 dB

OADWAY: ROUTE 14 PROJECTION YEAR: 2010

EHICLE % - DAY AUTOS .7551 MTRUCKS .0156 HTRUCKS .0064
EHICLE % - EVENING AUTOS .1257 MTRUCKS .0009 HTRUCKS .0002
EHICLE % - NIGHTS AUTOS .0934 MTRUCKS .0019 HTRUCKS .0008

ANE NO.	1	2	3	4	5	6
ARS/DAY-HR	1049	1049	1049	1049	1049	1049
ARS/EVE-HR	698	698	698	698	698	698
ARS/NITE-HR	173	173	173	173	173	173
EDS/DAY-HR	22	22	22	22	22	22
EDS/EVE-HR	5	5	5	5	5	5
EDS/NITE-HR	4	4	4	4	4	4
TRKS/DAY-HR	9	9	9	9	9	9
TRKS/EVE-HR	1	1	1	1	1	1
TF NITE-HR	1	1	1	1	1	1
DI.. TO REC	86	98	110	152	164	176
DIST TO BARR	6	18	30	72	84	96
BARR HT	99	99	99	99	99	99
LOS HT-11.5 Ft	109	108	107	105	104	104
ANE HT	98	98	98	98	98	98
REC HT	99	99	99	99	99	99
AR BARR ATTN	6.2	5.4	5.2	5.1	5.1	5.0
ED BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
EQ/DAY-HR	64.1	63.9	63.4	62.1	61.8	61.5
EQ/EVE-HR	59.5	59.5	59.2	57.9	57.5	57.2
EQ/NITE-HR	56.3	56.0	55.6	54.2	53.9	53.6

TOTAL DAY HOUR LEQ IS 70.7 dB
TOTAL EVENING HOUR LEQ IS 66.4 dB
TOTAL NIGHT HOUR LEQ IS 62.9 dB

24 HOUR LEQ VALUE IS 68.5 dB
LDN VALUE IS 71.3 dB
CNE VALUE IS 71.7 dB

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HWA-RD-77-108 HIGHWAY NOISE CALCULATION
==========

N 089 THE COLONY 8/21/92

ECEIVE SITE: LOT 50 TYPE OF SITE: HARD FLOOR: FIRST

OT: 100000 SPEED: 60 mph NO. LANES: 6 WALL HEIGHT: 1

OAD SEGMENT: 1 OF 1 PHI1: -70 PHI2: 70

RADIENT %: 1 GRADE CORRECTION: 0 dB

OADWAY: ROUTE 14 PROJECTION YEAR: 2010

EHICLE % - DAY AUTOS .7551 MTRUCKS .0156 HTRUCKS .0064
EHICLE % - EVENING AUTOS .1257 MTRUCKS .0009 HTRUCKS .0002
EHICLE % - NIGHTS AUTOS .0934 MTRUCKS .0019 HTRUCKS .0008

ANE NO.	1	2	3	4	5	6
ARS/DAY-HR	1049	1049	1049	1049	1049	1049
ARS/EVE-HR	698	698	698	698	698	698
ARS/NITE-HR	173	173	173	173	173	173
EDS/DAY-HR	22	22	22	22	22	22
EDS/EVE-HR	5	5	5	5	5	5
EDS/NITE-HR	4	4	4	4	4	4
RKS/DAY-HR	9	9	9	9	9	9
RKS/EVE-HR	1	1	1	1	1	1
RKS/NITE-HR	1	1	1	1	1	1
I TO REC	116	128	140	182	194	206
IST TO BARR	6	18	30	72	84	96
ARR HT	85	85	85	85	85	85
OS HT-11.5 Ft	95	93	92	89	88	87
ANE HT	84	84	84	84	84	84
EC HT	78	78	78	78	78	78
AR BARR ATTN	7.2	6.7	6.7	7.0	7.0	7.1
ED BARR ATTN	0.0	0.0	5.1	5.8	5.9	6.0
T BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
EQ/DAY-HR	63.5	63.3	61.7	60.4	60.0	59.7
EQ/EVE-HR	58.7	58.5	57.4	56.0	55.6	55.3
EQ/NITE-HR	55.7	55.4	53.9	52.5	52.2	51.9

OTAL DAY HOUR LEQ IS 69.5 dB
OTAL EVENING HOUR LEQ IS 64.9 dB
OTAL NIGHT HOUR LEQ IS 61.7 dB

4 HOUR LEQ VALUE IS 67.3 dB
DN VALUE IS 70.1 dB
NEI VALUE IS 70.5 dB

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FHWA-RD-77-108 HIGHWAY NOISE CALCULATION

92089 THE COLONY 8/21/92

RECEIVE SITE: LOT 50 TYPE OF SITE: HARD FLOOR: SECOND

ADT: 100000 SPEED: 60 mph NO. LANES: 6 WALL HEIGHT: 1

ROAD SEGMENT: 1 OF 1 PHI1: -70 PHI2: 70

GRADIENT %: 1 GRADE CORRECTION: 0 dB

ROADWAY: ROUTE 14 PROJECTION YEAR: 2010

VEHICLE % - DAY	AUTOS	.7551	MTRUCKS	.0156	HTRUCKS	.0064
VEHICLE % - EVENING	AUTOS	.1257	MTRUCKS	.0009	HTRUCKS	.0002
VEHICLE % - NIGHTS	AUTOS	.0934	MTRUCKS	.0019	HTRUCKS	.0008

LANE NO.	1	2	3	4	5	6
CARS/DAY-HR	1049	1049	1049	1049	1049	1049
CARS/EVE-HR	698	698	698	698	698	698
CARS/NITE-HR	173	173	173	173	173	173
MEDS/DAY-HR	22	22	22	22	22	22
MEDS/EVE-HR	5	5	5	5	5	5
MEDS/NITE-HR	4	4	4	4	4	4
TRKS/DAY-HR	9	9	9	9	9	9
TRKS/EVE-HR	1	1	1	1	1	1
TRKS/NITE-HR	1	1	1	1	1	1
DIST TO REC	116	128	140	182	194	206
DIST TO BARR	6	18	30	72	84	96
BARR HT	85	85	85	85	85	85
LOS HT-11.5 Ft	95	94	94	92	92	92
LANE HT	84	84	84	84	84	84
REC HT	87	87	87	87	87	87
CAR BARR ATTN	6.0	5.2	5.0	0.0	0.0	0.0
MED BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
HT BARR ATTN	0.0	0.0	0.0	0.0	0.0	0.0
LEQ/DAY-HR	63.9	63.8	63.5	65.1	64.9	64.6
LEQ/EVE-HR	59.4	59.6	59.3	62.3	62.0	61.7
LEQ/NITE-HR	56.1	56.0	55.7	57.3	57.0	56.8

TOTAL DAY HOUR LEQ IS	72.1	dB
TOTAL EVENING HOUR LEQ IS	68.7	dB
TOTAL NIGHT HOUR LEQ IS	64.3	dB
24 HOUR LEQ VALUE IS	70.0	dB
LDN VALUE IS	72.8	dB
CNEL VALUE IS	73.2	dB

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JN 92089

APPENDIX C

Railroad Noise Calculations

RAILROAD NOISE CALCULATION

92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 14 TYPE OF SITE: HARD FLOOR: FIRST

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 10

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	165
DIST TO BARR	85
BARR HT	100
LOS HT-15 Ft	95
TRACK HT	90
REC HT	85
BARR ATTN	9.1

LDN VALUE IS 55.9 dB
CNEL VALUE IS 55.9 dB

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RAILROAD NOISE CALCULATION

J.N. 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 14 TYPE OF SITE: HARD FLOOR: FIRST

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 12

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	165
DIST TO BARR	85
BARR HT	102
LOS HT-15 Ft	95
TRACK HT	90
REC HT	85
BARR ATTN	11.2

LDN VALUE IS 53.8 dB
CNEL VALUE IS 53.8 dB

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RAILROAD NOISE CALCULATION

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 14 TYPE OF SITE: HARD FLOOR: FIRST

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 14

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	165
DIST TO BARR	85
BARR HT	104
LOS HT-15 Ft	95
TRACK HT	90
REC HT	85
BARR ATTN	13.1

LDN VALUE IS 51.9 dB
CNEL VALUE IS 51.9 dB

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RAILROAD NOISE CALCULATION

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 14 TYPE OF SITE: HARD FLOOR: SECOND

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 10

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	165
DIST TO BARR	85
BARR HT	100
LOS HT-15 Ft	99
TRACK HT	90
REC HT	94
BARR ATTN	5.1

LDN VALUE IS 59.9 dB
CNEL VALUE IS 59.9 dB

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RAILROAD NOISE CALCULATION

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 14 TYPE OF SITE: HARD FLOOR: SECOND

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 12

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	165
DIST TO BARR	85
BARR HT	102
LOS HT-15 Ft	99
TRACK HT	90
REC HT	94
BARR ATTN	6.4

LDN VALUE IS 52.3 dB
CNEL VALUE IS 52.3 dB

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RAILROAD NOISE CALCULATION
==========

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 14 TYPE OF SITE: HARD FLOOR: SECOND

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 14

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	165
DIST TO BARR	85
BARR HT	104
LOS HT-15 Ft	99
TRACK HT	90
REC HT	94
R ATTN	8.4

LDN VALUE IS 56.6 dB
CNEL VALUE IS 56.6 dB

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ROAD NOISE CALCULATION

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 69 TYPE OF SITE: HARD FLOOR: FIRST

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 10

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	140
DIST TO BARR	80
BARR HT	90
LOS HT-15 Ft	86
TRACK HT	80
REC HT	80
ATTN	7.6

LDN VALUE IS 58.4 dB
CNEL VALUE IS 58.4 dB

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RAILROAD NOISE CALCULATION
==========

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 69 TYPE OF SITE: HARD FLOOR: FIRST

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 12

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	140
DIST TO BARR	80
BARR HT	92
LOS HT-15 Ft	86
TRACK HT	80
REC HT	80
R ATTN	10.0

LDN VALUE IS 56.0 dB
CNEL VALUE IS 56.0 dB

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RAILROAD NOISE CALCULATION

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 69 TYPE OF SITE: HARD FLOOR: FIRST

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 14

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	140
DIST TO BARR	80
BARR HT	94
LOS HT-15 Ft	86
TRACK HT	80
REC HT	80
R ATTN	12.2

LDN VALUE IS 53.8 dB
CNEL VALUE IS 53.8 dB

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ROAD NOISE CALCULATION

92089 THE COLONY 8/31/92

CEIVE SITE: LOT 69 TYPE OF SITE: HARD FLOOR: SECOND

NGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 10

NE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

ADIENT %: 1.5 GRADE CORRECTION: 0 dB

NS/DAY	0.500
NS/EVE	0.130
NS/NITE	0.370
ST TO REC	140
ST TO BARR	80
RR HT	90
S HT-15 Ft	92
ACK HT	80
C HT	89
ATTN	0.0

N VALUE IS 66.0 dB
EL VALUE IS 66.0 dB

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RAILROAD NOISE CALCULATION

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 69 TYPE OF SITE: HARD FLOOR: SECOND

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 12

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	140
DIST TO BARR	80
BARR HT	92
LOS HT-15 Ft	92
TRACK HT	80
REC HT	89
[illegible] ATTN	5.0

LDN VALUE IS 61.0 dB
CNEL VALUE IS 61.0 dB

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R[illegible]ROAD NOISE CALCULATION
==[illegible]==========

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 69 TYPE OF SITE: HARD FLOOR: SECOND

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 14

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	140
DIST TO BARR	80
BARR HT	94
LOS HT-15 Ft	92
TRACK HT	80
REC HT	89
E[illegible] ATTN	6.4

LDN VALUE IS 59.6 dB
CNEL VALUE IS 59.6 dB

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RAILROAD NOISE CALCULATION
==========

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 76 TYPE OF SITE: HARD FLOOR: FIRST

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 10

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	100
DIST TO BARR	85
BARR HT	80
LOS HT-15 Ft	85
TRACK HT	90
REC HT	82
B ATTN	0.0

LDN VALUE IS 67.0 dB
CNEL VALUE IS 67.0 dB

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ROAD NOISE CALCULATION
==========

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 76 TYPE OF SITE: HARD FLOOR: FIRST

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 12

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	100
DIST TO BARR	85
BARR HT	82
LOS HT-15 Ft	85
TRACK HT	90
REC HT	82
E ATTN	0.0

LDN VALUE IS 67.0 dB
CNEL VALUE IS 67.0 dB

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A'' ROAD NOISE CALCULATION
==========

N 92089 THE COLONY 8/31/92

ECEIVE SITE: LOT 76 TYPE OF SITE: HARD FLOOR: FIRST

ENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 14

INE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

'RNS/DAY	0.500
'RNS/EVE	0.130
'RNS/NITE	0.370
)IST TO REC	100
)IST TO BARR	85
BARR HT	64
LOS HT-15 Ft	65
'RACK HT	90
REC HT	82
ATTN	0.0

LDN VALUE IS 67.0 dB
CNEL VALUE IS 67.0 dB

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AT ROAD NOISE CALCULATION
==========

N 92089 THE COLONY 8/31/92

ECEIVE SITE: LOT 76 TYPE OF SITE: HARD FLOOR: SECOND

ENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 10

INE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

RADIENT %: 1.5 GRADE CORRECTION: 0 dB

RNS/DAY	0.500
RNS/EVE	0.130
RNS/NITE	0.370
IST TO REC	100
IST TO BARR	85
ARR HT	80
OS HT-15 Ft	93
RACK HT	90
EC HT	91
ATTN	0.0

DN VALUE IS 67.0 dB
NEL VALUE IS 67.0 dB

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A' ROAD NOISE CALCULATION
==========

N 92089 THE COLONY 8/31/92

ECEIVE SITE: LOT 76 TYPE OF SITE: HARD FLOOR: SECOND

ENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 12

INE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

RADIENT %: 1.5 GRADE CORRECTION: 0 dB

RNS/DAY	0.500
RNS/EVE	0.130
RNS/NITE	0.370
IST TO REC	100
IST TO BARR	65
ARR HT	82
OS HT-15 Ft	93
RACK HT	90
EC HT	91
ATTN	0.0

DN VALUE IS 67.0 dB
NEL VALUE IS 67.0 dB

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RAILROAD NOISE CALCULATION
==========

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 76 TYPE OF SITE: HARD FLOOR: SECOND

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 14

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	100
DIST TO BARR	85
BARR HT	84
LOS HT-15 Ft	93
TRACK HT	90
REC HT	91
BARR ATTN	0.0

LDN VALUE IS 67.0 dB
CNEL VALUE IS 67.0 dB

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RAILROAD NOISE CALCULATION
==========

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 81 TYPE OF SITE: HARD FLOOR: FIRST

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 10

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	165
DIST TO BARR	140
BARR HT	85
LOS HT-15 Ft	87
TRACK HT	75
REC HT	86
BARR ATTN	0.0

LDN VALUE IS 66.0 dB
CNEL VALUE IS 66.0 dB

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RAILROAD NOISE CALCULATION

J[illegible]2089 THE COLONY 8/31/92

RECEIVE SITE: LOT 81 TYPE OF SITE: HARD FLOOR: FIRST

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 12

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	165
DIST TO BARR	140
BARR HT	87
LOS HT-15 Ft	87
TRACK HT	75
REC HT	86
BARR ATTN	5.1

LDN VALUE IS 60.9 dB
CNEL VALUE IS 60.9 dB

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RAILROAD NOISE CALCULATION

JN 72089 THE COLONY 8/31/92

RECEIVE SITE: LOT 81 TYPE OF SITE: HARD FLOOR: FIRST

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 14

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	165
DIST TO BARR	140
BARR HT	89
LOS HT-15 Ft	87
TRACK HT	75
REC HT	86
BARR ATTN	7.0

LDN VALUE IS 59.0 dB
CNEL VALUE IS 59.0 dB

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RAILROAD NOISE CALCULATION

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT81 TYPE OF SITE: HARD FLOOR: SECOND

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 10

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	165
DIST TO BARR	140
BARR HT	85
LOS HT-15 Ft	94
TRACK HT	75
REC HT	95
BA ATTN	0.0

LDN VALUE IS 66.0 dB
CNEL VALUE IS 66.0 dB

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IL ROAD NOISE CALCULATION
==========

92089 THE COLONY 8/31/92

CEIVE SITE: LOT 81 TYPE OF SITE: HARD FLOOR: SECOND

NGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 12

NE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

ADIENT %: 1.5 GRADE CORRECTION: 0 dB

NS/DAY	0.500
NS/EVE	0.130
NS/NITE	0.370
ST TO REC	165
ST TO BARR	140
RR HT	87
S HT-15 Ft	94
ACK HT	75
C HT	95
R TTN	0.0

N VALUE IS 66.0 dB
EL VALUE IS 66.0 dB

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RAILROAD NOISE CALCULATION

92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 81 TYPE OF SITE: HARD FLOOR: SECOND

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 14

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	165
DIST TO BARR	140
BARR HT	89
LOS HT-15 Ft	94
TRACK HT	75
REC HT	95
BARR ATTN	0.0

LDN VALUE IS 66.0 dB
CNEL VALUE IS 66.0 dB

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RAILROAD NOISE CALCULATION

92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 89 TYPE OF SITE: HARD FLOOR: FIRST

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 10

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	160
DIST TO BARR	125
BARR HT	95
LOS HT-15 Ft	94
TRACK HT	85
REC HT	92
BARR ATTN	5.5

LDN VALUE IS 60.5 dB
CNEL VALUE IS 60.5 dB

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RAILROAD NOISE CALCULATION

92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 89 TYPE OF SITE: HARD FLOOR: FIRST

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 12

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	160
DIST TO BARR	125
BARR HT	97
LOS HT-15 Ft	94
TRACK HT	85
REC HT	92
BARR ATTN	7.7

LDN VALUE IS 58.3 dB
CNEL VALUE IS 58.3 dB

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RAILROAD NOISE CALCULATION

J[illegible]/2089 THE COLONY 8/31/92

RECEIVE SITE: LOT 89 TYPE OF SITE: HARD FLOOR: FIRST

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 14

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	160
DIST TO BARR	125
BARR HT	99
LOS HT-15 Ft	94
TRACK HT	85
REC HT	92
BARR ATTN	10.4

LDN VALUE IS 55.6 dB
CNEL VALUE IS 55.6 dB

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RAILROAD NOISE CALCULATION

72089 THE COLONY 8/31/92

RECEIVE SITE: LOT 89 TYPE OF SITE: HARD FLOOR: SECOND

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 10

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	160
DIST TO BARR	125
BARR HT	95
LOS HT-15 Ft	101
TRACK HT	85
REC HT	101
BARR ATTN	0.0

LDN VALUE IS 66.0 dB
CNEL VALUE IS 66.0 dB

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RAILROAD NOISE CALCULATION

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 89 TYPE OF SITE: HARD FLOOR: SECOND

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 12

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	160
DIST TO BARR	125
BARR HT	97
LOS HT-15 Ft	101
TRACK HT	85
REC HT	101
F R ATTN	0.0

LDN VALUE IS 66.0 dB
CNEL VALUE IS 66.0 dB

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RAILROAD NOISE CALCULATION

JN 92089 THE COLONY 8/31/92

RECEIVE SITE: LOT 89 TYPE OF SITE: HARD FLOOR: SECOND

LENGTH: 4000 SPEED: 12 mph TRAINS/DAY: 8 WALL HEIGHT: 14

LINE SEGMENT: 1 OF 1 PHI1: -90 PHI2: 90

GRADIENT %: 1.5 GRADE CORRECTION: 0 dB

TRNS/DAY	0.500
TRNS/EVE	0.130
TRNS/NITE	0.370
DIST TO REC	160
DIST TO BARR	125
BARR HT	99
LOS HT-15 Ft	101
TRACK HT	85
REC HT	101
BARR ATTN	0.0

LDN VALUE IS 66.0 dB
CNEL VALUE IS 66.0 dB

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JN 92089

APPENDIX D

Definitions

Noise Metrics for Evaluation of Community Response to Noise

One area of environmental acoustics which has received considerable attention in recent years is the development of methods for describing the impact of noise on communities. Attempts to correlate noise levels with community annoyance have led to th development of a number of different metrics or descriptors for the assessment of community reactions. To accurately account for human reaction to noise, a complete description of the noise must be provided by the metric chosen. This complete description should include intensity, frequency characteristics, and variation with time. Some characteristics of a few of the more commonly used noise descriptors are as follows:

A-WEIGHTED NOISE LEVEL (dBA)

A-weighted noise levels are filtered or weighted to quantitatively reduce the effect of low frequency noise. This metric was designed to approximate the response of the human ear to noise. A-weighted noise levels are measured in decibels with a standard sound level meter which contains the A-weighted network.

A-weighted levels provide a simple measure that correlates well with human subjective assessment of the loudness or noisiness of many types of noise.

STATISTICAL NOISE LEVELS (L_n)

The statistical noise level L_n is that noise level which is exceeded N% of the time during the observation period. For example, the L_{90} level is the noise level exceeded 90% of the time and L_{50} is the noise level exceeded 50% of the time. These two particular levels are significant in that the L_{50} represents a median noise level and L_{90} is an approximate measure of the lowest noise levels in a given community when there are no identifiable noise sources in the area. The L_{90} level is often used as the ambient noise level for a particular area.

All statistical noise levels are usually A-weighted unless otherwise specified.

EQUIVALENT SOUND LEVEL (LEQ)

Equivalent Sound Level (LEQ) is the energy average noise level integrated over some specified amount of time. The purpose of LEQ is to provide a single number measure of time-varying noise for a predetermined time period.

Equivalent signifies that the numerical value of the fluctuating noise is equivalent in level to a steady state noise with the same amount of total energy. This specified time integration period may be for varying durations - 2 minutes, 2 hours, or 24 hours. If not stipulated, the level of the noise is taken to be A-weighted, although other weighted frequency spectra may be used.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

The Community Noise Equivalent Level (CNEL) is the energy average noise level measured over a 24-hour period with different weighting factors for the noise levels occurring during the day, evening, and nighttime periods.[1] Evening (1900-2200) and nighttime (2200-0700) events are increased in level by 5 and 10 dB respectively to account for the lower tolerance of people to noise during those time periods.

CNEL was developed for noise surveillance in land use planning and is used in the County of Los Angeles for evaluation of the potential impact of highway and airport noise on residential areas.

CNEL may be determined from the following relationship:

$$CNEL = 10 \log \left[\frac{\sum_{i=1}^{24} W_i \cdot \log^{-1} leq_i/10}{24} \right]$$

where:

W_i is the time of day weighting factor

weighting	time
1	0700-1900
3	1900-2200
10	2200-0700

LEQ_i is the equivalent sound level for the ith hour of the day.

DAY-NIGHT LEVEL (LDN)

The LDN standard is essentially the same as the CNEL standard with the evening (1900-2200) weighting equal to 1. The LDN standard is primarily in use nationally. It is generally considered to be interchangeable with the CNEL metric.

REFERENCES TO APPENDIX A

[1] California Department of Aeronautics, "Noise Standards," California Administrative Code, Chapter 9, Title 4 (Register 70, No. 48, November 28, 1970)

APPENDIX C

AIR POLLUTION EMISSION WORK SHEETS

TAYLOR & COMPANY
11601 WILSHIRE BLVD., SUITE 500
LOS ANGELES, CA 90025

Site Preparation, Construction of Modification

Pollutants[1] (g/hr)

Type	# of Vehicles	CO	Exhaust HC	NOx	SOx	PM
Tracktype tractor	3	471.03	165.18	1,712.10	186.90	152.10
Wheeled Tractor	2	3,245.54	170.52	1,151.68	81.80	123.00
Scraper	4	2,272.76	512.60	6,962.96	840.00	736.00
Motor Grader	1	68.49	18.07	24.43	39.00	27.70
Wheeled Loader	1	259.58	113.17	858.19	82.50	77.70
Tracktype Loader	1	91.15	44.55	375.22	34.40	26.60
Off-Highway Truck	5	4,084.05	434.20	9,445.80	1,030.00	580.00
Roller	1	137.97	30.58	392.90	30.50	22.70
Miscellaneous	4	1,225.48	277.40	3,069.20	258.80	252.80

Total Emissions		CO	Exhaust HC	NOx	SOx	PM
Hourly Total (g)		11,856.05	1,766.27	23,992.48	2,583.90	1,998.60
Daily Total (g)	per 10 hrs	118,561	17,663	239,925	25,839	19,986
(lbs)		261.15	38.90	528.47	56.91	44.02
Grand Total (g)	for 40 days	4,742,420	706,508	9,596,992	1,033,560	799,440
(lbs)		10,445.86	1,556.19	21,138.75	2,276.56	1,760.88

	Approx. Acres[3] Worked per Day	Emis. Rate (lbs/acre/day)	Emissions (lbs/day)	40 Working Days Total (lbs)
Fugitive Dust	10	110	1,100	44,000

[1] Source: South Coast Air Quality Management District (SCAQMD) Air Quality Handbook (revised April 1987), Appendix V.

- Assumptions:
  - Working Day = 10 hours
  - 40 total grading days
  - 454 grams/pound

Total project size = 42.6 acres, daily area of activity = 10 acres.

Operation of Completed Project

Stationary Source Emissions

Electrical Generation

	# units	Average Usage[4] KWh/unit/year	Total Yearly Usage (KWh)	1000 KWh
Usage	752	6081	4,572,912	4573

Emissions[5]	CO	NOx	SOx	PM	ROG
Yearly (lbs)	914.58	5,258.85	548.75	182.92	45.73
Daily (lbs)	2.51	14.41	1.50	0.50	0.13

Natural Gas

	# units	Ave. Consumption[6] (cf/mo/unit)	Total Monthly Consumption (cf)	million cubic feet
Usage	752	3918	2,946,336	2.95

Emissions[7]	CO	NOx	SOx	PM	ROG
Monthly (lbs)	58.93	235.71	negl	0.44	15.62
Yearly (lbs)	707.12	2,828.48	negl	5.30	187.39
Daily (lbs)	1.94	7.75	negl	0.01	0.51

Total - Both Sources

Emissions	CO	NOx	SOx	PM	ROG
Daily (lbs)	4.44	22.16	1.50	0.52	0.64

4 Source: SCAQMD Air Quality Handbook, Appendix F.
5 Source: SCAQMD Air Quality Handbook, Appendix G.
6 Source: SCAQMD Air Quality Handbook, Appendix H.
7 Source: SCAQMD Air Quality Handbook, Appendix I.

Cumlative Impacts

Based on L.A. County Sanitation Districts 26 and 32[10]

Land Use	Pending	Approved	Recorded	Discounted Total
Single Family	13,543	6,101	2,616	20,620
Multi Family	10,191	5,475	2,070	16,475
				37,095

Stationary Source Emissions

Electrical Generation

	# units	Average Usage[4] KWh/unit/year	Total Yearly Usage (KWh)	1000 KWh
Useage	37,095	6,081	225,574,340	225,574

Emissions[5]	CO	NOx	SOx	PM	ROG
yearly (lbs)	45,114.87	259,410.49	27,068.92	9,022.97	2,255.74
daily (lbs)	123.60	710.71	74.16	24.72	6.18

Natural Gas

	# units	Ave. Consumption[6] (cf/mo/unit)	Total Monthly Consumption (cf)	million cubic feet
single family	20,620	6,665	137,430,588	137.43
multifamily	16,475	3,918	64,549,827	64.55
				201.98

Emissions[7]	CO	NOx	SOx	PM	ROG
Monthly (lbs)	4,039.61	1,6158.4	negl	30.30	1,070.50
Yearly (lbs)	48,475.30	193,901.20	negl	363.56	12,845.95
Daily (lbs)	132.81	531.24	negl	1.00	35.19

Total - Both Sources

Emissions	CO	NOx	SOx	PM	ROG
Daily (lbs)	256.41	1,241.95	74.16	25.72	41.37

10 Source: Los Angeles County Department of Regional Planning, DMS report, 10/11/90.

Cumulative Motor Vehicle Emissions

	# units	# trips/unit	Total trips	VMT	Total miles/day
Single family	20,620	10	206,197	15	3,092,961
Multi	16,475	8	131,802	15	1,977,024
					5,069,985

Pollutant		Ems. Factor (grams)	# grams/day		lb/day
CO		5.38		27,276,521	60,080
TOG		0.49		2,484,293	5,472
ROG		0.435		2,205,444	4,858
NOx		1.24		6,286,782	13,848
Particulates				1,480,436	3,261
	Tire Wear	0.217	1,100,187		
	Exhaust	0.075	380,249		

Project Name : Colony Date : 11-25-1992

Analysis Year = 2000 Temperature = 75
EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Condominiums (Family)	8.0/Unit	752	6016	

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	8.8	3.2	5.2	8.1	5.5
% Started Cold	88.3	40.2	58.3	77.4	27.2
Trip Speed	40	40	40	35	35
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent Type	Leaded	Unleaded	Diesel
Light Duty Autos	77.0	0.2	97.3	2.5
Light Duty Trucks	20.0	0.6	96.8	2.6
Medium Duty Trucks	2.0	2.0	98.0	0.0
Heavy Duty Trucks	0.0	18.0	82.0	N/A
Heavy Duty Trucks	0.0	N/A	N/A	100.0
Motorcycles	1.0	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	TOG	CO	NOx
Condominiums (Family)	53.7	541.6	66.1

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
Condominiums (Family)	1335.8	7.1	4.4

EMFAC7PC EMISSION FACTORS
VERSION :EMFAC7D ...11/88

YEAR : 2000 TEMPERATURE : 75
PERCENT VMT COLD : 88.3 PERCENT VMT HOT : 11.7

PM10 Percent Exhaust : 99.1 Tire Wear : 40.0
Sulfur Content Leaded :450.0 ppm Unleaded :200.0 ppm
Sulfur Content Diesel :0.280 %

GRAMS PER MILE

Speed	TOG	CO	NOX
40 MPH	0.92	11.97	1.06

Idle Emission Factors

TOG	0.11	Gr/Min	Fuel Use	25.9	MPG
CO	0.97	Gr/Min	PM10	0.093	GR/MILE
NOx	0.07	Gr/Min	Sox	0.058	Gr/Mile

EMFAC7PC EMISSION FACTORS
VERSION :EMFAC7D ...11/88

YEAR : 2000 TEMPERATURE : 75
PERCENT VMT COLD : 40.2 PERCENT VMT HOT : 59.8

PM10 Percent Exhaust : 99.1 Tire Wear : 40.0
Sulfur Content Leaded :450.0 ppm Unleaded :200.0 ppm
Sulfur Content Diesel :0.280 %

GRAMS PER MILE

Speed	TOG	CO	NOX
40 MPH	0.66	8.12	0.99

Idle Emission Factors

TOG	0.11	Gr/Min	Fuel Use	25.9	MPG
CO	0.97	Gr/Min	PM10	0.093	GR/MILE
NOx	0.07	Gr/Min	Sox	0.058	Gr/Mile

EMFAC7PC EMISSION FACTORS
VERSION :EMFAC7D ...11/88

YEAR : 2000 TEMPERATURE : 75
PERCENT VMT COLD : 58.3 PERCENT VMT HOT : 41.7

PM10 Percent Exhaust : 99.1 Tire Wear : 40.0
Sulfur Content Leaded :450.0 ppm Unleaded :200.0 ppm
Sulfur Content Diesel :0.280 %

GRAMS PER MILE

Speed	TOG	CO	NOX
40 MPH	0.76	9.57	1.02

Idle Emission Factors

TOG	0.11	Gr/Min	Fuel Use	25.9	MPG
CO	0.97	Gr/Min	PM10	0.093	GR/MILE
NOx	0.07	Gr/Min	Sox	0.058	Gr/Mile

TAYLOR & COMPANY
11601 WILSHIRE BLVD., SUITE 500
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APPENDIX D
BIOTA AND OAK TREE REPORTS

BIOLOGICAL RESOURCES ANALYSIS
FOR
TENTATIVE TRACT 46023

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Revised March 1988

1 ENVIRONMENTAL SETTING

The Colony site is located due south of Canyon Country in northern Los Angeles County. The site is bordered on the west by the Antelope Valley Freeway (Highway 14), and on the east by Lost Canyon Road. All but 8.8 acres lie north of the Southern Pacific Railroad.

The northernmost section of the 46.2 acres site includes approximately 4.7 acres of the Santa Clara River, from the Los Angeles County line on the west to Arrastre Canyon on the east, has been designated as Significant Ecological Area (SEA) No. 23 by the Los Angeles County Department of Regional Planning, due to the fact that the river supports one of the last remaining populations of a federal- and state-listed endangered fish species, the unarmored three-spined stickleback (Gasterosteus aculeatus williamsoni). This species and its habitat requirements are discussed later in this section. A dry gully runs along the western edge of the site to the river basin, and a cement channel is present at the junction of the gully and the river. The remainder of the site consists of disturbed coastal sage scrub and grassland vegetation. Cultivated walnut, incense cedar and locust trees are present near a residence along the site boundary on Lost Canyon Road.

The southernmost part of the property currently consists of fenced pastureland used by horses and goats.

The biotic composition of the project site is described herein from the information compiled through field reconnaissance, supplemented by existing documentation of biological resources with the project vicinity. The site was surveyed on foot by the firm of Michael Brandman Associates, Inc. (MBA) in June 1987 and in February 1988. Surveys were completed from 6:30 a.m. to 4:00 p.m. Weather at the time of the survey was cool (approximately 60° F) in the early mornings and warm (to approximately 90° F) with light to moderate winds in the late morning and afternoons.

The physical nature of the property permitted a complete systematic examination of all the vegetation within its confines. Special attention was paid to those areas with the potential for supporting sensitive species. Floral constituents encountered were recorded in terms of relative abundance and host habitat type. Faunal constituents were derived from survey information combined with documented habitat preferences of regional wildlife species that, whether or not detected during the survey, are believed to include the site within their range.

Habitat types and sensitive resources were mapped in the field with the aid of a 60-scale (1" = 60') topographic base map of the area.

Vegetation

Vegetation on the project site consists primarily of coastal sage scrub, with riparian scrub vegetation in the Santa Clara River wash and grassland vegetation in the southern portion of the site. A small area of riparian woodland is found immediately west of the site along its northern border. The southernmost portion of the site lies within a fenced pasture, and the vegetation here is grazed pastureland, with three oaks located on the southwestern edge of the property. The approximate areal extent of each plant community onsite is: coastal sage scrub - 25 acres (58 percent), annual grassland - 14.4 acres (34 percent) and riparian scrub - 3.2 acres (8 percent). The riparian woodland, which is not within the site boundaries, but is immediately adjacent, consists of approximately 0.3 acres.

A total of 49 plant species representing 21 families was recorded by the site survey. Of the recorded species, 10 (20 percent) are nonnative. Surveys conducted during the height of the spring flowering season would likely result in as much as a 10 to 15 percent greater diversity due to the presence of annual species not present at the time of the survey. A list of all plant species recorded during the survey is provided in the Floral Compendium of Appendix F. The distribution of each community on the site is shown in Exhibit 3-12. The floral composition of each plant community on the site is described below.

Coastal Sage Scrub

Most of the area included in the site consists of the coastal sage scrub plant community. Coastal sage scrub is characterized primarily by shrubs from 1 to 5 feet in height with woody bases and semi-woody branches. It occupies coastal Southern California mountains and hillsides to elevations of about 3,000 feet.

On the Colony site, the large and most predominant shrubs are rabbitbrush (Chrysothamnus nauseosus). Other large shrubs are the Great Basin sagebrush (Artemisia tridentata), chamise (Adenostema fasciculatum), and four-winged saltbush (Atriplex canescens). A few Mexican elderberry (Sambucus mexicana) trees are present in the gully that runs along the western edge of the site. Smaller shrubs that are found throughout the site include California buckwheat (Eriogonum fasciculatum). Other plants found locally common throughout this area include black sage (Salvia mellifera), purple sage (Salvia leucophylla), Spanish bayonet (Yucca whipplei), thick-leaved yerba santa (Eriodictyon crassifolium), and California sagebrush (Artemisia californica).

Grassland

Grasslands in the Southern California area typically consist of introduced or nonnative species of grass, along with several ruderal species. Ruderals are fast-growing plants that have the ability to colonize highly disturbed areas characterized by poor soil, intense light, and low moisture. The predominant grasses in the grassland area on the Colony site are brome grasses (Bromus spp.) and wild oat (Avena spp.). Other nonnative species found here include tree tobacco (Nicotiana glauca), horehound (Marrubium vulgare), and short-podded mustard (Brassica geniculata). Native species commonly found in association with nonnative grasses and found at the site include dove weed (Eremocarpus setigerus), western jimson-weed (Datura innoxia) and telegraph weed (Heterotheca grandiflora). Several four-winged saltbush (Atriplex canescens) shrubs occupy the drainage ditch that runs through the grassland area. Three mature oaks (Quercus agrifolia) are located in the southern portion of the onsite grassland. A Fremont's cottonwood (Populus fremontii) tree is located in the grassland at the junction of the Lost Canyon Road and the dirt road on the south side of the railroad.

Riparian Scrub

Riparian plant communities commonly develop along streams or rivers that are flowing at least part of the year. At the time of the survey, the Santa Clara River basin on the site was dry, but seasonal flood flows are probably sufficient to support the riparian plants that exist here. The Santa Clara River wash at this location is wide and shallow, and plant species throughout the dry wash are scattered and not as dense as the vegetation occupying riparian woodland communities.

Several plants found in the coastal sage area bordering the wash are also found here, including California buckwheat, black sage and hairy yerba santa. The most predominant shrubs are mulefat (Baccharis glutinosa) and the nonnative giant reed (Arundo donax). Other species occasionally encountered throughout the wash are scale-broom (Lepidospartum squamatum), cliff malacothrix (Malacothrix saxatilis), California mugwort (Artemisia douglasiana), and tarragon (Artemisia dracunculus). The most common grass found throughout the wash is red brome (Bromus rubens).

Along the southern bank near the Antelope Valley Freeway overpass and not within the site boundaries there is a small area of riparian woodland consisting of several willows (Salix spp.) and Fremont's cottonwoods.

Wildlife

A variety of wildlife inhabits coastal sage scrub and riparian communities. Since grassland areas typically provide little cover, few wildlife species, except burrowing mammals, occupy this area.

Amphibian species generally require moisture for at least a portion of their life cycle. The relatively moist or mesic environment of streambed and the riparian wash woodland habitat can provide habitat for a number of amphibians. However, the seasonal nature of available moisture in the site vicinity limits the number and diversity of expected amphibians. The most common amphibian species expected in the riparian habitat on or adjacent to the project site are the Pacific treefrog and western toad. No amphibians are expected to be resident in the grassland.

The western fence lizard is probably the most common reptile in the project area, occurring primarily in the grassland. Perhaps equally common is the side-blotched lizard, which also occurs in the grassland. Snakes expected on the project site include the gopher snake, coachwhip, striped racer and western rattlesnake.

Birds, although not particularly abundant on the project site, were the most conspicuous vertebrates observed. Killdeers, several common ravens and American crows were seen in the fenced pasture. Two pairs of northern orioles were seen in the coastal sage area. White-throated swifts and northern rough-winged swallows were observed flying over the site and feeding on aerial insects. No nests of these birds were located. Loggerhead shrikes, lesser goldfinches and Bewick's wren were also observed on the project site, and all may nest here. Several species commonly found in residential areas and seen at the site include the northern mockingbird, European starling, house finch, house sparrow, rock dove and mourning dove.

Raptors (birds of prey) typically utilize areas of grassland for foraging. A red-tailed hawk was observed foraging over the onsite grassland during the present survey. Additional raptors expected to utilize the riparian scrub and grassland habitats on this site include the red-shouldered hawk, American kestrel and common barn-owl. Additionally, three regionally scarce species, the black-shouldered kite, Cooper's hawk and northern harrier may occasionally utilize the grassland onsite.

Mammals are less conspicuous on the site, but several desert cottontails were seen, and burrows of southern pocket gophers were common throughout the grassland area.

Small mammals expected to be common on the project site include the western harvest mouse, California mouse and deer mouse. A number of medium-sized mammals are also expected to be present. Many species utilize both the adjacent riparian woodland and the onsite grassland habitats for cover or forage. Examples of these are the Virginia opossum, California ground squirrel, striped skunk and raccoon. Two predators, the coyote and gray fox, are expected to forage on the project site.

Sensitive Biological Resources

Discussed within this section are: 1) species present in the project vicinity that have been given special recognition by federal, state or local resource conservation agencies and organizations due to declining, limited or threatened populations, resulting in most cases from habitat reduction; and 2) habitat areas that are unique, of relatively limited distribution or of particular value to wildlife. Sources used for determination of sensitive biological resources are as follows: wildlife - U.S. Fish and Wildlife Service (FWS) (1986), California Natural Diversity Data Base (CNDDB) (1987), California Department of Fish and Game (CDFG) (1980, 1986) and Remsen (1978); plants - FWS (1986), CDFG (1987), CNDDB (1987) and Smith and York (1984); and habitats - CNDDB (1987).

No species of plant or animal designated threatened, rare or endangered by FWS, CDFG, the California Native Plant Society (CNPS) or CNDDB were located on the project site during the survey; however, one plant species, one fish, one reptile and seven bird species of concern may occur within the project vicinity, and one habitat type of concern occurs on the project site.

Vegetation

- The slender-horned spineflower (Dodecahema leptoceras) is listed as endangered by CDFG. It is proposed for listing as endangered by FWS (FWS 1986) and is listed by CNPS as rare and endangered. This small, prostrate annual occurs in sandy openings without surface disturbance. It is presently known from small populations in four widely separated areas in the greater San Bernardino-Riverside area.

  The spineflower was last recorded from Mint Canyon, several miles northwest of the project, in 1937 (CNDDB 1987). Mint Canyon was searched for the species in 1979 and the species was not relocated. It has most probably been extirpated from Los Angeles County as a result of habitat disturbances such as grazing and flood control. Appropriate habitat for the slender-horned spineflower is extremely minimal on the project site; however, a spring survey is recommended to determine if it is present.

- The unarmored three-spined stickleback (Gasterosteus aculeatus williamsoni) is listed by CDFG and FWS as an endangered species. Preferred habitat consists of clean, slow-moving or standing water with standing vegetation and algal mats.

  The species was formerly found in the Los Angeles, San Gabriel and Santa Ana Rivers, but is now restricted to the Santa Clara River and Francisquito Canyon. Within the Santa Clara River, the stickleback is limited to permanent streams and pools from the mouth of San Francisquito Canyon west to the Ventura-Los Angeles County line and between the mouths of Long and Arrastre Canyons. The project site is located between these two stretches, in an area where the river is highly intermittent, so that no stickleback were observed during the present survey. The natural, unaltered streamcourse and existing riparian scrub vegetation slow heavy runoff during the rainy season, thereby decreasing siltation of downstream habitat.

- The San Diego coast horned lizard (Phrynosoma coronatum blainvillei) is a FWS Category 2 candidate species. The preferred habitat for this species, open areas of sandy soil and low vegetation, is fairly common within the project boundaries. Although no recent studies have been completed on the limits of the range of this subspecies, it may occur on the site; a 1952 study indicates it was found at that time at Placentia Canyon approximately 4 miles west of the site (Bob Bezy, L.A. County Museum). No horned lizards were observed on the project site during the June or February surveys.

- The least Bell's vireo (Vireo bellii pusillus) is listed by CDFG and FWS as an endangered species. It generally requires an extensive and dense riparian woodland habitat for nesting. The decline of the species is related to the widespread removal of this habitat in Southern California. In addition, the brown-headed cowbird (Molothrus ater), a nest parasite that lays its eggs in other birds' nests, has been a major contributor to this decline.

  An occasional pair of least Bell's vireos breeds in Francisquito Canyon, approximately 10 miles northwest of the project site (Recon, unpublished data). The very small area of riparian woodland adjacent to the project site, however, is probably insufficient to provide breeding habitat for the vireo.

- The yellow-billed cuckoo (Coccyzus americanus occidentalis), state-listed as threatened, also utilizes dense riparian woodland, but this species has been extirpated from most of Southern California as a result of habitat destruction. As with the least Bell's vireo, the small area of riparian woodland adjacent to the project site is insufficient habitat for the cuckoo.

- In addition, the golden eagle (Aquila chrysaetos), although not listed as rare or endangered, is afforded Fully Protected status in California (CDFG Code, Section 3511) and receives additional federal protection under amendments to the Bald Eagle Protection Act (PL 92-535). The golden eagle is considered sensitive by federal agencies and CDFG due to its requirements for isolated nesting sites and very large foraging areas. The minimal open habitat occurring on the project site limits its potential as foraging habitat. Human presence in the area is sufficient enough to exclude the oaks onsite as potential nesting sites.

- Several sensitive raptors (birds of prey) may forage in the open grasslands. These include the black-shouldered kite (Elanus caeruleus) (fully protected by state law), northern harrier (Circus cyaneus) and Cooper's hawk (Accipiter cooperii) (both state species of special concern). None of these species is expected to breed on the project site due to the lack of suitable nesting habitat, but they can be expected to hunt this area from time to time.

Habitat

Although the riparian scrub habitat found on the portion of the project site that is within the Santa Clara River basin is a relatively common and widespread habitat type without particularly high wildlife habitat value, its location within the known range of the unarmored three-spined stickleback renders it highly sensitive. Alterations to the river channel and its watershed may generate adverse changes to critical stickleback habitat located approximately 7 miles downstream.

APPENDIX

FLORAL AND FAUNAL COMPENDIA

TENTATIVE TRACT 45023

REVISED MARCH 1988

INTRODUCTION TO FLORAL AND FAUNAL SURVEY

Floral components encountered during the survey were recorded in terms of relative abundance and host habitat type. Expected site use by wildlife is derived from survey information combined with documented habitat preferences of regional wildlife species which, whether or not recorded during the survey, are considered likely to include the project area within their range.

Habitat designations used in this report are according to the classification system of Munz and Keck (1959) as amplified by Thorne (1976) and Axelrod (1978). Floral taxonomy used in this report follows the current checklist of Kartesz and Kartesz (1980). Common plant names, where not available from Munz (1974), are taken from Abrams (1923), Robbins, et al. (1951), Collins (1972), Niehaus and Ripper (1976) and Muns (1983). Vertebrates identified in the field by sight, calls, tracks, scat or other signs are cited according to the nomenclature of Jennings (1983) for amphibians and reptiles; AOU (1983) for birds; and Jones, et al. (1982) for mammals.

TABLE —

FLORAL COMPENDIUM[1]

LEGEND

HABITAT[2]

G = Grassland
C = Coastal Sage Scrub
R = Riparian Scrub

ABUNDANCE[3]

a - abundant
c - common
f - frequent
o - occasional
i - infrequent

STATUS

* Nonnative

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1 This is not intended as an exhaustive listing of the vegetation occurring on the site; some annual herbs or very uncommon species may not have been detected by the field survey.

2 Indicates habitat type (plant community) in which species most commonly occurs; species may occur in limited numbers or restricted localities in other communities.

3 This is simply a gross indication of relative frequency of occurrence on the site. Quantitative sampling methods were not employed to arrive at these determinations.

VASCULAR PLANTS

GYMNOSPERMAE
CONIFERAE

	G	C	R
CUPRESSACEAE - CYPRESS FAMILY			
Calocedrus decurrens Incense-cedar	I	--	--

ANGIOSPERMAE
DICOTYLEDONES

	G	C	R
ASCLEPIADACEAE - MILKWEED FAMILY			
Asclepias fascicularis narrow-leaved milkweed	--	I	--
ASTERACEAE - SUNFLOWER FAMILY			
Ambrosia psilostachya western ragweed	I	--	--
Artemisia californica coastal sagebrush	--	O	--
Artemisia douglasiana California mugwort	--	--	I
Artemisia dracunculus tarragon	--	--	I
Artemisia tridentata Great Basin sagebrush	--	O	I
Baccharis glutinosa mulefat	--	O	O
* Centaurea melitensis tocalote	--	O	O
Chrysothamnus nauseosus rabbit brush	I	C	--
Corethrogyne filaginifolia cudweed aster	--	F	--
Ericameria linearifolia narrow-leaved goldenbush	--	I	--
Gnaphalium californicum California everlasting	--	I	--
Heterotheca grandiflora telegraph weed	F	I	--
Lepidospartum squamatum scale-broom	--	I	O
Malacothrix saxatilis cliff malacothrix	--	--	I
Senecio douglasii shrubby butterweed	--	I	--

	G	C	R
BORAGINACEAE - BORAGE FAMILY			
Amsinckia intermedia common fiddleneck	—	I	—
Heliotropium curassavicum salt heliotrope	--	I	I
BRASSICACEAE - MUSTARD FAMILY			
* *Brassica geniculata* short-podded mustard	C	O	I
* *Sisymbrium* spp. mustard	—	I	—
CAPRIFOLIACEAE - HONEYSUCKLE FAMILY			
Sambucus mexicana Mexican elderberry	--	I	--
CHENOPODIACEAE - GOOSEFOOT FAMILY			
Atriplex canescens four-winged saltbush	O	I	I
* *Chenopodium album* lamb's-quarters	I	--	--
EUPHORBIACEAE - SPURGE FAMILY			
Eremocarpus setigerus dove weed	O	--	—
FABACEAE - PEA FAMILY			
Lotus purshianus Spanish clover	--	O	--
Trifolium spp. clover	O	O	--
Robinia spp. locust	I	--	—
FAGACEAE - BEECH FAMILY			
Quercus agrifolia coast live oak	I	--	--
Quercus dumosa scrub oak	--	I	--

	G	C	R
GERANIACEAE - GERANIUM FAMILY			
* Erodium cicutarium red-stemmed filaree	F	O	--
HYDROPHYLLACEAE - WATERLEAF FAMILY			
Eriodictyon crassifolium thick-leaved yerba santa	--	O	I
LAMIACEAE - MINT FAMILY			
* Marrubium vulgare horehound	O	I	--
Salvia apiana white sage	--	--	I
Salvia leucophylla purple sage	--	O	--
Salvia mellifera black sage	--	O	I
MALVACEAE - MALLOW FAMILY			
* Malva parviflora cheeseweed	O	--	--
POLYGONACEAE - BUCKWHEAT FAMILY			
Eriogonum fasciculatum California buckwheat	--	F	O
RHAMNACEAE - BUCKTHORN FAMILY			
Rhamnus californica California coffeeberry	--	I	--
ROSACEAE - ROSE FAMILY			
Adenostoma fasciculatum chamise	--	O	--
SALICACEAE - WILLOW FAMILY			
Populus fremontii Fremont cottonwood	I	--	--

		G	C	R
SOLANACEAE - NIGHTSHADE FAMILY				
	Datura innoxia western jimsonweed	I	--	--
*	Nicotiana glauca tree tobacco	I	--	I
	ANGIOSPERMAE MONOCOTYLEDONES			
AGAVACEAE - AGAVE FAMILY				
	Yucca whipplei Spanish bayonet	--	O	--
POACEAE - GRASS FAMILY				
*	Arundo donax giant reed	--	--	I
*	Avena spp. oat	C	--	--
*	Bromus diandrus ripgut grass	F	F	--
*	Bromus rubens red brome	F	F	--
*	Schismus barbatus Mediterranean schismus	--	--	O

TABLE —

FAUNAL COMPENDIUM[1]

LEGEND

STATUS

+ Presence noted by direct sighting, call identification or observation of tracks, scat or other signs.

* Nonnative

1 List includes species observed or expected to occur on or in the immediate vicinity of the site.

2 Only locally breeding and over-wintering birds are listed. Transients (migrants) and vagrants other than those seen during the survey are not included.

TERRESTRIAL VERTEBRATES

AMPHIBIANS

BUFONIDAE - TRUE TOADS

Bufo boreas
western toad

REPTILES

IGUANIDAE - IGUANID LIZARDS

Phrynosoma coronatum
coast horned lizard
Sceloporus occidentalis
western fence lizard
Uta stansburiana
side-blotched lizard

ANGUIDAE - ALLIGATOR LIZARDS

Gerrhonotus multicarinatus
southern alligator lizard

COLUBRIDAE - COLUBRID SNAKES

Coluber constrictor
racer
Pituophis melanoleucus
gopher snake
Thamnophis elegans
western terrestrial garter snake

VIPERIDAE - VIPERS

Crotalus viridis
western rattlesnake

BIRDS

CATHARTIDAE - NEW WORLD VULTURES

Cathartes aura
turkey vulture

ACCIPITRIDAE - HAWKS

Elanus caeruleus
black-shouldered kite
Circus cyaneus
northern harrier
Accipiter striatus
sharp-shinned hawk
Accipiter cooperii
Cooper's hawk
+ Buteo lineatus
red-shouldered hawk
Buteo jamaicensis
red-tailed hawk

FALCONIDAE - FALCONS

Falco sparverius
American kestrel

PHASIANIDAE - PHEASANTS & QUAILS

Callipepla californica
California quail

CHARADRIIDAE - PLOVERS

+ Charadrius vociferus
killdeer

COLUMBIDAE - PIGEONS & DOVES

* Columba livia
rock dove
+ Columba fasciata
band-tailed pigeon
+ Zenaida macroura
mourning dove

CUCULIDAE - CUCKOOS & ROADRUNNERS

Geococcyx californianus
greater roadrunner

TYTONIDAE - BARN-OWLS

Tyto alba
common barn-owl

STRIGIDAE - TRUE OWLS

Bubo virginianus
great horned owl

APODIDAE - SWIFTS

\+ Aeronautes saxatalis
white-throated swift

TROCHILIDAE - HUMMINGBIRDS

Archilochus alexandri
black-chinned hummingbird
Calypte anna
Anna's hummingbird
Calypte costae
Costa's hummingbird

PICIDAE - WOODPECKERS

Picoides nuttallii
Nuttall's woodpecker
Colaptes auratus
northern flicker

TYRANNIDAE - TYRANT FLYCATCHERS

Sayornis nigricans
black phoebe
\+ Sayornis saya
Say's phoebe
Myiarchus cinerascens
ash-throated flycatcher
Tyrannus verticalis
western kingbird

ALAUDIDAE - LARKS

Eremophila alpestris
horned lark

HIRUNDINIDAE - SWALLOWS

+ Stelgidopteryx serripennis
northern rough-winged swallow
Hirundo pyrrhonota
cliff swallow

CORVIDAE - JAYS & CROWS

+ Corvus brachyrhynchos
American crow
+ Corvus corax
common raven

PARIDAE - TITMICE

Parus inornatus
plain titmouse

AEGITHALIDAE - BUSHTITS

Psaltriparus minimus
bushtit

TROGLODYTIDAE - WRENS

+ Thryomanes bewickii
Bewick's wren
Troglodytes aedon
house wren

MUSCICAPIDAE - KINGLETS, GNATCATCHERS, THRUSHES & BABBLERS

Regulus calendula
ruby-crowned kinglet
Polioptila caerulea
blue-gray gnatcatcher
Catharus guttatus
hermit thrush
Chamaea fasciata
wrentit

MIMIDAE - THRASHERS

+ Mimus polyglottos
northern mockingbird
Toxostoma redivivum
California thrasher

EMBERIZIDAE - WOOD WARBLERS, TANAGERS, BUNTINGS & BLACKBIRDS (Continued)

Zonotrichia leucophrys
white-crowned sparrow
Agelaius phoeniceus
red-winged blackbird
Sturnella neglecta
western meadowlark
Euphagus cyanocephalus
Brewer's blackbird
Molothrus ater
brown-headed cowbird
Icterus cucullatus
hooded oriole
+ Icterus galbula
northern oriole

FRINGILLIDAE - FINCHES

Carpodacus purpureus
purple finch
+ Carpodacus mexicanus
house finch
+ Carduelis psaltria
lesser goldfinch

PASSERIDAE - OLD WORLD SPARROWS

* Passer domesticus
house sparrow

MAMMALS

DIDELPHIDAE - NEW WORLD OPOSSUMS

* Didelphis virginiana
Virginia opossum

SORICIDAE - SHREWS

Sorex ornatus
ornate shrew

MOTACILLIDAE - PIPITS

Anthus spinoletta
water pipit

BOMBYCILLIDAE - WAXWINGS

Bombycilla cedrorum
cedar waxwing

PTILOGONATIDAE - SILKY-FLYCATCHERS

Phainopepla nitens
phainopepla

LANIIDAE - SHRIKES

+ Lanius ludovicianus
loggerhead shrike

STURNIDAE - STARLINGS

* Sturnus vulgaris
European starling

EMBERIZIDAE - WOOD WARBLERS, TANAGERS, BUNTINGS & BLACKBIRDS

Vermivora celata
orange-crowned warbler
Dendroica coronata
yellow-rumped warbler
Pheucticus melanocephalus
black-headed grosbeak
Guiraca caerulea
blue grosbeak
Passerina amoena
lazuli bunting
Pipilo erythrophthalmus
rufous-sided towhee
Pipilo fuscus
brown towhee
Aimophila ruficeps
rufous-crowned sparrow
Passerculus sandwichensis
savannah sparrow
Melospiza melodia
song sparrow
Melospiza lincolnii
Lincoln's sparrow

VESPERTILIONIDAE - EVENING BATS

Myotis yumanensis
Yuma myotis
Myotis californicus
California myotis
Pipistrellus hesperus
western pipistrelle
Eptesicus fuscus
big brown bat

MOLOSSIDAE - FREE-TAILED BATS

Tadarida brasiliensis
Brazilian free-tailed bat

LEPORIDAE - HARES & RABBITS

Sylvilagus bachmani
brush rabbit
Sylvilagus audubonii
desert cottontail
Lepus californicus
black-tailed jack rabbit

SCIURIDAE - SQUIRRELS

Spermophilus beecheyi
California ground squirrel

GEOMYIDAE - POCKET GOPHERS

Thomomys bottae
Botta's pocket gopher

HETEROMYIDAE - POCKET MICE & KANGAROO RATS

Perognathus longimembris
little pocket mouse
Perognathus californicus
California pocket mouse

CRICETIDAE - NEW WORLD RATS & MICE

Reithrodontomys megalotis
western harvest mouse
Peromyscus californicus
California mouse
Peromyscus maniculatus
deer mouse
Peromyscus crinitus
canyon mouse
Neotoma lepida
desert woodrat
Neotoma fuscipes
dusky-footed woodrat
Microtus californicus
California vole

MURIDAE - OLD WORLD RATS & MICE

* Rattus rattus
black rat

CANIDAE - WOLVES & FOXES

Canis latrans
coyote
* Canis familiaris
domestic dog
Urocyon cinereoargenteus
gray fox

PROCYONIDAE - RACCOONS

Procyon lotor
raccoon

MUSTELIDAE - WEASELS, SKUNKS & OTTERS

Mustela frenata
long-tailed weasel
Spilogale gracilis
western spotted skunk
Mephitis mephitis
striped skunk

FELIDAE - CATS

* Felis catus
  domestic cat
  Felis rufus
  bobcat

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APPENDIX - LOCATION OF OAK TREES ON THE COLONY SITE

	W to western site boundary	N to RR track
1	498 ft.	374 ft.
2	294 ft.	327 ft.
3	153 ft.	339 ft.

OAK TREE REPORT

SUBJECT:

The Colony

TENTATIVE TRACT 45023
Santa Clarita, CA

PREPARED FOR:

G. H. PALMER & ASSOCIATES
11740 San Vicente Blvd., #208
Los Angeles, CA 90049

PREPARED BY:

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DATE: December 18, 1989

JOB NO: 1407-002

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PROJECT LOCATION

The site, T.T. 45023, is located north of the American Beauty Homes (Provence) site, east of the Antelope Valley Freeway and south of the (dry) Santa Clarita River, in an unincorporated area of Los Angeles County.

OAK TREE ORDINANCE

Oak trees (of the genus Quercus) within the City of Santa Clarita are protected by law. Resolution #89-10 (dated April 25, 1988) makes the cutting, moving and/or removal of an Oak tree without a permit a misdemeanor.

The major thrust of the Oak Tree Policy approved by the Santa Clarita City Council has stated that: the City lies in the Santa Clarita Valley, the beauty of which is greatly enhanced by the presence of large numbers of majestic Oak trees. Development of the area has resulted in the removal of a great number of these trees. Further uncontrolled and indiscriminate destruction of Oak trees would detrimentally affect the safety and welfare of the citizens of Santa Clarita. The preservation program outlined in the Oak Tree Ordinance contributes to the welfare and aesthetics of the community and retains the great historical and environmental value of the Oak trees.

The Ordinance sets forth the policy of the City to require the preservation of all healthy oak trees unless reasonable and conforming use of the property justifies the removal, cutting, pruning, and/or encroachment in the "Protected Zone" of an oak tree.

"Protected Zone" shall mean a specifically defined area totally encompassing an Oak tree within which work activities are strictly controlled. When depicted on a map, the outermost edge of the Protected Zone will appear as an irregular-shaped circle that follows the contour of the drip line of the tree. using the drip line as a point of reference, the Protected Zone shall commence at a point five (5) feet outside of the drip line and extend inward to the trunk of the tree. In no case shall the Protected Zone be less than fifteen (15) feet from the trunk of an Oak tree.

OBJECTIVES

The objective of this report is to qualify the present condition of the Oak trees. This is to involve the following:

1. Determine the physiological condition of the trees addressed (see SUMMARY OF FIELD INSPECTION sheets).

2. Ascertain the impacts which will occur due to grading (see Grading Plan/OAK TREE LOCATION MAP).

METHODS OF STUDY

1. Qualifications of the Oak trees were accomplished by the use of our standard visual survey.

   In the course of field work, we performed the following tasks:

   A. Live Oak tree trunks of six (6) inches in circumference (2" diameter) and larger were measured at 4-1/2' above mean natural grade.

   B. The trees were tagged with a 1" x 2" numbered, permanent metal tag. These tags are affixed to the side of the tree and correspond to those on the OAK TREE LOCATION MAP.

   C. The trees were assessed for plant quality.

   D. Drip lines (outermost edge of the tree's canopy) were field measured at the eight compass directions equidistant around the circumference of the tree.

      1. The minimum clearance from the present grade to the bottom of the canopy on each of the compass points was measured (approximately).

OAK SPECIES

The 3 species of Oaks on the site are Quercus agrifolia commonly known as the Coast Live Oak.

TREE LOCATIONS

The proposed site plan (OAK TREE LOCATION MAP), prepared by RUSSELL J. WATSON (as dated June 27, 1988), was received by this office in July of 1989. Refer to the OAK TREE LOCATION MAP included herein for the tree locations.

RESULTS OF STUDY

1. Physiological Condition of the Oaks

   The physiological condition of trees are detailed in the SUMMARY OF FIELD INSPECTION contained within this report. All recommendations made on our field forms relate only to the specific dates of our field work.

A. Heritage Oak Trees

1. Any single-trunk Oak tree measuring one-hundred eight (108) inches or more in circumference, (thirty-four (34) inches or more in diameter), or any multiple-trunk Oak tree that two or more of its trunks measure seventy-two (72) inches or more in circumference twenty-three (23) inches or more in diameter).

2. In addition, the Planning Commission and/or City Council may classify any Oak tree, regardless of size, as a Heritage Oak tree if it is determined by a majority vote thereof that such tree has exceptional historic, aesthetic and/or environmental qualities of major significance or prominence to the community.

3. Foregoing findings, no Heritage Oak tree shall be removed unless its continued existence would totally prevent all reasonable development of the property and that no reasonable alternative can be accommodated due to the unique physical constraints of the property.

4. With respect to the above conditions, this project has 3 Heritage trees.

2. Removal Tree Values

A. All Oak trees removed from this project shall be given values in accordance with the I.S.A. "Guide to Establishing Values for Trees and Shrubs".

B. With respect to the above, this site's proposed removal trees are worth $31,656.00

TREE#	VALUE
1	$14,752.00
2	9,806.00
3	7,098.00

3. Summary of Data/Plan Review

A. Per the site grading plan, these three trees must be removed.

Respectfully submitted,

LEE NEWMAN & ASSOCIATES, INC.
ASLA License #1314

Richard Ibarra

Richard Ibarra
Vice President - Horticulture
OAK TREE CONSULTANT

RI:mk

DRIP LINE MEASUREMENTS

INSPECTION NOTICE:

THE FOLLOWING INFORMATION WAS OBSERVED ON THE DATE(S) INDICATED HEREIN, AND SHOULD ONLY BE CONSIDERED TO BE TRUE AT THE TIME OF FIELD INSPECTION

DRIP LINE MEASUREMENTS

JOB NO.: DATE: 12/18/89 PAGE: 1/1

TREE NO.	N	NE	E	SE	S	SW	W	NW	TRUNK DIA.
1	26'	27'	22'	16'	18'	12'	13'	13'	LW.
HEIGHT TO CANOPY	10	8'	8'	8'	12'	15'	15'	13'	
2	11'	8'	11'	20'	8'	11'	11'	4'	L.W
HEIGHT TO CANOPY	10'	10'	20'	7'	8'	8'	9'	15'	
3	19'	19'	15'	22'	18'	20'	21'	19'	L.E
HEIGHT TO CANOPY	18'	9'	7'	4'	9'	5'	6'	6'	
HEIGHT TO CANOPY									
HEIGHT TO CANOPY									
HEIGHT TO CANOPY									
HEIGHT TO CANOPY									
HEIGHT TO CANOPY									
HEIGHT TO CANOPY									
HEIGHT TO CANOPY									
HEIGHT TO CANOPY									
HEIGHT TO CANOPY									

SUMMARY OF FIELD INSPECTION

INSPECTION NOTICE:

THE FOLLOWING INFORMATION WAS OBSERVED ON THE DATE(S) INDICATED HEREIN, AND SHOULD ONLY BE CONSIDERED TO BE TRUE AT THE TIME OF FIELD INSPECTION

SUMMARY of FIELD INSPECTION

DATE: 12/13/89 PAGE: 1/1

JOB NO.

	TREE NUMBER	1	2	3	—	—	—	—	—
FORM – SPECIES	Q. AGRIFOLIA	X	X	X					
FORM – SPECIES	Q. LOBATA								
FORM – SPECIES	other								
FORM	No. of TRUNKS	2	1	2					
FORM	DIAMETER OF TRUNKS AT 4 1/2' ABOVE EXISTING GRADE	34" 27"	34"	22" 21"					
FORM	TREE HEIGHT (APPROX.)	30'	35'	35'					
FORM	LEANING (DIRECTION)		S						
PHYSICAL CONDITION	TRUNK CAVITY (BASAL)	X	X						
PHYSICAL CONDITION	TRUNK DAMAGE (BASAL)								
PHYSICAL CONDITION	EXPOSED ROOTS		X	X					
PHYSICAL CONDITION	EXFOLIATING BARK	X	X						
PHYSICAL CONDITION	WATER POCKET			X					
PHYSICAL CONDITION	EXUDATION								
PHYSICAL CONDITION	FRUITING BODIES								
PHYSICAL CONDITION	INSECT/MITE DAMAGE	X	X	X					
PHYSICAL CONDITION	GALLS								
PHYSICAL CONDITION	OAK PIT SCALE								
PHYSICAL CONDITION	FIRE DAMAGE	X	X	X					
PHYSICAL CONDITION	MAINSTEM DIEBACK								
PHYSICAL CONDITION	BRANCH CAVITIES	X	X	X					
PHYSICAL CONDITION	WEAK CROTCHES								
PHYSICAL CONDITION	TWIG/BRANCH DIEBACK								
PHYSICAL CONDITION	EXOCORMIC GROWTH	X	X	X					
PHYSICAL CONDITION	THIN FOLIAGE	X							
PHYSICAL CONDITION	SHADING OUT								
PHYSICAL CONDITION	VIGOR–GOOD/OK/POOR	OK	G	G					
PHYSICAL CONDITION	TERRAIN – SLOPE/FLAT	F	S	S					
PHYSICAL CONDITION	POTENTIAL HAZARD								
RATING	HEALTH	C	C	C					
RATING	AESTHETICS & CONFORMITY	C	C	C					
TREATMENT	REMOVE DEADWOOD	X	X	X					
TREATMENT	REMOVE WIRE, ETC.								
TREATMENT	INSECT/DISEASE TREAT.								
TREATMENT	REMOVE TREE								
TREATMENT	CABLE/BRACE								
TREATMENT	NONE								
	REMARKS:	TWIG GIRDLER, BORER	TWIG GIRDLER, BORER	TWIG GIRDLER, BORER					

APPENDIX E

TRAFFIC STUDY

TRAFFIC IMPACT STUDY

FOR

TENTATIVE TRACT 45023

IN THE

Santa Clarita Valley, California

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June, 1991
Revised September 17, 1991 (4)

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TRAFFIC IMPACT STUDY
FOR
TENTATIVE TRACT 45023
IN THE
Santa Clarita Valley, California

EXECUTIVE SUMMARY

- The project proponent proposes the development of 752 residential condominium units, Tentative Tract No. 45023, on a project site located to the east of SR-14 (Antelope Freeway) and south of Jakes Way.

- Eight key intersections in the study area were analyzed:

  - Sierra Highway/Soledad Canyon (Currently signalized)
  - Sierra Highway/Sandy Drive
  - Sierra Highway/Jakes Way (Currently signalized)
  - Sierra Highway/SR-14 NB Off-Ramp (To be signalized in 1993)
  - Sierra Highway/Via Princessa (To be signalized in 1991)
  - Via Princessa/Jason Drive
  - Via Princessa/SR-14 SB Ramps
  - Via Princessa/SR-14 NB Ramps

- The intersections of Sierra Highway/Soledad Canyon and Sierra Highway/Jakes Way currently operate at LOS "E" or "F" in one peak hour.

- LOS "E" and "F" delays are currently occurring on selected movements at the unsignalized intersections of Sierra Highway at Via Princessa and Sierra Highway at the SR-14 Northbound off-ramp. These intersections are to be signalized in 1991, and 1993, respectively.

- Project completion is anticipated in 1994.

- Completion of the Via Princessa/Whites Canyon route between Sierra Highway and Soledad Canyon is expected to be completed by 1993. A significant diversion of traffic off Sierra Highway is expected, and has been assumed in this study.

- Ambient traffic growth is assumed to be 2% per year, for a total of 6.12% growth in background traffic by 1994.

- The future 1994 traffic is projected to cause Sierra Highway/Soledad Canyon Road and Sierra Highway/Via Princessa to operate at LOS "E" in one peak hour. Sierra Highway at Jake's Way would improve from LOS "F" to LOS "A" in the morning peak hour, as a result of the rerouting of traffic due to the Whites Canyon/Via Princessa Route.

- A total of 13 approved projects will add 57,269 daily trips to the area roadway system, with 3,374 trips in the morning peak hour, and 5,390 in the evening peak hour.

- Addition of approved project traffic to future 1994 traffic will contribute to already unacceptable conditions at the following intersections:

  - Sierra Highway at Soledad Canyon Road - PM ICU = 1.16 (LOS "F")
  - Sierra Highway at Via Princessa - AM ICU = 1.03 (LOS "F") and PM ICU = 0.93 (LOS "E")

- The project will generate 6,016 daily trip ends, with 406 trips in the morning peak hour, and 549 trips in the evening peak hour.

- Addition of project traffic to existing plus approved projects traffic will contribute to already unacceptable conditions at the following intersections:

  - Sierra Highway at Soledad Canyon Road - PM ICU = 1.18 (LOS "F")
  - Sierra Highway at Via Princessa - AM ICU = 1.03 (LOS "F") and PM ICU = 0.97 (LOS "E")

- The Colony development should be required to contribute to the needed improvements at each intersection. It is anticipated that the project will participate on a fair-share basis through the County impact assessment district.

TRAFFIC IMPACT STUDY
FOR
TENTATIVE TRACT 45023
IN THE
SANTA CLARITA VALLEY, CALIFORNIA

INTRODUCTION

G.H. Palmer Associates proposes the development of 752 residential condominium units, Tentative Tract No. 45023, located on Lost Canyon Road, east of Antelope Valley Freeway and south of Jake's Way. The proposed development is to be known as The Colony.

This study will address estimated project tripmaking for the proposed 752 residential condominium units and their impacts on the surrounding circulation system. It includes a description of existing traffic conditions in the surrounding area, estimated project trip generation and distribution, and analyses for existing conditions, future 1994 volumes plus approved project traffic, and future 1994 volumes plus approved plus proposed project condition. Within this report, analysis of all study intersections will be conducted for the following four conditions:

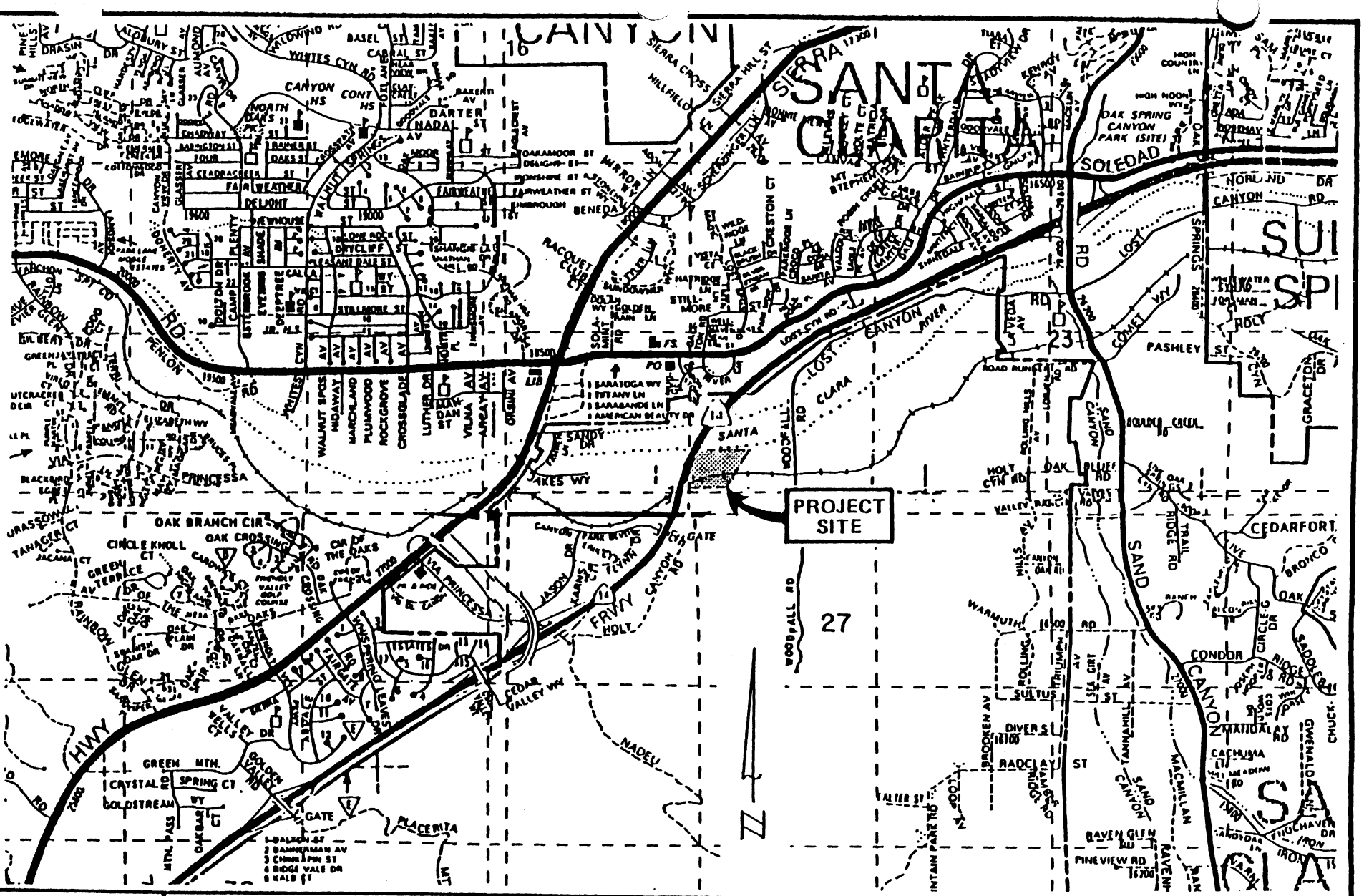
- Existing (Based on traffic data collected in 1991 specifically for this study)
- 1994 (2% ambient growth per year)
- 1994 plus Approved Projects Traffic
- 1994 plus Approved Projects plus The Colony traffic

This study will address mitigation measures, if necessary. Also included in this study will be an analysis of two alternative circulation scenarios, to address potential roadway construction schedules.

Project Description

The proposed project consists of 752 residential condominium units in clusters of eight units per building. The site of the proposed development is bounded on the east by Lost Canyon Road, on the west by SR-14 Antelope Valley Freeway, on the north by Jake's Way and on the south by "A" Street. The project is shown in its regional context on Figure 1. The project site is currently vacant. The site plan for the proposed 752 residential condominium units is shown on Figure 2.

Access into and out of the proposed Tentative Tract 45023 will be provided by three accesses: two from Jake's Way, and one onto Lost Canyon Road.



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VICINITY MAP

FIGURE 1

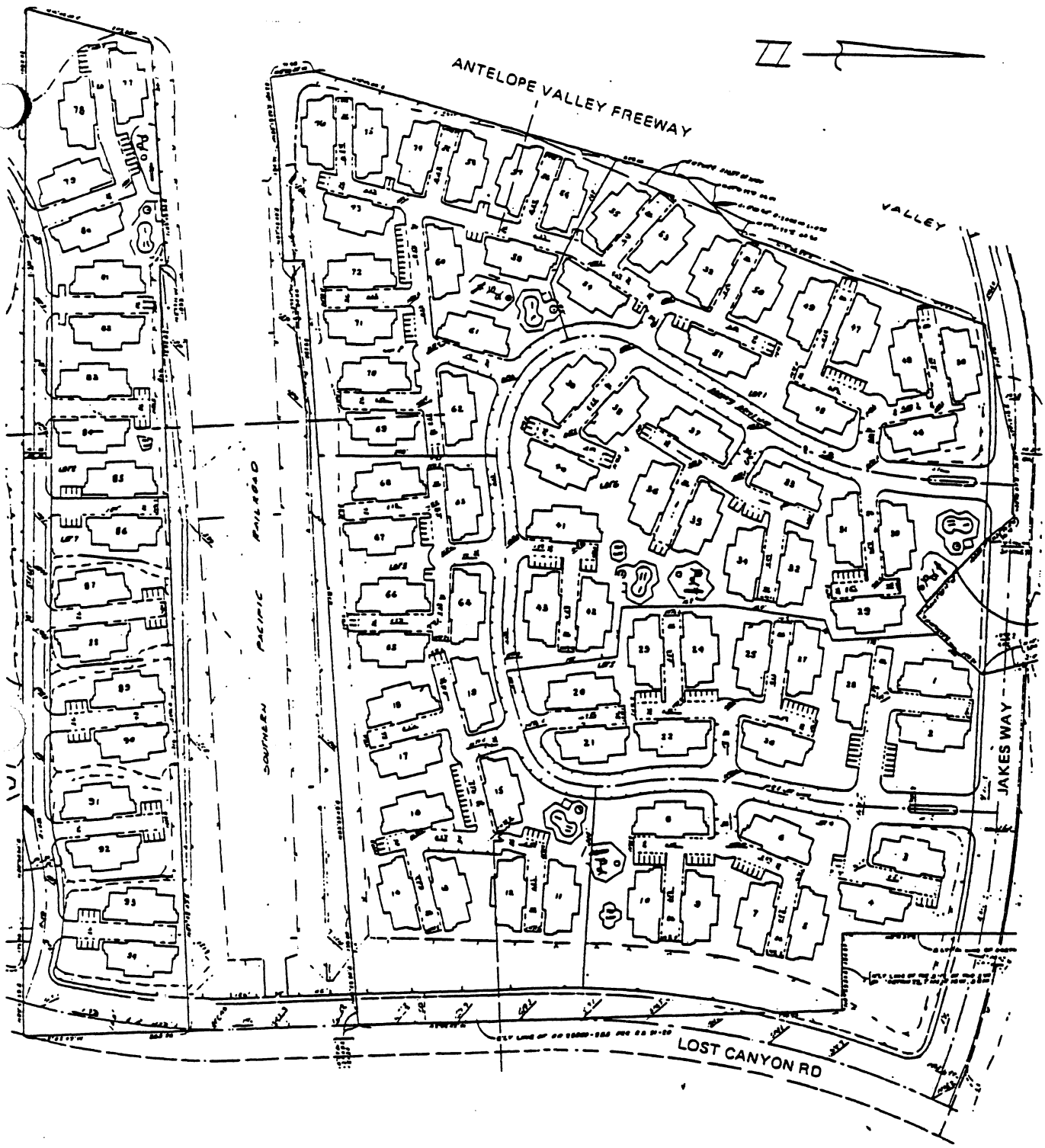

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FIGURE 2

SITE PLAN

EXISTING CONDITIONS

The project site will ultimately be served directly by Lost Canyon Road from the south and east and Jake's Way from the west. Regional access to and from the area is provided via the SR-14 (Antelope Valley) Freeway and Sierra Highway.

The following paragraphs provide descriptions of existing roadway conditions in the vicinity of the project.

Sierra Highway is a major highway with roadway width varying from 84 feet to 98 feet. Currently, the roadway is striped with two lanes in each direction. In some sections of Sierra Highway, three lanes are provided. Separate left-turn and right-turn lanes are provided at its intersection with Soledad Canyon Road and at Via Princessa/Freeway (SR-14) southbound on-ramp. Parking is restricted at major intersections.

Soledad Canyon Road is a major highway with roadway width varying from 80 feet to 88 feet. West of Sierra Highway, Soledad Canyon Road is striped with three lanes in each direction and eventually turns into Valencia Boulevard. This is a major route to provide access to the I-5 Freeway. East of Sierra Highway, the roadway is striped and divided with two lanes in each direction. Separate left-turn and right-turn lanes are provided at its intersection with Sierra Highway. "No Parking Anytime" restrictions are in place at that intersection.

Via Princessa is a major roadway presently improved to varying widths with one travel lane in each direction between Sierra Highway and Jason Drive. At its intersections with the Antelope Valley (SR-14) Freeway on and off-ramps, the roadway widens to 84 feet and provides two lanes in each direction at present, with ultimate plans to provide three lanes in each direction. At its intersection with Sierra Highway, the roadway also widens to approximately 84 feet. Parking is not restricted at any of these intersections. Via Princessa will be extended westerly of Sierra Highway to connect with Whites Canyon Road. This route will be completed by 1993, prior to the expected completion time of the proposed project, providing an alternate route between Sierra Highway on the east and Soledad Canyon Road on the north.

Jake's Way is to be constructed to limited secondary highway standards, but currently ends approximately three-tenths of a mile east of Sierra Highway, just past Palo Verde Place. With the development of the proposed and other projects in this area, Jake's Way will be extended northeast, and will intersect with Sandy Drive and probably ultimately with Lost Canyon Road.

Jason Drive is a secondary highway constructed between Via Princessa and Canyon Park Boulevard, and providing access to new residential facilities north of Via Princessa.

Sandy Drive is a local street which presently extends for approximately three-tenths of a mile east of Sierra Highway, ending just past Rock Rose Lane. In the vicinity of the proposed project site, Sandy Drive is a two-lane undivided roadway. With the development of the proposed and other projects in this area, Sandy Drive will be extended southeast, and will intersect with Jake's Way.

For the analysis of future conditions, the following arterial roadways were also assumed to be in place:

1 - Lost Canyon Road extension between Tentative Tract 45023 project site and Canyon Park Boulevard (but see alternate circulation scenarios later in this report)

2 - Canyon Park Boulevard between Sierra Highway and Lost Canyon Road

3 - Jake's Way extension between Sandy Drive and Lost Canyon Road (but see alternate circulation scenarios later in this report)

4 - Completion and improvement of the Via Princessa-Whites Canyon Road route between SR-14 and Soledad Canyon Road (anticipated to be completed by 1993)

Figure 3 shows the approximate alignment of these future roadways. It was assumed that Via Princessa-Whites Canyon Road route would be completed by 1993, prior to the expected completion time of this project.

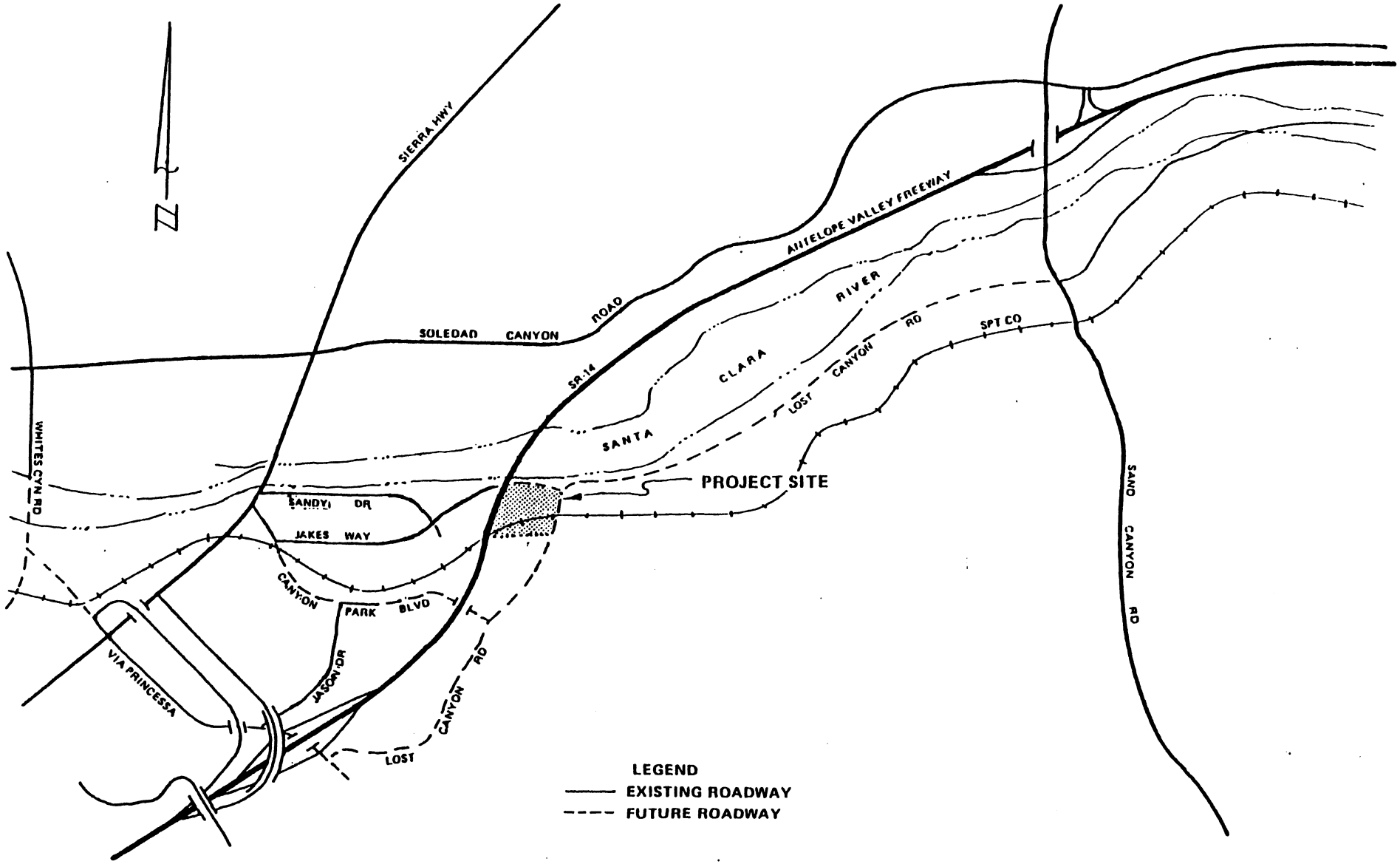
Existing Traffic Volumes

Existing morning and evening peak hour counts were collected in Summer, 1991, specifically for this project, at the following seven (7) intersections:

- Sierra Highway at Soledad Canyon Road
- Sierra Highway at Sandy Drive
- Sierra Highway at Jake's Way
- Sierra Highway at SR-14 Freeway Northbound Off-Ramp
- Sierra Highway at Via Princessa
- Via Princessa and Antelope Valley (SR-14) SB Ramps
- Via Princessa and Antelope Valley (SR-14) NB Ramps

Based on existing counts, peak hour volumes at the intersection of Via Princessa/Jason Drive were estimated.

A summary of existing lane configurations and type of control at these intersections is presented on Figure 4, and existing peak hour traffic counts are depicted on Figure 5.



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FUTURE ROADWAY ALIGNMENT

FIGURE 3

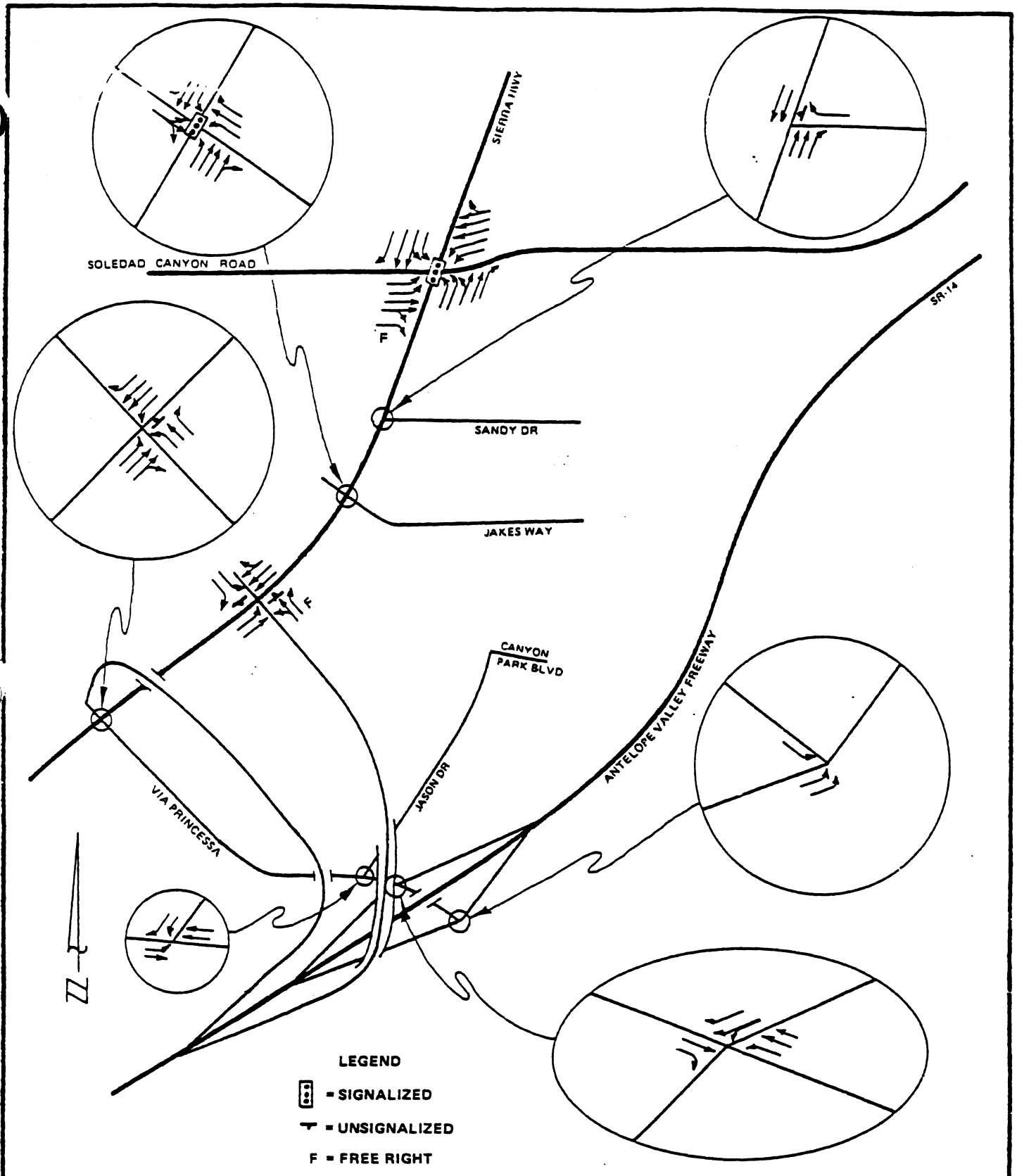

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FIGURE 4

SUMMARY OF EXISTING INTERSECTION CONFIGURATIONS

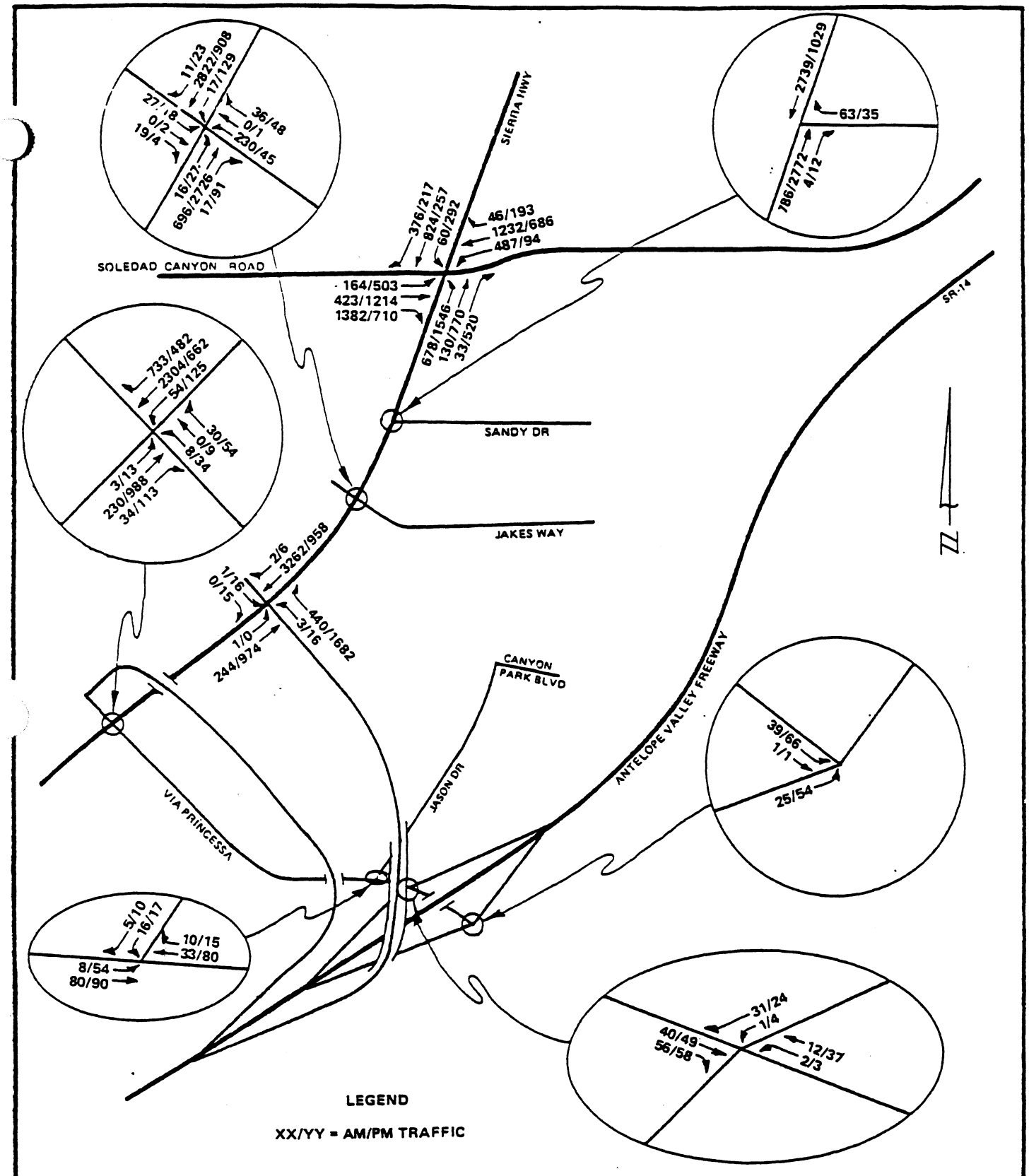

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FIGURE 5

EXISTING AM AND PM PEAK HOUR TURNING MOVEMENT VOLUMES

Analysis of Intersection Operation

These eight (8) intersections have been evaluated to determine the level of service for existing operations. Two of the intersections are currently signalized:

- o Sierra Highway at Soledad Canyon Road
- o Sierra Highway at Jake's Way

The remaining six intersections are currently unsignalized.

The signalized intersections have been analyzed using the Intersection Capacity Utilization (ICU) Methodology. A description of this methodology is contained in Appendix A of this report. The unsignalized intersections were analyzed using the Highway Capacity Manual (HCM) Methodology, and a description of this methodology is contained in Appendix C of this report. The ICU and HCM worksheets are included in Appendix B and D, respectively.

The two intersections of Sierra Highway/Via Princessa and Sierra Highway/SR-14 Northbound off-ramp are expected to be signalized by 1991 and 1993, respectively. All analyses of future conditions for these intersections assume signals in place.

In anticipation of future conditions, the remaining unsignalized intersections were also analyzed using the ICU methodology for signalized intersections.

The results of the intersection analyses for signalized intersections are shown on Table 1. Unsignalized intersection analysis results are shown on Table 2. Review of Table 1 shows that, under existing conditions, the two signalized intersections studied currently operate at over 0.85 capacity, with Level of Service "E" or "F" conditions in one peak hour. Review of Table 2 shows that the unsignalized intersections are currently operating at LOS "D" or better, with the exception of the insignificant westbound left-turn movement at Sierra Highway/ SR-14 northbound off-ramp and at Sierra Highway/Via Princessa.

SHORT-TERM FUTURE (1994) TRAFFIC CONDITIONS

The target year for project completion is 1994. To estimate baseline traffic conditions for this timeframe, a 2% growth in traffic volumes per year was assumed, for a total background growth of 6.12%.

In addition to traffic growth, a significant reduction in through traffic volumes on Sierra Highway has been assumed, to reflect anticipated traffic relief on Sierra Highway when the Whites Canyon/Via Princessa route is completed (1993). The heavy eastbound right-turn and northbound left-turn movements at Sierra Highway/Soledad Canyon were reduced by 75%, based on analysis performed previously for the area. Corresponding reductions in traffic volumes along Sierra Highway were assumed, and traffic was re-routed to Via Princessa movements, accordingly.

TABLE 1

SUMMARY OF INTERSECTION CAPACITY
UTILIZATION ANALYSIS AND LEVEL OF SERVICE

INTERSECTION	HOUR	1991 EXISTING VOLUMES V/C	LOS	FUTURE 1994 WITH 6% GROWTH(a) V/C	LOS	1994 WITH APPROVED PROJECTS(a) V/C	LOS	1994 PLUS APPROVED AND PROPOSED PROJECT(a) V/C	LOS	ICU INCREASE DUE TO PROJECT
Sierra Highway & Soledad Canyon Rd.	AM	0.74	C	0.65	B	0.75	C	0.76	C	0.01
	PM	0.91	E	0.97	E	1.16	F	1.18	F	0.02
Sierra Highway & Sandy Drive(b)	AM	NA	NA	0.10	A	0.20	A	0.25	A	0.05
	PM	NA	NA	0.38	A	0.52	A	0.55	A	0.03
Sierra Highway & Jake's Way	AM	1.07	F	0.53	A	0.65	B	0.72	C	0.07
	PM	0.70	B	0.51	A	0.71	C	0.83	D	0.12
Sierra Highway & Freeway 14 NB Off-Ramp(b) (c)	AM	NA	NA	0.53	A	0.65	B	0.68	B	0.03
	PM	NA	NA	0.46	A	0.65	B	0.68	B	0.03
Sierra Highway & Via Princessa(b)(d)	AM	NA	NA	0.94	E	1.03	F	1.03	F	0.00
	PM	NA	NA	0.50	A	0.93	E	0.97	E	0.04
Via Princessa & Freeway 14 SB(b)	AM	NA	NA	0.13	A	0.27	A	0.31	A	0.04
	PM	NA	NA	0.25	A	0.55	A	0.56	A	0.01
Via Princessa & Freeway 14 NB(b)	AM	NA	NA	0.14	A	0.53	A	0.55	A	0.02
	PM	NA	NA	0.29	A	0.76	C	0.79	C	0.03
Via Princessa & Jason Drive(b)	AM	NA	NA	0.13	A	0.32	A	0.35	A	0.03
	PM	NA	NA	0.29	A	0.53	A	0.55	A	0.02

(a) Two percent (2%) per year growth assumed between 1991 and 1994.

Seventy-five percent reduction in NB left-turn movement and EB right-turn movement assumed at intersection of Sierra Highway/Soledad Canyon Road, due to Via Princessa/Whites Canyon connection. Resulting diversion of traffic to Via Princessa intersections was also assumed.

(b) Currently an unsignalized intersection.
(c) To be signalized by 1993.
(d) To be signalized by 1991.

TABLE 2

RESERVE CAPACITY AND LEVEL OF SERVICE
AT UNSIGNALIZED INTERSECTIONS

(AM AND PM PEAK HOUR)

INTERSECTION	PEAK HOUR	EXISTING 1991 RC	EXISTING 1991 LOS	FUTURE 1994 WITH 6% GROWTH(a) RC	FUTURE 1994 WITH 6% GROWTH(a) LOS	1994 WITH APPROVED PROJECTS(a) RC	1994 WITH APPROVED PROJECTS(a) LOS	APPROVED PLUS 1994 WITH PROPOSED PROJECT (a) RC	APPROVED PLUS 1994 WITH PROPOSED PROJECT (a) LOS
Sierra Highway & Sandy Drive									
WB Right-Turn	AM	671	A	821	A	665	A	574	A
	PM	265	C	456	B	308	C	260	C
Sierra Highway & SR-14 NB Off-Ramp(b)									
WB Left-Turn	AM	71	E	NA	NA	NA	NA	NA	NA
	PM	56	E	NA	NA	NA	NA	NA	NA
WB Right-Turn	AM	513	A	NA	NA	NA	NA	NA	NA
	PM	-1127	F	NA	NA	NA	NA	NA	NA
Sierra Highway & Via Princessa(c)									
WB Left-Turn	AM	48	E	NA	NA	NA	NA	NA	NA
	PM	-2	F	NA	NA	NA	NA	NA	NA
NB/SB Left-Turn	AM	142/767	D/A	NA	NA	NA	NA	NA	NA
	PM	262/155	C/D	NA	NA	NA	NA	NA	NA
Via Princessa & Jason Drive									
SB Left-Turn	AM	772	A	468	A	22	E	-95	F
	PM	650	A	225	C	-0	F	-61	F
SB Right-Turn	AM	995	A	975	A	740	A	738	A
	PM	989	A	727	A	501	A	490	A
EB Left-Turn	AM	991	A	773	A	460	A	458	A
	PM	941	A	440	A	169	D	160	D

TABLE 2 - CONTINUED

RESERVE CAPACITY AND LEVEL OF SERVICE
AT UNSIGNALIZED INTERSECTIONS

(AM AND PM PEAK HOUR)

INTERSECTION	PEAK HOUR	EXISTING 1991 RC	EXISTING 1991 LOS	FUTURE 1994 WITH 6% GROWTH(a) RC	FUTURE 1994 WITH 6% GROWTH(a) LOS	1994 WITH APPROVED PROJECTS(a) RC	1994 WITH APPROVED PROJECTS(a) LOS	APPROVED PLUS 1994 WITH PROPOSED PROJECT(a) RC	APPROVED PLUS 1994 WITH PROPOSED PROJECT(a) LOS
Via Princessa & Freeway 14 SB									
SB Left-Turn	AM	689	A	517	A	94	E	72	E
	PM	652	A	273	C	8	E	6	E
SB Right-Turn	AM	962	A	961	A	795	A	789	A
	PM	961	A	906	A	449	A	406	A
WB Left-Turn	AM	993	A	998	A	557	A	459	A
	PM	984	A	995	A	277	C	247	C
Via Princessa & Freeway 14 NB									
NB Left-Turn	AM	907	A	650	B	30	E	- 5	F
	PM	831	A	380	B	- 472	F	- 480	F
EB Left-Turn	AM	957	A	955	A	549	A	510	A
	PM	927	A	923	A	465	A	443	A

(a) Two (2%) percent per year growth assumed between 1991 and 1994.

Seventy-five percent reduction in NB left-turn movement and EB right-turn movement assumed at intersection of Sierra Highway/Soledad Canyon Road, due to Via Princessa/Whites Canyon Connection. Resulting diversion of traffic to Via Princessa intersections was also assumed.

(b) To be signalized by 1993.

(c) To be signalized by 1991.

A summary of future lane assumptions and type of control at the eight analyzed intersections is presented on Figure 6, and the projected 1994 peak hour traffic volumes, based on these stated assumptions, are shown on Figure 7. Information about intersection improvements and scheduling was obtained from City of Santa Clarita and County of Los Angeles staffs. All intersection improvements shown here represent those improvements anticipated to be completed by the time the project is in place (1994). The intersection of Jakes Way/Canyon Park Boulevard is assumed to be signalized by 1994. Analysis of intersection operation assuming 1994 volumes was conducted, and the results are shown on Tables 1 and Table 2.

From Table 1 it can be seen that while the Whites Canyon improvement would provide some relief to busy Sierra Highway intersections, Sierra Highway at Soledad Canyon Road is still projected to operate above 0.85 in 1994, with an evening V/C of 0.97. Peak hour operation at Jakes Way would improve from LOS "F" to LOS "A" in the morning peak hour, and from LOS "B" to LOS "A" in the evening peak hour. Sierra Highway/Via Princessa would operate at LOS "E" in the morning and LOS "A" in the evening as a signalized intersection, assuming current geometrics.

Review of Table 2 shows that in the future (1994) the unsignalized intersections are projected to operate at LOS "C" or better. If signalized, the unsignalized intersections would operate at LOS "A", with future lane assumptions and the rerouting of traffic due to completion of the Whites Canyon/Via Princessa Route.

APPROVED PROJECTS

Before evaluating the impact of the proposed project on the area roadways, it is first necessary to consider any approved projects in the vicinity of the project. There are thirteen (13) approved projects in the vicinity, which will be considered in the analyses. Information regarding these approved projects was obtained from the City of Santa Clarita, and the County of Los Angeles, Regional Planning Department. The location of each approved project is shown on Figure 8 and a description of each approved project is provided on Table 3.

Traffic generation from the approved projects is estimated to be significant, with 57,269 daily trips, 3,374 trips in the morning peak hour, and 5,390 trips in the evening peak hour. Morning and evening peak hour turning movements from the thirteen approved projects are shown on Figure 9. The anticipated trips from the approved projects were added to the 1994 peak hour trips, previously presented on Figure 7, and the resulting peak hour turning movement volumes for future 1994 plus approved projects are shown on Figure 10.

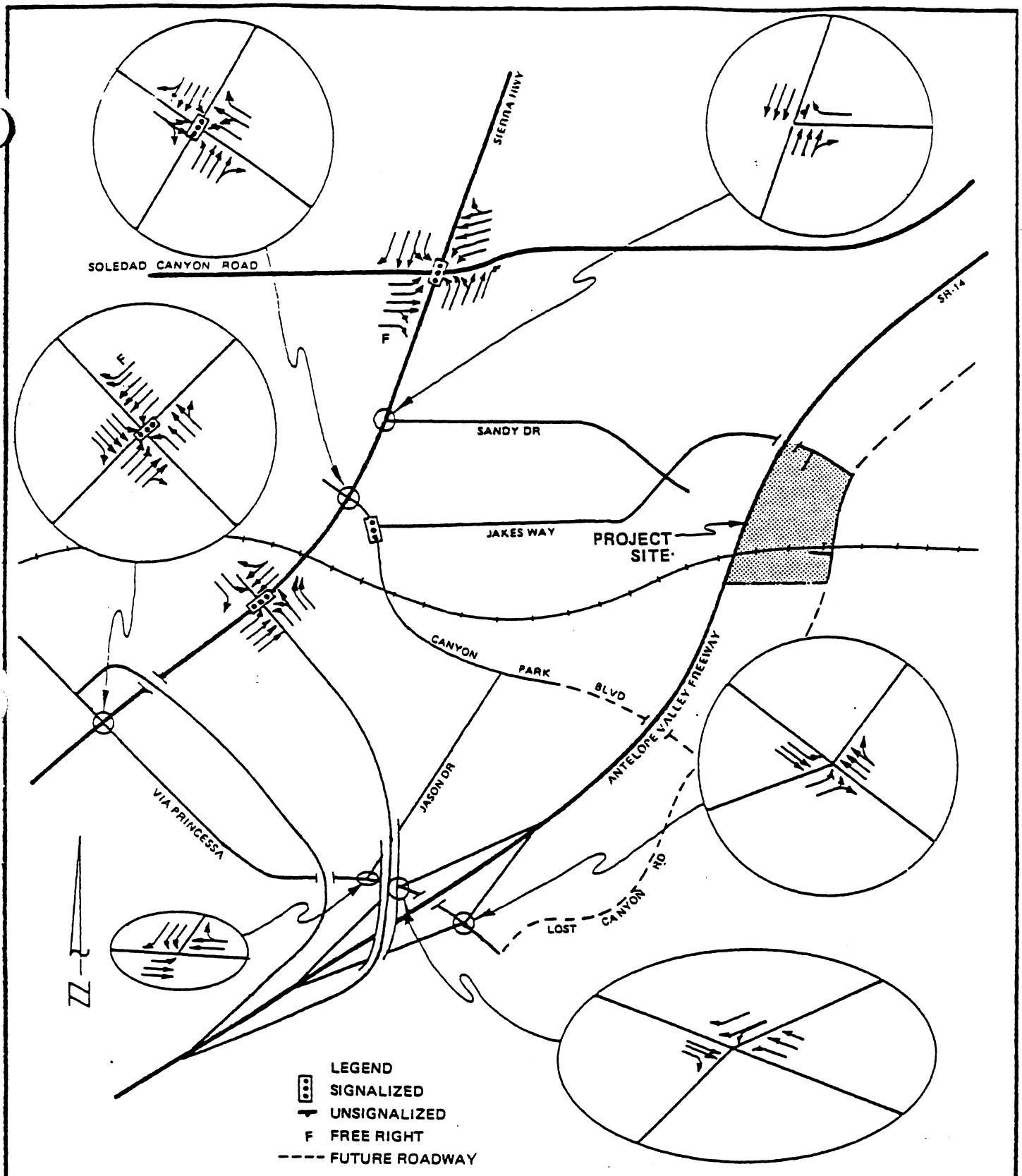

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FIGURE 6

FUTURE LANE ASSUMPTIONS (BEFORE PROJECT MITIGATION)

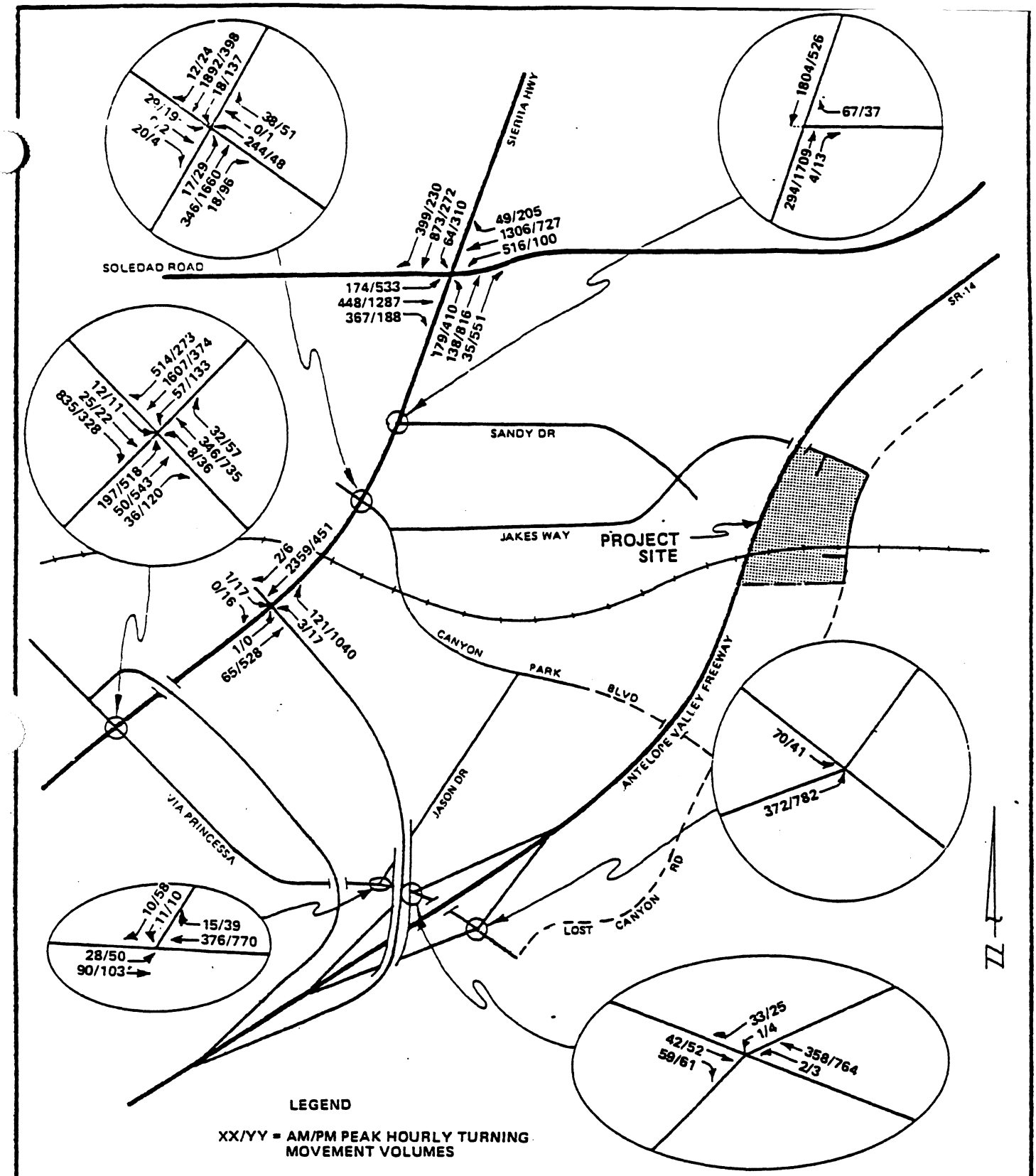

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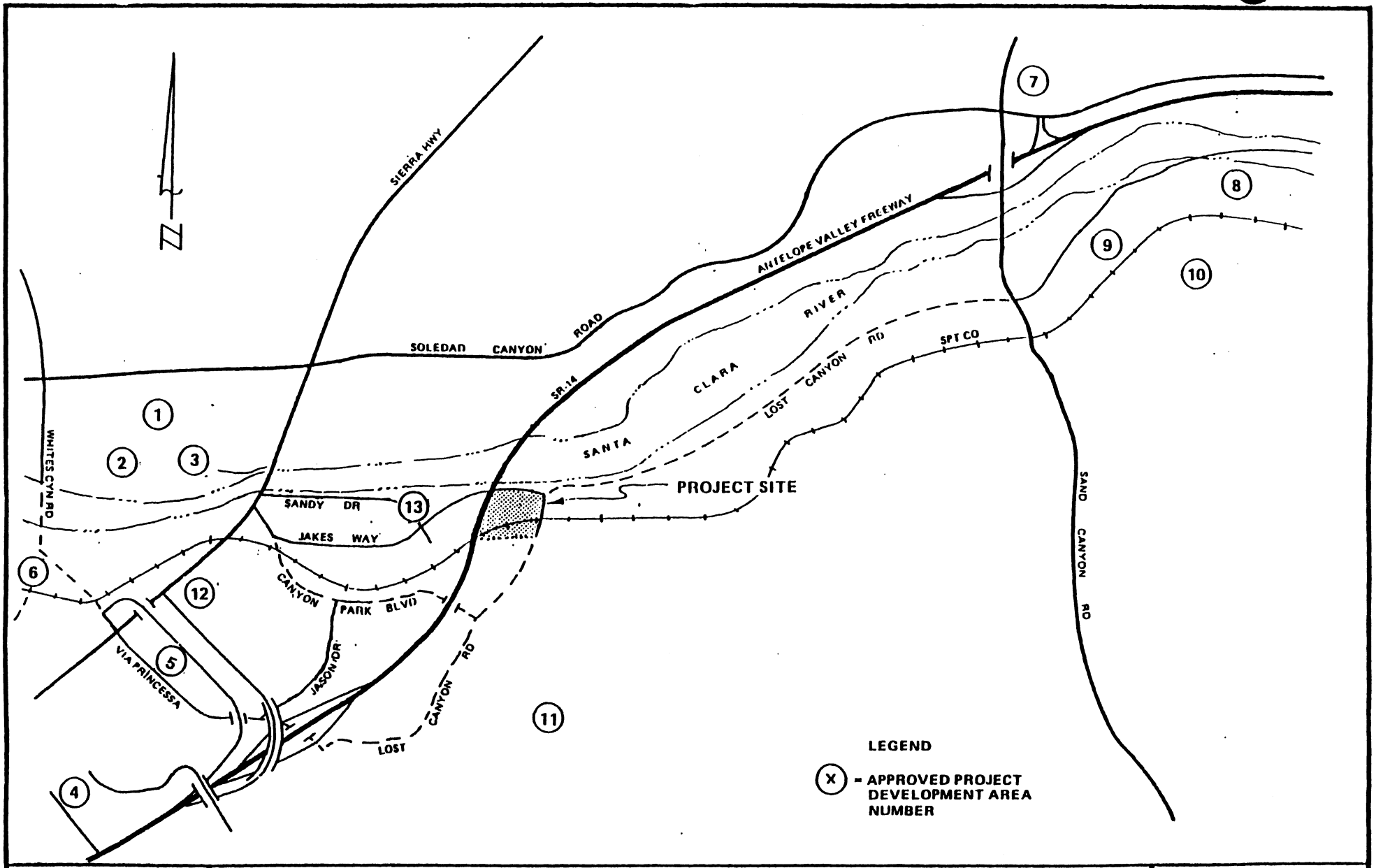
FIGURE 7

FUTURE 1994 AM AND PM PEAK HOURLY TURNING MOVEMENT VOLUMES (2% ANNUAL GROWTH)



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LOCATION OF APPROVED PROJECTS

FIGURE 8

TABLE 3

DESCRIPTION OF APPROVED PROJECTS AND TRIP DISTRIBUTION

	LAND USE	QUANTITY	AVG. DAILY TRIPS FACTOR	AVG. DAILY TRIPS VOLUME	AM PEAK HOUR TRIPS FACTOR IN	AM PEAK HOUR TRIPS FACTOR OUT	AM PEAK HOUR TRIPS VOLUME IN	AM PEAK HOUR TRIPS VOLUME OUT	PM PEAK HOUR TRIPS FACTOR IN	PM PEAK HOUR TRIPS FACTOR OUT	PM PEAK HOUR TRIPS VOLUME IN	PM PEAK HOUR TRIPS VOLUME OUT
			TOTAL	TOTAL								
1	Condominiums	317 DU	8.00	2,536	0.06	0.48	19	152	0.47	0.26	149	82
2	Condominiums	58 DU	8.00	465	0.06	0.48	3	28	0.47	0.26	27	15
3	SF Residential	294 DU	9.57	2,820	0.20	0.54	60	155	0.64	0.38	190	100
4	SF Residential	103 DU	10.20	1,050	0.22	0.59	22	61	0.68	0.40	70	41
5	Price Club	113.1 KSF	650	7,352	0.60	0.30	68	34	2.9	3.1	328	351
	Commercial	297 KSF	48.52	14,410	0.79	0.34	234	101	1.82	2.05	541	609
	10% reduction of trips due to internal land use trip mix potential			19,580			272	122			782	864
6	SF Residential	161 DU	9.93	1,598	0.21	0.56	34	91	0.67	0.39	107	63
7	SF Residential	315 DU	9.53	3,000	0.20	0.53	60	165	0.64	0.38	200	120
8	Condominiums	355 DU	8.00	2,840	0.06	0.48	21	170	0.47	0.26	167	92
	SF Residential	400 DU	9.40	3,760	0.19	0.52	75	210	0.63	0.37	250	150
9	SF Residential	54 DU	10.60	570	0.23	0.62	10	35	0.71	0.42	40	25
10	Apartments	311 DU	6.08	1,890	0.09	0.42	30	130	0.39	0.19	125	60
11	SF Residential	400 DU	9.40	3,760	0.19	0.52	75	210	0.63	0.37	250	150
	Condominiums	600 DU	8.0	4,800	0.06	0.48	36	288	0.47	0.26	282	156
12	Commercial-Industrial Center											
	Retail Store	98,888 KSF	44.30	4,380	2.13	2.93	210	290	1.75	2.33	175	230
	General Ind.	70,000 KSF	7.20	510	1.15	0.16	80	10	0.15	1.12	10	80
13	Condominiums	463 DU	8.00	3,710	0.06	0.48	28	222	0.47	0.26	218	120
	TOTAL NUMBER OF TRIPS			57,269			1,035	2,339			3,042	2,348

Note: Based on Generation Rates from:
ITE's Trip Generation, 4th Edition, September, 1987, and
County of Los Angeles Trip Generation Rates for Condominiums

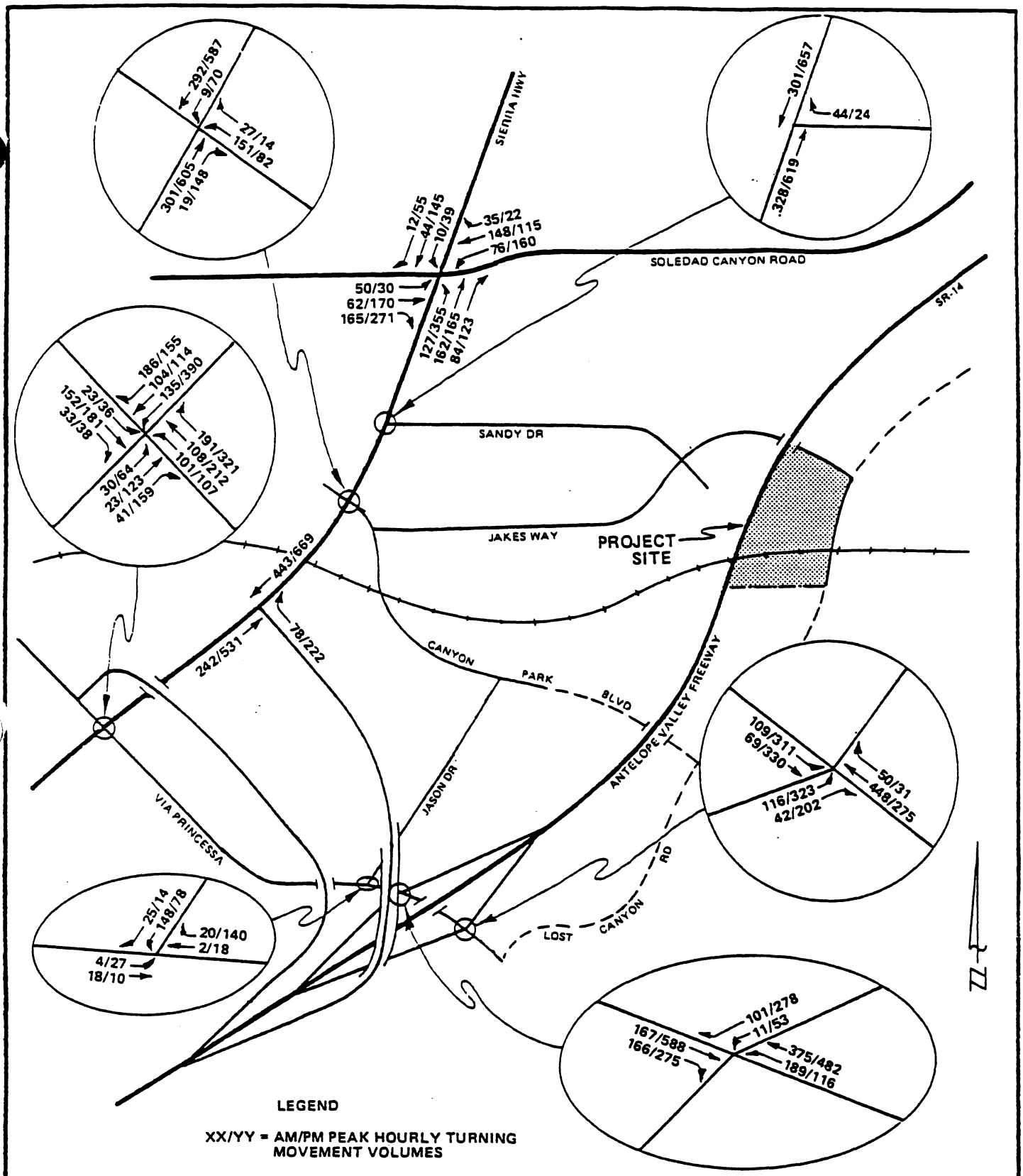

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FIGURE 9

APPROVED PROJECTS AM AND PM PEAK HOURLY TURNING MOVEMENT VOLUMES

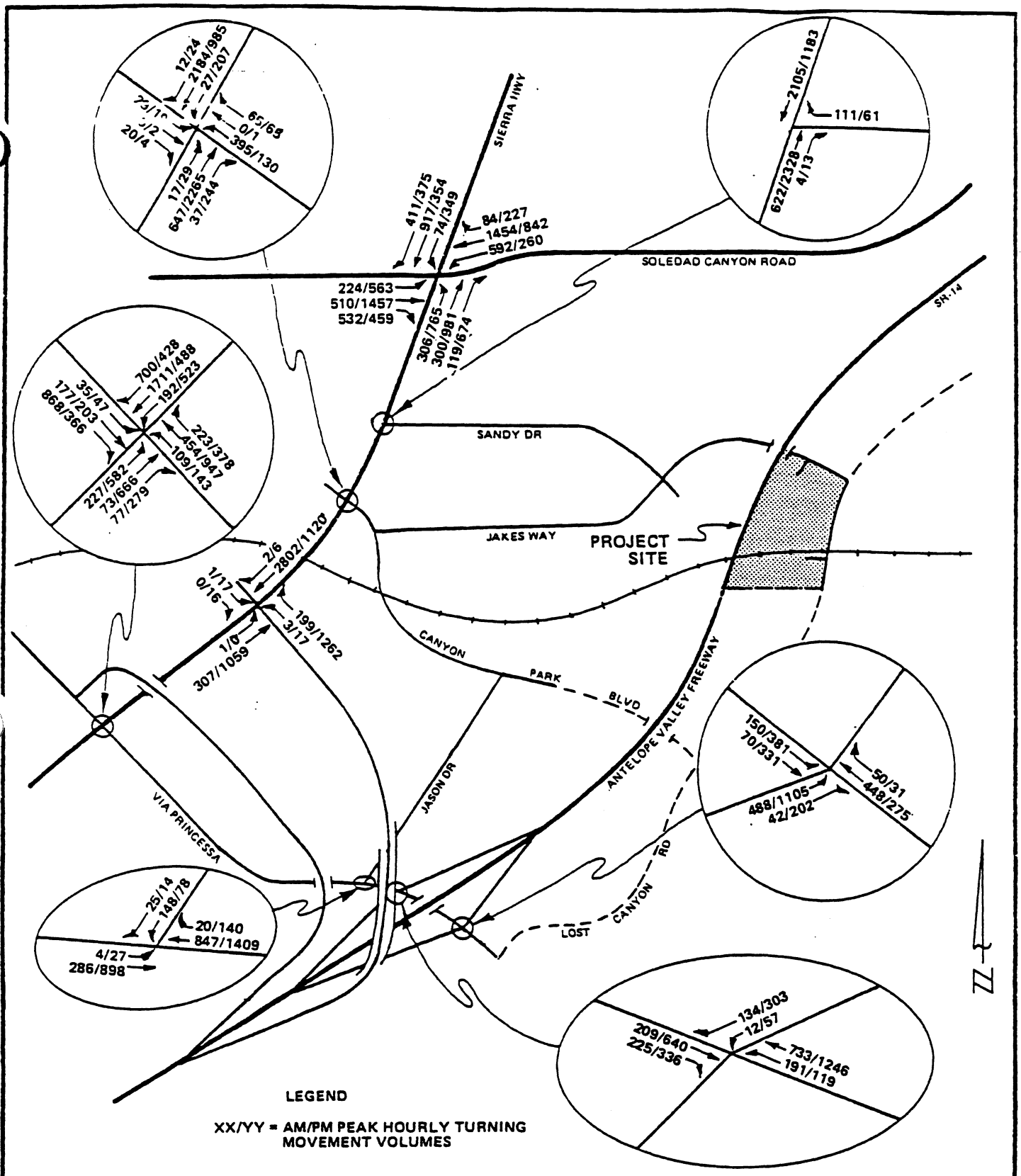

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FIGURE 10

FUTURE 1994 PLUS APPROVED PROJECTS AM AND PM PEAK HOURLY TURNING MOVEMENT VOLUMES

Analysis of Intersection Operation

The eight intersections previously analyzed were reevaluated with the additional traffic to be added by the thirteen approved projects in the area. The results of the analyses are presented in Tables 1 and 2 for signalized and unsignalized intersections, respectively.

Review of Table 1 shows that with the addition of the approved project traffic, the intersection of Sierra Highway at Soledad Canyon Road is projected to continue to worsen in the evening peak hour with Level of Service "F". Sierra Highway at Via Princessa would worsen to Level of Service "F" in the morning peak hour, and Sierra Highway at SR-14 northbound off-ramp would operate at LOS "B" or better.

Review of Table 2 shows that with the addition of the approved project traffic to the unsignalized intersections, the level of delay on selected movements would worsen somewhat. If signalized, the intersection of Via Princessa at SR-14 southbound on/off-ramp would operate at LOS "A", and Via Princessa at SR-14 northbound ramps would operate at LOS "C" or better.

PROJECT-RELATED TRAFFIC

Trip Generation

The next step in the process is to estimate the traffic that would be generated by the proposed development. To determine the amount of traffic to be generated by the project, trip generation rates are applied to the levels of development planned for the project. Trip generation rates for this analysis have been provided by the County of Los Angeles, Public Works Department.

Table 4 summarizes the trip generation rates used in this analysis, the land uses and quantities proposed for the Colony development, and the resulting traffic volumes estimated to be generated by the project on a daily and peak hourly basis. The proposed development is estimated to generate approximately 6,016 daily trip ends, with 406 in the morning peak hour (45 inbound and 361 outbound) and 549 in the evening peak hour (353 inbound and 196 outbound).

Trip Distribution

In estimating project traffic distribution, it is assumed that Lost Canyon Road will be constructed over the railroad, and that the Jake's Way extension will be completed under the SR-14 Freeway to Lost Canyon Road. Canyon Park Boulevard construction across the Southern Pacific Transportation Company Railroad is also assumed.

TABLE 4

SUMMARY OF
PROPOSED PROJECT TRIP GENERATION

		TRIP GENERATION RATES					PROJECT TRIPS				
			AM PEAK		PM PEAK			AM PEAK		PM PEAK	
LAND USE	QUANTITY	DAILY	IN	OUT	IN	OUT	DAILY	IN	OUT	IN	OUT
Condominium	752 DU	8.0	0.06	0.48	0.47	0.26	6,016	45	361	353	196

Note: Based on Los Angeles County Trip Generation Rates

The traffic to be generated by the project was assigned to the surrounding roadways in a manner designed to approximate, as closely as possible, the travel patterns of the area.

Distribution percentages for the proposed project traffic volumes are shown on Figure 11. It was assumed that project traffic would distribute according to the following percentages:

- o North: 10% on SR-14
  12% on Sierra Highway
- o South: 38% on SR-14
  8% on Sierra Highway
- o East: 7% on Soledad Canyon Road
- o West: 15% on Soledad Canyon Road

Project-Related Traffic Operating Conditions

The project-related traffic volumes presented in Table 4 were distributed to the surrounding roadways based on the trip distribution characteristics depicted on Figure 11. Depicted on Figure 12 are the resulting morning and evening peak hourly traffic volumes for the project.

The estimated project-related peak hourly traffic volumes were then added to future 1994 plus approved project traffic. The resulting peak hourly turning movement volumes are depicted on Figure 13.

Intersection operation was then analyzed for the 1994 plus approved plus proposed project conditions, and the results are shown on Tables 1 and 2, presented previously. The analysis worksheets are contained in Appendix B and D of this report.

Review of Table 1 shows that the intersection of Sierra Highway at Soledad Canyon Road will continue to operate at LOS "F" in the evening peak hour with the addition of project traffic. The project would contribute 0.01 to the morning peak hour ICU, and 0.02 to the evening peak hour. Sierra Highway at Via Princessa is projected to operate at 1.03, LOS "F" in the morning peak hour, with the project causing to increase in the ICU; and would operate at 0.97, LOS "E" in the evening peak hour, with the project contributing 0.04.

Review of Table 2 shows that while the unsignalized intersections of Via Princessa at the SR-14 northbound and southbound ramps would continue to experience LOS "E" or "F" delays on some or all movements, the addition of project traffic will not cause a change in operating Level of Service. If signalized, these intersections would operate below 0.85 capacity with LOS "C" conditions.

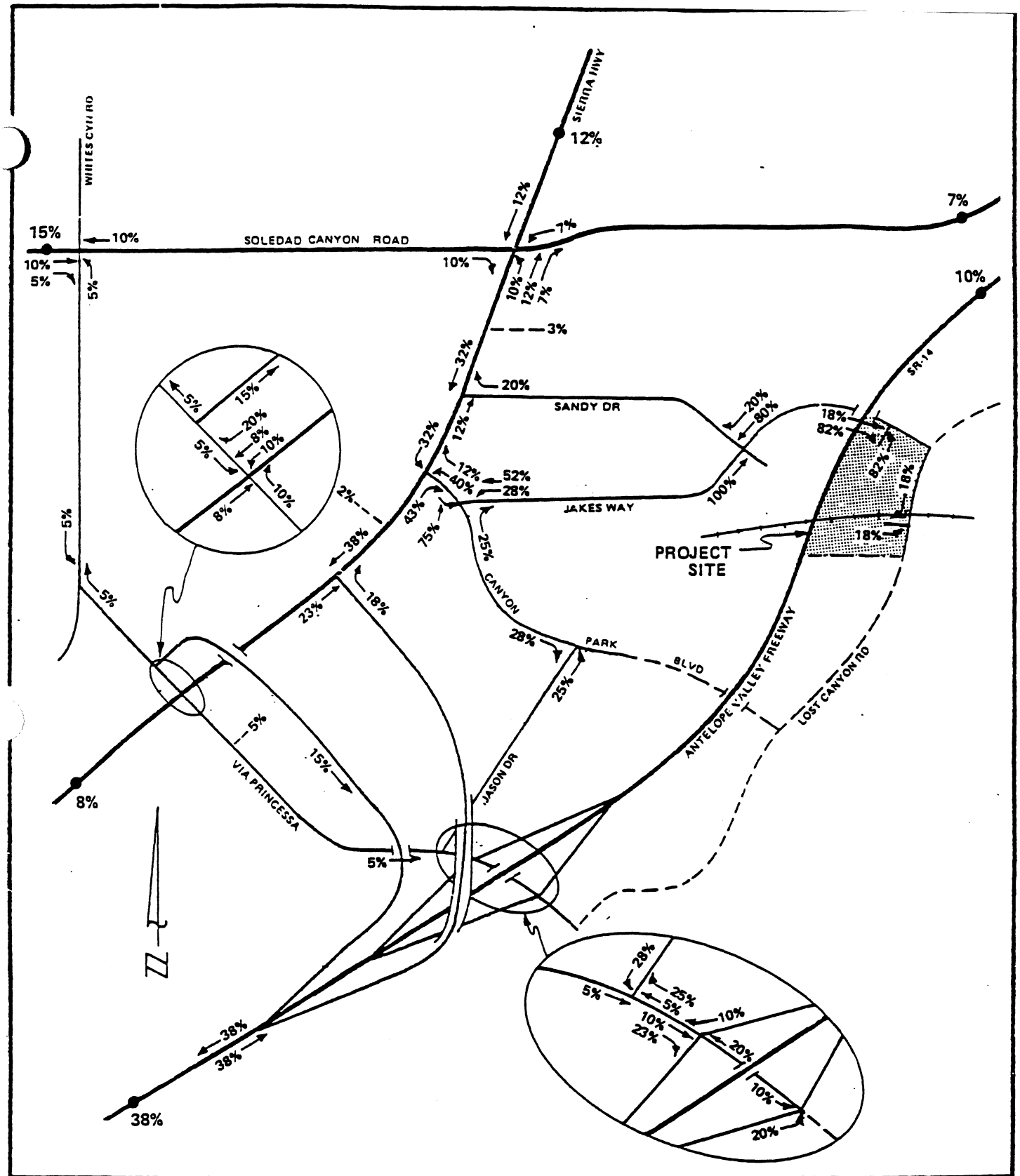

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FIGURE 11

PROPOSED PROJECT TRIP DISTRIBUTION

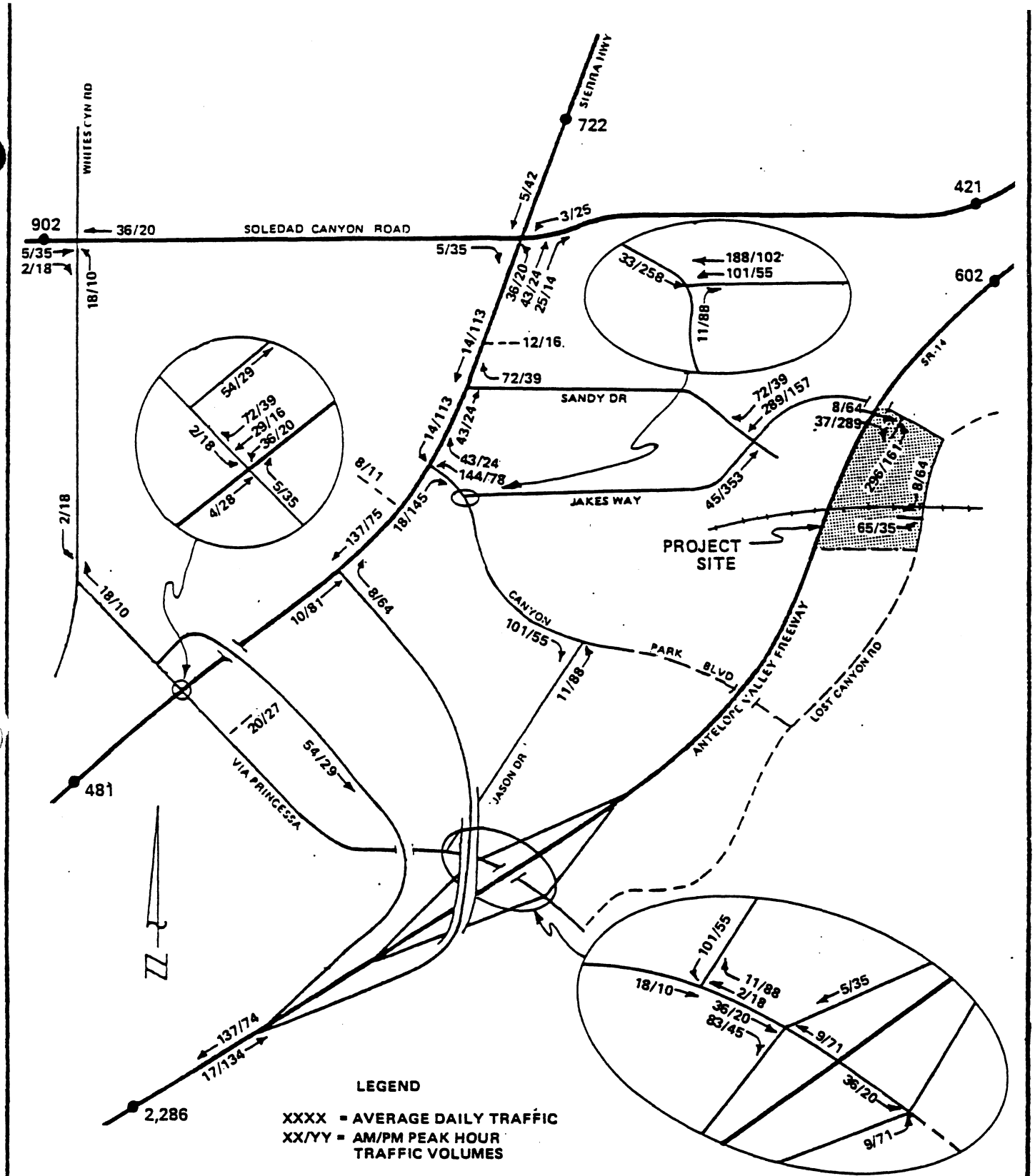

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FIGURE 12

PROPOSED PROJECT AVERAGE DAILY TRAFFIC AND AM/PM PEAK HOUR TURNING MOVEMENT VOLUMES

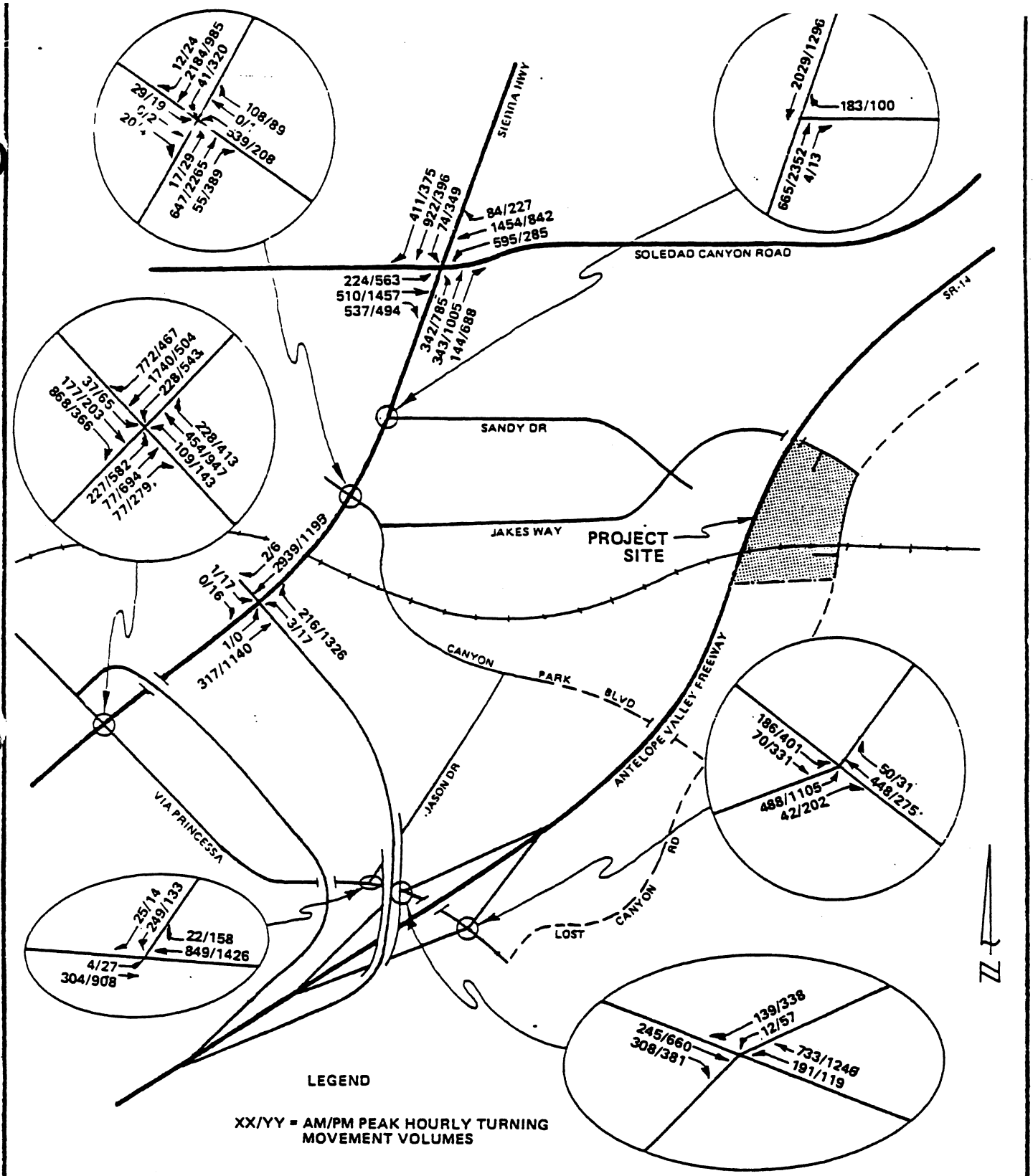

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FIGURE 13

FUTURE 1994 PLUS APPROVED PLUS PROPOSED PROJECT AM AND PM PEAK HOURLY TURNING MOVEMENT VOLUMES

PROJECT MITIGATION

Based on the results of these analyses, intersection improvements will be needed at two area intersections:

- Sierra Highway at Soledad Canyon Road
- Sierra Highway at Via Princessa

Improvements are currently needed at the first intersection, while the second intersection will exceed 0.85 with the addition of Approved Projects traffic. In both cases, unacceptable conditions are expected to prevail prior to implementation of the project.

The Colony development will, nevertheless, contribute to the unacceptable conditions at each of these intersections, and as such, should be required to contribute to the improvement at each intersection. It is anticipated that the project will participate on a fair-share basis through the County impact assessment district.

The following improvements are recommended for consideration at each of the two impacted intersections and the resulting operations are presented on Table 5.

Sierra Highway/Soledad Canyon Road

- Convert the northbound through/left to a through lane.
- Add a third eastbound through lane.
- Convert the southbound through/left to a left-turn lane.
- Add a southbound through lane.

These improvements are depicted on Figure 14, and would achieve 0.79 in the morning and 0.85 in the evening peak hour.

Sierra Highway/Via Princessa

- Convert outside eastbound through lane to a shared through/right lane
- Convert the inside southbound through lane to a shared through/left-turn lane.

These improvements are depicted on Figure 14, and would achieve 0.82 in the morning and 0.85 in the evening peak hour.

The analysis worksheets are contained in Appendix E of this report.

TABLE 5

INTERSECTION LEVEL OF SERVICE (LOS)
WITH AND WITHOUT PROPOSED MITIGATION MEASURES

1994 VOLUMES WITH ALL KNOWN PROJECTS

INTERSECTION	PEAK HOUR	WITHOUT MITIGATION V/C	WITHOUT MITIGATION LOS	WITH MITIGATION V/C	WITH MITIGATION LOS	Additional Improvements:
Sierra Highway & Soledad Canyon Rd.	AM	0.76	C	0.79	C	o Convert Northbound Through/Left to a Through Lane o Convert Southbound Through/Left to a Left-Turn Lane o Add a Southbound Through Lane o Add a Third Eastbound Through Lane
	PM	1.18	F	0.85	D	
Sierra Highway & Via Princessa	AM	1.03	F	0.82	D	o Convert Outside Eastbound Through Lane to a Shared Through/Right Lane o Convert Southbound Through Lane to a shared Through/Left Lane
	PM	0.97	E	0.85	D	

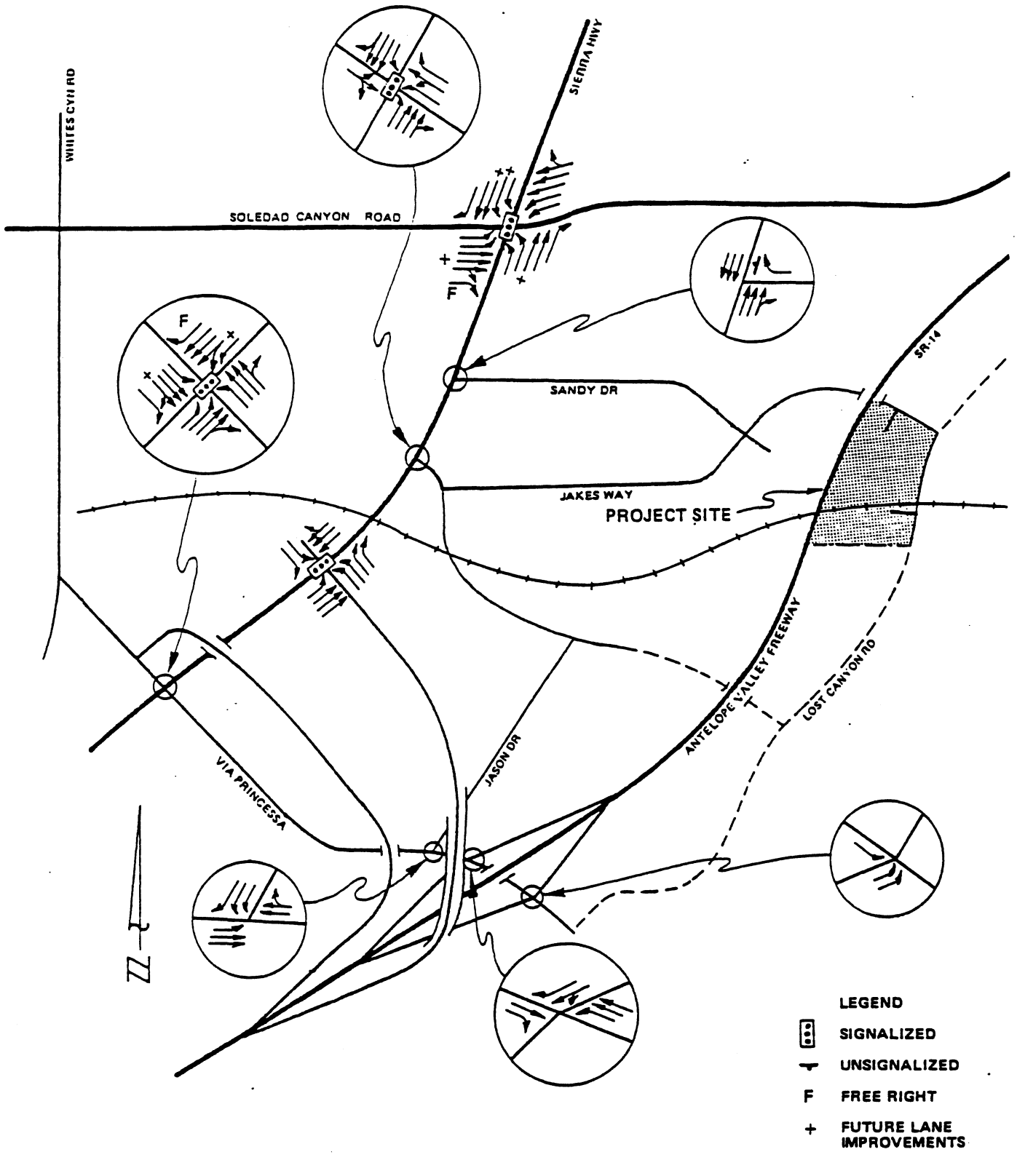

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FIGURE 14

FUTURE LANE IMPROVEMENTS FOR MITIGATED INTERSECTIONS

SIGNAL WARRANTS

The need for traffic control at three of the six unsignalized intersections was analyzed using the CALTRANS traffic signal warrants for existing and future 1994 peak hourly traffic. As stated previously, the two intersections of Sierra Highway/Via Princessa and Sierra Highway/SR-14 northbound off-ramp are scheduled to be signalized by 1991 and 1993, respectively. The data available at Via Princessa/Jason Drive is not adequate to conduct signal warrants. The three intersections analyzed are:

- Sierra Highway at Sandy Drive
- Via Princessa at SR-14 northbound on/off ramps
- Via Princessa at SR-14 southbound on/off-ramps

Based on existing counts, the intersections of Sierra Highway/ Sandy Drive, Via Princessa/SR-14 northbound and southbound ramps, and Via Princessa/Jason Drive currently do not come close to meeting warrant for signalization.

The analysis of Future 1994 with approved projects and proposed project traffic found that the intersection of Sierra Highway/ Sandy Drive is still not projected to meet warrant for signalization, while the SR-14 northbound and southbound ramps at Via Princessa would approach or exceed warrant. These intersections should be monitored as the area network and land uses build out. Via Princessa/Jason Drive and Canyon Park Boulevard/Jason Drive should also be monitored as the area continues to develop.

The results of the existing and future 1994 signal warrant analysis are shown on Table 6. Traffic signal warrant worksheets are provided in Appendix F of this report.

ALTERNATIVE CIRCULATION SCENARIOS

The project trip distribution patterns used in the analysis assumed the following roadway sections in place, and available for project traffic circulation:

- Jakes Way constructed from its present terminus, under the freeway and connecting to Lost Canyon Road;

- Lost Canyon Road constructed along property frontage, from Jakes Way to the southern project boundary, including a grade-separated railroad crossing, and

- Canyon Park Boulevard constructed from Jakes Way to and beyond Jason Drive

Two additional circulation scenarios were analyzed, to determine conditions if either of the following roadway conditions were to prevail at the time of project completion:

TABLE 6

TRAFFIC SIGNAL WARRANT ANALYSIS
EXISTING AND FUTURE 1994 CONDITIONS

Intersection		Minimum Vehicular Volume		Interruption of Continuous Traffic	
		Warrant	80%	Warrant	80%
Sierra Highway at Sandy Drive	Existing	No	No	No	No
	Future	No	No	No	No
Via Princessa at SR-14 NB On/Off-Ramp	Existing	No	No	No	No
	Future	Yes	Yes	Yes	Yes
Via Princessa at SR-14 SB On/Off-Ramp	Existing	No	No	No	No
	Future	Yes	Yes	Yes	Yes

A. Circulation Scenario 1

- Jakes Way constructed under the freeway and connecting to Lost Canyon Road,
- No grade-separated railroad crossing on Lost Canyon Road
- Lost Canyon Road constructed to Canyon Park Boulevard
- Canyon Park Boulevard constructed from Jakes Way to Lost Canyon Road.

In this scenario, all dwelling units north of the railroad, referred to as planning Area 1 (PA1), would access the roadway system via Jakes Way, and the dwelling units south of the railroad, Planning Area 2 (PA2) would travel down Lost Canyon Road to Canyon Park Boulevard.

B. Circulation Scenario 2

- Jakes Way constructed only along the project frontage, but not under the freeway
- Lost Canyon Road constructed from Jakes Way to Canyon Park Boulevard, including a grade-separated railroad crossing, and
- Canyon Park Boulevard constructed from Jakes Way to Lost Canyon Road.

In this scenario, all project traffic would access the roadway system via Lost Canyon Road to Canyon Park Boulevard.

Circulation Scenario 1

Project distribution percentages assuming Circulation Scenario 1 are shown on Figure 15. Peak hour project traffic volumes resulting from this distribution pattern are shown on Figure 16.

The estimated project-related peak hourly traffic volumes were then added to the future 1994 plus approved project traffic. The resulting peak hourly turning movement volumes are depicted on Figure 17.

Intersection operation was then analyzed for the 1994 plus approved plus proposed project condition, and the results are shown on Table 7. The analysis worksheets are contained in Appendix G of this report.

Review of Table 7 shows that as with the previously analyzed circulation patterns, two of the intersections studied are projected to operate above 0.85 capacity under Scenario 1 circulation patterns. The intersections of Sierra Highway at Soledad Canyon Road and Sierra Highway at Via Princessa will operate at LOS "F" in one peak hour.

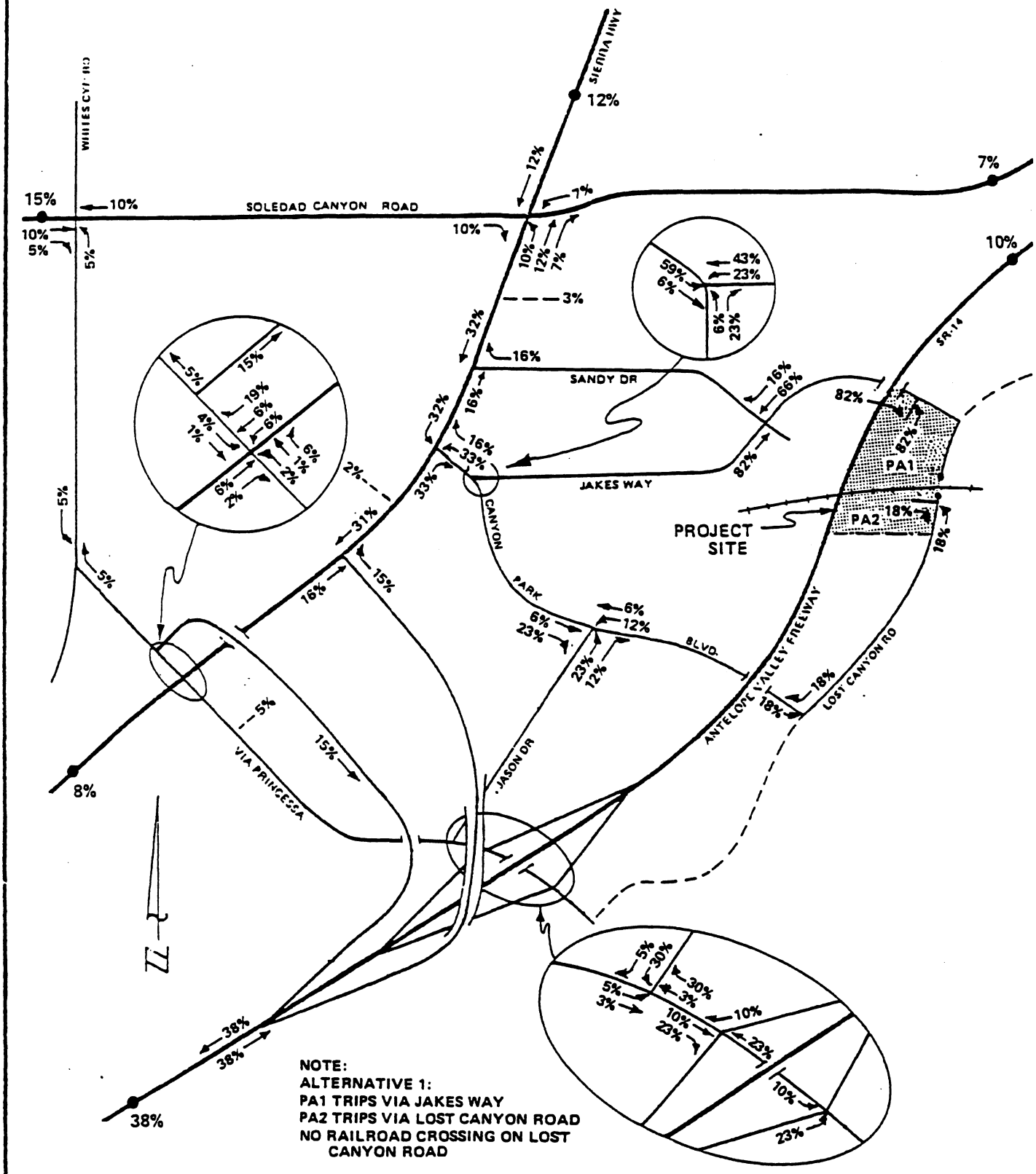

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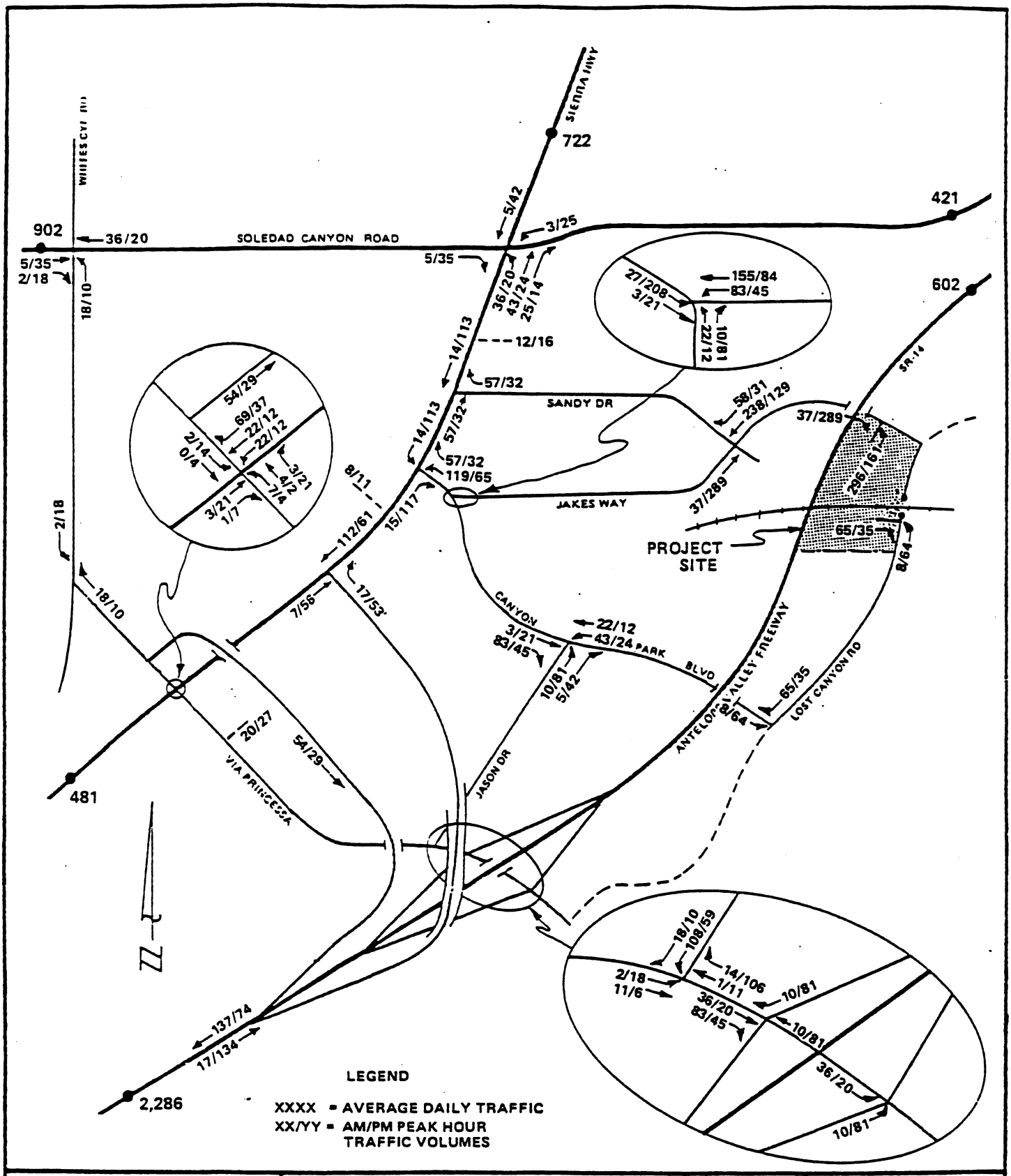
FIGURE 15

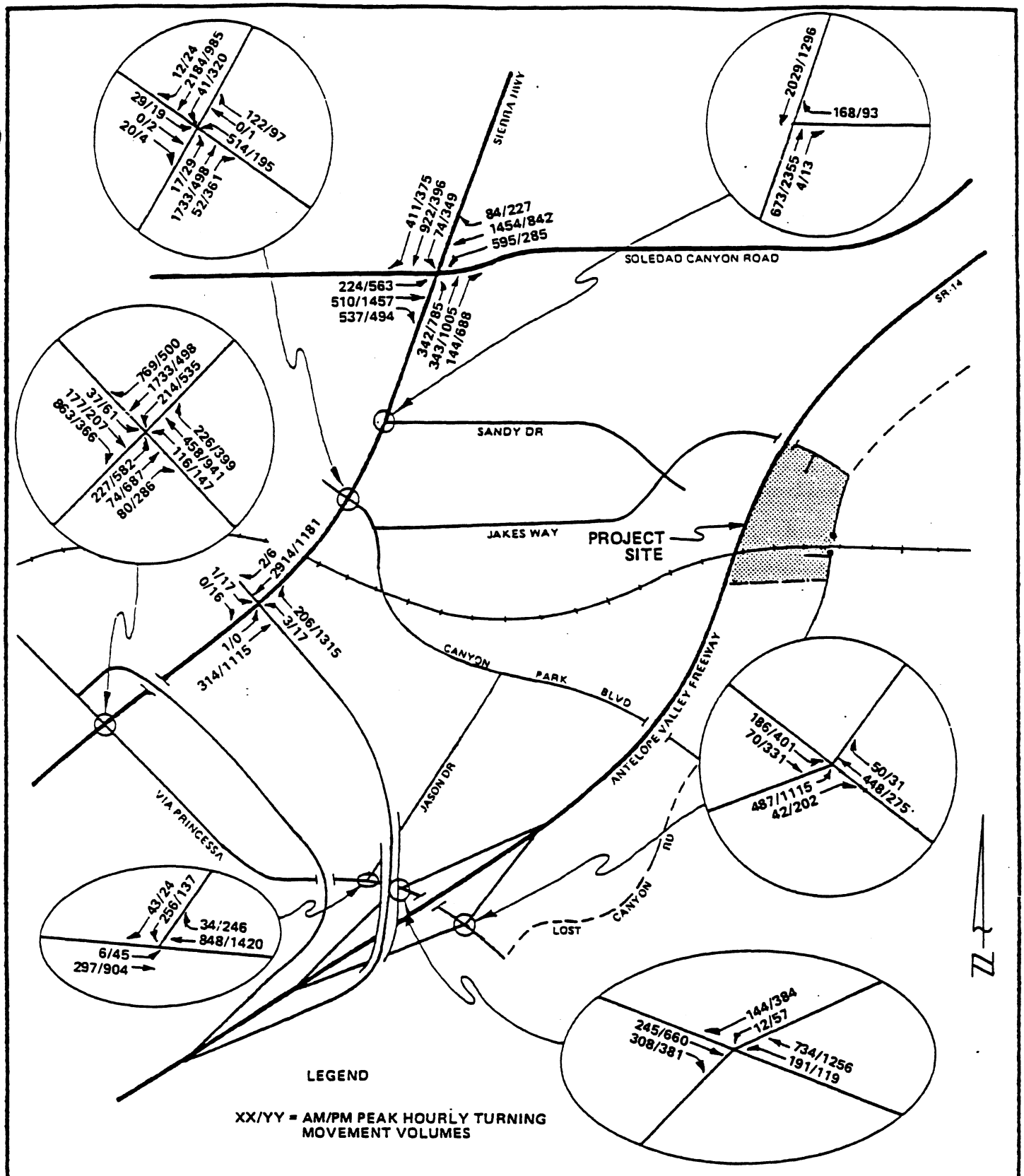
PROPOSED PROJECT TRIP DISTRIBUTION CIRCULATION SCENARIO 1



BASMACIYAN-DARNELL, INC.

FIGURE 16

PROPOSED PROJECT AVERAGE DAILY TRAFFIC AND AM/PM PEAK HOURLY TURNING MOVEMENT VOLUMES CIRCULATION SCENARIO 1



BASMACIYAN-DARNELL, INC.

FIGURE 17

FUTURE 1994 PLUS APPROVED PLUS PROPOSED PROJECT AM AND PM PEAK HOURLY TURNING MOVEMENT VOLUMES CIRCULATION SCENARIO 1

TABLE 7

SUMMARY OF INTERSECTION CAPACITY UTILIZATION ANALYSIS AND LEVEL OF SERVICE CIRCULATION SCENARIO 1*

Intersection	Hour	1994 Plus Approved and Proposed Project V/C	LOS
Sierra Highway at Soledad Canyon Road	AM	0.76	C
	PM	1.18	F
Sierra Highway at Sandy Drive	AM	0.24	A
	PM	0.55	A
Sierra Highway at Jake's Way	AM	0.72	C
	PM	0.82	D
Sierra Highway at Freeway 14 NB Off-Ramp	AM	0.67	B
	PM	0.68	B
Sierra Highway at Via Princessa	AM	1.03	F
	PM	0.96	E
Via Princessa at Jason Drive	AM	0.36	A
	PM	0.58	A
Via Princessa at Freeway 14 SB On/Off Ramps	AM	0.31	A
	PM	0.57	A
Via Princessa at Freeway 14 NB On/Off Ramps	AM	0.55	A
	PM	0.77	C

* Assumes Jakes Way is constructed under the freeway to Lost Canyon Road, and that no railroad crossing is constructed on Lost Canyon Road.

TABLE 8

INTERSECTION LEVEL OF SERVICE (LOS)
WITH AND WITHOUT PROPOSED MITIGATION MEASURES
CIRCULATION SCENARIO 1

1994 VOLUMES WITH ALL KNOWN PROJECTS

		WITHOUT MITIGATION		WITH MITIGATION		
INTERSECTION	PEAK HOUR	V/C	LOS	V/C	LOS	Additional Improvements:
Sierra Highway & Soledad Canyon Rd.	AM	0.76	C	0.79	C	o Convert Northbound Through/Left to a Through lane o Convert southbound Through/Left to a Left-Turn Lane o Add a Southbound Through Lane o Add a Third Eastbound Through Lane
	PM	1.18	F	0.82	D	
Sierra Highway & Via Princessa	AM	1.03	F	0.85	D	o Convert Outside Eastbound Through Lane to a Shared Through/Right Lane o Convert Southbound Through Lane to a Shared Through Left Lane
	PM	0.96	E	0.84	D	

These two intersections were identified previously as requiring mitigation. The same recommended improvements would be required to achieve acceptable operations under this circulation scenario. The results of the analysis are shown on Table 8. The analysis worksheets are contained in Appendix G of this report.

Circulation Scenario 2

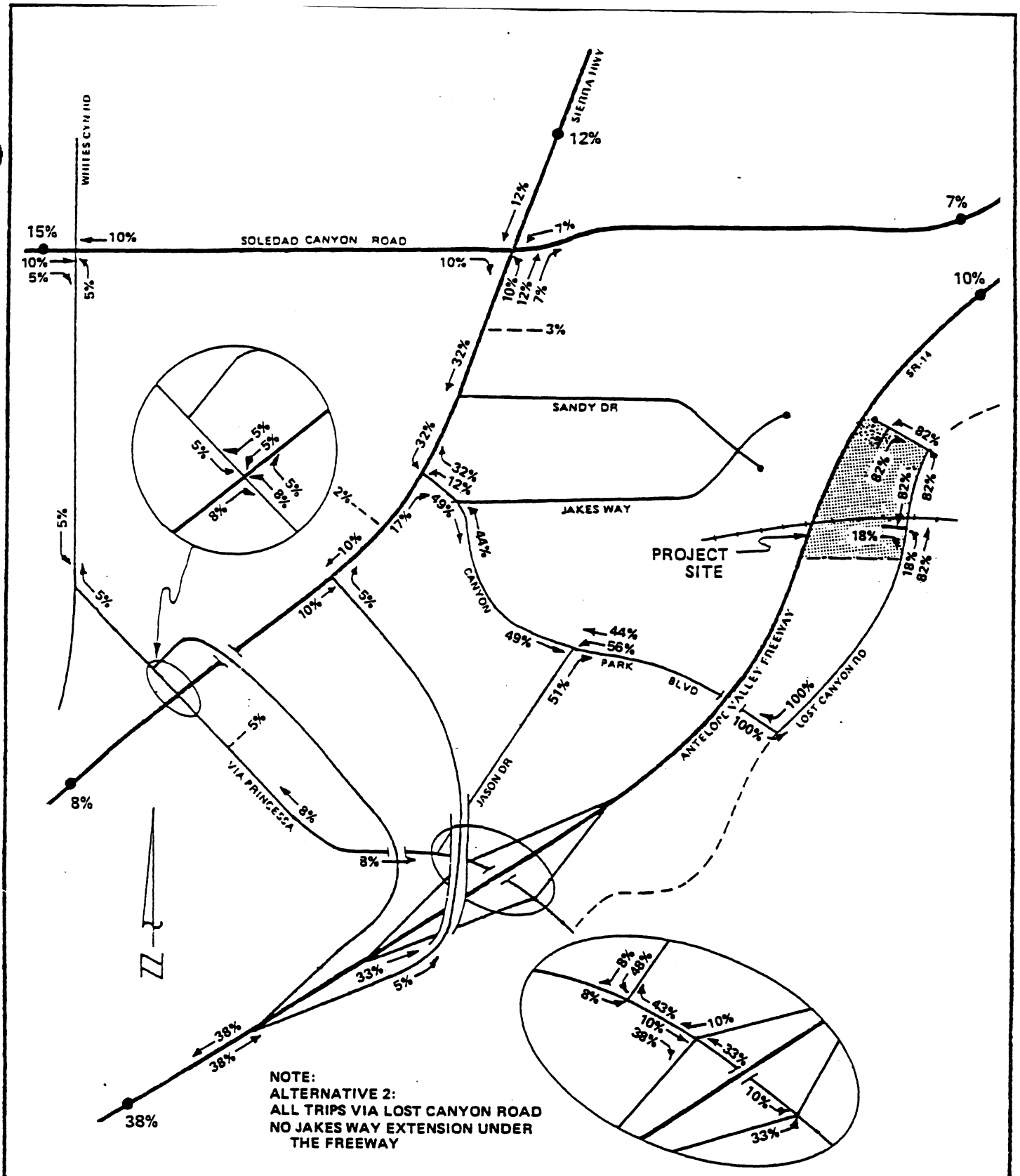
Project distribution percentages assuming Circulation Scenario 2 are shown on Figure 18. Peak hour project traffic volumes resulting from these distribution assumptions are shown on Figure 19.

The estimated project-related peak hourly traffic volumes were then added to the future 1994 plus approved project traffic. The resulting peak hourly turning movement volumes are depicted on Figure 20.

Intersection operation was then analyzed for the 1994 plus approved plus proposed project condition, and the results are shown on Table 9. The analysis worksheets are contained in Appendix G of this report.

Review of Table 9 shows that again, the intersections of Sierra Highway at Soledad Canyon Road and Sierra Highway at Via Princessa will continue to operate at LOS "F" in one peak hour.

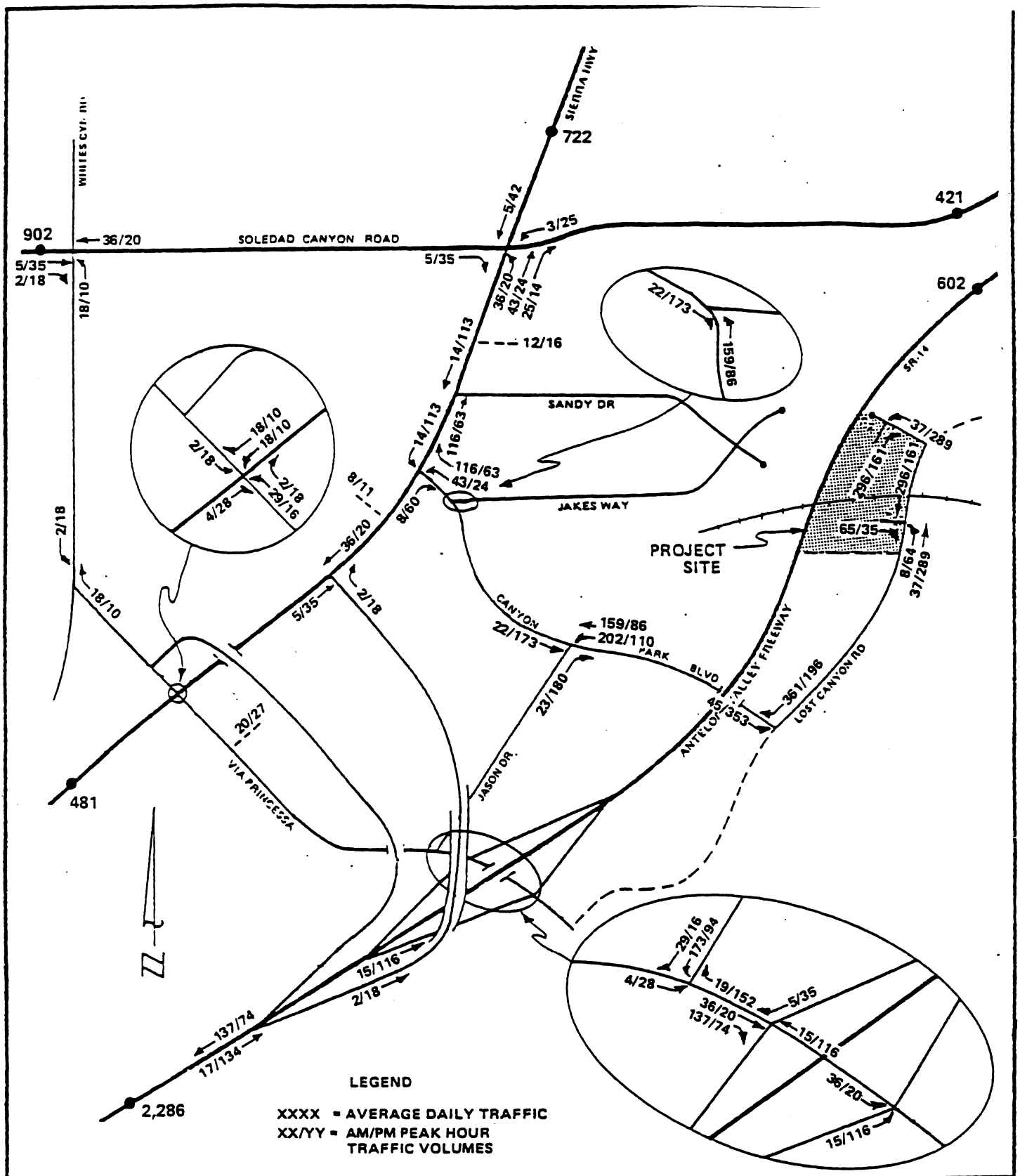
These two intersections were identified previously as requiring mitigation. The same recommended improvements would be required to achieve acceptable operations under this circulation scenario. The results of the analysis are shown on Table 10. The analysis worksheets are contained in Appendix G of this report.



BASMACIYAN-DARNELL, INC.

FIGURE 18

PROPOSED PROJECT TRIP DISTRIBUTION
CIRCULATION SCENARIO 2



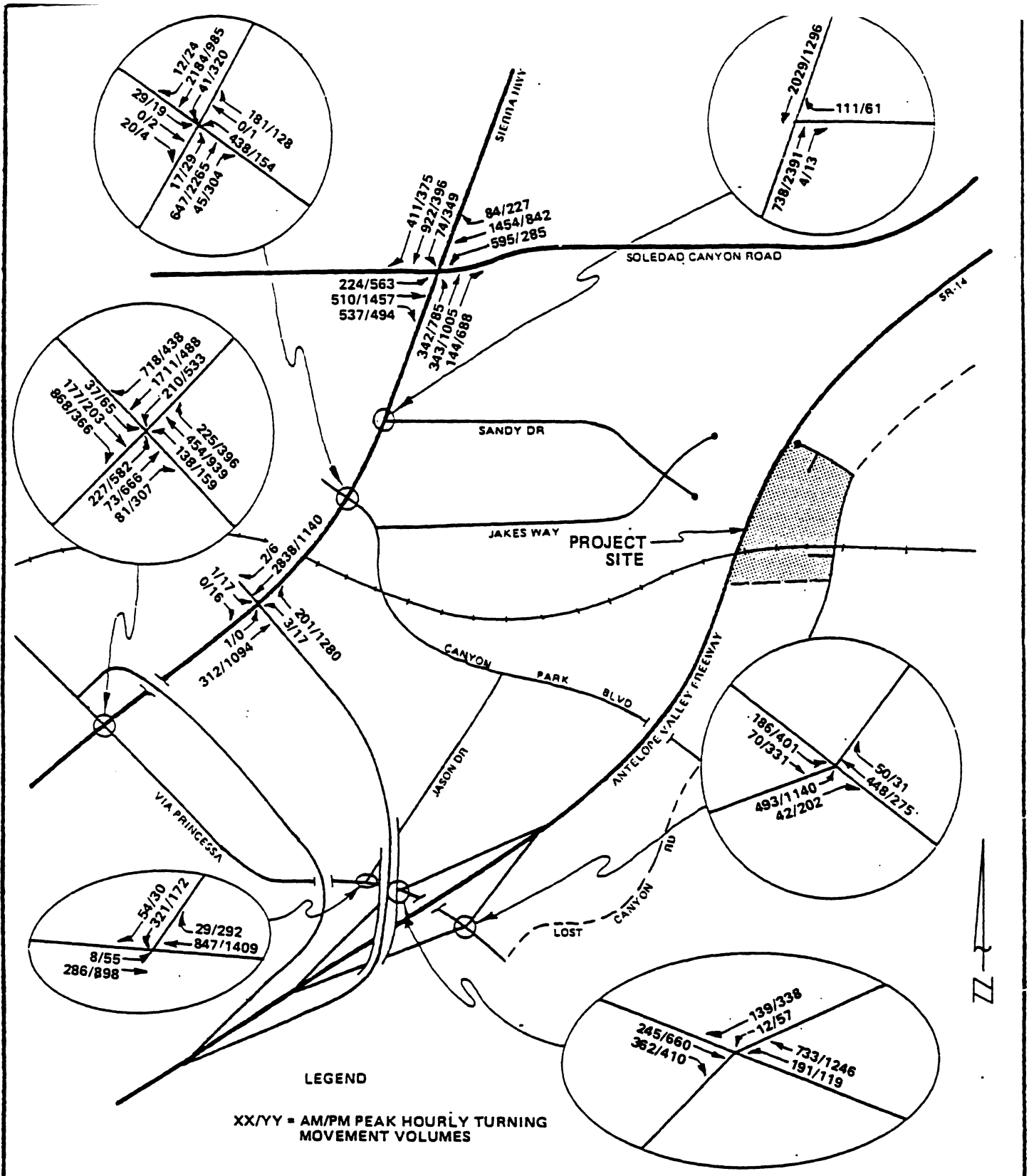
LEGEND

XXXX = AVERAGE DAILY TRAFFIC
XX/YY = AM/PM PEAK HOUR TRAFFIC VOLUMES

BASMACIYAN-DARNELL, INC.

FIGURE 19

PROPOSED PROJECT AVERAGE DAILY TRAFFIC AND AM/PM PEAK HOURLY TURNING MOVEMENT VOLUMES CIRCULATION SCENARIO 2



BASMACIYAN-DARNELL, INC.

FIGURE 20

FUTURE 1994 PLUS APPROVED PLUS PROPOSED PROJECT AM AND PM PEAK HOURLY TURNING MOVEMENT VOLUMES CIRCULATION SCENARIO 2

TABLE 9

SUMMARY OF INTERSECTION CAPACITY UTILIZATION ANALYSIS AND LEVEL OF SERVICE CIRCULATION SCENARIO 2*

Intersection	Hour	1994 Plus Approved and Proposed Project V/C	LOS
Sierra Highway at Soledad Canyon Road	AM	0.76	C
	PM	1.18	F
Sierra Highway at Sandy Drive	AM	0.22	A
	PM	0.54	A
Sierra Highway at Jake's Way	AM	0.73	C
	PM	0.80	C
Sierra Highway at Freeway 14 NB Off-Ramp	AM	0.66	B
	PM	0.66	B
Sierra Highway at Via Princessa	AM	1.03	F
	PM	0.96	E
Via Princessa at Jason Drive	AM	0.38	A
	PM	0.62	B
Via Princessa at Freeway 14 SB On/Off Ramps	AM	0.35	A
	PM	0.56	A
Via Princessa at Freeway 14 NB On/Off Ramps	AM	0.55	A
	PM	0.80	C

* Assumes Jakes Way is constructed along property frontage only, and not under the freeway, and that a grade-separated railroad crossing is constructed on Lost Canyon Road.

TABLE 10

INTERSECTION LEVEL OF SERVICE (LOS)
WITH AND WITHOUT PROPOSED MITIGATION MEASURES
CIRCULATION SCENARIO 2

1994 VOLUMES WITH ALL KNOWN PROJECTS

		WITHOUT MITIGATION		WITH MITIGATION		
INTERSECTION	PEAK HOUR	V/C	LOS	V/C	LOS	Additional Improvements:
Sierra Highway & Soledad Canyon Rd.	AM	0.76	C	0.79	C	o Convert Northbound Through/Left to a Through Lane o Convert Southbound Through/Left to a Left-Turn Lane o Add a Southbound Through Lane o Add a Third Eastbound Through Lane
	PM	1.18	F	0.85	D	
Sierra Highway & Via Princessa	AM	1.03	F	0.81	D	o Convert Outside Eastbound Through Lane to a Shared Through/Right Lane o Convert Southbound Through Lane to a Shared Through Left Lane
	PM	0.96	E	0.85	D	

APPENDIX A

- Explanation of Intersection Capacity Analysis
- Description of Level of Service

Explanation of Intersection Capacity Utilization

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually greater between intersections and less at intersections because traffic flows continuously between them, and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green; if the green phase is 50 percent of the cycle and there are three lanes, then the capacity is 1600 times 50 percent times 3 lanes, or 2400 vehicles per hour.

The technique used to compare the volume and capacity of an intersection is known as Intersection Capacity Utilization (ICU). ICU, usually expressed as a percent, is the proportion of an hour required to provide sufficient time to accommodate all vehicles on all approaches. If an intersection is operating at 80 percent of capacity, then 20 percent of the signal cycle is not used. The signal could show red on all indications 20 percent of the time and the signal would just accommodate approaching traffic.

ICU analysis consists of (a) determining the proportion of signal time needed to serve each conflicting movement of traffic, (b) summing the times for the movements, and (c) comparing the total time required to the total time available. For example, if for north-south traffic the northbound traffic is 1600 vehicles per hour, the southbound traffic is 1200 vehicles per hour, and the capacity of either direction is 3200 vehicles per hour, then the northbound traffic is critical and requires 1600/3200 or 50 percent of the signal time. If for the east-west traffic 30 percent of the signal time is required, then it can be seen that the ICU is 50 plus 30, or 80 percent. When left-turn phases exist, they are incorporated into the analysis. The critical movements are usually the heavy left-turn movements and the opposing through movements.

Level of service is used to describe the quality of traffic flow. Levels of Service "A" to "C" operate quite well. Level of Service "C" is typically the standard to which rural roads are designed, and Level of Service "D" is the standard to which urban roadways are typically designed. Level of Service "D" is characterized by fairly restricted traffic flow. Level of Service "E" is the maximum volume a facility can accommodate and will result in possible stoppages of momentary duration. Level of Service "F" occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration. A description of the various levels of traffic service appears on the following page, along with the relationship between ICU and level of traffic service.

The ICU calculation assumes that an intersection is signalized and that the signal is ideally timed. Although calculating ICU for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volume.

It is possible to have an ICU well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient time to satisfy its demand, and excess time exists on other movements. This is an operational problem which should be remedied.

Capacity is often defined in terms of roadway width; however, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Data indicates a typical lane, whether a through lane or a left-turn lane, has a capacity of approximately 1700 vehicles per hour, with nearly all locations showing a capacity greater than 1600 vehicles per hour per lane. This finding is published in the August, 1978 issue of ITE Journal in the article entitled, "Another Look at Signalized Intersection Capacity by William Kunzman. For this study, a capacity of 1600 vehicles per hour per lane will be assumed for both through and left-turn lanes.

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for less than 10 percent of a cycle, and a penalty of up to five percent is reasonable. On the other hand, during peak hour traffic operation, the yellow times are nearly completely used. If there are no left-turn phases, the left-turn vehicles completely use the yellow time. If there are left-turn phases, the through traffic continues to enter the intersection on the yellow until just a split second before the red.

The ICU technique is an ideal tool to quantify existing as well as future intersection operation. The impact of adding a lane can be quickly determined by examining the effect the lane has on the intersection capacity utilization.

LEVEL OF SERVICE DESCRIPTION

LEVEL OF SERVICE	TRAFFIC QUALITY	RANGE OF ICU
A	Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00 - 0.60
B	Operating speed beginning to be affected by other traffic; between one and ten percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.61 - 0.70
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; recommended ideal design standard.	0.71 - 0.80
D	Tolerable operating speeds; 31 to 70 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81 - 0.90
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.91 - 1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at Level of Service "E".	Over 1.00

APPENDIX F

LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING ACTIVITY REPORTS

SERVICE PROVIDER INFORMATION 10-11-90

SERVICE PROVIDER S. D. NO. 26&32 CODE: 1210032

Development Profile	Approval Status: Pending	Approved	Recorded
RESIDENTIAL			
Number of active projects	79	39	47
Total number of dwelling units	23734	11576	4986
Single-family units (detached)	13543	6101	2816
Multi-family units (attached)	10191	5475	2070
Mobile Homes	0	0	0
COMMERCIAL			
Number of active projects	15	14	6
Total acreage	455	275	84
INDUSTRIAL			
Number of active projects	6	6	2
Total acreage	354	334	53

Explanation of Approval Status:

Pending - subdivisions filed with Regional Planning Department, not yet approved nor denied
Approved - subdivisions approved by the County, not yet recorded nor expired
Recorded - subdivisions recorded since 7/1/1976, not yet built

INVENTORY INFORMATION FOR SEWER SERVICE NOV 26 1990

(In million gallons per day)

DISTRICT	Existing Demand	Pending Demand	Approved Demand	Recorded Demand	TOTAL DEMAND	EXISTING SUPPLY	FUTURE SUPPLY
S. D. NO. 26&32	13.70	5.70	3.15	1.33	23.88	13.10	19.10 AS OF 1991

Note:

FUTURE SUPPLY reflects the next stage of incremental expansion.

INVENTORY INFORMATION FOR WATER SERVICE

DEC 11 1990

(In acre-feet per year)

DISTRICT	Existing Demand	Pending Demand	Approved Demand	Recorded Demand	TOTAL DEMAND	EXISTING SUPPLY	FUTURE SUPPLY
VAL VERDE #36	457	445	212	0	1114	457	457
VALENCIA WC	14667	4704	2919	1777	24067	25500	25500
SANTA CLARITA WC	16570	3358	1499	497	21924	27352	27352
NEWHALL DISTRICT	0	213	0	33	246	0	0
NEWHALL AREA	3934	1002	37	5	4978	8000	8000
CASTAIC AREA	1071	87	429	0	1587	3680	3680
PINETREE AREA	1460	971	290	152	2873	1850	1850

Note:

EXISTING SUPPLY is current importation plus available groundwater.
FUTURE SUPPLY is a 4-year projection.

SERVICE PROVIDER INFORMATION 10-11-90

SERVICE PROVIDER SULPHUR SPRING CODE: 4110400

Development Profile	Approval Status		
	Pending	Approved	Recorded
RESIDENTIAL			
Number of active projects	45	11	7
Total number of dwelling units	8061	2621	1212
Single family units (detached)	5331	798	268
Multi family units (attached)	2730	1823	944
Mobile Homes	0	0	0
COMMERCIAL			
Number of active projects	3	1	1
Total acreage	105	1	10
INDUSTRIAL			
Number of active projects	0	0	0
Total acreage	0	0	0

Explanation of Approval Status:

Pending - subdivisions filed with Regional Planning Department, not yet approved nor denied

Approved - subdivisions approved by the County, not yet recorded nor expired

Recorded - subdivisions recorded since 7/1/1976, not yet built

SERVICE PROVIDER INFORMATION 10-11-90

SERVICE PROVIDER WM. S. HART SR CODE: 4310100

Development Profile	Approval Status: Pending	Approved	Recorded
RESIDENTIAL			
Number of active projects	123	39	50
Total number of dwelling units	24866	11622	4957
Single family units (detached)	14469	6147	2887
Multi family units (attached)	10317	5475	2070
Mobile Homes	80	0	0
COMMERCIAL			
Number of active projects	16	14	6
Total acreage	460	275	54
INDUSTRIAL			
Number of active projects	10	6	2
Total acreage	641	334	53

Explanation of Approval Status:

Pending - subdivisions filed with Regional Planning Department, not yet approved nor denied
Approved - subdivisions approved by the County, not yet recorded nor expired
Recorded - subdivisions recorded since 7/1/1976, not yet built

SERVICE PROVIDER INFORMATION 10-11-90

SERVICE PROVIDER SANTA CLARITA CODE: 1110200

Development Profile	Approval Status: Pending	Approved	Recorded
RESIDENTIAL			
Number of active projects	53	14	10
Total number of dwelling units	10805	5106	1612
Single family units (detached)	5683	1896	508
Multi family units (attached)	5122	3206	1104
Mobile Homes	0	0	0
COMMERCIAL			
Number of active projects	3	2	1
Total acreage	26	17	10
INDUSTRIAL			
Number of active projects	1	0	0
Total acreage	9	0	0

Explanation of Approval Status:

Pending - subdivisions filed with Regional Planning Department, not yet approved nor denied

Approved - subdivisions approved by the County, not yet recorded nor expired

Recorded - subdivisions recorded since 7/1/1976, not yet built

APPENDIX G

UTILITY SERVICE, COUNTY, AND FEDERAL APPROVAL DOCUMENTS

REVISED

4/3/92

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - DRAINAGE AND GRADING SECTION

TRACT/~~PARCEL~~ MAP NO. 45023 TENTATIVE MAP DATED 11/30/88

☐ The property is reasonable free of flood hazard.

☒ Portions of the property lying in and adjacent to the natural drainage courses SANTA CLARA RIVER are subject to flood hazard because of ~~tidal wave action~~, overflow, inundation, and debris flows.

☒ Portions of the property are subject to sheet overflow, and ponding, and high velocity scouring action.

☒ Drainage plans and necessary support documents to comply with the following requirements must be approved to the satisfaction of the Director of Public Works prior to filing of the final map:

- ☒ Provide drainage facilities to remove the flood hazard and dedicate and show necessary easements and/or rights of way on the final map.
- ☐ Place a note of flood hazard (allowed on the following lots/parcels only) _____ on the final map and delineate the areas subject to flood hazard. Dedicate to the County the right to restrict the erection of buildings in the flood hazard areas.
- ☒ Show on the final map the County's/Flood Control District's right of way for WRD-378. A permit will be required for any construction affecting the right of way or facilities.
- ☐ If a Grant of Waiver is allowed, the flood hazard note (and area) shall be shown on (a plat which is made part of) the waiver.
- ☒ Provide for the proper distribution of drainage.
- ☐ Show and label all natural drainage courses on lots where a note of flood hazard is allowed.
- ☒ No building permits will be issued for lots/parcels subject to flood hazard until the buildings are adequately protected.
- ☒ Provide for contributory drainage form adjoining properties.

☐ Prior to approval of the final map, the subdivider shall be required to enter into an agreement with the County to pay to the County a sum of _____ for the purpose of contributing to the proposed regional drainage improvements in the Antelope Valley prior to occupancy or upon demand of payment by the Director of Public Works. The performance of said agreement shall be guaranteed by the filing of an appropriate security authorized by Government Section Code 66499 and approved by the County.

☒ Notify the Sate Department of Fish and Game prior to commencement of work within any natural drainage course.

☒ Contact the Corps of Engineers to determine if 404 permit is required for any proposed work within the major watercourse.

DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - DRAINAGE AND GRADING SECTION

TRACT/~~PARCEL~~ MAP NO. 45023 TENTATIVE MAP DATED 11/30/88

☒ This site is located in zone "A" per the Federal Flood Insurance Rate Map. Upon construction of the storm drain facilities, contact the Planning Division (818) 458-4322 to obtain procedures for revising the flood insurance rate map.

☒ A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010(c) of the Subdivision Ordinance.

☒ Comply with the requirements of the drainage concept approved 11/9/88 to the satisfaction of the Department of Public Works.
APPROVAL OF SAID CONCEPT DOES NOT CONSTITUTE DETERMINATION THAT ANY OFFSITE IMPROVEMENTS SHOWN AND/OR REFERRED TO THEREON ARE REQUIRED BY SAID CONDITIONS WITHIN THE MEANING OF GOVERNMENT CODE SECTION 66462.5.

☒ ~~Comments~~/Additional Requirements: DELINEATE THE ADOPTED FLOODWAY MAP 43-ML35 FLOODPLAIN AND FLOODWAY ON THE FINAL RECORDED TRACT MAP

☒ A grading plan must be submitted and approved prior to approval of the final map.

☒ A preliminary soil report must be submitted prior to approval of the final map. The report, based upon adequate test borings or excavations, shall (1) describe any soil or geologic condition(s) which, if not corrected might lead to structural damage slope failure, and (2) recommend action likely to prevent structural damage or slope failure. A soil expansion index test is required and shall be done in accordance with the procedures of IBC Std. No. 29-2.

☐ The tentative map shows that proposed slopes will cross lot/parcel lines. For approval of grading plans, these slope or lot/parcel lines shall be adjusted so that lot/parcel lines are located at or near the top of the slopes, along drainage terraces, or at similar locations acceptable for establishment of slope maintenance responsibilities.

☒ A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010(c) of the Subdivision Ordinance

☐ Approval of this map pertaining to grading is recommended.

☐ Comments/Additional Requirements: _____

Name Chris J. Dopp Date 1/25/89 Phone (818) 458-4921

November 1, 1990

Los Angeles County
DEPARTMENT OF
REGIONAL PLANNING
320 West Temple Street
Los Angeles
California 90012
974-6411
James E. Hartl, AICP
Planning Director

Meredith/Boli & Associates Inc.
6701 Center Drive West Suite 900
Los Angeles, CA 90045-1535

Atnn: Paul D. Taylor

V 1
11/6/90
COPY

RE: INITIAL STUDY DETERMINATION LETTER
PROJECT NO. ~~OTP 86522/Tr 45023~~

On Nov. 1, 1990, the staff of the Department of Regional Planning completed its review of the Environmental Questionnaire and other data regarding your project and made the following determination as to the type of environmental document required.

( ) Use of previously prepared Environmental Document

( ) Categorical Exemption

(X) Negative Declaration

( ) Environmental Impact Report (EIR)

For EIRs only it is necessary that you submit two (2) copies of your Draft EIR to the planning staff for an initial review. These must be accompanied by the $ -0- fee. The fee is in addition to the Initial Study fee or other case processing fees. Subsequent to our review of this screencheck document, we will advise you on the completeness of the draft EIR and request a formal submittal to the Department of -0- copies. The EIR is to address the factor (s) checked under "Summary of Significant Effects" on the attached Initial Study. The format and content for discussing this factor (s) is enclosed. Also, we are enclosing the "Content and Format for Environmental Impact Reports".

If you have any questions regarding the above determination or environmental document preparation, please contact Gerald Kam RPA II, of the Impact Analysis Section at (213) 974-6461.

Very truly yours,

DEPARTMENT OF REGIONAL PLANNING
James E. Hartl, AICP
Director of Planning

Frank Meneses
Section Head, Impact Analysis

JEH:FM:pr

Attachment(s)

COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING
320 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012

NEGATIVE DECLARATION

PROJECT NO. Oak Tree Permit 86522/TR 45023

1. DESCRIPTION:

An Oak tree permit to allow the removal of (3) oak trees.

2. LOCATION:

Tentative Tract 45023 located north of the American Beauty Homes site, east of the Antelope Valley Frwy and south of the Santa Clarita River in the unincorporated County area

3. PROPONENT:

Meredith Boli & Associates Inc.
6701 Center Dr. West Suite 900
Los Angeles, CA 90045-1535
Attn: Paul D. Taylor

for

G.H. Palmer Assoc.
11740 San Vicente blvd
suite 208
Los Angeles, CA 90049

4. FINDINGS OF NO SIGNIFICANT EFFECT

BASED ON THE ATTACHED INITIAL STUDY AND CONDITION(S) (IF APPLICABLE), IT HAS BEEN DETERMINED THAT THE PROJECTS WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

PREPARED BY: Gerald Kam

Nov. 1, 1990

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-4998
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (213) 699-7411, (213) 685-5217
Fax: (213) 695-6139

CHARLES W. CARRY
Chief Engineer and General Manager

December 24, 1991

File No: 26-00.00-00

Ms. Cherie Swieso
G.H. Palmer Associates
11740 San Vicente Blvd., Suite 208
Los Angeles, CA 90049

Dear Ms. Swieso:

Tentative Tract Nos. 45024, 45022, 45287, and 45023

This is in response to your letter dated December 10, 1991. We offer the following comments.

1. Tentative Tract No. 45024 is located within the jurisdictional boundaries of District No. 26. Tentative Tract Nos. 45022, 45023, and a portion of Tract No. 45287 (approximately four acres) are located outside the jurisdictional boundaries of the Sanitation Districts and would have to be annexed into District No. 26 before sewerage service could be provided to the proposed development. For more specific information regarding annexation fees, please contact Ms. Alma Horvath at (310) 699-7411, extension 2708.

2. Because of the projects' locations, the flow originating from the proposed projects would have to be transported to the Districts' sewer by local sewers which are not maintained by the County Sanitation Districts.

3. The County Sanitation Districts provide sewage treatment in the Santa Clarita Valley by operating two water reclamation plants (WRPs), the Saugus WRP and the Valencia WRP. These facilities have been interconnected to form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System (SCVJSS). As a result of a recently completed flow equalization project, the Saugus WRP has a rated treatment capacity of 5.6 million gallons per day (mgd) and is currently processing an average flow of 5.4 mgd. All solids, and any wastewater flows which may exceed the capacity of the Saugus WRP, are conveyed to the Valencia WRP for treatment. The Valencia WRP has a design capacity of 7.5 mgd and currently processes an average flow of 7.2 mgd. The current treatment capacity of the SCVJSS is 13.1 mgd, however, a 6.0 mgd expansion of the Valencia WRP, anticipated to be completed in late 1993, will expand the capacity of the SCVJSS to 19.1 mgd, which is the level of influent flow addressed in the current environmental document for the SCVJSS.

4. The Sanitation Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to the Sanitation Districts' Sewerage System. A connection fee is required in order that necessary expansions to the Sewerage System can be constructed to accommodate new development. Payment of a connection fee will be required before a permit to connect to the sewer is issued.

DEC-27-1990 17:57 FROM G H PALMER ASSOC. TO PAUL TAYLOR P.07

We offer the following specific comments:

Tentative Tract Nos. 45024 and 45022

1. The wastewater flow estimates for the proposed developments are 93,600 gallons per day (gpd) and 56,160 gpd for the respective Tentative Tract Nos. 45024 and 45022.

2. Any wastewater generated by the proposed projects would eventually discharge into the Soledad Canyon Trunk Sewer, Section 4, which is a 15-inch diameter sewer line located in Soledad Canyon Road at White's Canyon Road.

Tentative Tract Nos. 45287 and 45023

1. The wastewater flow estimates for the proposed developments are 72,400 gpd and 124,800 gpd for the respective Tentative Tract Nos. 45287 and 45023.

2. Any wastewater generated by the proposed projects would eventually discharge into the Soledad Canyon Trunk Sewer, Section 5, which is an 18-inch diameter sewer line located in Soledad Canyon Road between Sierra Highway and Galeton Road.

If you have any further questions, please contact the undersigned at (310) 699-7411, extension 2709.

Very truly yours,

Charles W. Carry

Sonia L. Carrigan

Sonia L. Carrigan
Engineering Aide
Financial Planning &
Property Management Section

SC:rc

SANTA CLARITA WATER COMPANY

SCWC

22722 WEST SOLEDAD CANYON ROAD • SANTA CLARITA, CALIFORNIA 91350 • 805-259-2737
MAILING ADDRESS: P.O. BOX 903 • SANTA CLARITA, CALIFORNIA 91380-9003

December 11, 1991

G. H. Palmer & Associates
11740 San Vicente Blvd.
Suite 208
Los Angeles, CA 90049

Attn: Ms. Cherie Swieso

Re: Vesting Tentative Tract Number 45023

Dear Ms. Swieso:

Reference is made to your letter dated December 10, 1991, which indicates a second request to serve your project of 800 units.

Although your project is located outside the utility's service area, it is feasible for the Santa Clarita Water Company to extend service to the project along Jakes Way. Offsite piping will be required in addition to the intract facilities.

The estimated cost for this project is approximately $1,700,000.

Very truly yours,

W. J. Manetta, Jr.
President

DMR/naf

ATC CABLEVISION

P.O. BOX 1243
CANYON COUNTRY,
CALIFORNIA 91386

Phone (805) 252-2318

DEC. 17, 1991

G.H. PALMER ASSOCIATES
11740 SAN VICENTE BLVD. SUITE 208
LOS ANGELES, CA. 90049

Attn: CHERIE SWIESO
Subj: COLONY, TR.# 45023
800 UNITS

In response to your letter dated DEC 10, 1991, I have reviewed the Tentative map for Tract No. 45023 consisting of 800 units regarding the proposed project located at Jakes Way and Lost Cyn. This proposed development is within ATC Cablevision's franchise area, and CATV service will be available to the project.

If any additional information is needed, please contact me at 805-252-2318.

Thank You.

A.T.C. CABLEVISION

MIKE E. NELSON
Project Supervisor

DEC-27-1990 17:57 FROM G H PALMER ASSOC. TO PAUL TAYLOR P.06

SOUTHERN CALIFORNIA gas COMPANY

6520 FOOTHILL BOULEVARD • TUJUNGA, CALIFORNIA

MAILING ADDRESS: BOX 457 • TUJUNGA, CALIFORNIA 91043

December 16, 1991

G. H. Palmer Associates
11740 San Vicente Blvd.
Los Angeles. CA 90049

ATTENTION: Ms. Swieso

REGARDING: Tract #45023

This letter is to inform you that the Southern California Gas Company has facilities in the area where the above named project is proposed. This is not to be interpreted as a contractual commitment to serve the proposed project.

Gas service to the project could be provided from a 4" gas main located on on Jakes Way without any impact on the environment.

The service would be in accordance with the Company's policies and current Rules No. 20 and 21 Gas Main and Service Extensions at the time contractual arrangements are made. Current charges are $ 7.30 per foot of main and $7.20 per foot of service.

The availability of natural gas service, as set forth in this letter, is based upon present conditions of gas supply regulatory policies. As a public utility, the Southern California Gas Company is under the jurisdiction of the Public Utilities Commission. We can also be affected by actions of federal regulatory agencies. Should these agencies take any action which affects gas supply or the condition under which service is available, gas service will be provided in accordance with revised conditions.

We have developed several programs which are available, upon request, to provide assistance in selecting the most effective applications of energy conservation techniques for a particular project. If you desire further information on any of our energy conservation programs, please contact Al Benitez for assistance at (818) 951-2461.

Sincerely,

David B. McKibben
Planning Aide

DBM:bd
Enclosures
cc: Gene Baca
file
T.G. 125-A9
CC 2152 & 53

DEC-27-1990 17:37 FROM G H PALMER ASSOC. TO PAUL TAYLOR P.05

2130 Ward Avenue
Simi Valley, California 93065

PACIFIC BELL
A Pacific Telesis Company

DECEMBER 17, 1991

G.H. PALMER ASSOCIATES
11740 SAN VICENTE BLVD. #208
LOS ANGELES, CA. 90049

ATTENTION: CHERIE SWIESO

REGARDING: WILL SERVE LETTER FOR TENTATIVE TRACT #45023.

DEAR MS. SWIESO:

THIS LETTER IS IN RESPONSE TO YOUR INQUIRY OF DECEMBER 10, 1991, REQUESTING INFORMATION ON SERVING THE ABOVE TENTATIVE TRACT.

THIS DEVELOPMENT LIES WITHIN THE SERVING AREA OF PACIFIC BELL AND AS SUCH, WILL BE SERVED BY US ACCORDING TO THE APPLICABLE TARIFFS. UNDER THESE TARIFFS, CERTAIN TYPES OF REAL ESTATE DEVELOPMENTS EITHER REQUIRE ADVANCE PAYMENTS, ARE PROVIDED AT NO CHARGE TO YOU, OR A COMBINATION OF BOTH.

WILL HAVE ADEQUATE FACILITIES AVAILABLE TO SERVE YOUR DEVELOPMENT WHEN QUIRED. SERVICE FOR EACH SPECIFIC TRACT OR PHASE CAN BE PROVIDED WITHIN 120 DAYS OF RECEIPT OF APPROVED PLOT PLANS, STREET IMPROVEMENT PLANS, EDISON, WATER AND SEWER PLANS, ETC.

TEMPORARY FACILITIES TO SERVE CONSTRUCTION TRAILERS, MODEL HOMES, ETC., WILL BE BILLED ON A FLAT SUM PAYMENT BASIS WITH 60 DAYS ADVANCE NOTICE REQUIRED.

FEEL FREE TO CONTACT ME FOR MORE INFORMATION AS YOUR SPECIFIC PLANS DEVELOP.

T.R. GOETZ
ENGINEER
805-583-6559

TRG:gc

DEC-27-1990 17:56 FROM G H PALMER ASSOC. TO PAUL TAYLOR P.03

Southern California Edison Company
25625 WEST RYE CANYON ROAD
VALENCIA, CALIFORNIA 91355
TELEPHONE
(805) 257-[illegible]
(818) 367-[illegible]

RECEIVED
DEC 13 [illegible]

December 11, 1991

G. H. Palmer Associates
11740 San Vicente Blvd., Suite 208
Los Angeles, CA 90049

SUBJECT: Tentative Tract #45023

Gentlemen:

This is to advise that the subject property is located within the service territory of the Southern California Edison Company and that the electric loads of the project are within parameters of projected load growth which Edison is planning to meet in this area.

Unless the demand for electrical generating capacity exceeds our estimates, and provided that there are no unexpected outages to major sources of electrical supply, we expect to meet our electrical load requirements for the next several years.

Our total system demand is expected to continue to increase annually; and, if our plans to proceed with future construction of new generating facilities are delayed, our ability to serve all customer loads during peak demand periods will be adequate during the next five years.

In addition, the major fuel used in Edison's generating facilities is low sulfur fuel oil. We now believe that our low sulfur fuel oil inventory, together with our contractual commitments for delivery, and our customers' conservation efforts will permit us to meet the current forecasted demands for electricity through the next five years.

It is our intention to continue to do everything that can reasonably be accomplished to provide our customers with a continuous and sufficient supply of electricity.

Sincerely,

John S. Capra

JOHN S. CAPRA
Customer Service Planner

JSC:jm

DEC-27-1990 17:55 FROM G H PALMER ASSOC. TO PAUL TAYLOR P.02

APPENDIX H
COUNTY DETERMINATIONS AND INITIAL STUDY

COUNTY OF LOS ANGELES

OFFICE OF THE COUNTY COUNSEL

648 HALL OF ADMINISTRATION

500 WEST TEMPLE STREET

LOS ANGELES, CALIFORNIA 90012

DE WITT W. CLINTON, COUNTY COUNSEL

TELEPHONE
(213) 974-1845
TELECOPIER
(213) 617-7182

August 25, 1992

Gilbert M. Archuletta, Esq.
THE ARTHUR K. SNYDER LAW CORP.
355 South Grand Avenue, #3788
Los Angeles, California 90071

Re: Colony Project

Dear Mr. Archuletta:

Pursuant to our discussions and meetings with regional planning staff, and in response to your July 16, 1992 letter, we wish to inform you that the G.H. Palmer matter, know as the Colony project, may proceed to public hearing, notwithstanding the issue of development within a significant ecological area (SEA).

The public hearing of the case can be initiated without amending the SEA in the Santa Clarita Valley Area Plan, and without further review of SEATAC.

Of course, this case is subject to public comment and Regional Planning Commission review in accordance with standard procedures.

Very truly yours,

DE WITT W. CLINTON
County Counsel

By
CHARLES J. MOORE
Principal Deputy County Counsel
Public Works Division

CJM:vc

4/Archulet.ltr

COPY

COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL
648 HALL OF ADMINISTRATION
500 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012

DE WITT W. CLINTON, COUNTY COUNSEL

TELEPHONE
(213) 974-1845
TELECOPIER
(213) 617-7182

MEMORANDUM

October 28, 1991

TO: John Schwarze
Administrator
Department of Regional Planning

FROM: Charles J. Moore
Principal Deputy County Counsel
Public Works Division

RE: Permitted Uses within Commercial Manufacturing Zone and Industrial Plan Categories

The purpose of this memorandum is to confirm the opinion we expressed yesterday that an application for residential development may be accepted for processing by the department where the property is depicted within a commercial-manufacturing zone classification, notwithstanding the industrial general plan category.

Since residential development may be conditionally permitted within the zone classification, we think the application may proceed, because the zoning may be also consistent with the plan.

However, the planning commission must determine whether the general plan provisions authorize this specific residential proposal. Although our previous memorandum, attached hereto, offers tentative advice concerning the proposal's apparent nonconformity with the general plan, the conformity issue is ultimately for the planning commission or board of supervisors to decide.

CJM/vc
Attachment
17/memo.sch
c: James E. Hartl
Pamela Holt
Don Culbertson

Feb. 20, 1992

2/26/92

Los Angeles County
DEPARTMENT OF
REGIONAL PLANNING
320 West Temple Street
Los Angeles
California 90012
974-6411
James E. Hartl, AICP
Planning Director

Mr. Paul Taylor
Managing Principal
Taylor and Company
11601 Wilshire Boulevard Suite #500
Los Angeles, CA 90025-1703

Dear Applicant:

SUBJECT: Project 86-522/TR 45023

On Feb. 18, 1992 the Environmental Review Committee (ERC) met to review your appeal of the environmental determination for the above case. Attached is the committee's findings with respect to their review. Please consider this a part of the environmental record for this case and proceed to treat it accordingly.

If you have any questions please contact the assigned planner at (213) 974-6461 for clarification.

Sincerely,

DEPARTMENT OF REGIONAL PLANNING

Frank Meneses
Section Head
Impact Analysis Section

FM:pr

PROJECT NUMBER 86-522
TR 45023

APPEAL OF INITIAL STUDY DETERMINATION

The Environmental Review Committee (ERC) has considered the applicant's appeal of staff's determination of the Environmental Impact Report for this project. The results of this action are as follows:

Date of initial determination: **3-12-87**

Date of appeal determination: **2-18-92**

Decision of Environmental Review Committee:

(x) Change from initial determination to:

(x) Change in environmental factors (EIR still required)

An Addendum is inappropriate. A Draft EIR was originally required and a current analysis must be provided for public review.

BACKGROUND

An EIR was required for this project in March 1987 whereby a Notice of Preparation was sent out. According to the Initial Study the following factors were to be addressed: Geotechnical (liquefaction), Flood (Floodplain), Noise (Freeway), Air Quality (including cumulative impacts), Biota (S.E.A.) Visual Qualities (scenic highway study), Traffic/Access (including cumulative impacts). A Draft EIR for agency review only was released in December 1987. A Responses to Agency Comments was prepared in April 1988. In June 1988 the Draft EIR was deemed ready for public review and hearing. However as a result of a comprehensive program to update the Santa Clarita General Plan which was subsequently initiated, the Draft EIR was never released for public review.

In December 1990, the Board of Supervisors adopted a plan amendment for the Santa Clarita Areawide plan. The southerly portion (south of the RR) of the subject site was amended from Industrial to U-3 (Urban 3, 6.7 to 15 du/ac). The rest remained with an Industrial and Significant Ecological Area designation.

In June 1991, a proposed Addendum to the proposed Draft EIR was submitted by the applicant's consultant for review. Upon review, staff informed the applicant by letter dated 7/30/91 that an Addendum was inappropriate since the Draft EIR had not been circulated. A complete update of the Draft EIR was required.

In November 1991, the applicant's consultant requested that staff review the scope of the EIR which was previously determined in 1987. Staff reviewed the file and informed the consultant by letter dated 11/22/91 that the previous determination was still appropriate. In addition, additional factors were found warranting discussion.

This appeal determination is based on a reconsideration of the above and a review of environmental factors. Summarized under each factor below are any new information and materials used in the revaluation along with reasons for ERC's conclusion.

Factor: Geotechnical **( )Change** **(x)No Change**

Review of the County safety element indicates that most of the project site is designated as a liquefiable area. Safety considerations require that this potential hazard be given proper disclosure and review.

Factor: Flood **( )Change** **(x)No Change**

Review of the County safety element indicates that the northerly portion of the site is designated as a 100-year flood area. Safety considerations require that this hazard be given proper disclosure and review. Mitigation measures (ie; flood control improvements) are significant and require public disclosure and input.

Factor: Noise **( )Change** **(x)No Change**

Project site is located in proximity to freeway and railroad. Previous determination is sustained.

Factor: Air Quality **( )Change** **(x)No Change**

Project exceeds threshold for regional significance. Cumulative impacts are a concern. Previous determination sustained.

Factor: Biota **( )Change** **(x)No Change**

Project will remove a portion of SEA-23 as a result of development. Stickleback (a federally listed endangered species) habitat may be impacted by alteration of the Santa Clara River. Previous determination sustained.

Factor: Visual Qualities **( )Change** **(x)No Change**

The project site is located along the Antelope Valley Freeway (designated as a scenic highway study route). Project will remove existing open natural area with urban development. Project itself is significant and will alter the existing visual resources present. Previous determination sustained.

Factor: **Traffic / Access** **( )Change** **(x)No Change**

Project density warrants traffic disclosure and public review. Cumulative impacts warrant public input. Previous determination sustained.

Factor: **Sewage** **(x)Change** **( )No Change**

Current Data Monitoring System (DMS) printout indicates potential cumulative impact. Add factor.

Factor: **Solid Waste** **(x)Change** **( )No Change**

Cumulative impacts are considered significant by Public Works Waste Mgmt. Division. Add factor.

Reviewed by:

John Schwarze Chairman,
Environmental Review Committee

JS:FM:pr

FILE COPY

REGIONAL PLANNING
320 West Temple Street
Los Angeles
California 90012
974-6401
Norman Murdoch
Planning Director

March 12, 1987

Engineering Service Corp.
6017 Bristol Parkway
Culver City, CA 90230

RE: ENVIRONMENTAL IMPACT REPORT (EIR) WITH CONDITIONS
REQUEST FOR APPLICANT'S CONCURRENCE
PROJECT NO. 86522 ZONE CHANGE,CP,LP|TEN. TR. 45023

On March 12, 1987, the staff of the Department of Regional Planning reviewed the Environmental Questionnaire and other data related to your project. From this review a preliminary determination was made that an EIR would be the appropriate environmental document. In addition to the EIR, the staff is requesting that the applicant modify the project as specified in the attached list of changes/conditions. This action is requested to preclude the necessity of these factors being added to the items discussed in the EIR.

If the applicant agrees to the attached condition(s), the document should be signed, dated and returned to the Impact Analysis Section at the above address. (The copy is for your records).

If we do not receive a response to this letter within fifteen (15) days, we will assume that the applicant accepts this change(s) to the project. Please note that the condition(s) do not have to be met before the document is signed and returned. Any modifications to the condition(s) may necessitate the reconsideration of the proposed environmental determination.

If you have any questions regarding environmental documentation, please contact the Impact Analysis Section at 974-6461.

Very truly yours,

DEPARTMENT OF REGIONAL PLANNING
Norman Murdoch, Planning Director

Lee Stark, Section Head
Impact Analysis Section

LS:mhb

Attachments

5/85

FILE COPY

DEPARTMENT OF
REGIONAL PLANNING
320 West Temple Street
Los Angeles
California 90012
974-6401
Norman Murdoch
Planning Director

March 12, 1987

Engineering Service Corp.
6017 Bristol Parkway
Culver City, CA 90230

Re: INITIAL STUDY DETERMINATION
PROJECT NO. 86522 ZONE CHANGE,Cp,LP|TEN. TR. 45023

On March 12, 1987, the staff of the Department of Regional Planning completed its review of the Environmental Questionnaire and other data regarding your project and made the following determination as to the type of environmental document required.

☐ Use of previously prepared Environmental Document

☐ Categorical Exemption

☐ Negative Declaration

☒ Environmental Impact Report (EIR)|with conditions.

For EIRs only it is necessary that you submit two (2) copies of your Draft EIR to the planning staff for an initial review. Subsequent to our review, we will advise you on the completeness of the document and request a formal submittal to the Department. This formal submittal includes a $ 4,100.00 fee and 50 copies of the EIR. The fee is in addition to the Initial Study fee or other case processing fees. The EIR is to address the factor(s) checked under "Summary of Significant Effects" on the attached Initial Study. The format and content for discussing this factor(s) is enclosed. Also, we are enclosing the "Content and Format for Environmental Impact Reports".

If you have any questions regarding the above determination or environmental document preparation, please contact the Impact Analysis Section at 974-6461.

Very truly yours,

DEPARTMENT OF REGIONAL PLANNING
Norman Murdoch, Director of Planning

Lee Stark, Supervisor
Impact Analysis Section

RPR:LS:mhb

Attachments

7/85

FILE COPY

DEPARTMENT OF
REGIONAL PLANNING
320 West Temple Street
Los Angeles
California 90012
974-6401
Norman Murdoch
Planning Director

March 12, 1987

Engineering Service Corp.
6017 Bristol Parkway
Culver City, CA 90230

PROJECT CHANGES/CONDITIONS
DUE TO ENVIRONMENTAL EVALUATION

PROJECT: NO. 86522 ZONE CHANGE, CP,LP, |TENTATIVE TRACT 45023

The Department of Regional Planning staff has determined that the following conditions or changes in the project are necessary in order to assure that there will be no substantial evidence that these factors may have a significant effect on the environment: (These changes are in lieu of a discussion of these factors in the EIR required for this project): Prior to alteration of any streambeds, and as a means of mitigating potential environmental impacts, the applicant shall enter into an agreement with the California State Department of Fish and Game, pursuant to Sections 1601 through 1603 of the State Fish and Game Code.

As a means of mitigating potential environmental impacts, the applicant agrees to suspend construction in the vicinity of a cultural resource encountered during development of the site, and leave the resource in place until a qualified archaeologist can examine them and determine appropriate mitigation measures. The applicant shall agree to comply with mitigation measures recommended by the archaeologist and approved by the Department of Regional Planning.

Developer should be aware that a permit may be required from the Regulatory Branch of the L.A. District Corps of Engineers.

As the applicant, I agree to incorporate these changes/conditions into my project, and understand that the public hearing and consideration by the Regional Planning Commission will be on the project as changed/conditioned.

_____ _____

Applicant Date

G.H.Palmer and Associtates | 11740 San
Vicente Blvd., Suite 208 | L.A. 90049

☐ No response received within 15 days. Environmental Determination requires that these change/conditions be included in project.

_____ _____

Staff Date

PROJECT NUMBER: 005

STAFF USE ONLY

CASES: CP, LP, ZC, IT 45023

* * * * INITIAL STUDY * * * *

COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING

GENERAL INFORMATION

Map/Case Date: 11-6-86 Staff Member: MUNGER

Thomas Guide: 125-B-9 USGS Quad: MINT CANYON

Location: EAST OF THE ANTELOPE VALLEY FREEWAY ON BOTH NORTH AND SOUTH OF THE S.P. RAILROAD R/W.

Description of Project: ZONE CHANGE, LOCAL PLAN AMENDMENT, CONDITIONAL USE PERMIT, TRACT MAP FOR 800 TWO STORY MULTI-FAMILY DWELLINGS, ON A 46.2 ACRE SITE

Gross Area: 46.2 AC

Environmental Setting: VACANT GRASS AND SAGE COVERED SITE, MOSTLY FLAT WITH STEEP SLOPES IN THE SOUTHWEST CORNER AND HAVING NO KNOWN RESOURCES. SITE IS PART WITHIN THE SANTA CLARA RIVER FLOOD PLAIN STICKLEBACK HABITAT ON THE NORTH AND ADJACENT TO THE ANTELOPE VALLEY FWY. TO THE WEST. SURROUNDING LAND IS MOSTLY VACANT.

Zoning: A-2-1, A-1-1, M 1½ General Plan: NON-URBAN & S.E.A

Community/Areawide Plan: FLOODWAY, S.E.A. NON-URBAN I

Major projects in area:

Project Numbers	Description

NOTE: For EIR's, above projects are not sufficient for cumulative analysis.

REVIEWING AGENCIES

Responsible Agencies

- [x] None
- [ ] Regional Water Quality Control Board
  - [ ] Los Angeles Region
  - [ ] Lahontan Region
- [ ] Coastal Commission
- [ ] _____

Trustee Agencies

- [ ] None
- [x] State Fish and Game STICKLEBACK RECOVERY TEAM
- [ ] State Parks
- [ ] _____
- [ ] _____

Special Reviewing Agencies

- [ ] None
- [ ] Topanga-Las Virgenes Conservation District
- [ ] Santa Monica Mountains Conservancy
- [ ] National Parks
- [ ] National Forest
- [ ] Edwards Air Force Base
- [x] CORPS OF ENGINEERS
- [x] SEATAC
- [x] STATE CLEARINGHOUSE

Regional Significance

- [ ] None
- [x] SCAG Criteria
- [x] Air Quality
- [ ] Water Resources
- [ ] Santa Monica Mtns Area

ANALYSIS BUFFER (See individual pages for details)

IMPACT ANALYSIS MATRIX:		PAGE	No Impact/Insignificant Impact	Significant Impact Potential Concern
NATURAL HAZARDS	Geotechnical	5		✓ LIQUIFACTION ZONE
	Flood	6		✓ FLOOD PLAIN
	Fire	7	✓	
	Noise	8		✓ A.V. FWY. AND AIRPORT
NATURAL RESOURCES	Water Quality	9	✓	
	Air Quality	10		✓ CUMULATIVE IMPACTS
	Biota	11		✓ CUMULATIVE IMPACT ON STICKLEBACK
CULTURAL RESOURCES/ VISUAL	Cultural Resources	12	✓	
	Visual Qualities	13		✓ SCENIC IMPACT ON FWY.
SERVICES	Traffic/Access	14		✓ CUMULATIVE IMPACTS
	Sewage Disposal	15	✓	
	Education	16	✓	
	Fire/Sheriff	17	✓	
	Utilities	18	✓	
OTHER	General	19	✓	
	Environ. Safety	20	✓	

DETERMINATION: On the basis of this Initial Study, the Department of Regional Planning finds that this project qualifies for the following environmental document:

Preliminary	FINAL	
☐	☐	NEGATIVE DECLARATION, inasmuch as the proposed project will not have a significant effect on the environment.
☐	☐	NEGATIVE DECLARATION, inasmuch as the changes required for the project will reduce impacts to insignificant levels (see "Conditions", page 4).
☑	☐	ENVIRONMENTAL IMPACT REPORT, inasmuch as there is substantial evidence that the project may have a significant impact due to factors listed above as "significant". W/ CONDITIONS

☐ Determination appealed—see attached sheet.

Environmental Finding (Negative Declarations):

☐ ND — An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was determined that this project will not exceed the established threshold criteria for any environmental/service factor and, as a result, will not have a significant effect on the physical environment.

☐ NDC — An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was originally determined that the proposed project may exceed established threshold criteria. The applicant has agreed to modification of the project so that it can now be determined that the project will not have a significant effect on the physical environment. The modification to mitigate this impact(s) is identified on the Acceptance Letter included as part of this Initial Study.

NOTE: Findings for Environmental Impact Reports will be prepared as a separate document following the public hearing on the project.

Reviewed by: [signature] Date: 1-14-87

1-22-87

PROJECT CHANGES/CONDITIONS

☐ Prior to ( ) recordation of the final map( ) issuance of a building permit and as a means of mitigating potential environmental impacts, it must be demonstrated to the satisfaction of the Regional Planning Commission that sewer connection permits can be obtained from ( ) County Sanitation District No. __ ( ) Las Virgenes Municipal Water District or its legal successor that meet the requirements of the California Regional Water Quality Control Board pursuant to Division 7 of the Water Code.

☑ Prior to alteration of any streambeds, and as a means of mitigating potential environmental impacts, the applicant shall enter into an agreement with the California State Department of Fish and Game, pursuant to Sections 1601 through 1603 of the State Fish and Game code.

☐ Prior to ( ) tentative approval ( ) scheduling before the Zoning Board ( ) scheduling before the Regional Planning Commission, and as a means of mitigating potential environmental impacts, the applicant shall submit an archaeology report for the entire project site (unless otherwise noted) prepared by a qualified archaeologist, and comply with mitigation measures suggested by the archaeologist and approved by the Department of Regional Planning.

☑ ~~Prior to ( ) tentative approval ( ) scheduling before the Zoning Board ( ) scheduling before the Regional Planning Commission, and~~ as a means of mitigating potential environmental impacts, the applicant ~~shall~~ agrees to suspend construction in the vicinity of a cultuiral resource encountered during development of the site, and leave the resource in place until a qualified archaeologist can examine them and determine appropriate mitigation measures. The applicant shall agree to comply with mitigation measures recommended by the archeologist and approved by the Department of Regional Planning.

☐ As a condition of ( ) final approval ( ) the grant ( ) approval of the zoning ordinance, and as a means of mitigating potential environmental impacts, the applicant shall dedicate to the County of Los Angeles, ( ) the right to prohibit construction over an area demarcated on the ( ) tentative map ( ) plot plan, ( ) construction of more than one residence of commercial unit and related accessory building on any one lot on the project site. A note to this effect shall be ( ) placed on final map or on the Grant Waiver ( ) recorded on the title.

☐ Prior to ( ) tentative approval ( ) recordation of the final map ( ) scheduling before the Zoning Board ( ) scheduling before the Regional Planning Commission, and as a means of mitigating potential environmental impacts, the applicant shall drill and test flow a well(s) to the satisfaction of the Department of County Engineer-Facilities. A warning not shall be ( ) placed on the final map and in the CC&Rs ( ) recorded on the title, indicating that the area has a limited groundwater supply and that water may not be available during periods of severe drought. A copy of the ( ) CC&Rs shall be submitted to the Department of Regional Planning and subsequently recorded with the final map ( ) title shall be submitted to the Department of Regional Planning for approval.

☐ As a condition of ( ) final approval ( ) the grant ( ) approval of the zoning ordinance, and as a means of mitigating potential environmental impacts, a warning note shall ( ) be placed in the CC&Rs ( ) recorded on the title, indicating that the area has a limited groundwater supply during periods of severe drought. A copy of the ( ) CC&Rs shall be submitted to the Department of Regional Planning for approval and subsequently recorded with the final map ( ) title shall be submitted to the Department of Regional Planning for approval.

☐ Prior to the recordation of the final map, the subdivider shall be required to enter into an agreement with the County to pay to the County a sum not to exceed $3,500.00 per residential unit, and not to be less than $2,000.00 per residential unit for the purpose of contributing to the proposed Road Benefit District prior to occupancy or upon demand of payment by the County Road Commission. Security for the performance of said agreement shall be guaranteed by the filing of a bond by a duly authorized surety.

☐ Prior to scheduling for public hearing, and as a means of mitigating any environmental impacts associated with the distance of the project to the nearest fire station, the applicant shall agree to comply with recommendations of the County Forester and Fire Warden.

☑ DEVELOPER SHOULD BE AWARE THAT A PERMIT MAY BE REQUIRED FROM THE REGULATORY BRANCH OF THE L.A. DISTRICT CORPS OF ENGINEERS

☐ See attached page for additional Project Changes/Conditions

ENVIRONMENTAL ANALYSIS

1.0 Hazard Factors

1.1 Geotechnical

SETTING/IMPACTS:

	Y	N	
a.	☐	☑	Is the project site located in an active or potentially active fault zone?
b.	☐	☑	Is the project site located in an area containing a major landslide(s)?
c.	☐	☑	Is the project site located in an area having high slope instability?
d.	☑	☐	Is the project site subject to high subsidence, high groundwater level, or hydrocompaction?
e.	☐	☑	Is the proposed project considered a sensitive use (school, hospital, public assembly site) located in close proximity to a significant geotechnical hazard?
f.	☐	☐	Other factors?

MITIGATION MEASURES:

Standard mitigation measures are: ☐ Building Ordinance No. 2225--Sections 308B, 309, 310 and 311 and Chapters 29 and 70.

Other considerations: ☐ Lot Size ☐ Project Design

LIQUEFACTION ZONE

CONCLUSION:

Considering the above information, could the project have a significant impact on, or be impacted by, geotechnical factors?

☑ Yes ☐ No

1.2 Flood

SETTING/IMPACTS:

	Y	N	
a.	☐	☑	Is a major drainage course, as identified on USGS quad sheets by a dashed line, located on the project site? HOWEVER SEE B
b.	☑	☐	Is the project site located within or does it contain a floodway or floodplain? SANTA CLARA RIVER
c.	☐	☑	Is the project site located in or subject to high mudflow conditions?
d.	☑	☐	Will the project contribute, or be subject to, high erosion and debris deposition from run-off?
e.	☐	☐	Other factors?

MITIGATION MEASURES:

Standard mitigation measures are:

☐ Building Ordinance No. 2225--Section 308A

☐ Flood Control District Drainage Concept

☐ Ordinance No. 12,114 (Floodways)

Other considerations: ☐ Lot Size ☐ Project Design

CONCLUSION:

Considering the above information, could the project have a significant impact on, or be impacted by, flood (hydrological) factors?

☑ Yes ☐ No

1.3 Fire

SETTING/IMPACTS

	Y	N	
a.	☑	☐	Is the project site located in a high fire hazard area (Fire Zone 4 or Quinton/Redgate fire classification)?
b.	☑	☐	Is the project site in a high fire hazard area and served by inadequate access due to length, width, surface material, turnarounds, or grade? ACCESS INADEQUATE UNTIL ROADS CONSTRUCTED. SEE TRAFFIC & ACCESS.
c.	☑	☐	Is the project site in a high fire hazard area and has more than 75 dwelling units on a single access?
d.	☐	☑	Is the project site located in an area having inadequate water and pressure to meet fire flow standards? WATER TO BE EXTENDED TO SITE.
e.	☐	☑	Is the project site located in close proximity to potential dangerous fire hazard conditions/uses (such as refineries, flammables, explosives manufacturing)?
f.	☐	☑	Does the proposed use constitute a potentially dangerous fire hazard condition/use?
g.	☐	☐	Other Factors?

MITIGATION MEASURES:

Standard mitigation measures are: ☐ Fire Ordinance No. 2947

☑ Water Ordinance No. 7834 ☐ Fire Prevention Manual Regulation No. 12

Other considerations: ☐ Project Design

CONCLUSION:

Considering the above information, could the project have a significant impact on, or be impacted by, fire hazard factors?

☐ Yes ☑ No

1.4 Noise

SETTING/IMPACT:

	Y	N	
a.	☑	☐	Is the project site located near a high noise source (airports, railroads, freeways, industry)?
b.	☐	☑	Will the project substantially increase ambient noise levels, including those associated with special equipment (such as air conditioning units) or parking areas associated with the project?
c.	☐	☑	Is the proposed use considered sensitive (school, hospital, senior citizen facility)?
d.	☐	☐	Other factors?

MITIGATION MEASURES:

Standard mitigation measures are: ☐ Building Ordinance No. 2225--Chapter 35

☐ Noise Ordinance No. 11,778

Other considerations: ☐ Lot Size ☐ Project Design

☐ Compatible Use

CUMULATIVE NOISE IMPACT ON SITE

CONCLUSIONS:

Considering the above information, could the project have a significant impact on, or be adversely impacted by, noise?

☑ Yes ☐ No

2.0 Natural Resources

2.1 Water Quality

SETTING/IMPACT:

	Y	N	
a.	☐	☑	Will the proposed project require the use of a private sewage disposal system? SEWERS TO BE EXTENDED TO SITE
	☑	☐	If the answer is yes, is the project site located in an area having known septic tank limitations due to high groundwater or other geotechnical limitations? N/A SEE a
	☐	☑	Is the project proposing on-site systems located in close proximity to a drainage course?
b.	☐	☑	Will the proposed project place industrial waste (corrosive or toxic materials) into a private sewage disposal system or a community system?
c.	☐	☑	Is the project site located in an area having known water quality problems and proposing the use of individual water wells?
d.	☐	☐	Other factors?

MITIGATION MEASURES:

Standard mitigation measures are:

- ☑ Plumbing Code--Ordinance No. 2269
- ☑ Health Ordinance No. 7583--Chapter 5
- ☐ Industrial Waste Permit

Other considerations: ☐ Lot Size ☐ Lot Design

CONCLUSIONS:

Considering the above information, could the project have a significant impact on, or be impacted by, water quality problems?

☐ Yes ☑ No

2.2 Air Quality

SETTING/IMPACT:

	Y	N	
a.	☑	☐	Will the proposed project exceed the State's criteria for regional significance (generally (a) 500 dwelling units for residential uses or (b) 40 gross acres, 650,000 square feet of floor area, or 1,000 employees non-residential uses)?
b.	☐	☑	Is the proposal considered a sensitive use (schools, hospitals, parks) and located near a freeway or heavy industrial use?
c.	☑	☐	Will the project increase local emissions to a significant extent due to increased traffic congestion or use of a parking structure? ACCESS LIMITATIONS ARE POTENTIAL CONGESTION CAUSE.
d.	☐	☑	Will the project generate or is the site in close proximity to sources which create obnoxious odors and/or hazardous emissions?
e.	☐	☐	Other factors:

MITIGATION MEASURES:

Standard mitigation measures are: ☐ Health and Safety Code, Section 40506

Other considerations: ☐ Project Design ☐ Air Quality Management Plan

CONCLUSIONS:

Considering the above information, could the project have a significant impact on, or be impacted by, air quality?

☑ Yes ☐ No

2.3 Biota

SETTING/IMPACTS

a. ☑ ☐ Is the project site located within a Significant Ecological Area or Significal Ecological Area Buffer?
PORTION IN SEA 23 DRAINAGE TO SEA

b. ☐ ☑ Does the project site contain a major riparian habitat?

c. ☐ ☑ Does the project site contain oak or other unique native trees?

d. ☑ ☐ Other factors?
STICKLEBACK HABITAT IMPACTS FROM DRAINAGE FROM SITE TO SANTA CLARA RIVER

MITIGATION MEASURES:

Other considerations: ☐ Lot Size ☐ Project Design

☐ Oak Tree Permit

CONCLUSIONS:

Considering the above information, could the project have a significant impact on biotic resources?

☑ Yes ☐ No

3.0 Cultural Resources/Visual

3.1 Archaeological/Historical/Paleontological

SETTING/IMPACTS

	Y	N	
a.	☐	☑	Is the project site in or near an area containing known archaeological resources or containing features (drainage course, spring, knoll, rock outcroppings, or oak trees) which indicate potential archaeological sensitivity?
b.	☐	☑	Does the project site contain rock formations indicating potential paleontological resources?
c.	☐	☑	Does the project site contain known historic structures or sites?
d.	☐	☐	Other factors?

MITIGATION MEASURES:

Other considerations: ☐ Lot Size ☐ Project Design

CONCLUSIONS:

Considering the above information, could the project have a significant impact on archaeological, historical, or paleontological resources?

☐ Yes ☑ No

3.2 Visual Qualities

SETTING/IMPACTS:

	Y	N	
a.	☑	☐	Is the project site substantially visible from or will it obstruct views along a scenic highway (as shown on the Scenic Highway Element) or located within a scenic corridor? FWY. IS SCENIC HWY.
b.	☐	☑	Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail?
c.	☐	☑	Is the project site located in an undeveloped or undisturbed area which contains unique aesthetic features?
d.	☑	☐	Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features? SURROUNDINGS NOT DEVELOPED
e.	☐	☑	Will the project obstruct unique views from surrounding residential uses?
f.	☐	☑	Will the project create substantial sun shadow or glare problems?
g.	☐	☐	Other factors:

MITIGATION MEASURES

Other considerations: ☐ Lot Size ☐ Lot Design ☐ Compatible Use

CONCLUSION:

Considering the above information, could the project have a significant impact on scenic qualities.

☑ Yes ☐ No

4.0 Services

4.1 Traffic/Access

SETTING/IMPACTS:

	Y	N	
a.	☑	☐	Does the project contain 25 dwelling units, or more and located in an area with known congestion problems (mid-block or intersections)? ADEQUATE ACCESS NOT YET CONSTRUCTED
b.	☐	☑	Will the project result in any hazardous traffic conditions?
c.	☐	☑	Will the project result in parking problems with a subsequent impact on traffic?
d.	☑	☐	During an emergency (other than fire hazards), will inadequate access result in problems for emergency vehicles or residents/employees in the area?
e.	☑	☐	Other factors? CUMULATIVE TRAFFIC IMPACT ON SYCAMORE JUNCTION

MITIGATION MEASURES:

Other considerations: ☐ Project Design

CONCLUSION:

Considering the above information, could the project have a significant impact on the physical environment due to traffic/access?

☑ Yes ☐ No

4.2 Sewage Disposal

SETTING/IMPACTS:

	Y	N	
a.	☐	☑	If served by a community sewage system, are there any known capacity problems at the treatment plant?
b.	☐	☑	Are there any known capacity problems in the sewer lines serving the project site?
c.	☐	☐	Other factors?

MITIGATION MEASURES:

Standard mitigation measures are:

☐ Plumbing Code--Ordinance No. 2269

☐ Sanitary Sewers and Industrial Waste Ordinance No. 6130

Other considerations: SEWER LINES NEED EXTENSION TO SERVE SITE.

CONCLUSION:

Considering the above information, could the project have a significant impact on the physical environment due to sewage disposal facilities?

☐ Yes ☑ No

4.3 Education

SETTING/IMPACTS:

	Y	N	
a.	☑	☐	Are there known capacity problems at the district level?
b.	☑	☐	Are there known capacity problems at individual schools which will serve the project site?
c.	☐	☑	Are there any known student transportation problems?
d.	☐	☐	Other factors?

MITIGATION MEASURES:

Other considerations: ☑ SB 201 Funds ☐ Site Dedication

CONCLUSION:

Considering the above information, could the project have a significant impact on the physical environment due to educational facilities/services?

☐ Yes ☑ No

4.4 Fire/Sheriff Services

SETTING/IMPACTS:

	Y	N	
a.	☐	☑	Are there any known staffing or response time problems at the fire station or sheriff's substation serving the project site?
b.	☐	☑	Are there any special fire or law enforcement problems associated with the project or the general area?
c.	☐	☐	Other factors?

MITIGATION MEASURES:

Other considerations:

CONCLUSION:

Considering the above information, could the project have a significant impact on the physical environment due to fire/sheriff services?

☐ Yes ☑ No

4.5 Utilities/Other Services

SETTING/IMPACTS:

	Y	N	
a.	☐	☑	Is the project site in an area known to have an inadequate water supply to meet domestic needs?
b.	☐	☑	Is the project site in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs?
c.	☐	☑	Are there any known problems with providing other utility services, such as electricity, gas, propane?
d.	☐	☑	Are there any known service problem areas?
e.	☐	☐	Other factors?

MITIGATION MEASURES:

Standard mitigation measures are:

☐ Plumbing Code (Ordinance No. 2269)

☐ Water Ordinance No. 7834

Other considerations: ☐ Lot Size ☐ Project Design

SERVICE MAINS WILL NEED EXTENSION

CONCLUSION:

Considering the above information, could the project have a significant impact on the physical environment due to utilities/services?

☐ Yes ☑ No

5.0 Other Factors

5.1 General Factors

SETTING/IMPACTS:

	Y	N	
a.	☐	☑	Will the project result in an inefficient use of energy resources?
b.	☐	☑	Will the project result in a major change in the pattern, scale, or character of the general area or community?
c.	☐	☑	Will the project result in a significant increase in light and/or glare?
d.	☐	☑	Will the project result in a significant reduction in the amount of agricultural land?
e.	☐	☐	Other factors?

MITIGATION MEASURES:

Standard mitigation measures are:

☐ State Administrative Code, Title 24, Part 5, T-20 (Energy Conservation)

Other considerations: ☐ Lot Size ☐ Project Design ☐ Compatible Use

CONCLUSION:

Considering the above information, could the project have a significant impact on the physical environment due to _____?

☐ Yes ☑ No

5.2 Environmental Safety

SETTING/IMPACTS:

	Y	N	
a.	☐	☑	Are any hazardous materials used, produced, or stored on-site?
b.	☐	☑	Are any hazardous wastes stored on-site?
c.	☐	☑	Are any pressurized tanks to be used on-site?
d.	☐	☑	Are any residential units, schools, or hospitals located within 500 feet?
e.	☐	☐	Other factors?

MITIGATION MEASURES:

CONCLUSION:

Considering the above information, could the project have a significant impact on public safety?

☐ Yes ☑ No

ALTERNATE ACCESS TO LOST CANYON ROAD
BUILDING 9 TO BE CONTRUCTED AFTER
LOST CANYON ROAD & JAKES WAY CONSTRUCTED
OFFSITE PER TENTATIVE.

SOUTHERN PACIFIC RAILROAD

LOST CANYON ROAD

LOOP DRIVE

AREA = 8.77 ACRES

SLOPE 2:1

SEE DETAIL AT LEFT FOR ALTERNATE DEBRIS BASIN LOCATION

ALTERNATE DEBRIS BASIN LOCATION

NOTE:
ACCESS TO LOT 9 TO BE PROVIDED BY CONSTRUCTION OF 6" AC BASE & PAVEMENT ON LOST CYN RD TO CYN PAVE EL.

REQUEST DEPRESSION TO GRADE ONLY LOST CYN RD ADJACENT TO LOTS 9 & 1, & PROVIDE DEPOSIT FOR REMAINDER OF IMPROVEMENTS.

REQUEST PERMISSION TO ADJUST LOT LINES.

SEE ALTERNATE SECOND ACCESS ON LEFT

JAKES WAY — TYPICAL SECTION — LOST CANYON ROAD

A" A.C. PVMT
8" CURB & 2' GUTTER

6" CURB & 2' GUTTER
4" AC. PVMT'S
6" CL 2 AGG. BASE
8" CURB 2' GUTTER

LOOP DRIVEWAY

INTERIOR DRIVEWAYS

TYPICAL BUILDING DETAIL

"A" STREET

4" PAVEMENT
6" CURB & GUTTER
SIDEWALK

SCALE: 1"=60'

ANTELOPE VALLEY FREEWAY

FUTURE RIGHT OF WAY

DEVONSHIRE AVENUE

JAMES WAY

LOST CANYON ROAD

SOUTHERN PACIFIC RAILROAD

20' INGRESS & EGRESS EASEMENT PER 14471

ELY LINE OF SR 26800-255 PER R.S. 191-20

NO VEHICULAR ACCESS GRANTED TO LOTS 1 & 9 ON LOST CANYON ROAD

SOLEDAD CYN ROAD

SANTA CLARA RIVER

TAKES WAY

SITE

ANTELOPE VALLEY FWY

LOST CANYON ROAD

VICINITY MAP

GENERAL NOTES:

1. EXIST. LOCAL PLAN DESIGNATIONS: A-1-1
2. EXIST. ZONING: M-1-S, A-2-1/A-1-1
3. PROPOSED ZONING: RPD & OP
4. EXIST. LAND USE: VACANT
5. PROPOSED LAND USE: RESIDENTIAL CONDOMINIUMS
6. TOTAL NUMBER LOTS: 29
7. TOTAL NUMBER ACRES: 48.2
8. OVERALL DENSITY: 17.3 DUAC
9. TOTAL NUMBER CONDOMINIUM UNITS: 834
10. WATER SUPPLIER: SANTA CLARITA WATER CO.
11. SEWER DISPOSAL: L.A. COUNTY SAN. DIST. NO. 32 (CANYON)
12. ALL ROADWAYS ARE PRIVATE DRIVEWAYS AND FIRE LANES EXCEPT "A" ST., JAKES WAY & EAST CYN RD.
13. SUBDIVIDER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS
14. CONTOUR INTERVAL: 5 FEET
15. ALTERNATE STREET SECTION: TO BE USED PER TITLE 21, SECTION 21.28.90
16. SUBDIVIDER REQUESTS THE RIGHT TO FILE PARCEL MAP PRIOR TO RECORDING A TRACT MAP.
17. PROJECT SUMMARY:

BLDG. TYPE	NO. OF BLDGS.	NO. OF UNITS
8 UNIT BLDG.	104	832
10 UNIT BLDG.	1	10
	105	842

18. PARKING SUMMARY:

SUMMARY OF PARKING			TOTAL COVERED	TOTAL COVERED
BLDG. TYPE	SPACES UNDER BLDG.	NO. OF BLDGS.	PARKING REQUIRED	PARKING PROVIDED
8 UNIT	16	104	1664	1664
10 UNIT	20	1	20	20
		105	1684	1684

19. GUEST PARKING

TOTAL REQUIRED	TOTAL PROVIDED
168	360

RJW ENGINEERING
880 HAMILTON AVE.
PALMDALE, CA 93550
(805) 947-1483

VESTING TENTATIVE TRACT MAP 46025
IN THE COUNTY OF LOS ANGELES

DESIGNED	L.A.E.
DRAWN	R.H.
CHECKED	R.J.W.
SCALE	1"=60'
DATE	3-31-87

REVISED 9-21-87
REVISED 7-17-87
REVISED 6-19-87
REVISED 4-21-87
REVISED 3-31-87
REVISED 1-15-87

R.C.E. 15431
Exp. 3-31-87
CIVIL
CALIFORNIA

FINAL
ENVIRONMENTAL IMPACT REPORT
INCLUDING RESPONSES TO COMMENTS
FOR
THE COLONY

Vesting Tentative Tract	**45023**
Local Plan Amendment	**86-522-(5)**
Zone Change	**86-522-(5)**
Conditional Use Permit	**86-522-(5)**
Oak Tree Permit	**86-522-(5)**

State Clearinghouse No. 87021804

DEPARTMENT OF REGIONAL PLANNING
County of Los Angeles
320 West Temple Street
Los Angeles, California 90012

April 1994

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Notice of Public Hearing	

1.0 INTRODUCTION

The Draft Environmental Impact Report (DEIR) for Vesting Tentative Tract 45023 was prepared for the County of Los Angeles in accordance with the California Environmental Quality Act (CEQA), as amended, and State and County Guidelines for the implementation of CEQA. More specifically, the County has relied on Section 15084 (d)(3) of the State Guidelines which allows acceptance of DEIRs prepared by consultants retained by the applicant, or any other person. The County Department of Regional Planning (DRP), acting as lead agency, reviewed and edited the DEIR to reflect its own independent judgement to the extent of its ability including reliance on County technical personnel from other County departments.

The DEIR was published in December 1993. Pursuant to Sections 15200 - 15205 of the CEQA Guidelines, the DEIR was circulated for public, agency and interested party review with County "Notice of Completion" letter dated 13 December 1993. A Los Angeles County Regional Planning Commission hearing was held on 9 February 1994 to review the proposed project and DEIR, and to provide an opportunity for public testimony. Copies of the County's Notice of Completion and Notice of Public Hearing for this project are contained in Appendix A hereto.

During the hearing, the Regional Planning Commission recommended approval of Vesting Tentative Tract 45023 to allow development of 23 multi-family lots with 752 units, and one open space lot on 46.2 acres of vacant land. The Commission-approved subdivision case requests Santa Clarita Valley Areawide Plan Amendment from M (Industry) and W/S (Floodway/Floodplain/SEA) to U4 (Urban 4, 15.1 to 40 dwelling units per acre), Zone Change from A-1-1, A-2-1 and M-1.5 to RPD-1-20U (Residential Planned Development), Conditional Use Permit for SEA criteria review, and Oak Tree Permit to remove three oak trees. The request for a Santa Clarita Valley Areawide Plan amendment was filed 23 December 1993, during circulation of the DEIR. The Commission instructed the Department of Regional Planning to prepare the Final Environmental Impact Report (FEIR) and Conditions of Approval.

This Final EIR, together with the DEIR, technical appendices and other written documentation prepared and filed during the EIR process constitutes the EIR for Vesting Tentative Tract 45023, Local Plan Amendment 86-522-(5), Zoning Case 86-522-(5), Conditional Use Permit 86-522-(5), and Oak Tree Permit 86-522-(5), as defined in State EIR Guidelines, Section 15132.

2.0 PROJECT SUMMARY

The project site is located in northwestern Los Angeles County, east from the Antelope Valley Freeway (State Route 14), south from the Santa Clara River, and west from Lost Canyon Road. The proposed project is a residential use in an urbanizing area of the Santa Clarita Valley. Land uses surrounding the project site include vacant land designated for high density residential use to the south, southeast, west and north, with industrial use to the east. The Southern Pacific Railroad right-of-way traverses the southern portion of the site in an east/west direction. Presently, access to the site is provided via Lost Canyon Road, an unimproved dirt roadway.

The following objectives have been established for the proposed project:

- Develop 752 multi-family condominium dwelling units and amenities on 46.2 gross acres of presently vacant land
- Provide roadway improvements as designated in the Los Angeles County Highway Plan in accordance with County Department of Public Works design standards
- Provide housing stock and amenities in response to demand throughout the Santa Clarita Valley.

The Draft Environmental Impact Report (DEIR) for Vesting Tentative Tract 45023 examined the following potential impact items:

- Geotechnical
- Flood Hazard
- Noise
- Biota
- Air Quality
- Visual Qualities
- Traffic/Access
- Sewage Disposal
- Solid Waste Disposal

Data for the DEIR were obtained from onsite field observations, discussions with affected agencies, and specialized environmental studies. Based on the analyses contained in the DEIR, significant impacts were identified, analyzed and mitigated to less than significant levels per CEQA.

3.0 RESPONSE TO COMMENTS

Comment letters on the Draft Environmental Impact Report (DEIR) were submitted during the public review period between 13 December 1993 and the Planning Commission Hearing on 9 February 1994. Sixteen comment letters were submitted on the DEIR:

LETTER 1 California Regional Water Quality Control Board, Los Angeles Region, dated 24 January 1994.

LETTER 2 California Regional Archaeological Information Center, dated 9 December 1993.

LETTER 3 California Department of Transportation, District 7, dated 14 January 1994.

LETTER 4 California Governor's Office of Planning and Research, dated 24 January 1994.

LETTER 5 Southern California Association of Governments, dated 22 December 1993.

LETTER 6 South Coast Air Quality Management District, dated 14 December 1993.

LETTER 7 City of Santa Clarita, dated 13 and 28 December 1993 and 8 February 1994.

LETTER 8 Santa Clarita Organization for Planning the Environment, dated 7 February 1994.

LETTER 9 G.H. Palmer Associates, dated 28 January 1994.

LETTER 10 County of Los Angeles Department of Parks and Recreation, dated 31 January 1994.

LETTER 11 County of Los Angeles Public Library, dated 20 December 1993.

LETTER 12 County of Los Angeles Sheriff's Department, dated 23 December 1993.

LETTER 13 County Sanitation Districts of Los Angeles, dated 26 January 1994.

LETTER 14 County of Los Angeles Department of Public Works, dated 27 January 1994.

LETTER 15 County of Los Angeles Department of Public Works Waste Management Division, dated 3 February 1994.

LETTER 16 County of Los Angeles Fire Department, dated 10 February 1994.

Each letter has been assigned a commentor letter number that appears at the top of the page as enumerated above. Each substantive comment contained in the commentor's letter(s) has been assigned a sequential comment number. Comment numbers are found in the right margin of each letter page adjacent to the bracketed comment. Responses to comments follow the last page of commentor's correspondence. Responses are numbered to correspond to the letter and its comment. For example, "RESPONSE TO COMMENT 2-3" indicates a response to comment number 3 in LETTER 2.

The response "Comment acknowledged" indicates that a comment has been accepted and incorporated as a minor revision to the EIR text or data. The response "Comment noted" is used in cases where the comment is advisory in nature or does not raise a substantive issue relevant to the review of the environmental record. Such comments are usually statements of opinion or preference regarding a project's design or its presence as opposed to comments within the purview of the EIR environmental impact or mitigation.

Public testimony received during the Planning Commission hearing on the proposed project focused on issues related to floodplain, earthquake and water supply impacts. Responses provided by the project applicant and consulting team and/or staff personnel from various County departments, as well as responses contained herein, have adequately addressed all concerns expressed during the public review process.

LETTER 1

STATE OF CALIFORNIA—ENVIRONMENTAL PROTECTION AGENCY PETE WILSON, *Governor*

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD
LOS ANGELES REGION
101 CENTRE PLAZA DRIVE
MONTEREY PARK, CA 91754-2156
(213) 266-7500
FAX: (213) 266-7600

January 24, 1994

Mr. Kishore Manandhartill
Regional Planning Assistant II
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

RESPONSE TO THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) "THE COLONY", PROJECT NO. 86-522 (ZONE CHANGE, CONDITIONAL USE PERMIT), TENTATIVE TRACT 45023, SCH NO. 87021804, SANTA CLARA RIVER, SANTA CLARITA VALLEY, LOS ANGELES COUNTY

We have reviewed the subject document for the proposed zone change for "The Colony" residential community located in Santa Clarita Valley, Los Angeles County. Our primary concerns pertain to potential impacts to state waters and riparian habitat associated with any construction activities. Avoidance of wetland and riparian habitat is the preferred alternative to limit impacts to water quality and beneficial uses. Dedication of the 4.7 acres to be "Natural open space" in perpetuity, minimizes the impacts that would result from the construction of "The Colony". 1-1

Improvement and extension of the levee that separates the Santa Clara River from the project site may be under the U.S. Army Corps of Engineers (Corps) jurisdiction. Any fill and dredge activity within "waters of the U.S." is under Corps jurisdiction and would require a Corps permit. When a Section 404 permit is required, you will need to apply for a Section 401 Water Quality Certification from this Regional Board. To receive additional information on requirements for the Section 401 Water Quality Certification, please call Lauma Jurkevics at (213) 266-7609. 1-2

In any construction project that totals more than five acres, it is necessary to file a Notice of Intent to be covered under the State Board's "Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity" (General Permit No. CAS000002). To receive additional information on requirements for stormwater discharges, please contact Mark Pumford at (213) 266-7596 at this Regional Board. 1-3

If you have any questions regarding this letter, please contact Morag Logan at (213) 266-7644.

J. MICHAEL LYONS
Chief, Surveillance Unit

cc: Mr. Mark Goss, State Clearinghouse

LETTER 2

#4900

California Archaeological Inventory

Regional Information Center
Orange Los Angeles Ventura

Mailing Address: Archaeological Information Center
UCLA Institute of Archaeology
Fowler Museum of Cultural History
Los Angeles, CA 90024-1510
Phone: (310) 825-1980 FAX: (310) 206-4723

Cultural Resources Records Search
Quick Check

Lead Agency: LOS ANGELES COUNTY, DEPT OF REGIONAL PLANNING

Permit/Project #: 86-522 Date: DEC 9, 1993

Case Planner: K. MANANDHAR Attached USGS Quad: MINT CANYON

Brief Project Description: DRAFT EIR FOR "THE COLONY" TENTATIVE TRACT 45023

*** UCLA ARCHAEOLOGICAL INFORMATION CENTER INITIAL RECORDS SEARCH**

/ / The project area has been surveyed by a professional archaeologist and no cultural resources were found.

/ / The project area has been surveyed by a professional archaeologist and cultural resources were found.

X The project area has not been surveyed by a professional archaeologist but cultural resources are likely to be in the area.

/ / The project area has not been surveyed by a professional archaeologist and cultural resources are not likely to be in the area.

RECOMMENDATIONS

X A Phase I ** archaeological survey should be done by a professional archaeologist prior to approval of project plans.

/ / A Phase II ** testing program for determination of significance.

/ / A professional archaeologist should be retained to monitor any earth moving operations.

/ / No archaeological work is needed prior to approval of the project plans but a halt-work condition should be in place in the event of cultural resources being discovered during construction.

2-1

COMMENTS

There are seven recorded and 3 recorded archaeological sites within a one and one-half mile radius of the project area indicating moderate archaeological sensitivity. A Phase I survey should be conducted prior to approval of project plans.

* This Quick Check does not cover cultural heritage sites, either listed or pending, such as historic buildings or points of interest.

** Phase I survey and Phase II testing includes a complete records search, field evaluation, and a final report with results and recommendations.

Date Completed: 24 JAN 1994 Signature: Elizabeth E. Soriano

Letter attached / /

(310) 825-1980

RESPONSE TO COMMENT LETTER 2

2-1 The County did not identify cultural resources (archaeology) as a potentially significant impact for the following reasons:

1) The project site was in the active Santa Clara River floodplain prior to construction of the adjacent Antelope Valley Freeway in 1972

2) That portion of the project site north from the railroad received up to 19 ft. of certified earthen fill during construction of the Antelope Valley Freeway

3) A major active railroad corridor right-of-way traverses a significant southerly portion of the project site.

Given the foregoing uses and disturbances at the project site, the site is not deemed to be archaeologically sensitive or significant. As conditioned by the County, the applicant agrees to suspend construction in the vicinity of a cultural resource encountered during development of the site for qualified archaeologist examination.

State of California

LETTER 3

Business, Transportation and Housing Agency

Memorandum

To : Mr. Mark Goss
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Date : January 14, 1994

File No.:
IGR/CEQA/DEIR
County of LA
The Colony/
Project No. 86-522
TR 45023
Vic. LA/14/R33.42

From : Robert Goodell - District 7
DEPARTMENT OF TRANSPORTATION

Subject : Project Review Comments

SCH No. 87021804

The California Department of Transportation (Caltrans) has reviewed the above referenced document involving the development of a 752 unit residential complex, on 46.2 acres. Plans also provide for right-of-way dedication and construction of portions of Jakes Way and Lost Canyon Road. The subject property is located at the southeast quadrant of the intersection of the Santa Clara River and the Antelope Valley Freeway (SR-14) in the Santa Clarita Area.

Based on the information received, we have the following comments:

The trip generation will significantly impact SR 14 and Sierra Highway of the CMP Roadway System in the vicinity of the development. Developer contribution or fair share funding should be set aside for improvements so that the mainline CMP Roadway System will be mitigated to the existing LOS or to "D" or better LOS.

The current demand and the forecasted 2010 LOS on SR 14 between SR 5 and SR 126 is "F0". An HOV is planned in each direction of this SR 14 segment, however, no funding has been identified for this improvement. It is noted that widening of the Sierra Highway within the County's jurisdiction is desirable. 3-1

Table 7, "Project Related Traffic Intersection Capacity Utilization", provides good insights about the capacity of the analyzed intersections. However, actual traffic volume including directional movements should be presented in the document so that overall traffic patterns can be identifiable.

The proposed Jakes Way undercrossing Route 14 will require a County/Caltrans freeway agreement. 3-2

Additionally, the following are discrepancies we found after reviewing and comparing existing am/pm peak hour traffic volumes between Basmaciyan-Darnell, Inc. (BDI) and Caltrans:

LOCATION:	BDI (pg 8, Fig. 5)	Caltrans 10/92
S/B on from Princessa Wy.	A.M.- 58	A.M.- 295
S/B off to Princessa Wy.	32/28	440/75
N/B on from Princessa Wy.	P.M.- 66	P.M.- 140
N/B off to Princessa Wy.	25/54	58/120

3-3

Any transportation related mitigation measures (freeway/highway, bridge, on/off ramp widening, signalization, ingress/egress, grading, drainage, etc...) which involve State right-of-way will require a Caltrans encroachment permit. Please submit Hydrology Study, Drainage Plans and Grading Plans to our permits section for review. Any measure that exceeds $300,000.00 in cost will also require a Caltrans Project Study Report (PSR).

3-4

Any transport of heavy construction equipment which requires the use of oversize transport vehicles on State Freeways/Highways will require a Caltrans transportation permit. We recommend that truck trips be limited to off-peak commute periods.

Finally, Caltrans is concerned about any proposal which may significantly increase vehicular traffic. However, we support efforts of the County to improve the jobs-housing balance and are looking forward to working in cooperation with this agency in meeting future transportation needs.

3-5

Thank you for this opportunity to comment. If you have any questions regarding this letter, please call Mr. Wilford Melton, IGR/CEQA Coordinator, at (213) 897-1338.

Original Signed By

ROBERT GOODELL, Chief
Advance Planning Branch

cc: K. Manandhar
LA County Regional Planning
320 W. Maple Street
Los Angeles, CA 90012

RESPONSE TO COMMENT LETTER 3

3-1 All project roadway improvements and mitigation measures affecting state highways will be coordinated with Caltrans. The project applicant will pay a pro-rata share of highway improvement fees required as a condition of project approval. The traffic analysis was conducted in accordance with the standards and methodologies defined by the County of Los Angeles Department of Public Works. The traffic report was reviewed and approved by the Department of Public Works.

3-2 Caltrans procedures require approval of the proposed project before entering into a "freeway agreement." The applicant will negotiate a "freeway agreement" with Caltrans for the proposed Jakes Way undercrossing of Route 14 (Antelope Valley Freeway).

3-3 Comment acknowledged.

3-4 Comment noted.

3-5 Caltrans will be contacted regarding all necessary operation permits on state highways.

STATE OF CALIFORNIA

LETTER 4

PETE WILSON, *Governor*

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814

L.A. COUNTY

January 24, 1994

K. MANANDHAR
LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING
320 W TEMPLE ST, RM 1354
LOS ANGELES, CA 90012

Subject: LOS ANGELES COUNTY TENT. TRACT 45023, ZC, AND CUP 86522
SCH #: 87021604

Dear K. MANANDHAR:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. 4-1

Please call Mark Goss at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

Michael Chiriatti, Jr.
Chief, State Clearinghouse

RESPONSE TO COMMENT LETTER 4

4-1 Comment acknowledged.

LETTER 5

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
818 West Seventh Street,12th Floor Los Angeles, California 90017-3435 (213) 236-1800 FAX (213) 236-1825

December 22, 1993

Mr. Kishore Manandhar
Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

RE: **Comments on Draft Environmental Impact Report (DEIR) for "The Colony"**
SCAG Clearinghouse #I9300582

Dear Mr. Manandhar:

Thank you for the opportunity to review and comment on the DEIR for "The Colony" development. As the areawide clearinghouse for regionally significant projects, SCAG assists cities, counties, and other agencies in reviewing projects and plans for consistency with the Regional Housing Needs Assessment (RHNA), the Regional Mobility Plan (RMP), the Growth Management Plan (GMP), and conformity with the Air Quality Management Plan (AQMP), all of which are included in the State Implementation Plan (SIP).

The attached comments are meant as administrative staff comments to provide guidance for addressing the proposed project within the context of our regional goals and plans, which are based in part upon state and federal mandates. While neither the project sponsor nor the lead agency is required to undertake the specific actions recommended by SCAG or other agencies through the Intergovernmental Review Process, there are requirements in state and federal laws for consistency with regional goals and plans.

If you have any questions about the attached comments, please contact Maria Souza-Rountree at (213) 236-1838. She will be happy to assist you in addressing the comments presented herein.

Sincerely,

Eric H. Roth

ERIC H. ROTH
Intergovernmental Review

Gaddi Vasquez Orange County-President, **Stella Mendoza** City of Brawley-First Vice President, **Ed Edelman** Los Angeles County-Second Vice President, **John Longville** City of Rialto-Past President **Richard Alarcon** City of Los Angeles, **Richard Alatorre** City of Los Angeles, **Robert Bartlett** City of Monrovia, **George Bass** City of Bell, **Ron Bates** City of Los Alamitos, **George Battey, Jr.** City of Burbank, **Hal Bernson** City of Los Angeles **Walter Bowman** City of Cypress, **Marvin Braude** City of Los Angeles, **Susan Brooks** City of Rancho Palos Verdes, **Art Brown** City of Buena Park, **Yvonne Brathwaite-Burke** Los Angeles County, **Jim Busby, Jr.** City of Victorville, **Bob Buster** Riverside County, **Laura Chick** City of Los Angeles, **John Cox** City of Newport Beach, **Cynthia Crothers** City of Moreno Valley, **Elmer Digneo** City of Loma Linda, **Richard Dixon** City of Lake Forest, **Doug Drummond** City of Long Beach, **Jerry Eaves** San Bernardino County, **John Ferraro** City of Los Angeles, **John Flynn** Ventura County, **Terry Frizzel** City of Riverside, **Ruth Galanter** City of Los Angeles, **Sandra Genis** City of Costa Mesa, **Jackie Goldberg** City of Los Angeles, **Candace Haggard** City of San Clemente, **Garland Hardeman** City of Inglewood, **Robert Hargrave** City of Lomita, **Mike Hernandez** City of Los Angeles, **Nate Holden** City of Los Angeles, **Robert Jamison** City of Artesia, **Jeff Kellogg** City of Long Beach, **Jim Kelly** City of South El Monte, **Richard Kelly** City of Palm Desert, **Bob Kuhn** City of Glendora, **Abbe Land** City of West Hollywood, **John Melton** City of Santa Paula, **Barbara Messina** City of Alhambra, **Judy Mikels** City of Simi Valley, **David Myers** City of Palmdale, **Kathryn Nack** City of Pasadena, **Bev Perry** City of Brea, **Gwenn Norton-Perry** City of Chino Hills, **Ron Parks** City of Temecula, **Irv Pickler** City of Anaheim, **Michael Plisky** City of Oxnard, **Beatrice Proo** City of Pico Rivera, **Larry Rhinehart** City of Montclair, **Dick Riordan** City of Los Angeles, **Mark Ridley-Thomas** City of Los Angeles, **Albert Robles** City of South Gate, **Sam Sharp** Imperial County, **Rudy Svorinich** City of Los Angeles, **Bob Stone** City of Bellflower, **Tom Sykes** City of Walnut, **Jeff Thomas** City of Tustin, **Laurie Tully-Payne** City of Highland, **Joel Wachs** City of Los Angeles, **Rita Walters** City of Los Angeles, **Judy Wright** City of Claremont, **Zev Yaroslavsky** City of Los Angeles

SCAG COMMENTS ON THE DEIR FOR "THE COLONY"

PROJECT DESCRIPTION

The proposed project site is located in northern Los Angeles County, in the Santa Clarita Valley within the unincorporated community of Canyon Country.

The project applicant proposes to develop 752 condominium dwelling units on 46.2 acres of vacant land. The land is currently zoned for manufacturing and agricultural uses. The project applicant is filing for a zone change to "commercial-manufacturing", where residential development is conditionally permitted. Construction is estimated to take place in 1994.

Land uses surrounding the project site include vacant land designated for high density residential use to the south, southeast, west, and north, with industrial land use to the east. The Southern Pacific Railroad right-of-way traverses the southern portion of the site in an east-west direction.

REGIONAL PLAN POLICIES

There are a number of policies expressed in the GMP that are particularly relevant to this proposed project. Among them are policies that would:

- Preserve, wherever possible, prime agricultural land and open space areas separating communities and protect vital natural resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.

- Promote future patterns of urban development and land use which reduce costs of infrastructure construction and make better use of existing facilities, and to achieve a good match between future growth and the phasing of new facilities or expansion of existing ones.

- Support measures aimed at preservation of biological and ecological resources.

- Encourage growth to occur in and around:

  - activity centers
  - transportation node corridors
  - underutilized infrastructure systems
  - areas needing recycling and redevelopment

- Encourage mixed-use developments and other planning techniques to make employment centers easy to walk to or reach by transit.

5-1

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- Achieve better job/housing balance at the subregional level through:
  - encouragement and provision of incentives to attract housing growth in job-rich subregions
  - encouragement and provision of incentives to attract job growth in housing-rich subregions
- To the degree possible, achieve a balance, by subregion of the type of jobs with the price of housing.

As SCAG has designated subregions, the proposed project is located in the Santa Clarita Valley Subregion. In 1984, the jobs/housing balance ratio in the subregion was 0.80. This ratio indicated that the subregion was housing-rich in that base year. The trend projected in the GMP indicates that the subregion is gradually becoming more balanced, but that corrective measures are needed to hasten the process toward equilibrium. As a result, the GMP established a jobs/housing balance performance goal ratio of 1.14 for the growth that will occur in the subregion from 1984 until 2010.

The basis for achieving a jobs/housing balance in each SCAG subregion is to ensure consistency with the GMP through the reduction of vehicle miles traveled (VMT). In light of this, the GMP offers an option to the jobs/housing balance analysis. This option is the application of transportation demand management (TDM) strategies to demonstrate that vehicle trips (VT) and VMT have been reduced to the greatest extent feasible.

A review of the DEIR indicates that this project is solely a residential project providing no permanent employment opportunities. As previously stated, the Santa Clarita Valley is a housing-rich subregion and the proposed project will exacerbate the imbalance of the ratio of jobs to housing. The GMP specifically encourages cities to develop projects incorporating the regional and local jobs/housing balance objective. A jobs/housing balance analysis indicates that there needs to be 60 new jobs associated with this project or a reduction of 8,776 daily vehicle miles traveled (VMT) (see Technical Note).

5-2

The DEIR states that the proposed residential project will have no significant impact upon the jobs/housing balance in the Santa Clarita Valley, based on the Santa Clarita Valley's industrial acres/person ratio. This ratio is 0.0165 for the Santa Clarita Valley, which, the DEIR states, is comparable to other "balanced communities" in Southern California. SCAG staff does not concur with this statement. An industrial acres/per person ratio is **NOT** interchangeable with SCAG's jobs/housing ratio. Employment generating land uses are not limited to industrial uses, as is implied in the DEIR, and therefore do not accurately reflect a balanced community, as defined by SCAG.

Additionally, CEQA Guidelines Section 156126(d) requires EIRs to describe a range of reasonable alternatives to the proposed project. A review of the alternatives analyzed indicates that a mixed-use alternative was not considered for the proposed project. The DEIR needs to discuss why a mixed-use alternative was not deemed to be a reasonable alternative and not given proper consideration.

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The DEIR for the proposed project does not state that the shortfall in the number of new jobs required for consistency will be remedied in any way. Consequently, the proposed project is found to have a negative impact towards achievement of the goals of the GMP. In order to show that the proposed project is consistent with regional growth forecasts, the DEIR should show how the project will create the necessary employment opportunities or mitigate the effects created by the provision additional dwelling units in this housing-rich subregion. 5-3

GMP policies also call for the achievement, to the degree possible, of a balance at the subregional level of the type of jobs with the price of housing. Therefore, the affordability of the housing to be provided by the project to the employees who would work in the project area needs further analysis and possible mitigation. This "affordability relationship" issue is not addressed in the Draft EIR.

Analysis

Due to the absence of jobs or mitigation measures to reduce daily vehicle miles, SCAG cannot find the project consistent with the GMP at this time.

The feasibility of a project alternative that includes a greater emphasis on mixed-use development as a means to minimize trips consistent with GMP and AQMP/SIP should also be considered.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The proposed project should include policies and programs in compliance with the AQMP and the Los Angeles Congestion Management Plan (CMP), encouraging telecommuting, non-motorized transportation, and of a TDM program, and concentration of land uses near transportation corridors and public transportation facilities.

To be adequate for the purposes intended by the SIP, the TDM policies and programs of the proposed project should be designed to include commitments to specific TDM programs with clear delineation of responsibilities, trip reduction targets, financial arrangements, and specific schedules for action on each specific measures. 5-4

The County should also consider designating an employee transportation coordinator to assist in developing rideshare programs or other trip-reducing programs to be implemented and funded at the project level. The County should have the responsibility in determining compliance with component of the TDM strategies.

Analysis

The DEIR should include a TDM program that includes commitments to specific TDM programs with clear delineation of responsibilities, trip reduction targets, financial arrangements, and specific schedules for action on each specific measure. Specifically, SCAG recommends that the County consider a TDM Plan that will call for the creation of a Transportation Management Association; investigate the feasibility of developing a telecommuting center on site; and start a vanpool demonstration program for 5-5

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residents of the proposed project.

Plans and programs for providing mass transit services to the project should also be discussed.

SIP CONFORMITY

A proposed project is found to be in conformance with the State Implementation Plan (SIP) when it has satisfied the following three criteria:

1. It improves the subregion's job/housing balance performance ratio or is contributing to attainment of the appropriate subregional VMT target.

5-6

2. It reduces vehicle trips and vehicle miles traveled to the maximum extent feasible by implementing transportation demand management strategies.

3. Its environmental document includes an air quality analysis which demonstrates that the proposed project will not have a significant negative impact on air quality in the long term.

Findings

As described in the DEIR, "The Colony" development does not meet any of these three SIP criteria at this time. Consequently, SCAG cannot find the project consistent with the GMP and RMP or conforming to the AQMP. 5-7

Recommendations

Prior to considering the approval of "The Colony" project, the following issues should be addressed by Los Angeles County:

1. *Jobs/housing balance issues.* This project is not consistent with the GMP because it is a residential project that would provide new housing in a housing-rich subregion, without the addition of new employment opportunities. The jobs/housing balance relationship needs further consideration, or a VMT reduction alternative should be provided. In addition, the DEIR fails to address the cost of the proposed new dwelling units in relation to the incomes of the persons who will be employed in the subregion and the effect of this relationship upon commute patterns and air quality.

5-8

2. *Transportation demand management issues.* The transportation demand management element of the proposed project is not adequate to alleviate the burden that the proposed project will impose on the circulation and transportation systems within the community. Solutions to the transportation and circulation problems will require amendments to the specific plan.

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SCAG requests that the County monitor all mitigation measures associated with this proposed project in accordance with AB 3180 and report the results to SCAG through the Annual Reasonable Further Progress Reports.

TECHNICAL NOTE

The number of jobs to be associated with the jobs/housing balance policy for the proposed project is the difference between the adopted GMP forecasts (which includes implementation of the jobs/housing balance policy) and housing production under the trend projection. Accordingly, the number of jobs which would be required to reflect the regional jobs/housing balance policy for "The Colony" project is determined by following these steps outlined in SCAG's Conformity Procedures.

The proposed project would add 752 dwelling units to the Santa Clarita Valley Subregion. The number of jobs associated with this number of dwelling units using the trend projection is:

752 * 1.38 = 1,038

The number of jobs associated with the number of dwelling units using the policy ratio is:

752 * 1.30 = 978

Calculating the difference between the adopted GMP forecasts and housing production under the trend projection produces the number of jobs which would be required to reflect the regional jobs/housing balance policy:

1,038 - 978 = 60

By providing no jobs at buildout, the subject project does not provide the minimum number derived from the application of the 18-step procedure outlined in the AQMP Conformity Handbook. Therefore, this project would negatively impact the jobs/housing balance ratio for the subregion. 5-9

As an alternative, consideration could be given to a possible VMT reduction program as provided in the 1991 AQMP. This alternative consists of reducing vehicle miles traveled (VMT) to achieve air quality benefits equivalent to those which would be achieved through implementation of the GMP jobs/housing balance policy.

The unmitigated housing units equivalent to 60 needed jobs is then calculated.

(60/60) * 752 = 752 housing units

Consequently, all of the 752 housing units need to be mitigated. The VMT reduction is computed by multiplying the amount of housing units that must be mitigated by the average VMT reduction for the subregion. The project's share of the subregional VMT reduction target is:

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752 * 11.67 = 8,776 VMT

For further details concerning the steps for implementation of jobs/housing balance and VMT reduction policies, refer to the SCAG handbook "Conformity Procedures, excerpt from the 1991 AQMP Update", July, 1991.

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RESPONSE TO COMMENT LETTER 5

5-1 Comment noted.

5-2 The County General Plan does not achieve its objectives via a GMP. The County General Plan (and associated Local Plans) implementation achieves a "jobs/housing balance" on a county-wide, build-out basis, not on a project-by-project basis; nor does the County General Plan specifically endorse "mixed-use" policies to achieve a "jobs/housing balance." The "jobs/housing balance" in the Santa Clarita Valley subregion is improving as build-out proceeds under the County General Plan (e.g. the approved Valencia Commerce Center will provide approximately 25,000 new, full-time jobs).

Presently the Santa Clarita Valley is considered a housing-rich, job-poor area based on the GMP and; if analyzed in isolation, the project does not improve the job/housing balance and could be considered inconsistent with the GMP. However, when built out, the Santa Clarita Valley would provide a balance of employment and housing opportunities. The proposed project requested local subplan amendment, which, while rejecting industrial/manufacturing use at the site, would still not have a significant impact upon the overall jobs/housing balance in the Santa Clarita Valley. Jobs growth is occurring elsewhere within the Santa Clarita Valley (e.g.Valencia Commerce Center and Industrial Center).

Construction-related employment opportunities provided by the proposed project's approximately $80 million investment will bring a significant number of jobs to the Santa Clarita Valley for a number of years. On-going and future development in the area will provide additional job opportunities, as the area moves toward a higher jobs/housing ratio as projected by the County.

5-3 DEIR Section 6.0 describes and analyzes a range of project alternatives deemed reasonable, yet infeasible by the County per CEQA Section 15126(d). Neither the County General Plan nor Santa Clarita Valley Areawide Plan endorse "mixed-use" policies to achieve a "jobs/housing balance" (see RESPONSE 5-2 above).

The proposed project can be found consistent with the housing "affordability relationship" given the estimated condominium purchase price range of $125,000 to $175,000 and lease range of $900 to $1,200 per month. These price ranges are considered appropriate for the project area based on market demand as indicated by the project applicant, and based on the types of jobs that will be available in the area. The housing "affordability relationship" was not deemed to be a potentially significant environmental impact by the County.

5-4 As a residential project, a Transportation Demand Management (TDM) Program is not proposed. However, project residents may take advantage of the TDM programs of local employers. For example, the Valencia Commerce Center will establish a Property Owners Association responsible for preparing and conducting a TDM program for the center. All applicable projects in the area will be required to comply with any Transportation Demand Ordinances adopted for Los Angeles County and the City of Santa Clarita.

The County of Los Angeles adopted a TDM Ordinance (Ordinance Number 93-0028M) on 23 March 1993 which became effective 23 April 1993. The ordinance is intended to implement

the trip reduction and travel demand element of the Congestion Management Program (CMP), as adopted 18 November 1992, by the Los Angeles County Transportation Commission (now merged with the Rapid Transit District to form the Los Angeles County Metropolitan Transportation Authority - MTA). The ordinance sets development standards for non-residential development and the measures contained therein do not apply to projects for which a Notice of Preparation was circulated prior to the effective date of the ordinance. There are no County TDM requirements for residential projects. Consistent with the GMP and AQMP/SIP, future residents of the project will benefit from any TDM measures implemented at the workplace to reduce the number of vehicle trips and therefore the number of vehicle miles traveled, such as the distribution of information regarding available public transit, ridesharing, and bicycle routes; the provision of preferential parking for carpool and vanpool vehicles; and the provision of bicycle parking facilities.

In addition, there is currently a bus system and the Metro-Link rail line available to residents of Santa Clarita Valley which provide alternatives to automobile commuting and will therefore reduce the number of vehicle miles traveled (VMT). The Metro-Link rail line provides service into the San Fernando Valley and downtown Los Angeles. Future residents may petition the County of Los Angeles Department of Public Works to provide bus service to the project. The County would need to establish ridership and fare box recovery ratio estimates in order to justify service. Then the County would contract with the City to provide service to the site by either modifying existing routes or establishing a new route. A possible funding source for the service would be County-apportioned funds from Proposition A (half cent sales tax) through MTA.

Caltrans has planned an "HOV" lane along the Antelope Valley Freeway adjacent to the proposed project -- see LETTER 3, COMMENT 3-1 herein.

5-5 See RESPONSE 5-4.

5-6 DEIR Section 5.4 describes, analyzes and mitigates project impacts upon air quality to less than significant levels per County AQMP and SIP guidelines. The project does not meet Criteria 1 of the three SIP conformance criteria. However, with regard to Criteria 1, jobs/housing balance, the Santa Clarita Valley is considered to be moving toward the target ratio identified by SCAG -- see RESPONSE 5-2 herein.

5-7 The County finds the proposed project to be generally consistent with the SIP Criteria and AQMP (see RESPONSE 5-6 above). As stated earlier, County goals and policies are not achieved via GMP or RMP -- see RESPONSE 5-2 herein.

5-8 See RESPONSES 5-2, and 5-4 above. A mitigation monitoring program will be approved as part of the Final EIR.

5-9 Comment noted, see RESPONSE 5-2 above.

RESPONSE TO COMMENT LETTER 6

6-1 Comment noted.

LETTER 6

South Coast
AIR QUALITY MANAGEMENT DISTRICT
21865 E. Copley Drive, Diamond Bar, CA 91765-4182 (909) 396-2000

December 14, 1993

Kishore Manandhar
Los Angeles County Department
of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. Manandhar:

RE: The Colony

SCAQMD# LAC931210-01

Due to staffing cutbacks the SCAQMD is unable to comment on your project at this time. SCAQMD staff recommends that you follow the procedures and methodologies set out in the SCAQMD CEQA Air Quality Handbook (April 1993). Utilizing the information in the Handbook will assist you in adequately addressing the potential air quality impacts of your project. The Handbook will be updated periodically, in an effort to assist your staff in evaluating air quality impacts that may result from land use projects.

The District staff will, however, make every effort to evaluate projects of a regional nature. We are available to answer any questions you may have regarding the use of the CEQA Handbook. Please feel free to contact the Local Government - CEQA section at (909) 396-3109 for assistance.

Sincerely,

Connie A. Day
Program Supervisor
Planning & Technology Advancement

CAD:li

23920 Valencia Blvd.
Suite 300
City of Santa Clarita
California 91355

Phone
(805) 259-2489
Fax
(805) 259-8125

LETTER 7

City of Santa Clarita

December 13, 1993

James E. Hartl, Director of Planning
Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Attn: Kishore Manandhar, Regional Planning Assistant II
Impact Analysis Section

Re: Draft Environmental Impact Report (DEIR) for Project No. 86-522
The Colony

Dear Mr. Manandhar:

Thank you for the Notice of Completion (NOC) and copy of the DEIR prepared for this project. We intend to review and comment on this proposal within the 45-day review period specified in the NOC.

I spoke to Frank Meneses about the project by phone on December 8, 1993, upon our receipt of the DEIR. As I indicated to Frank at that time, we are concerned that the City of Santa Clarita has not been formally or adequately notified regarding the preparation of this document, and did not receive a Notice of Preparation (NOP).

We understand that this project was first submitted to the County in 1986, and that the original NOP for the DEIR was circulated prior to the City's incorporation in 1987. However, because the review of this project has been delayed for a substantial period of time (approximately six-seven years), and because the project has been revised, we strongly believe that a new NOP should have been circulated for the revised DEIR.

As a responsible agency and interested party under the California Environmental Quality Act, the City should have received the revised NOP or, at minimum, some other formal project notice and request for participation in the revision of the DEIR. Frank mentioned several times during our call that several staff members in the City "knew about" the project, but we do not believe that these contacts represent formal notice and a request for our participation. 7-1

Additionally, we have repeatedly and consistently requested in writing that the Department of Community Development, Planning Division, be contacted regarding any County project with the potential for significant impact to the City. The Colony project surely qualifies in this regard.

We consider this oversight inappropriate and a potentially significant procedural error, and would appreciate very much your comments regarding our concern on this issue.

We look forward to working with you and Frank on the review of the DEIR prepared for this proposal and will be sending the City's comments on that document as soon

as possible. You may also wish to ask that the applicant contact us at his convenience so that we may discuss any potential issues early on. Finally, if you have any questions regarding this letter, please call me or Jeff Chaffin at (805) 255-4330. Thank you.

Sincerely,

LYNN M. HARRIS
DEPUTY CITY MANAGER
COMMUNITY DEVELOPMENT

Donald M. Williams
Senior Planner

cc: Rich Henderson, City Planner - Planning Division
Frank Meneses, Section Head - Impact Analysis

adv\cIny1.mjc

City of
Santa Clarita

23920 Valencia Blvd.
Suite 300
City of Santa Clarita
California 91355

Phone
(805) 259-2489
Fax
(805) 259-8125

December 28, 1993

Mr. Frank Meneses
Section Head, Impact Analysis
Los Angeles County Regional Planning Department
320 West Temple Street
Los Angeles, CA 90012

Re: G.H. Palmer "The Colony" (Project 86-522)

Dear Mr. Meneses:

City of Santa Clarita staff are continuing to review the Draft Environmental Impact Report (DEIR) for the project referenced above, and will provide comments to you by the comment deadline of January 28, 1994. Please be advised that the City Council will discuss the project at its regularly scheduled meeting on January 11, 1994, at 6:30 p.m., in the City Hall Council Chambers, 23920 Valencia Blvd., Santa Clarita. The Council will also consider a staff recommendation to oppose the project. 7-2

If you would like to receive a copy of the Council agenda, please call Jeff Chaffin at (805) 255-4350.

Sincerely,

LYNN M. HARRIS
DEPUTY CITY MANAGER
COMMUNITY DEVELOPMENT

Christine M. Kudzia for D.M.W.

Donald M. Williams
Senior Planner

DMW:CMK:
advance\clyl02.cmk

cc: Dave Vannatta, Planning Deputy

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COPIES: EACH COMMISSIONER
STAFF. Allerton

City of
Santa Clarita

February 8, 1994

Pat Russell, Chairperson
Los Angeles County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

Re: Draft Environmental Impact Report (DEIR) -- The Colony Project
Project No. 86-522

Dear Ms. Russell, and Members of the Regional Planning Commission:

Thank you for the Notice of Completion and copy of the DEIR prepared for the above-referenced project. The proposed Colony project site is located adjacent to the City of Santa Clarita immediately east of the Antelope Valley Freeway at Lost Canyon Road on the south bank of the Santa Clara River. G.H. Palmer Associates, the applicant, is proposing the construction of 752 condominium units on a vacant a 46.2 acre parcel of land. Project development would require 387,000 cubic yards of grading, and removal of three oak trees. Requested entitlements for this proposal include a sub-plan amendment, a vesting tentative tract map, a zone change, a conditional use permit, and an oak tree permit.

The recent State of Emergency, due to the earthquake of January 17, 1994, has prevented us from submitting our comments on this proposal before today. We appreciate your patience and consideration during this trying period, as our staff has been involved in the disaster recovery effort for the Santa Clarita Valley. Gradually, we have reassembled our offices and are resuming our normal business functions. The City of Santa Clarita has reviewed the DEIR as a responsible agency, and has comments on the following areas of environmental impact: Land Use, Los Angeles County Development Monitoring System (DMS) compliance,Traffic, Biology, Air, Water, Noise, Public Safety, Population and Housing, Aesthetics, Recreation, and Cultural Resources.

LAND USE: This project would substantially alter the present and planned land use for the site and adjacent area. Although the project may be conditionally allowed in the Agricultural and Heavy Manufacturing Zones, it is not consistent with the County land use designations of "Industrial" and "Floodway/Floodplain/SEA". Nor is the project consistent with the City's analogous General Plan designations of "Business Park" and "Significant Ecological Area". The DEIR does not address the project's incompatibility with either City or County General Plans. We vigorously discourage piecemeal General Plan amendments which serve only to facilitate development and undermine sound planning practice. 7-3

DEVELOPMENT MONITORING SYSTEM (DMS): No determination of consistency with the County DMS has been made in the DEIR. The DEIR does not address potential school impacts. There is no discussion of impacts to public recreational programs or facilities. The DEIR does not adequately address impacts to City and County services, including police and fire protection, flood control/drainage, or road maintenance. Analysis of the impacts to solid waste facilities assumes that the 7-4

FRANK MENESES
Post-it™ brand fax transmittal memo 7671 | # of pages ▸ 3
To PAT RUSSELL | From DON WILLIAMS
Co. LA Co RPL | Co. SANTA CLARITA
Dept. PLANNING | Phone # (805) 253-5077
Fax # (213) 626-0434 | Fax # (805) 253-0192

Elsmere Canyon landfill will be available for public use. Availability of this proposed landfill is not a reasonable or viable assumption. Impacts to other utilities are not discussed in the DEIR, but several (water, drainage, communications, electricity, and gas) would need to be extended to serve the project site.

TRANSPORTATION/CIRCULATION: The DEIR indicates that 6,016 additional vehicle trips would result from this project. Several intersections and roadway segments in the City may be impacted, including: Sierra Highway/Soledad Canyon Road; Sierra Highway/Antelope Valley Freeway; Sierra Highway/Via Princessa Road; Sierra Highway/Jake's Way; Via Princessa/Antelope Valley Freeway; however, the applicant has not consulted with the City Traffic Engineering staff to determine appropriate scope of work and mitigation. In addition, no access from the north or east of the site is proposed. The DEIR does not address parking, nor does it analyze the access limitations, which may not be adequate. 7-5

BIOTA: All three oak trees on the site will be removed. Impacts to the Santa Clara River (SEA 23) are likely. The document does not discuss the potential impacts (on-site and off-site) resulting from the removal of 47 acres of Coastal Sage Scrub and Riparian Woodland habitat and to animal populations dependent upon these habitats. Additionally, the document states that the Significant Ecological Area Technical Advisory Committee (SEATAC) review/recommendation is not necessary for this project. We disagree with this finding, as the purpose of the DEIR is to assess and disclose all potential impacts which any project may have on the environment. The fact that this project is in and adjacent to an SEA further necessitates the review, evaluation, and recommendation of SEATAC for technical expertise regarding potential impacts to biological resources. The project should not proceed without review and recommendation from the County's Significant Ecological Area Technical Advisory Committee. 7-6

AIR: Construction activities and vehicle trips will generate short and long-term air quality impacts. The air quality analysis has not been updated, nor does the DEIR evaluate compliance with recent SCAQMD regulations, the Congestion Management Plan or the Regional Mobility Plan. 7-7

WATER: The flood hazard analysis does not address potential impacts to downstream properties, or impacts to existing drainage facilities. 7-8

NOISE: The northern, western, and southern portions of the project site are within the 70 decibel Community Noise Equivalent Level (CNEL) of the Antelope Valley Freeway and the Southern Pacific Railroad. The noise analysis does not discuss interior noise levels after mitigation. No evidence is provided that interior noise levels will be reduced to a level less than significant. 7-9

SAFETY/HAZARDS: Safety and health hazards concerning flooding, emergency access, railroad, and wildland fire are not addressed in the DEIR. This is a serious omission which should not be overlooked as part of the environmental assessment. 7-10

POPULATION/HOUSING: The project would result in a human population increase

of approximately 2,000 people. The DEIR does not provide an analysis of the housing impacts associated with this proposal, including affordability and jobs/housing balance and the potential impacts to employment opportunities in the Santa Clarita Valley. This population increase would impact several City services and facilities, and increase the demand on other public services (including police, fire, sewer, water, gas, electricity, the roadway network, and public schools). 7-11

AESTHETICS: The DEIR does not analyze visual impacts as viewed from adjacent significant ridgelines, the Antelope Valley Freeway, and the proposed Santa Clara River Trail. 7-12

RECREATION: Because the County has not planned construction of additional recreational facilities in the Santa Clarita Valley, this project would impact City recreational programs and facilities. The DEIR does not discuss this impact, nor does it address possible project linkage to the River Trail. 7-13

CULTURAL RESOURCES: Due to the location of the project site, the potential for archaeological/historical resources is high. The DEIR should include an archaeological survey. 7-14

We feel that the proposed General Plan amendment is inappropriate, because it will not accomplish the County's policies, goals, and objectives for the Santa Clarita Valley. Such an amendment would only facilitate this single development, and would ultimately exacerbate the currently overburdened infrastructure in the Santa Clarita Valley on an individual and cumulative basis. This would not be in compliance with the County's Development Monitoring System. We respectfully request that the Regional Planning Commission carefully consider these issues and require appropriate revisions to the DEIR and this project as proposed. 7-15

Thank you again for your patience and consideration. Should you have any additional information or questions, please contact me at (805) 253-0577.

Sincerely,

LYNN M. HARRIS
DEPUTY CITY MANAGER
COMMUNITY DEVELOPMENT

Donald M. Williams
Senior Planner

DMW:MJC

cc: James E. Hartl, Director of Planning
Frank Meneses, Section Head -- Impact Analysis Section

RESPONSE TO COMMENT LETTER 7

7-1 Comment noted. The County issued a "Notice of Preparation" (NOP) per CEQA in 1987, prior to incorporation of the City of Santa Clarita.

7-2 Comment noted.

7-3 The project applicant amended its subdivision application on 23 December 1993 to include a Local Plan Amendment for approximately 16 acres of "W/S" to "U4," and approximately 16 acres of "M" to "U4."

7-4 The County deems the DEIR references and analyses based upon DMS data to be adequate for CEQA review. Schools, recreational programs and facilities, police and fire services were not identified as significantly impacted by the proposed project under County consideration. Flood hazard and road system (traffic) impacts are described, analyzed and mitigated to less than significant levels in DEIR Sections 5.2 and 5.7, respectively. The County deems the assumption of future development of Elsmere Canyon Landfill as reasonable for purposes of environmental review. Subsequent to the DEIR analysis of solid waste disposal impacts, the Chiquita Canyon Landfill that serves the project area began permitting and design to double disposal capacity. The extension of utilities (water, communications, electric, etc.) to service the project site does not necessarily constitute a significant impact. DEIR Appendix G contains letters addressing services feasibility for water, cable TV, telephone, gas and electric utilities.

7-5 The County Department of Public Works, Traffic and Lighting Division has reviewed and approved proposed project plans and mitigation measures for access and roadway capacities. All of the intersections referred to have been analyzed in the Traffic Study and DEIR. The City could have more usefully commented on that analysis and proposed mitigation. The proposed project provides parking spaces in accordance with County Code requirements, and provides guest parking spaces at twice the code-required number.

The proposed project will take access from Jakes Way on the north and Lost Canyon Road on the east.

7-6 Impacts to oak trees will be mitigated by replacement in accordance with the County Oak Tree Ordinance. The DEIR Section 5.5 describes, analyzes and mitigates the loss of approximately 40 acres of coastal sage scrub and grassland associated with the proposed project and its vicinity. Riparian woodland areas are not impacted by the proposed project.

The proposed project was reviewed to the satisfaction of SEATAC in 1987. The project applicant has provided a burden of proof (see DEIR Section 3.3 page 8), to the satisfaction of the County, that a portion of the project site proposed for development in an area of SEA 23 no longer meets the criteria of SEA 23 and would be deleted by the approval of the Local Plan amendment.

7-7 The County has deemed the proposed project air quality impact analysis to be adequate under requirements of CEQA and consistent with SCAQMD guidelines. SCAQMD has not deemed air quality impacts of the proposed project to be significant.

7-8 DEIR Section 5.2 describes, analyzes and mitigates on-site and off-site flood and drainage impact to a level of insignificance. The project will also comply with a revised drainage concept approved 15 November 1993. See RESPONSES 14-3 and 14-4.

7-9 DEIR Section 5.3 describes, analyzes and mitigates project site noise impacts to less than significant levels. References are made to the exterior noise standard of CNEL 65 and interior standard of CNEL 45. The analysis and mitigation focus on achieving the exterior CNEL 65 level because specified upgraded glazing for all windows and glass doors facing the freeway, and other standard residential walls and glazings will reduce exterior-to-interior noise levels by at least 20 dB units, therefore, accommodating the CNEL 45 interior standard.

7-10 Safety and health hazards are standard subdivision review concerns and were not analyzed specifically in the DEIR. Flood hazards and emergency access are addressed in DEIR Sections 5.2 and 5.7, respectively. Fire hazard will be minimal once all access roads are constructed. The railroad corridor traversing the southerly portion of the site is of no greater hazard to the proposed project than it is to numerous existing residential uses along the line throughout the Santa Clarita Valley.

7-11 "Jobs/housing balance" is addressed in RESPONSE 5_2 herein. Population increase and related demands upon public services and roadways are addressed in RESPONSES 5_7 and 7_4 herein. Public school impacts of the proposed project will be mitigated by developer fees.

7-12 DEIR Section 5.6 describes, analyzes and mitigates to less than significant levels visual impacts of the proposed project from the Antelope Valley Freeway. Visual perspective of the proposed project from the Santa Clara River Trail on the north bank opposite the project site would be essentially the same as analyzed in the DEIR from the south bound Antelope Valley Freeway (see DEIR Figure 15).

7-13 The proposed project provides one open space lot of approximately 4.7 acres, and 10 recreation facility areas within the site. A 20 ft. easement for the Santa Clarita Riding and Hiking Trail will be provided within the open space lot. See COMMENT 10-3.

7-14 See RESPONSE 2_1 herein.

7-15 The applicant is requesting a high density residential designation of property currently encompassed by manufacturing and special management areas. This amendment is required in order to allow the intended residential use to be developed on the subject property. The Santa Clarita Valley Area Wide Plan Land Use Category designations would be changed from Industry, and Floodway/Floodplain/Significant Ecological Area to U4 (Urban 4, 15.1 to 40 dwelling units per acre). This proposed amendment would extend the existing (U3) residential land use designation which presently is located south of the Southern Pacific Railroad tracks, and would be compatible with the existing multiple family residential units located west of the Antelope Valley Freeway. The designation of the property as residential would be in keeping with the Santa Clarita Valley Area Plan's goals and policies which is to promote a balanced, autonomous community with a full range of public and commercial services, and a wide variety of housing; and to accommodate population and land use growth in a concentrated, rather than dispersed, pattern, providing for a broad range of densities and types of uses. The proposed plan

amendment would also be consistent with the goals and policies of the Countywide General Plan where area development priority for the Santa Clarita Valley area is to focus new urban growth in a compact pattern on suitable land in and around the existing communities of Newhall, Saugus, Valencia, Canyon Country and Castaic; and encourage the location of medium and high density housing in close proximity to regional multipurpose centers.

LETTER 8

SCOPE

Santa Clarita Organization for Planning the Environment

TO PROMOTE, PROTECT AND PRESERVE THE ENVIRONMENT, ECOLOGY AND QUALITY OF LIFE IN THE SANTA CLARITA VALLEY

POST OFFICE BOX 1182, CANYON COUNTRY, CA 91386

2-7-94

Received
FEB 09 1994

Kishor Manandhar
Impact Analysis
Los Angeles County Regional Planning Dept.
Los Angeles. Ca.90012

Re: The Colony Project #86-522
Tentative Tract #45023
SCH # 87021804

Dear Mr. Manandhar:

Thank-you for the opportunity to comment on this EIR. I hope you will forgive the tardiness of this analysis due to the earthquake which has severely reduced the availability of our volunteers.

We have several major concerns with this project as presented. Foremost is the fact that the application is not for a Plan Amendment. This project is in fact a plan amendment and requires approval as such to be legally valid and consistent with the General and Area wide Plans. 8-1

We question why SEATAC review is not called for on this project when according to requirements passed by the Board of Supervisors in 1992 all projects requesting plan changes in SEAs WILL BE reviewed by SEATAC. 8-2

We would like your department to begin to consider the impact of building in floodplains from an economic point of view. It is time that local government take more responsibility for avoiding these potential disasters and financial impacts to the public. There are several financial impacts which should be indemnified by the developer prior to approval including the following: 8-3

1. Increased cost to the public in emergency aid for damage caused by a flood event. It should be a condition that all future buyers receive notice of potential flood damage to their vehicles in under ground garages at the time of purchase. Increased height should be required for living quarters. A fund should be established to offset the cost of a flood event so the public does not have to pay a tax increase for emergency services in an area which should not have been developed in the first place.
2. Indemnification should be required for damage to downstream property owners and orchards due to increased velocity of flows caused by narrowing of the riverbed. (See enclosed NY Times article)
4. Indemnification for loss of ground water recharge due to increased velocity of flows and narrowing of the groundwater recharge area should be payed to the

four local water purveyors as loss of recharge will effect all of them. It will also reduce availability of water to all residents of the Santa Clarita Valley.
3. Indemnification for loss of sand affecting beaches in Ventura should be required for the damage it causes their tourist industry.

In light of the recent 6.8 earthquake on Jan. 17th, 1994 with one possible epicenter in Valencia about 5 miles from this project and given the fact that floodplains contain liquefaction soils, a new geology report should be required. This report should be available for public review prior to the close of the comment period. 8-4

Although the US Army Corps permit included in the EIR purports to allow this project, it is invalid for the following reasons:

1. It expired in Sept.1993.
2. This project does not contain any special floodplain mitigation as required in Item #2 of the permit.
3. Item # 5 specifically states that Palmer shall not encroach on waters of the US with the Colony project and requires a new application for an individual permit for the Colony project. 8-5
4. In attachment A of the permit, no levy is allowed east of HWY 14 in the location required for this project.
5. Exhibit B of 404 permit (maps of open space) is not included. We question the location of this open space in the project.

DMS - There is no indication that this project complies with the development monitoring system in respect to schools or water. There are no letters indicating availability of school facilities from any of the affected school districts. The Initial Study in the EIR (pg. 16 Appendix H) is first checked "yes" under impact to schools, but later indicates there are no impacts. Although Santa Clarita Water indicates its ability to build trunk lines to the project, it does not indicate an availability of water or give a "will serve" notice. Compliance with the development monitoring system is required by court order unless there is a statement of over-riding considerations. There is no over-riding consideration for this project. 8-6

Jobs to housing ratio - the SCAG target is 1.22. As of 1990 the ratio in the Santa Clarita Valley was .66. A change from industrial to residential zoning is not warranted under these circumstances. Such a change will also skew planning for other infrastructure needs which depend on accurate predictions of 8-7

residential housing.

Air Quality - There is no analysis of short-term vs. long term impacts. Mitigations do not comply with AQMD requirements. 8-8

Noise - Noise mitigation is inadequate due to the close proximity of the freeway and train tracks. Outside NEI will exceed 65 decibels which has been found to be undesirable in a residential development by LA County Health Services Dept. Exterior freeway and train noise cannot be mitigated and is one of the primary reasons this area should retain its industrial designation. 8-9

There are only three oaks on this project. We question why they must be removed and cannot be incorporated into the project design. We request 2:1 replacement with 15 gal. specimens of the same species (quercus agrifolia) if their removal is permitted. There is no location map for these trees included in appendix D as indicated. 8-10

Page 8 states there is a potential wildlife corridor which will be impacted by this project. We request that a study be done to see how this impact may be mitigated. 8-11

This concludes our comments. Thank-you for your time and attention to our concerns.

Sincerely,

Lynne A. Plambeck
1st. Vice President

cc: Regional Planning Commission

Faxed 2-7-94. hard copy to follow by regular mail.

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New York Times 7/29/93

The High Risks of Denying Rivers Their Flood Plains

Losing trust in levees, experts now favor more natural flood controls.

By WILLIAM K. STEVENS

For decades Americans have insisted on settling next to rivers and streams, like moths drawn to a flame, just as people have throughout history. And to protect their cities and farms, engineers have tried to ward off the inevitable flood waters with levees, flood walls, dams, dikes and diversion channels. To some extent this ambitious attempt to bend nature to human desires has worked.

But nature still wins often enough, as this month's destructive floods in the upper Mississippi valley vividly testify. Even the gains have come at enormous cost to the ecology of flood plains, some experts say, and in some cases control measures have perversely resulted in worse flooding.

By cutting off the flood plain's waters, levees and diversion channels have destroyed and degraded stream-side habitats that contain some of the country's richest biological resources. They have also prevented the flood plain from performing one of its most important natural functions: flood control. By storing and slowing flood waters, the plain reduces their force and height. Containing this water in a narrowly corseted channel, as is commonly done to protect farms and urban settlements, has the opposite effect. It raises both the velocity and the height of the flood and makes it all the more frightening and destructive when it breaks through defenses, as it has repeatedly done in the Midwest.

These realizations are leading flood- plain managers at all levels of government toward a different approach: cooperating with nature rather than trying to subdue it. The emphasis increasingly is on keeping new development away from the flood plain, preserving or restoring its ecosystems and letting water flow as freely as possible so that natural flood-control mechanisms can work.

Across the country, states and communities are exploring alternatives to dikes, levees and flood walls. They are acquiring wetlands to serve as natural flood basins. They are sculpturing the plain to create detention areas for flood waters. They are preserving stretches of flood plain in urban areas which, in between periods of high water, serve as parks, ball fields and greenways. Some communities are discouraging new development on flood plains by requiring expensive flood-proofing measures, such as putting buildings on piers and constructing private detention ponds. One town, Soldiers Grove, Wis., has taken the radical step of moving its entire business district to higher ground.

"For too long we've been trying to adjust rivers to human needs, and then we wonder why our rivers are messed up and why we continue to get flooded; it's not a mystery," said Larry Larson, director of the Association of State Floodplain Managers, an organization of professionals engaged in flood-plain management and flood control. "We need to adjust human behavior to river systems."

Sometimes, he said, this means that developed areas "need to be cleared out so the river can flood, as we know it will, without damaging property." In other instances less drastic measures can suffice.

One obvious limitation to the new strategy is that many communities have long since committed themselves to living on the flood plain, and with traditional structural methods of flood control. "We can't pick Des Moines up and put it on a hill," said Harry Kitch, an Army Corps of Engineers official in Washington who handles flood-control planning in the central United States. The more natural approach to flood control might seek its greatest success where new development is poised to move onto the flood plain. But particularly for areas already developed, Mr. Kitch said, "you're going to end up with a balance" of structural and natural methods.

Flood-control disputes of the future are likely to involve the tricky and contentious issue of just what balance should be struck. A classic example is the long-running controversy about floods along the Passaic River watershed in northern New Jersey. Towns have existed in the watershed's lower reaches for years, while other parts of the basin are only now becoming ripe for development.

The basin is one of the most flood-prone in the country. Over the past decades, various portions of it have been declared Federal disaster areas seven times. Some flooding occurs almost every year, and the Corps of Engineers estimates that a record flood, like that of 1903, would cause $2 billion in damages.

Under a joint Federal-state project authorized by Congress but not yet finally approved by the state, the Corps of Engineers has proposed a hybrid solution. The Passaic's flood waters would be shunted underneath developed areas through a $2 billion, 20-mile-long tunnel terminating in Newark Bay. The idea of the tunnel, corps officials say, is to avoid disturbing the land. The plan also calls for the state to buy up more than 5,000 acres of wetlands on the flood plain to serve as a catchment to reduce flood volume and speed. As a result, the plan might also prevent some development.

The burst levees on the Mississippi may block the return of the flood waters.

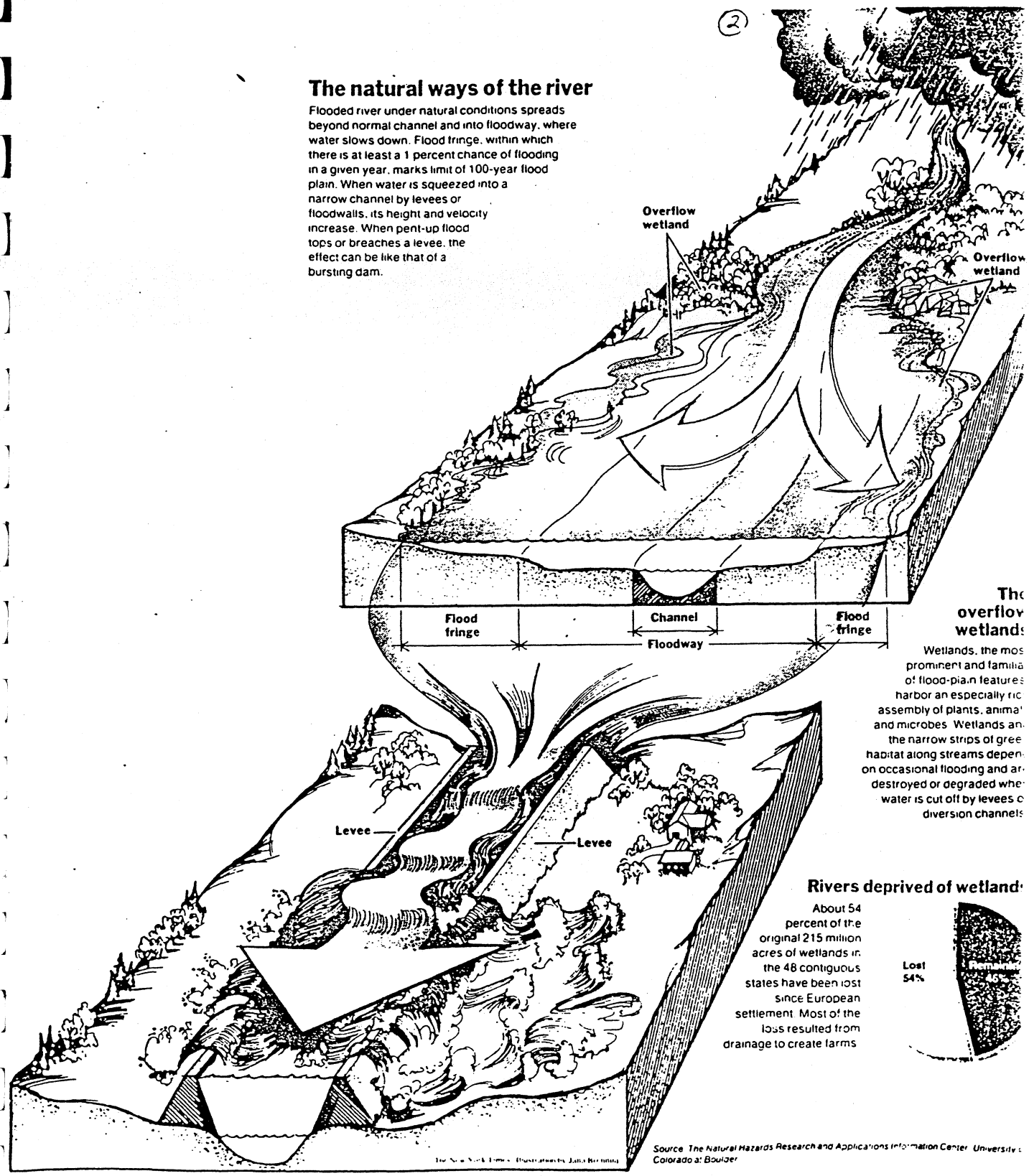
Critics say the plan comes down too little on the side of nature. They favor sharply restricting development in the entire central and upper basin, buying out flood plain residents and acquiring far more natural flood storage acreage than the plan now calls for. Critics also raise fears about the ecological impact of a rush of fresh flood waters into the marine environment of Newark Bay. Some oppose the construction of the tunnel under any conditions. The issue has divided politicians and citizens and has become an issue in the New Jersey Governor's race. Gov. Jim Florio, a democrat, has refrained from taking a position for or against the tunnel, pending an environmental impact study to be completed by the Corps of Engineers in 1995; his Republican opponent, Christine Todd Whitman, is against the tunnel, arguing that that buying out flood plain residents would be less expensive. The corps argues the opposite.

Flood plains, the subject of this and many other disputes across the country, are among the most productive ecosystems in the world. When flooded in spring, they become breeding grounds for fish. Most flood plain acreage is wetlands, and about hall the country's endangered species re-

(2)

The natural ways of the river

Flooded river under natural conditions spreads beyond normal channel and into floodway, where water slows down. Flood fringe, within which there is at least a 1 percent chance of flooding in a given year, marks limit of 100-year flood plain. When water is squeezed into a narrow channel by levees or floodwalls, its height and velocity increase. When pent-up flood tops or breaches a levee, the effect can be like that of a bursting dam.



The overflow wetlands

Wetlands, the most prominent and familiar of flood-plain features, harbor an especially rich assembly of plants, animals and microbes. Wetlands are the narrow strips of green habitat along streams dependent on occasional flooding and are destroyed or degraded when water is cut off by levees or diversion channels.

Rivers deprived of wetlands

About 54 percent of the original 215 million acres of wetlands in the 48 contiguous states have been lost since European settlement. Most of the loss resulted from drainage to create farms.

Source: The Natural Hazards Research and Applications Information Center, University of Colorado at Boulder

quire wetland habitat. The riparian zone along rivers is home to distinct assemblages of soils, microbes plants and animals that depend on high water tables and occasional flooding.

People originally settled along rivers because they provided water transport and power. That is no longer true, "but now the city is there," said Mr. Larson. Later, people were drawn to flood plains because land there was cheaper. By 1991, according to an interagency Federal task force on flood plains that issued a report last year, flood-plain land in 17,000 communities occupied more than 145,000 acres and included nearly 10 million households and $390 billion in property.

This large-scale development, according to the task force, has come at "a high price extracted annually in deaths, personal injury and suffering, economic loss and damage to or destruction of natural and cultural resources." Despite extensive and expensive efforts over the years to control floods through public works (the Corps of Engineers has built 10,500 miles of levees and flood walls alone), inflation-adjusted flood damages per capita were almost 2.5 times as great in the period from 1951 to 1985 as from 1916 through 1950.

Part of this may be attributed to a growing ratio of construction to population, but levees themselves evidently contribute to the escalation. They are the most common type of flood-control measure, and when they fail, as they have many times in the Mississippi basin in recent weeks, they make the damage worse. The Federal task force noted that a breached levee, like a breaking dam, can release a large wave at high velocity on communities that believe they are protected. Images from the Mississippi basin this past week have grimly borne this out. The remaining levee system may subsequently prevent water from draining back into the river, prolonging the flood. The task force reported that levee or flood-wall failure is involved in one-third of all flood disasters.

When a river's flow is constricted, its sediments are no longer deposited to fertilize the flood plain but instead may be dropped within the narrow river channel just outside the levee. This in time raises the height of the river, and the levee must be heightened in turn. "In general, a river wants to recreate itself as a river with a flood plain; it's rising in response to these rising levees," said James T. B. Tripp, an expert on floods with the Environmental Defense Fund. "River systems have a way of adjusting themselves in response to human manipulation of the flood plain in ways that can never be entirely foreseen."

A better approach, according to the emerging new wisdom, is to get the river to work for you rather than against you. The new approaches may be best suited to smaller rivers, but these spawn most of the flash floods, and flash floods are responsible for three-fourths of all Presidentially declared disasters.

After a 1984 flash flood killed 13 people and caused $180 million in property damage in Tulsa, Okla., for instance, the city and the Corps of Engineers collaborated to create a more natural flood-control system. They scooped out a series of permanent lakes in a greenway corridor set aside in Tulsa's Mingo Creek flood plain. Most of the lakes are dry, and when there is no flood the lake bottoms are occupied by soccer and baseball fields and tennis courts. When there is a flood, the lakes store and slow down the water. They are connected by a network of "trickle trails" that serve as jogging paths in dry times and low-flow flood channels in wet ones.

At the same time, development in the flood plain is strictly regulated. Developers must build their own detention ponds to make up for the increased flow that paving causes. Buildings in harm's way must be flood-proofed, usually with raised piers. One result is that developers have been discouraged from building in the flood plain — a counterforce, possibly, to whatever incentive to development may be provided by Federal disaster relief and flood insurance.

Only 15 to 30 percent of the nation's flood-prone structures are actually insured by the supposedly self-financing National Flood Insurance Program, according to the flood plain task force. Disaster relief is available to an uninsured property only once: If the property is flooded a second time and is still uninsured, owners are on their own.

Natural Flood Control a Success

The Tulsa system has been tested by storms that would have been expected to cause serious flooding in earlier years and has passed with flying colors, said Jack Page, who oversees development for the city. He sees "more acceptance of 'soft' engineering; we're getting away from the concrete and the pipes and are leaving the channel in a natural state." The Corps of Engineers says it considers the Tulsa project a model.

> Rivers have a way of adjusting themselves in response to human manipulation.

Other localities have moved in this direction as well, often with corps involvement. As a pioneering alternative to dams and levees in the Charles River basin of metropolitan Boston, for example, the corps purchased or secured easements on 8,500 acres of wetlands to contain floods while also providing wildlife habitat and promoting recreation. The system was tested by major floods in 1979 and 1982 and each time performed effectively.

The city of Littleton, Colo., established a 625-acre park in its flood plain to attenuate floods rather than allow the South Platte River to be channeled. And in the San Francisco Bay area community of North Richmond, citizens successfully brought about the creation of a naturally meandering flood channel and restored the stream-side ecosystem in a way that would maintain ecological health while accommodating once-in-a-century floods.

In the end, if Mr. Larson and Mr. Tripp are right, there simply may be no way to protect against the very worst floods, no matter what strategy is employed. "We've got to figure out some way to help people understand that Mother Nature will reclaim what's hers from time to time," said Mr. Larson. "We must keep that in mind when we go to build our communities and cities and try to find a way to live in harmony with nature."

To which Mr. Tripp adds: "We can try and manage these river systems to some degree, but we've got to be prepared to accommodate ourselves to the river. If we think we can do things to rivers so they will never flood, we're naive."

(3)

RESPONSE TO LETTER 8

8-1 The project applicant amended its subdivision application on 23 December 1993 to include a Local Plan Amendment -- see RESPONSE 7-3 herein.

8-2 See RESPONSE 7-6 herein.

8-3 Comment noted.

8-4 The County-circulated DEIR contains a discussion of liquefaction potential and remediation options at the project site -- see DEIR Section 5.1 and Appendix A.

8-5 US Army Corps Permit No. 88-282-WV dated September 1990 requires avoidance of "waters of the US" (County floodway/floodplain) by the proposed project development. This "special condition" requiring such project avoidance was implemented by a 7 November 1990 deed restriction contained in DEIR Appendix G as "Attachment B" -- no US Army Corps construction permit is warranted. Complete US Army Corps Permit No. 88-282-WV exhibits are recorded in County project 86-522 files.

8-6 The County Environmental Review Committee (ERC) deemed schools and water supply to have no potentially significant impact from the proposed project -- see DEIR Appendix H, ERC letter dated 20 February 1992. Santa Clarita Water Company issued a letter indicating "feasibility of service" for the proposed project on 11 December 1991 -- see DEIR Appendix G. Findings of over-riding consideration are not applicable to the proposed project. See RESPONSE 7-4 herein.

8-7 See RESPONSE 5-2 herein.

8-8 See RESPONSES 5-6 and 7-7 herein.

8-9 See RESPONSE 7-9 herein.

8-10 See RESPONSE 7-6 herein. Oak Tree locations on the project site are provided in DEIR Figure 12.

8-11 The DEIR page 8 reference to a possible functioning wildlife movement corridor between the Santa Clara River and Placerita Canyon is located approximately one-third mile easterly off of the proposed project site. The County will review the impacts to this corridor under CEQA at such time as disturbance at that site is proposed by another applicant.

LETTER 9

G. H. Palmer Associates
Real Estate Development

January 28, 1994

VIA CERTIFIED MAIL

Kishore Manandhar, Impact Analysis Section
Los Angeles County Dept. of Regional Planning
320 W. Temple Street, Room 1348
Los Angeles, CA 90012

Re: Comments on Draft Environmental Impact Report "The Colony"
Project No. 86-522, Vesting Tentative Tract 45023

Dear Mr. Manandhar:

Thank you for the 13 December 1993 Notice of Completion (NOC) and copy of the above-referenced Draft Environmental Impact Report (DEIR) for our review and comment as an interested party.

We request that the "Response to Comments" documents for this project address the Zoning and Subdivision Application amendment of 23 December 1993 to include a General Plan Amendment. The amendment request is for approximately 16 acres of "W/S" to "U4," and approximately 16 acres of "M" to "U4" - see attached Exhibit Map. The amendment request was initiated at the request of County Staff. **9-1**

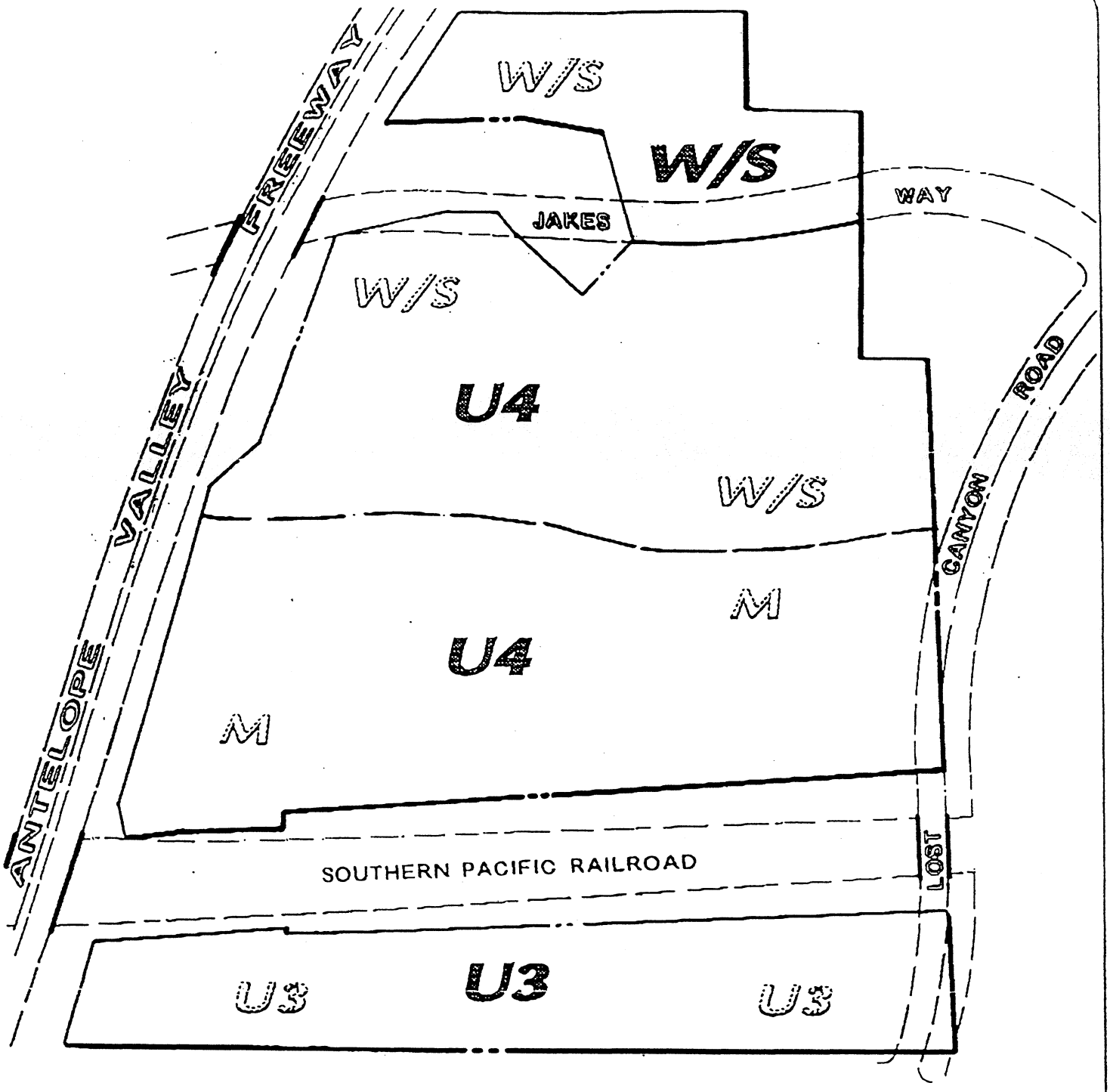
Sincerely,

Dan S. Palmer, Jr.

DSP:mz.manandhar
Attachment (1)

pc: Gilbert M. Archuletta, Esq.
Robert R. Sims, P.E.

11740 SAN VICENTE BLVD., SUITE 208 LOS ANGELES, CALIFORNIA 90049 (310) 207-3100 FAX (310) 207-2162



LEGEND:

U3	-	URBAN 3
U4	-	URBAN 4
M	-	INDUSTRY
W/S	-	FLOODWAY/FLOODPLAIN
U3	-	EXISTING LAND USE DESIGNATION
U4	-	PROPOSED LAND USE DESIGNATION

GENERAL PLAN AMENDMENT EXHIBIT MAP

Not to scale

LDC

VESTING TENTATIVE TRACT MAP NO. 45023

RESPONSE TO COMMENT LETTER 9

9-1 Comment acknowledged -- see RESPONSE 7-3 herein.

LETTER 10

COUNTY OF LOS ANGELES

DEPARTMENT OF PARKS AND RECREATION

Rodney E. Cooper, Director

January 31, 1994

Kishore Manandhar
Impact Analysis Section
Department of Regional Planning
County of Los Angeles
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. Manandhar:

Draft Environmental Impact Report (DEIR)
"The Colony"
Project No. 86522 Tract

The document named above has been reviewed and the following comments are submitted in response.

Park Facilities

To be in compliance with the Los Angeles County General Plan and the Quimby Ordinance, the proposed project will have a requirement for park facilities. Based on the proposal of 752 multi-family condominium dwelling units, a 4.73 acre park obligation is required. It has been determined that due to existing and proposed park and recreation facilities in the vicinity of this project, a park fee will be required in-lieu of land dedication. 10-1

SEA # 23 Santa Clara River

According to the DEIR's Appeal of Initial Study Determination (Appendix H, under Biota), "as a result of the development of this project, a portion of Significant Ecological Area (SEA) # 23 will be removed." Section 3.0 (page 8), of the DEIR, states that the "Santa Clarita Valley Area Plan" map indicating the designation of SEA # 23 is no longer of any biotic value because of construction activities creating earthen fill of approximately 19 feet in depth. The Department, however, supports the designation of SEA's as preservation of unique and valuable landscapes within the County, and believes that biological resources such as these, must be recognized. Mitigation measures that provide habitat protection areas, ecological buffers and habitat enhancement areas are recommended. 10-2

A water feature study for the Santa Clara River prepared by BSI Consultants, Inc, March 26, 1991, for the City of Santa Clarita, addresses many solutions for protecting the sensitive resources within the Santa Clara River (SEA # 23). It is recommended that this document be reviewed and included, if feasible, into the DEIR.

Santa Clara River Trail

See Attachment

We appreciate the opportunity to review and comment on this document. If you have any questions or require further information, please contact me at (213) 738-2972.

Sincerely,

Bertha Ruiz,
Park Planning Assistant

JXP

c: Jeff Chaffin, City of Santa Clarita

br:86522d

Attachment

Draft Environmental Impact Report (DEIR)
"The Colony"
Project No. 86522 Tract Map 45023

Santa Clara River Trail (Proposed)

The Santa Clara River Trail is part of the County of Los Angeles adopted Trails Master Plan.

The alignment of the Santa Clara River Trail was approved as shown on the Tentative Tract map dated September 7 1993 for the proposed project. However, upon further analysis within the DEIR, minor alteration of this approved alignment is requested.

After meeting with the Trails Planner for the City of Santa Clarita, and reviewing the city's plans for the Santa Clara River Trail Project, it has been determined that this alignment adjustment would facilitate better connection between County and City trail plans. Specifically, the minor alteration would provide a crossing of the river under the Antelope Valley Freeway, in conjunction with the planned levee extension. Crossing at this location would connect the County trail (on South side of river) to City trail (on North side of river). 10-3

If you have further questions, or require further information regarding trails planning efforts, please contact Cynthia D'Agosta, Trails Planner at (213) 738-2973.

br:86522t

RESPONSE TO COMMENT LETTER 10

10-1 Comment noted.

10-2 See RESPONSE 7-6 herein.

10-3 Comment noted.

LETTER 11

County of Los Angeles Public Library
7400 East Imperial Hwy., P.O. Box 7011, Downey, CA 90241-7011
(310) 940-8461, TELEFAX (310) 803-3032

Library

SANDRA F. REUBEN
COUNTY LIBRARIAN

December 20, 1993

Mr. Kishore Manandhar
Regional Planning Assistant II
Impact Analysis Section
Department of Regional Planning
320 West Temple Street
Los Angeles, California 90012

Dear Mr. Manandhar:

NOTICE OF COMPLETION
DRAFT ENVIRONMENTAL IMPACT REPORT
THE COLONY
PROJECT NO. 86522
TENTATIVE TRACT NO. 45023

In response to your request for comments on the above-referenced project, following is our assessment of the impact of The Colony project with regard to increased library services.

This project area would be served by the Canyon Country Library, located at 18536 Soledad Canyon Road, Canyon Country, approximately one and a half miles from the project site, and the Valencia Regional Library, located at 23743 W. Valencia Boulevard, Valencia.

Based on the current Department of Regional Planning figure of an average of 3.16 persons per household for the East Canyon Country statistical area, the construction of 752 residential dwellings will result in an estimated population increase of 2,376 new residents. Based on this population increase and a planning standard of 2.0 items per capita, we estimate the need for 4,752 additional items. In addition, we estimate the need for an additional 832 square feet of library facility based on a planning standard of 0.35 square feet per capita. Currently, the square foot per capita ratio in the Santa Clarita Valley service area is 0.20, far below the Library's planning standard. In addition, the items per capita in the Santa Clarita Valley service area are currently 1.43, compared to the Library's 2.0 planning standard. 11-1

The cumulative effect of The Colony project and others currently planned for and in progress in the Santa Clarita Valley create a very significant negative impact on the present library infrastructure which is inadequate to keep pace with the rapid growth occurring throughout this area. The County of Los Angeles Public Library does not have

any funds to provide current and projected required capital improvements; and, at present, there are no applicable fees established by the Board of Supervisors to minimize the impact upon the County Library as a result of new development. 11-2

Therefore, in order to mitigate the impact of this project, the County Library would request funding by the developer in order to offset the required increase in library infrastructure. The County Library is currently using a construction cost estimate of $220 per square foot and an average cost of $30 per item for materials. Using these cost estimates, we calculate the impact of the project, in terms of facility space requirements and additional library materials, to be $325,600.

Please let me know if you need any additional information. I can be reached at (310) 940-8450.

Very truly yours,

Fred Hungerford
Head, Staff Services

FH:SH:sh

c: David Flint
Evelyn MacMorres
Robert Seal

RESPONSE TO COMMENT LETTER 11

11-1 Comment noted.

11-2 A County library fee mechanism and funding program presently being drafted will adequately mitigate development impacts upon County libraries in the Santa Clarita Valley. The project applicant will participate, as required, in the County library program to mitigate project impacts upon library facilities.

LETTER 12

County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169

SHERMAN BLOCK, SHERIFF

(805) 255-1121

December 23, 1993

Mr. Kishore Manandhar
Los Angeles County, Regional Planning
320 West Temple Street
Los Angeles, California 90012

Dear Mr. Manandhar:

ENVIRONMENTAL IMPACT REPORT
"THE COLONY" PROJECT NO. 86-522

The proposed "The Colony" project consisting of 752 condominium dwelling units to be located on 46.2 acres located at the southwest quadrant of the intersection of the Santa Clara River and the Antelope Valley Freeway, in an unincorporated area of Los Angeles County would be within the jurisdiction of the Los Angeles County Sheriff's Department, Santa Clarita Valley Station, 23740 Magic Mountain Parkway, Valencia 91355.

The proposed project is approximately 6 miles from the Santa Clarita Valley Station, and it is anticipated that the average non-emergent response time to a request for service would be over 30 minutes. The response time under emergent circumstances would be approximately 9 to 11 minutes. All response times are approximations only and would be dependent on both the deployment of area radio cars and traffic conditions.

At present, general law enforcement services are handled by the Los Angeles County Sheriff's Department. Traffic services for the area are the responsibility of the California Highway Patrol.

Upon reviewing the project map, the question of access/egress to the project is of paramount concern to us.

When singular access, Canyon Park Boulevard to Lost Canyon Road, has been allowed in previous developments in this community, it has created insurmountable problems for residents and emergency vehicle response. In each case, great effort was needed to correct the problems created by allowing singular access in the first place. Therefore, planning for a secondary access is imperative. **12-1**

My staff and I recommend the following in answering the secondary access issue. On the initial building phase both accesses should be built. The secondary access should be either of the following:

> Lost Canyon Road from Via Princessa to intersect with Canyon Park Boulevard and on into the project or;
>
> The extension of Jakes Way under Antelope Valley Freeway to be built to its present terminus.

A second concern is our belief that this project will significantly impact law enforcement. This station serves an area of 656 square miles and a population of approximately 170,000 with a staff of 148 sworn officers. A desired officer-to-population ratio is one officer per 1,000 population. This station is currently operating at a less than desirable level.

Assuming a residential density of 2.75 persons per dwelling unit, the proposed project will generate a population of 2,068. Based on the above ratio of one officer per 1,000 population, this project would require an additional two officers.

Add this project and other projects in progress, either proposed, approved or committed, it would be anticipated that they would all significantly impact law enforcement services for the Santa Clarita Valley Sheriff's Station. **12-2**

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

- Proper lighting in open areas;
- visibility of doors and windows from the street and between buildings;
- adequate off-street parking for non-residents; and
- the address number identification system for each building should be lighted and readily apparent to emergency response agencies.

Should you have further questions or concerns please contact my Community Relations Office, Deputy Patrick Rissler, at (805) 255-1121, Extension 358.

Sincerely,

SHERMAN BLOCK, SHERIFF

Jerry Conklin, Captain
Santa Clarita Valley Station

JC:par

RESPONSE TO COMMENT LETTER 12

12-1 The County acknowledges the Sheriff's concerns for emergency access. The County Planning Commission has approved the vesting tentative tract map and preliminary subdivision conditions that specify development access will accommodate emergency vehicle response per County codes and ordinances, and County Department of Public Works recommendations. DEIR, page 50, provides a discussion of project "access phasing," whereby the initial project construction will be restricted to 300 units on a single means of roadway access to facilitate sheriff and fire vehicle response. In addition, Conditions of Tract Approval item "10" states:

> "Except as provided herein, a maximum of 300 dwelling units may record until the second means of public street access on Jakes Way under the Antelope Valley Freeway is approved by CALTRANS, constructed to the satisfaction of the Department of Public Works and dedicated to the County. If an interim 36 foot access road under the Antelope Valley Freeway is constructed to the satisfaction of the Fire Department and is open to the public with the authorization of CALTRANS, a maximum of 444 dwelling units within the subdivision may record, provided that no more than 300 of the dwelling units may record on the northerly portion of the project taking access on Jakes Way (Lots 1, 2, 3 and 18), until the dedicated street access described above is provided."

12-2 The County acknowledges that this project will add incrementally to law enforcement response time and service demands. However, proposed project design accommodates reasonable security measures such as lighting, visibility, adequate parking and address identification.

LETTER 13

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
Chief Engineer and General Manager

January 26, 1994

File No: 26-00.04-00

Mr. Kishore Manandhar
Department of Regional Planning
County of Los Angeles
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. Manandhar:

Tentative Tract Map No. 45023 "The Colony"

The County Sanitation Districts received a *Draft Environmental Impact Report* for the subject project on December 9, 1993. We offer the following corrections to the draft EIR:

- Table 8 Project Sewage Generation, page 57:

LAND USE	NO. OF UNITS	CONVERSION FACTOR	TOTAL GENERATION
Condominium	752	156 gal/day/unit	117,312 gpd 0.117 mgd

13-1

The Colony project will generate approximately 0.12 MGD of sewage upon full operation.

- 5.8 Sewage Disposal, pages 56 and 57, 5.8.1 Setting, paragraph 2

The first sentence is an incorrect statement and should be omitted. The second sentence is a correct statement and should remain. It may also be noted that a second facility expansion of 2.5 mgd at the Valencia Plant will increase the combined treatment capacity of the two facilities to 19.1 by 1997.

- 5.8.3 Mitigation

At this time the County Sanitation Districts do not require the use of water saving devices or the implementation of water conservation measures. It should also be noted that a "will serve" letter does not guarantee sewage treatment capacity upon annexation into District No. 26 or payment of connection fees as stated in Draft EIR. The design capacity of Districts' wastewater conveyance and treatment facilities are based on population forecasts adopted in the 1991 South Coast Air Quality Management Plan (AQMP). The AQMP was jointly prepared by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) as a requirement of the Federal Clean Air Act (CAA). In order to conform with the AQMP, all expansions of Districts' facilities must be sized and service phased in a manner which is consistent with the Growth Management Plan (GMP). The GMP is a regional growth forecast for the counties of

13-2

Recycled Paper

Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial which was prepared by SCAG. Specific policies included in the GMP which deal with the management and distribution of growth are incorporated into the AQMP strategies to improve air quality in the South Coast Air Basin. The available capacity of Districts' conveyance and treatment facilities will, therefore, be limited to levels associated with approved growth identified in the adopted GMP/AQMP. As such, a "will serve" letter does not constitute a guarantee of wastewater service, but is intended to communicate the Districts' willingness to provide this service up to the levels which are legally permitted and to inform the property owner of the currently existing capacity and any proposed expansion of Districts' facilities.

If you have any questions, please contact the undersigned at (310) 699-7411, extension 2717.

Very truly yours,

Charles W. Carry

Marie L. Págenkopp
Engineering Technician
Financial Planning &
Property Management Section

MLP:mc

N:\ENVASSES\ENVASSZ\TT45023.LTR

RESPONSE TO COMMENT LETTER 13

13-1 Comment acknowledged.

13-2 Comment noted.

LETTER 14
COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

L.A. COUNTY

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

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

1994 FEB -3 AM 10:52

DEPARTMENT OF REGIONAL PLANNING

Date JANUARY 27, 1994

IN REPLY PLEASE REFER TO FILE: P-4

Mr. Frank Meneses
Section Head, Impact Analysis Section
Department of Regional Planning
County of Los Angeles
320 West Temple Street
Los Angeles, CA 90012

Attention KISHORE MAHANDHAR

Dear Mr. Meneses:

RESPONSE TO REVIEW OF ENVIRONMENTAL DOCUMENTS

Enclosed are comments from the following Divisions within this Department regarding Project No. 86522-TT45023, "The Colony" :

- [x] Land Development - Drainage and Grading
- [x] Materials Engineering - Geology and Soils
- [x] Traffic and Lighting
- [ ] Waterworks and Sewer Maintenance
- [ ] Waste Management
- [ ] Other _____

If you have any questions regarding the comments, please contact the person listed on the enclosed comments. For additional information, please contact Ms. Clarice Nash at (818) 458-4334.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

Michael H. Nagao

TMB MICHAEL H. NAGAO
Planning Division
Drainage Planning/Environmental Section

MA:aa
RPD

Enc.

48-0014 DPW 4/86

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION

☐ FINAL MAP REPORT
☒ LAND USE REPORT

Files Nos. 2-15.311 ~~2-15.313~~ ~~1.21~~

Review of Tract 45023
86-522, D.E.I.R.

Map or Transmittal Letter Date
12.13.93

Assignment No. _____

TO: Planning Division
attn: Clarice Nash

_____ 1. The Drainage and Grading Section has no requirements for this subdivision/application.

_____ 2. The subdivision/site is reasonably free of flood hazard.

_____ 3. Portions of the property are subject to sheet overflow, (and) ponding. ( ) and mudflows from steep hillsides.

_____ 4. Portions of the subdivision/site lying in and adjacent to ( ) steep hillsides, ( ) natural watercourses, ( ) _____ are subject to flood hazard because of ( ) tidal/wave action, ( ) overflow, ( ) erosion, ( ) mudflow and/or deposition of debris.

_____ 5. This project will not significantly affect the environment as far as the Section's interests are concerned, provided the appropriate ordinances and codes are followed.

_____ 6. Place a note of flood hazard on the final map/grant of waiver and submit engineering documentation to support those limits.

_____ 7. Dedicate to the City/County the right to restrict the erection of buildings in the flood hazard areas.

_____ 8. Adequate engineering documentation must be submitted showing that building sites are available and are free of flood hazard.

_____ 9. Provide a drainage concept prior to approval of the tentative map. Sufficient information must be submitted to the Department showing the extent of the drainage problem and proposed solution.

_____ 10. Provide improvements to eliminate the flood hazard. Improvements may include ( ) storm drains and/or channels, ( ) debris control facilities, ( ) vehicular access to structures, ( ) _____.

_____ 11. Dedicate fee title/an easement/future easement to the District/County of Los Angeles/City of _____ _____ providing adequate right of way for _____.

_____ 12. Show on the final map the Flood Control District's right of way for _____. A permit will be required for any construction affecting the District's right of way or facilities.

_____ 13. Approval of the _____ is recommended subject to conditions noted herein or shown on the returned map.

_____ 14. The recordation of this map will not unreasonably interfere with the free and complete exercise of the easement held by the District/County.

_____ 15. The _____ is unsatisfactory. Note the reasons stated herein or shown on returned map.

_____ 16. Proposed grading must be in compliance with Chapter 70 of the County Building Code.

Comments:

1. The Draft E.I.R. is to comply with the revised drainage concept approved 11/15/93.
2. Refer to comments on the attached sheets.

14-1

Information relative to the above comments may be obtained by contacting:

Engineering Investigator _____
Telephone (818) 458-4920

Approved by A.C. Bagwell Date of Report 12/21/93
Drainage and Grading Section

December 21, 1993

Tentative Tract 45023, Draft Environmental Impact Report

Building and Safety/Land Development Division
Drainage and Grading Section Comments

We have reviewed the Draft E.I.R. for Tentative Tract 45023 and have the following comments:

Section 5.2.1;

1.The existing levee along the site's northern boundary is proposed to be extended and improved to provide flood protection to the proposed project. This is in contradiction to the statement that "no development is proposed within the designated Santa Clara River floodplain". 14-2

2.The present offsite tributary flows per the approved drainage concept are approximately 2,500 cfs.

3.Per the approved drainage concept, there is approximately 16,000 cubic yards of debris tributary to the site. This is inconsistent with the statement "the potential hazards from surficial debris flow...are remote to non-existent". 14-3

Section 5.2.2

1.Per the approved drainage concept,the post-development clear flow discharge to the Santa Clara River is approximately 1,800 cubic feet per second, not 824 cfs as stated.

2.In this Section, no mention is made to the following items that are part of the approved drainage concept;

a.The additional debris basin proposed to the east of the site.
b.The proposed alternate onsite debris basin location requiring bridging of Lost Canyon Road.
c.Offsite drainage improvements required to protect Lost Canyon Road improvements. 14-4

3.The current drainage concept of reference is the revised drainge concept approved 11/15/93.

4.The "37% reduction in drainage volume" was not reviewed as part of the drainage concept.

Section 5.2.3

1.Detailed hydrology calculations for design of the drainage facilities have not been reviewed as part of the drainage concept. These studies will be reviewed at the design stage.

14-5

January 4, 1994

TO: Brian T. Sasaki
Planning Division

Attention Clarice Nash

FROM: Lynn D. Nicholson
Materials Engineering Division

REVIEW OF ENVIRONMENTAL DOCUMENTS

The attached documents for the Santa Clarita Project, No. 86522, Tr. 45023, have been reviewed by the Materials Engineering Division.

Comments are attached.

If you have any questions, please contact Mr. Frederick Gharib at (818) 458-4925.

jas
ME-0/ME:EIR.86522

Attach.

DEPARTMENT OF PUBLIC WORKS
MATERIALS ENGINEERING DIVISION

DEVELOPMENT REVIEW SECTION
ENVIRONMENTAL DOCUMENTS REVIEW

	GEOTECHNICAL ENGINEER	ENGINEERING GEOLOGIST
PROJECT IDENTIFICATION 86522		
LOCATION Santa Clarita		
DATE RECEIVED 12-17-93 **DEADLINE** 1-4-94		
DATA REVIEWED Draft EIR		
The proposed project has no significant effects on the checked environmental factor(s) from a geology and soils standpoint provided the appropriated ordinances and codes are followed.	X	X
Review of the initial study/geotechnical report indicates that the proposed project will have significant effects on the checked environmental factor(s) from a geology and/or soils standpoint. See discussion.		
The environmental document is inadequate from a geology and soils standpoint. See discussion.		
DATE REVIEW COMPLETED	12/30/93	12-28-93

14-6

DISCUSSION OF POTENTIALLY SIGNIFICANT EFFECTS AND/OR REPORT INADEQUACIES

Geology

Soils

Original to: Planning Division or
LDMA/Procession Center Section
cc: Development Review Section File

Rev. 10/13/92
FORM NO. 9

January 24, 1994

TO: Brian T. Sasaki
Planning Division

FROM: Ken E. Weary
Traffic and Lighting Division

DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) (DECEMBER 1993)
THE COLONY
VESTING TENTATIVE TRACT NUMBER 45023
SANTA CLARITA AREA (CANYON COUNTRY)

As requested, we have reviewed the subject DEIR for a project consisting of 752 residential condominiums. The project is located east of State Route 14 Freeway at the southwest corner of the planned Jakes Way/Lost Canyon Road intersection. The project would generate approximately 6,000 vehicle trips per day.

14-7

The traffic element of the DEIR is based on a traffic impact study dated June 1991 and reviewed by this Division in January 1992. Conditions of approval for the subject project listed in our memo to your Division dated January 30, 1992 (copy attached) are still valid and applicable.

If you have any questions, please contact Mr. Joaquin Herrera of our Traffic Investigations and Studies Section at Extension 5909.

JH:df
T-2/TT45023

Attach.

cc: Carl L. Blum
Building and Safety/Land Development

January 30, 1992

TO: Carl L. Blum
Planning Division

FROM: Ken E. Weary
Traffic and Lighting Division

TRAFFIC IMPACT STUDY (JUNE 1991)
THE COLONY
TENTATIVE TRACT 45023
CANYON COUNTRY

As requested, we have reviewed the subject traffic impact study for a project consisting of 752 residential condominiums. The project is located east of the SR 14 Freeway at the southwest corner of the Jakes Way/Lost Canyon Road intersection. The project would generate approximately 6,000 daily trips.

Our review indicates that the ultimate circulation system planned for this area would adequately handle the traffic generated by this project at area build out to the Year 2015. The following improvements are included in this ultimate circulation system:

- Construct Jakes Way with a minimum of two lanes in each direction under the SR 14 Freeway.

- Modernize the SR 14 Freeway interchange at Via Princessa which includes relocating the southbound off ramp to Jason Drive and constructing a loop on-ramp for westbound Via Princessa traffic to southbound freeway traffic.

14-8

We do not agree with any of the study's three interim access circulation proposals for this project. The long single access roadways in these access circulation proposals would not provide adequate access and circulation for the project residents and emergency vehicles.

We recommend an access circulation system for this project which includes a railroad crossing on Lost Canyon Road and project access to both Jakes Way and Canyon Park Boulevard. We recommend that traffic control plans for the interim condition be provided at the Lost Canyon Road/Jakes Way and Lost Canyon Road/Canyon Park Boulevard intersections to this Department's satisfaction.

Based on this study and the recommended circulation system, the following roadway improvements would need to be in place with this project:

T & L DIVISION

- Construct Jakes Way with a minimum of one lane in each direction from its present terminus west of the SR 14 Freeway to Lost Canyon Road.

- Construct Lost Canyon Road with a minimum of one lane in each direction from Jakes Way to Canyon Park Boulevard.

- Construct Canyon Park Boulevard with a minimum of one lane in each direction from its present terminus west of SR 14 Freeway to Lost Canyon Road. 14-9

- Construct Canyon Park Boulevard from Jakes Way to the present terminus south of the railroad tracks.

- Completion of the Via Princessa/Whites Canyon Road project currently underway from Soledad Canyon Road to Sierra Highway.

Based on this study, this project can be approved provided no building permits are issued until the above improvements are operational unless a traffic study shows to the satisfaction of this Department that there is sufficient capacity on the existing roadways to adequately handle the traffic.

The following is a summary of additional mitigation measures needed for this project:

- Provide sufficient pavement on Jakes Way and Lost Canyon Road to provide a right- and left-turn lane at project entrance streets.

- Prepare detailed striping plans for the above mitigation measures to the satisfaction of this Department.

- Enter into a secured agreement with this Department to contribute a pro-rate share of the cost to install traffic signals when needed at the following intersections. The developer of this project should determine his proportionate share of the cost of these signals and submit this information to this Department for review and approval. 14-10

- Jakes Way/First Project Entrance Street west of Lost Canyon Road.
- Jakes Way/Second Project Entrance Street west of Lost Canyon Road.
- Lost Canyon Road/Project Entrance Street
- Jakes Way/Canyon Park Boulevard
- Jakes Way/Lost Canyon Road
- Lost Canyon Road/Canyon Park Boulevard
- Lost Canyon Road/Via Princessa
- Via Princessa/SR 14 Freeway Northbound Ramps
- Via Princessa/SR 14 Freeway Southbound Ramps or Relocation at Jason Drive

We recommend Caltrans and the City of Santa Clarita also review this project for impacts/mitigations in their jurisdictions. 14-11

If you have any questions, please contact Mr. Joe Banales of our Traffic Investigations and Studies Section at Extension 5909.

JB:df
T-2/WP/TT45023

cc: Donald L. Wolfe
Building and Safety
Land Development
Traffic and Lighting (Traffic Design)

RESPONSE TO COMMENT LETTER 14

14-1 Comment acknowledged.

14-2 The Santa Clara River floodway/floodplain boundary fronting the project site will not be encroached upon by proposed project development. Proposed project levee improvements will not encroach into the floodway/floodplain per agreement with the US Army Corps of Engineers -- see RESPONSE 8-5 herein.

14-3 Comment acknowledged. The County-approved drainage concept plan of 15 November 1993 contains calculations that update certain entries in DEIR Section 5.2; however, drainage impacts remain at insignificant levels.

14-4 Comment acknowledged. The revised drainage concept plan of record contains calculations that update certain entries in DEIR Section 5.2; however, drainage impacts remain at insignificant levels. Post-project drainage flows will result in a 37% increase in discharge to the Santa Clara River; however, negative impacts of urban storm water runoff quality to the Santa Clara River have not been documented.

14-5 Comment noted.

14-6 Comment noted.

14-7 Comment noted.

14-8 Project roadway interim (temporary) access and circulation issues have been resolved subsequent to the 30 January 1992 comment in Preliminary Conditions of Tract Approval as directed by the Planning Commission -- see RESPONSE 12-1 herein.

14-9 Comment acknowledged. Subsequent to the 30 January 1992 comment letter, the County Planning Commission has approved the vesting tentative tract map and preliminary subdivision conditions that specify project area roadway improvements per County codes and ordinances, and County Department of Public Works recommendations. The recommended improvements have been accepted as conditions of approval by the applicant.

14-10 Comment acknowledged. These additional mitigation measures have been accepted by the applicant.

14-11 Comment noted.

LETTER 15

February 3, 1994

TO: Brian T. Sasaki
Planning Division

Attention Clarice Nash

FROM: Thomas S. Brachko
Waste Management Division

DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)
NOTICE OF COMPLETION (NOC)
ZONE CHARGE (ZC)
THE COLONY
MULTI-FAMILY RESIDENTIAL
SANTA CLARITA VALLEY

We have reviewed the Draft EIR, NOC, ZC, Conditional Use Permit for the proposed 46-acre, PN 86-522, Tentative Tract 45023, 752 Unit Multiple Family Residential The Colony Development located in the unincorporated Santa Clarita Valley and provide the following comments:

1. Sunshine Canyon Landfill closed as of September 21, 1991, due to the expiration of the Land Use Permit issued by the City of Los Angeles. Although a proposed landfill expansion into the County unincorporated area has obtained land use approval, the possibility exists that the proposed expansion may not become operational due to current litigation. Therefore, the environmental document should be revised to exclude Sunshine Canyon as a disposal site serving the development. 15-1

2. The existing hazardous waste management facilities in this County are inadequate to handle the hazardous waste currently being generated. The proposed residential development may generate hazardous waste, including household hazardous waste, which could adversely impact existing HWM facilities. This issue should be addressed and mitigation measures provided. 15-2

3. This environmental document needs to fully assess the impact, if any, on the quality of stormwater as the result of the project. Mitigation measures, if any, should be incorporated into the project. The document should reference National Pollutant Discharge Elimination System (NPDES) Permit CA0061654 issued by the California Regional Water Quality Control Board to the County and local agencies. The document should indicate compliance with all relevant stormwater quality management programs of the Federal, State, County, and local agencies. 15-3

4. Should any operation within the subject development include the modification, removal, or installation of underground storage tanks and/or industrial waste control or disposal facilities, Waste Management Division must be contacted for required approvals and operating permits. 15-4

5. Any mitigation measure monitoring program performed by the Los Angeles County Department of Public Works (LACDPW), Waste Management Division will require a funding account to be established by the project proponent to pay for the required services. The amount of necessary funds will be determined at the time monitoring will be performed. The LACDPW, Waste Management Division, must be contacted to establish the funding account. 15-5

If you have any questions regarding these comments, please contact me at Extension 3567.

TB:jk
WM-2\TOM1\THECOLONY

RESPONSE TO COMMENT LETTER 15

15-1 The County acknowledges that the Sunshine Canyon Landfill's proposed expansion is in litigation. Project-generated solid waste loads will be accommodated by the proposed doubling expansion of the Chiquita Canyon Landfill capacity, and by the proposed Elsmere Canyon Landfill should the Sunshine Canyon Landfill remain closed.

15-2 Household hazardous wastes typically comprise less than 1% by weight of municipal solid wastes. Project occupants will be subject to County, State, waste collector and landfill controls of hazardous household waste to reduce potential impacts to less than significant levels.

15-3 As indicated in COMMENT LETTER 14, the County approved a drainage plan for the proposed project dated 15 November 1993. The County has determined that post-development clear flow discharged to the Santa Clara River will be 1,800 cubic feet per second (cfs). Given a pre-construction, bulked flow of 1,309 cfs, post-development, clear stormwater flows will increase by approximately 37%. Residential stormwater runoff has not been demonstrated to negatively impact the Santa Clara River, and is not expected to result in significant impact from the proposed project. In addition, project construction will be subject to the Federally-mandated, State-administered National Pollutant Discharge Elimination System (NPDES) for stormwater pollution prevention under provisions of the US Clean Water Act. The builder of the proposed project will prepare, as required, an NPDES Storm Water Pollution Prevention Program (SWPPP) including "best management practices" for construction of the proposed project.

15-4 Comment acknowledged.

15-5 Comment noted.

LETTER 16

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(213) 881-2481

L.A. COUNTY

1994 FEB 15 AM 11:41

DEPARTMENT OF
REGIONAL PLANNING

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

February 10, 1994

Mr. Kishore Manandhar
Department of Regional Planning
Impact Analysis Section
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. Manandhar:

SUBJECT: ENVIRONMENTAL IMPACT REPORT -- SANTA CLARITA VALLEY (DRAFT EIR) "THE COLONY", VTT #45023, CUP & OTP #86-522, SCH #87021804 -- (EIR #116/1993)

This is the first opportunity we have had to review and comment on this development proposal.

FIRE PROTECTION AND EMERGENCY MEDICAL SERVICE AVAILABILITY

The subject development will receive fire protection and paramedic service from the County of Los Angeles Fire Department. Fire Station #107, located at 18239 W. Soledad Canyon, Canyon Country, CA 91351-3521, is the jurisdictional engine company for this property.

EQUIPMENT	DISTANCE/MILES*	TIME/MINUTES	PERSONNEL
Engine 107	1.45	2.5	3
Engine 307	1.45	2.5	4
Engine 123	3.8	6.5	3
Squad 107	1.45	2.5	2
Truck 73	6.8	11.6	4

*Assuming all proposed roads shown in Figure #16 are built.

PROJECT IMPACT ON SERVICES

Any development will increase the service demand on existing resources. Although this development would be in proximity to an existing fire station, it would increase service demand on the existing fire protection resources in the general area. Additional manpower, equipment, and facilities are needed in the area now. However, the degree of impact created by this project cannot be determined at this time. 16-1

FISCAL IMPACT

The applicant shall participate in an appropriate financing mechanism to provide funds for fire protection facilities which are required by new commercial, industrial or residential development in an amount proportionate to the demand created by this project. The developer shall contact the County of Los Angeles Fire Department at (213) 881-2404 to discuss mitigation arrangements. 16-2

DESIGN AND CONSTRUCTION

The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.

Fire flows of up to 3,000 gallons per minute at 20 pounds per square inch residual pressure for a three-hour duration will be required. 16-3

Final fire flow will be based on the sizae of the building, its relationship to other structures and property lines, and the type of construction used.

Fire Department requirements for access, fire flow and hydrants are addressed at the Los Angeles County Subdivision Committee meeting when approval for tentative subdivision maps are considered.

FORESTRY DIVISION

We have reviewed the Draft Environmental Impact Report for the Colony Project located in northwestern Los Angeles County, east from the Antelope Valley Freeway (State Route 14), south from the Santa Clara River, and west from Los Canyon.

This project requires an Oak Tree Permit from the Los Angeles County Department of Regional Planning. Appendix D refers to the City of Santa Clarita Oak Tree Ordinance; however, the project is in unincorporated Los Angeles County. The final EIR should include a Request for Oak Tree Permit from the Los Angeles County Department of Regional Planning as well as potential mitigation for tree removal.

16-4

If you have any additional questions, please contact this office at (213) 881-2481.

Very truly yours,

Paul H. Rippens

PAUL H. RIPPENS, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

PHR:lc

RESPONSE TO COMMENT LETTER 16

16-1 Comment noted.

16-2 Comment noted. The applicant will participate as required in financing mechanisms to provide funds for fire protection facilities.

16-3 The proposed project design will comply with all applicable fire protection codes and ordinances for construction, access, water mains, fire flows and fire hydrants as per conditions of approval for Vesting Tentative Tract 45023.

16-4 Subsequent to the DEIR Appendix D Oak Tree Permit reference, the DEIR Appendix G letter dated 1 November 1990 indicates that an Oak Tree Permit application has been filed with the County of Los Angeles.

APPENDIX A

Notice of Completion
Notice of Public Hearing

Notice of Completion

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

SCH # 87021804

Project Title: THE COLONY / Project #86-522/TR45023

Lead Agency: L.A. County Regional Planning — Contact Person: K. Manandhar

Street Address: 320 W. Temple St. — Phone: (213) 974-6461

City: Los Angeles, CA — Zip: 90012 — County: Los Angeles

Project Location

County: Los Angeles — City/Nearest Community: Santa Clarita

Cross Streets: Soledad Cyn. Road/Sierra Hwy. — Total Acres: 46.2

Assessor's Parcel No. ____ — Section: ____ — Twp. ____ — Range: ____ — Base: ____

Within 2 Miles: State Hwy #: 14 — Waterways: Santa Clara River

Airports: ____ — Railways: SPRR — Schools: ____

Document Type

CEQA: ☐ NOP ☐ Early Cons ☐ Neg Dec ☒ Draft EIR ☐ Supplement/Subsequent ☐ EIR (Prior SCH No.) ☐ Other

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☐ Other

Local Action Type

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

Development Type

☒ Residential: Units 752 Acres 46.2
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational ____
☐ Recreational ____

☐ Water Facilities: Type ____ MGD ____
☐ Transportation: Type ____
☐ Mining: Mineral ____
☐ Power: Type ____ Watts ____
☐ Waste Treatment: Type ____
☒ Hazardous Waste: Type ____
☐ Other: ____

RECEIVED DEC 9 STATE CLEARINGHOUSE

Project Issues Discussed in Document

☒ Aesthetic/Visual ☐ Agricultural Land ☒ Air Quality ☐ Archeological/Historical ☐ Coastal Zone ☐ Drainage/Absorption ☐ Economic/Jobs ☐ Fiscal
☒ Flood Plain/Flooding ☐ Forest Land/Fire Hazard ☒ Geologic/Seismic ☐ Minerals ☒ Noise ☐ Population/Housing Balance ☐ Public Services/Facilities ☐ Recreation/Parks
☐ Schools/Universities ☐ Septic Systems ☒ Sewer Capacity ☐ Soil Erosion/Compaction/Grading ☐ Solid Waste ☐ Toxic/Hazardous ☒ Traffic/Circulation ☒ Vegetation
☐ Water Quality ☐ Water Supply/Groundwater ☒ Wetland/Riparian ☒ Wildlife ☒ Growth Inducing ☒ Landuse ☒ Cumulative Effects ☐ Other ____

Present Land Use/Zoning/General Plan Use

VACANT / ZONING A-1-1 & M-1½ / SCVAGP — Floodway - SEA (W/S); Industrial (I); Urban-3 (U-3)

Project Description

To develop a 752-unit residential condominium complex including private interior driveways, parking, landscaping, and recreational amenities. Plans also provide for right-of-way and construction of portions of Jakes Way and Lost Canyon Road (a major highway - 100' right-of-way).

CLEARINGHOUSE CONTACT: MARK GOSS (916) 445-0613

STATE REVIEW BEGAN: 12-9-93

DEPT REV TO AGENCY: 1-18

AGENCY REV TO SCH : 1-21

SCH COMPLIANCE : 1-24

PLEASE NOTE SCH NUMBER ON ALL COMMENTS

PLEASE FORWARD LATE COMMENTS DIRECTLY TO THE LEAD AGENCY ONLY

AQMD/APCD: 33 (Resources: 12/11)

CMT	SNT		CMT	SNT	
	X	Resources			State/Consumer Svcs
		Boating			General Services
		Coastal Comm			OLA (Schools)
		Coastal Consv			Cal/EPA
		Colorado Rvr Bd		X	ARB
	X	Conservation			CA Waste Mgmt Bd
	X	Fish & Game 5			SWRCB:--Grants
		Forestry			SWRCB:--Delta
	X	Parks & Rec/OHP			SWRCB:--Wtr Quality
		Reclamation			SWRCB:--Wtr Rights
		SCDC		X	Reg. WQCB # 4
	X	DWR			DTSC/CTC
					Yth/Adlt Corrections
		Bus Transp Hous			Corrections
		Aeronautics			Independent Comm
	X	CHP			Energy Comm
	X	Caltrans # 7		S	NAHC
		Trans Planning			PUC
		Housing & Devel			Santa Mn Mtns
		Health & Welfare		X	State Lands Comm
		Drinking H20			Tahoe Rgl Plan
		Medical Waste			Other:

(* = sent by lead / ** = sent by SCH)

Reviewing Agencies Checklist

KEY
S = Document sent by lead agency
X = Document sent by SCH
✓ = Suggested distribution

____ **Resources Agency**
____ Boating & Waterways
____ Coastal Commission
____ Coastal Conservancy
____ Colorado River Board
____ Conservation
S Fish & Game
____ Forestry
____ Office of Historic Preservation
S Parks & Recreation
____ Reclamation
____ S.F. Bay Conservation & Development Commission
____ Water Resources (DWR)

Business, Transportation & Housing
____ Aeronautics
____ California Highway Patrol
S CALTRANS District # 7
____ Department of Transportation Planning (headquarters)
____ Housing & Community Development
S **Food & Agriculture**

Health & Welfare
____ Health Services ____

State & Consumer Services
____ General Services
____ OLA (Schools)

Environmental Affairs
____ Air Resources Board
S APCD/AQMD
____ California Waste Management Board
____ SWRCB: Clean Water Grants
____ SWRCB: Delta Unit
____ SWRCB: Water Quality
____ SWRCB: Water Rights
S Regional WQCB # ____ (L.A. Region)

Youth & Adult Corrections
____ Corrections

Independent Commissions & Offices
____ Energy Commission
S Native American Heritage Commission
____ Public Utilities Commission
____ Santa Monica Mountains Conservancy
S State Lands Commission
____ Tahoe Regional Planning Agency

____ Other ____

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

Starting Date December 13, 1993 Ending Date January 28, 1994

Signature [signature] Date Dec. 2, 1993

Lead Agency (Complete if applicable):
Consulting Firm: Taylor and Company
Address: 11601 Wilshire Blvd., Ste.500
City/State/Zip: Los Angeles, CA 90025
Contact: Paul Taylor
Phone: (310) 575 4850

Applicant: G. H. Palmer Associates
Address: 11740 San Vicente Blvd. Ste208
City/State/Zip: Los Angeles, CA 90049
Phone: (310) 207 3100

For SCH Use Only:
Date Received at SCH ____
Date Review Starts ____
Date to Agencies ____
Date to SCH ____
Clearance Date ____
Notes:

Revised October 1989

Los Angeles County
Department of Regional Planning

Director of Planning. James E. Hartl, AICP

DATE: December 13, 1993

TO: All Interested Agencies, Organizations and Individuals

FROM: Kishore Manandhar, Regional Planning Assistant II
DEPARTMENT OF REGIONAL PLANNING
Impact Analysis Section

SUBJECT: NOTICE OF COMPLETION
Draft Environmental Impact Report (DEIR) "The Colony"
Project No. 86-522 (Zone Change, Conditional Use Permit)
Tentative Tract 45023
SCH No. 87021804

The staff of the Department of Regional Planning is in the process of reviewing a Draft Environmental Impact Report (DEIR) for the above project. The subject property is located at the southeast quadrant of the intersection of the Santa Clara River and the Antelope Freeway (S.R. 14) in the unincorporated area of the Santa Clarita Valley. The project is a proposal to develop a 752-unit residential condominium complex, including private interior driveways, parking, landscaping and recreational amenities, on 46.2 acres. Plans also provide for right-of-way dedication and construction of portions of Jakes Way and Lost Canyon Road (a major highway). Open space would be provided within the river floodway.

The applicant has requested a change of zone from A-1-1 (Light Agriculture), M-1½ (Restricted Heavy Manufacturing), and A-2-1 (Heavy Agriculture) to C-M (Commercial-Manufacturing) and RPD-1-20U (Residential Planned Development-20 units per net acre). The requested Conditional Use Permit would allow a residential development in the requested C-M and RPD zones. The requested subdivision would create 23 multiple-family lots and one Open Space lot.

To assist us in preparing the case materials for consideration by the Regional Planning Commission and in compliance with CEQA, we respectfully request that you review and submit any comments to the address shown below within 45 days of the date of this letter. The public review period ends January 28, 1994. A distribution list of agencies and organizations receiving this document is attached. Any suggestions for additional mitigation measures should be included in your reply.

If you have any questions regarding this matter, please contact me at (213) 974-6461. Our office hours are Monday through Thursday, between 7:30 a.m. and 6:00 p.m. Our offices are closed on Fridays.

"THE COLONY" CIRCULATION LIST 86522

COUNTY DEPARTMENTS*

County of Los Angeles
Fire Department
P.O. Box 3009, Terminal Annex
Los Angeles, CA 90051
Attn: P. Michael Freeman, Fire Chief

County of Los Angeles
Health Services-Noise
2525 Corporate Place
Monterey Park, CA 91754
Attn: Frank Gomez

County of Los Angeles **(2 copies)**
Forester/Fire Warden
1320 N. Eastern Avenue
Los Angeles, CA 90063
Attn: Joe Ferrara

County of Los Angeles
Public Health Programs & Services
Environmental Health Division
2525 Corporate Place
Monterey Park, CA 91754
Attn: Jack Petralia

County of Los Angeles
Parks & Recreation
433 South Vermont Ave.
Los Angeles, CA 90020
Attn: Cynthia D'Agosta

L. A. County Public Library
7400 E. Imperial Hwy
P.O. Box 7011
Downey, CA 90242
Attn: Fred Hungerford
Head, Staff Services

L. A. County Office of the Sheriff
Hall of Justice
Los Angeles, CA 90012
Attn: Capt. Robert J. Spierer

L. A. County Department of Public Works
Planning Division
900 S. Fremont Ave.
Alhambra, CA 91803
Attn: Michael Nagao, Section Head

---

* **Deliver all Public Works DEIRs to Planning Division.**

L. A. County Department of Public Works
Sub-Division Sewers Unit
900 South Fremont Avenue
Alhambra, CA 91803
Attn: Augie Ibalio

L. A. County Department of Public Works
Drainage/Grading
900 S. Fremont Avenue
Alhambra, CA 91803
Attn: Rod Kubomoto

L. A. County Department of Public Works
Traffic & Lighting
900 S. Fremont Ave.
Alhambra, CA 91803
Attn: C. Ramstead

L. A. County Department of Public Works
Geology/Soils Division
900 S. Fremont Ave.
Alhambra, CA 91803
Attn: Mike Johnson

L. A. County Department of Public Works
Transportation Division
900 S. Fremont Avenue
Alhambra, CA 91803

L. A. County Dept. of Public Works
Waste Management Division
P.O. Box 1460
Alhambra, CA 91802-1460

Los Angeles County
Department of Regional Planning
Subdivisions
320 West Temple Street
Los Angeles CA 90012

Los Angeles County
Department of Regional Planning
Community Studies I
320 West Temple Street
Los Angeles CA 90012
Attn: Lee Stark

Los Angeles County Sanitation Dist.
P.O. Box 4998
Whittier, CA 90607-4998
Attn: Sonia Hurtado/Steve Santa Cruz

STATE AGENCIES:

State Clearinghouse **(10 copies)**
1400 tenth Street, Room 121
Sacramento, CA 95814 **(In addition to cover letter, send Notice of Completion Form)**

CA Reg. Water Quality Control Board
Los Angeles Region
101 Center Plaza
Monterey Park, CA 91754
Attn: Mr. Robert Ghirelli

Caltrans-District 7
IGR/CEQA Coordinator
Transportation Planning & Analysis
120 S. Spring Street
Los Angeles, CA 90012

Dept. of Food and Agriculture
1220 N. Street
Sacramento, CA 95814
Attn: Environmental Review

South Coast Air Quality Mgt. Dist. **(2 copies)**
Management District
21865 East Copley Drive
Diamond Bar, CA 91765

California Dept. of Fish & Game
330 Golden Shore #50
Long Beach, CA 90802
Attn: B. Elias

① U.S. Fish & Wildlife Service
2400 Avila Road
Laguna Niguel, CA 92656
Attn: John Hanlon

② U.S. Fish & Wildlife Service
2730 W. Loker Ave.
Carlsbad, CA 92008
Attn. James Applegate

Native Amer. Heritage Comm
915 Capital Mall, Rm. 288
Sacramento, Ca 95814
Attn: William Johnson

Department of Parks and Recreation
P.O. Box 942896
Sacramento, Ca 94296-0001

State Lands Commission
1807-13th Street
Sacramento, CA 95814

LOCAL AND OTHER AGENCIES

Archaeological Info. Center
UCLA Institute of Archaeology
Fowler Museum of Cultural History
Los Angeles, CA 90024-1510

Castaic Lake Water Agency
23560 Lyons Ave. #225
Newhall, CA 91321

City of Santa Clarita
23920 Valencia Blvd., #300
Santa Clarita, CA 91355
Attn: Chris Kudija

County of Ventura Planning Department
800 S. Victoria Ave.
Ventura, CA 93009
Attn: Kim Hocking

Los Angeles County
Canyon Country Library
18536 Soledad Canyon Road
Canyon Country, CA 91351

Los Angeles County Newhall Library
22704 W. 9th Street
Newhall, CA 91321

Los Angeles County Valencia Library
23743 W. Valencia Blvd.
Valencia, CA 91355

Newhall School District
25375 Orchard Village Road, Suite 200
Valencia, CA 91355
Attn: J. Michael McGrath, Ed.D.
Superintendent

Santa Clarita Water Company
P.O. Box 903
Santa Clarita, CA 91380-9003

Santa Clarita Civic Association
P.O. Box 384
Santa Clarita, CA 91322
Attn: Tamsie Irvan, President

SCOPE
P.O. Box 1182
Canyon Country, CA 91351
Attn: Lynn Plambeck, Secretary

Southern California Gas Company
P.O. Box 457
Tujunga, CA 91042
Attn: Ray Rawls

Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

Southern California Edison Company
800 West Cienega Avenue
San Dimas, CA 91773
Attn: Gary Spinning

Wm. S. Hart Union High School District
21515 Redview
Newhall, CA 91350
Attn: James Brown, Ed.D.
Director of Support Services

U.S. Army Corps of Engineers
2151 Alessandro Dr., Suite 100
Ventura, CA 93001
Attn: Mike Jewell

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
Los Angeles, California 90012

NOTICE OF PUBLIC HEARING CONCERNING
ZONING CASE NO. 86-522-(5)
CONDITIONAL USE PERMIT CASE NO. 86-522-(5)
OAK TREE PERMIT NO. 86-522-(5)
TRACT NO. 45023

Notice is hereby given that the Regional Planning Commission will conduct a public hearing concerning this land use proposal on Wednesday, February 2, 1994 at 9:00 a.m. in Room 150, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. Interested persons will be given an opportunity to testify. The Environmental Impact Report associated with this proposal will also be considered.

General description of proposal: Proposed development of 752 multi-family residential condominium units.

ZONE CHANGE REQUEST:	From A-1-1 (Light Agriculture-1 acre required area), A-2-1 (Heavy Agriculture-1 acre required area), and M-1½ (Restricted Heavy Manufacturing) to C-M (Commercial Manufacturing) and RPD-1-20U (Residential Planned Development-20 units per acre).

The Commission may recommend a change of zone from A-1-1, A-2-1, and M-1½ to C-M and RPD-1-20U or such other zone, whether more intense or less, as it deems appropriate.

CONDITIONAL USE PERMIT REQUEST:	To allow development of residential units within the C-M Zone, and to allow for review for compliance with Significant Ecological Area Performance Review criteria and Residential Planned Development design review criteria.
OAK TREE PERMIT REQUEST:	To allow the removal of three (3) oak trees.
SUBDIVISION REQUEST:	To allow development of 23 multi-family lots (752 new condominium units) and 1 open space lot on 46.2 acres.
LOCATION:	The subject property is a rectangularly shaped parcel of 46.2 acres located on the easterly side of the Antelope Valley Freeway at the southwest corner of Jakes Way and Lost Canyon Road in the Canyon Country area of the Newhall Zoned District. (all measurements are approximate).

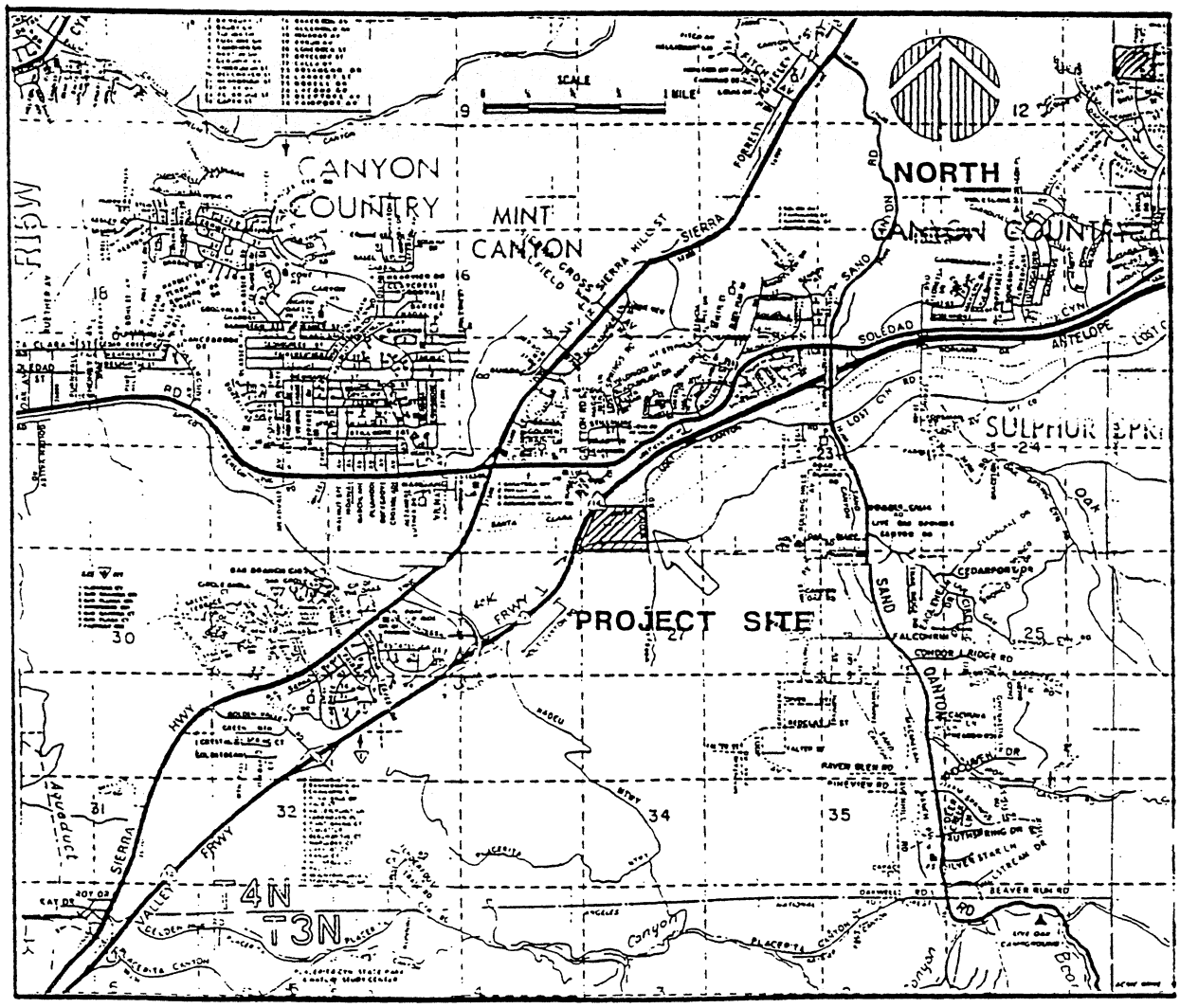
These cases do not affect the zoning of surrounding property. If you are unable to attend the public hearing but wish to send written comments, please write to the Regional Planning Commission, 320 West Temple Street, Los Angeles, California 90012. You may also obtain additional information concerning this case by phoning Mr. Lonnie Bell at (213) 974-6443 between 7:30 a.m. and 6:00 p.m., Monday through Thursday. **Our offices are closed on Fridays.** Callers from North County areas may dial (805) 272-0964 (Antelope Valley) or (805) 253-0111 (Santa Clarita) toll free and then request a connection to 974-6443.

SI NO ENTIENDE ESTA NOTICIA O NECESITA MAS INFORMACION POR FAVOR LLAME ESTE NUMERO (213) 974-6466.

Case materials, including the environmental documentation, are available for review between 7:30 a.m. and 6:00 p.m., Monday through Thursday (**we are closed on Fridays**) in the offices of the Department of Regional Planning, Hall of Records, Room 1348, 320 West Temple Street, Los Angeles, California 90012. These materials will also be available for review beginning December 20, 1993 at the following location:

Canyon Country County Library
18536 Soledad Canyon Road
Canyon Country, California 91350

ZONING CASE NO. 86-522-(5)
CONDITIONAL USE PERMIT CASE NO. 86-522-(5)
OAK TREE PERMIT NO. 86-522-(5)
TRACT NO. 45023



PROJECT NO.
TENTATIVE TRACT NO. 45023

ENGINEERING SERVICE CORPORATION
CONSULTANTS IN CIVIL ENGINEERING & LAND PLANNING
CULVER CITY, CA